

# RECONNECTING COMMUNITIES & NEIGHBORHOODS (RCN) GRANT Program

## *FY23 Awards Factsheets*

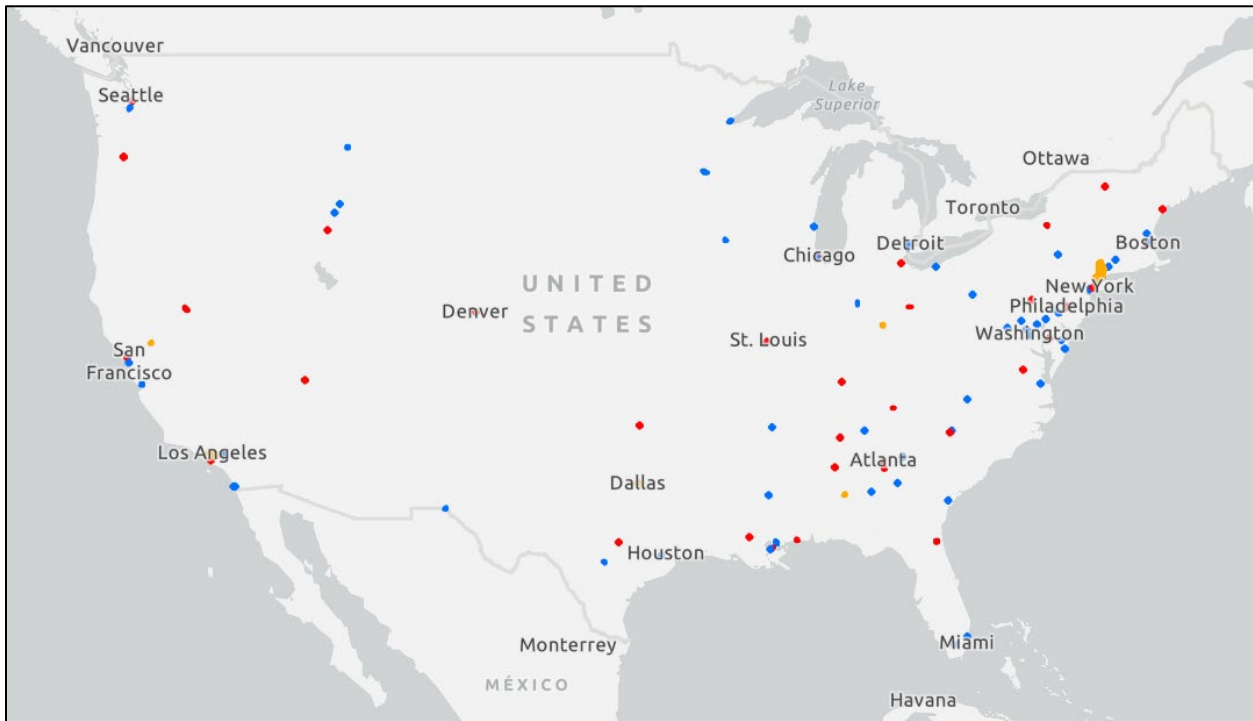


**U.S. Department  
of Transportation**




## Overview

The U.S. Department of Transportation’s Reconnecting Communities and Neighborhoods (RCN) Grant Program awarded 132 communities with a total of \$3.3 billion in fiscal year 2023 to plan or construct transportation projects that aim to:

- Improve access to daily needs such as jobs, education, healthcare, food, and recreation;
- Foster equitable development and restoration;
- Reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development;
- Prioritize disadvantaged communities.



### Awarded Projects

-  Capital
-  Planning
-  Regional Partnership



## Summary Table of RCN FY23 Awards

Table 1: Summary of RCN FY23 Awards

Program	Grant Type	Project	Applicant	State	Award
RCP	Planning	Reconnecting Lemon Creek: Improving Nonmotorized Access and Community Equity with the Lemon Creek Multimodal Pathway	City & Borough of Juneau	Alaska	\$653,520.00
NAE	Regional Partnership	Reducing Impact of Rural Board-road Burdens	State of Alaska	Alaska	\$2,598,245.00
NAE	Capital	Reconnecting 4th Ave N: A Two-Way Vision for Reviving Legacy and Inspiring Progress	City of Birmingham	Alabama	\$14,556,039.81
NAE	Capital	Dr. Bill Sims Hike-Bike Way on the Singing River Trail: Reconnecting Old Town to Decatur's Riverfront	City of Decatur, Alabama	Alabama	\$18,407,687.76
NAE	Capital	Pedestrian Access and Redevelopment Corridor (PARC): Pedestrian Bridge Construction	City of Huntsville, Alabama	Alabama	\$27,335,759.00
NAE	Planning	2023 NAE Planning Grant - Phenix City - Crawford Road/13th Street Corridor Planning Project	Phenix City	Alabama	\$352,000.00
NAE	Regional Partnership	Reconciliation, Regeneration and Reconnecting the Selma to Montgomery Trail Through Transportation Equity Infrastructure	City of Montgomery	Alabama	\$36,663,000.00
RCP	Planning	Neighborhood Revitalization through Retrofit of Highway 63B in America's Fastest Shrinking City: Pine Bluff, Arkansas	University of Arkansas	Arkansas	\$548,492.00
NAE	Capital	Blackledge Bicycle Boulevard	City of Tucson Department of Transportation and Mobility	Arizona	\$2,577,591.00
RCP	Capital	Ruby Road Bridge over Potrero Creek and Union Pacific Railroad	Santa Cruz County	Arizona	\$6,600,000.00
NAE	Capital	Rafael Meadows Safe Crossing Pathway Project	City of San Rafael	California	\$1,940,000.00

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RCP	Capital	Port of Los Angeles - Rail Mainline/Wilmington Community & Waterfront Pedestrian Grade Separation Bridge	Port of Los Angeles	California	\$5,000,000.00
RCP	Capital	I-710 Humphreys Avenue Crossing: A Pedestrian and Bicycle Crossing to Bridge the 710 Divide in East L.A.	Los Angeles County Metropolitan Transportation Authority	California	\$9,961,500.00
NAE & RCP	Capital	Harbor Drive 2.0 Port Access Improvements - Enhancing Community Mobility and Freight in San Diego's Working Waterfront	San Diego Association of Governments	California	\$11,000,000.00
RCP	Capital	The East Bay Greenway Multimodal Project: Lake Merritt to Bayfair	Alameda County Transportation Commission	California	\$30,000,000.00
NAE	Planning	City of Montclair San Antonio Creek Trail Crossings Design	City of Montclair	California	\$750,000.00
RCP	Planning	Greenfield Reconnecting Everyone Across Town (GREAT)	City of Greenfield	California	\$793,856.00
RCP	Planning	Reconnecting East Los Angeles: 60 Green Bridge Project for Belvedere Park	County of Los Angeles	California	\$800,000.00
RCP	Planning	Reconnecting North Long Beach - Hamilton Loop Project	City of Long Beach	California	\$1,200,000.00
RCP	Planning	Reconnecting MacArthur Park	City of Los Angeles	California	\$2,000,000.00
NAE & RCP	Planning	Mend the Gap: Reuniting Barrio Logan through Freeway Lid Parks	San Diego Association of Governments	California	\$2,000,000.00
RCP	Planning	Geary-Fillmore Underpass Community Planning Study	San Francisco County Transportation Authority	California	\$2,000,000.00
NAE	Planning	The National City/Southeast San Diego Greenspace Corridor Project	Mundo Gardens	California	\$2,000,000.00
NAE	Planning	Strengthening Watsonville Neighborhoods: Feasibility Study for Equitable, Just, Safe and Prosperous Future for All	City of Watsonville	California	\$2,355,318.82
NAE	Planning	Healing Hollywood	Friends of the Hollywood Cap Park, Inc	California	\$3,599,760.00
NAE	Regional Partnership	SACOG Green Means Go: Green Zone Access and Equity Regional Planning Project	Sacramento Area Council of Governments	California	\$22,500,000.00

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NAE	Regional Partnership	Removing Barriers and Creating Legacy - A Multimodal Approach for Los Angeles County	Los Angeles, California	California	\$139,000,000.00
NAE	Capital	Reunited Denver Project Globeville Elyria-Swansea	City and County of Denver	Colorado	\$35,475,000.00
NAE	Planning	Removing the Highway Barrier: Equitably Restoring Colfax and Federal Mobility and Land Use ("The Project")	Colorado Department of Transportation	Colorado	\$2,000,000.00
NAE	Capital	West Side Neighborhood Connector Project	City of Stamford	Connecticut	\$17,000,000.00
NAE	Planning	Bringing Resilient, Interconnected Development as a Gateway to the East End (BRIDGE) Study	Connecticut Metropolitan Council of Governments	Connecticut	\$600,000.00
NAE	Planning	MLK Community Reconnection Project	Norwalk Redevelopment Agency	Connecticut	\$600,000.00
RCP	Planning	Borough of Naugatuck Eastside-Westside Connectivity and Rail Mitigation Planning Project	Borough of Naugatuck	Connecticut	\$652,800.00
RCP	Planning	Greater Hartford Mobility Study (GHMS): River Gateway - Hartford/East Hartford	Connecticut Department of Transportation	Connecticut	\$2,000,000.00
NAE	Regional Partnership	Western Connecticut Regional Transit Study	Western Connecticut Council of Governments	Connecticut	\$1,000,000.00
NAE	Planning	DC 295/I-295 Corridor Feasibility Study	District of Columbia Department of Transportation	District of Columbia	\$2,000,000.00
NAE	Planning	Reconnecting Georgetown	Town of Georgetown	Delaware	\$100,000.00
NAE	Planning	Reducing Truck Traffic in the Southbridge Neighborhood: A Feasibility Study of Alternative, More Efficient Routes	Wilmington Area Planning Council	Delaware	\$240,000.00
NAE	Planning	Bridging I-95 Concept Study: Connecting Wilmington's Communities	Delaware Department of Transportation	Delaware	\$2,000,000.00
NAE	Capital	Connecting Miami: I-395 Underdeck and Heritage Trail	City of Miami	Florida	\$60,353,730.00
NAE	Capital	Emerald Trail: Reconnecting and Revitalizing Jacksonville's Urban Neighborhoods	Jacksonville Transportation Authority	Florida	\$147,089,058.00

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RCP	Planning	Connect FTL - Reconnecting Disadvantaged People to the Other side of the Railroad Tracks	Broward Metropolitan Planning Organization	Florida	\$1,500,000.00
NAE	Planning	Miccosukee Tribe's Community Planning Grant: Enhancing Tribal Connectivity, Safety, and Mobility	Miccosukee Corporation	Florida	\$627,734.00
NAE	Capital	Reconnecting Atlanta's Southside Communities: Atlanta BeltLine to Flint River Trail	Atlanta, Georgia	Georgia	\$50,000,000.00
NAE	Capital	Phase 1 of the Stitch will build a 4-acre cap park over Interstates 75 and 85 and improve the transportation network to reconnect Downtown Atlanta.	City of Atlanta	Georgia	\$157,645,161.00
NAE	Planning	Pleasant Hill Reconnection and Commercial Planning	Macon-Bibb County	Georgia	\$500,000.00
RCP	Planning	Connect Athens	Athens-Clarke County Unified Government	Georgia	\$800,000.00
RCP	Planning	Savannah I-17 Ramp Removal	Savannah	Georgia	\$1,800,000.00
RCP	Capital	Connecting Pearl Highlands to Opportunity Project	City and County of Honolulu Department of Transportation Services and State of Hawaii Department of Transportation	Hawaii	\$19,145,625.00
NAE	Planning	Downtown Waterloo Railyard Relocation and Railroad Crossing Improvement Study	City of Waterloo	Iowa	\$750,000.00
NAE	Capital	Terry First Connection	City of Pocatello, Idaho	Idaho	\$8,500,000.00
NAE	Planning	US-20 Reconnecting Neighborhood Project	Bonneville Metropolitan Planning Organization	Idaho	\$400,000.00
NAE	Planning	Reconnecting Rexburg: Planning & Designing Connections Across US Highway 20	City of Rexburg	Idaho	\$2,000,000.00
NAE & RCP	Capital	Whitman Street Interchange Reconfiguration	City of Rockford, Illinois	Illinois	\$7,148,000.00
NAE	Capital	Blue Line - Forest Park Branch - Kedzie Avenue to Pulaski Station Track Improvements	Chicago Transit Authority (CTA)	Illinois	\$111,000,000.00

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NAE	Planning	Reconnecting Chicago's West Side Communities Plan	City of Chicago	Illinois	\$2,000,000.00
NAE	Planning	Uniting Scatterfield: SR 9 / Scatterfield Road Re-Envisioned	Madison County Council of Governments	Indiana	\$368,000.00
NAE	Capital	Veterans Memorial Boulevard Community Reconnection Project	City of Bowling Green	Kentucky	\$11,000,000.00
NAE	Capital	Holmes Street Corridor Complete Street Reconnection Project	City of Frankfort	Kentucky	\$20,185,000.00
NAE	Capital	Connecting New Orleans East for Pedestrian and Bicyclist Safety and Mobility	City of New Orleans	Louisiana	\$61,544,718.00
NAE	Capital	Thomas Road Improvements Project	Baton Rouge, Louisiana	Louisiana	\$13,643,000.00
RCP	Planning	City of Slidell Mobility Masterplan (Connect Slidell)	City of Slidell	Louisiana	\$960,000.00
NAE	Planning	Reconnecting Claiborne	Louisiana Department of Transportation and Development	Louisiana	\$2,000,000.00
NAE	Capital	I-90 Allston Multimodal Project	Massachusetts Department of Transportation	Massachusetts	\$335,374,775.00
RCP	Planning	Removing the Scars of Urban Renewal	City of Haverhill, MA	Massachusetts	\$452,000.00
NAE	Planning	River Works Reimagined	City of Lynn	Massachusetts	\$561,000.00
RCP	Planning	Uniting Neighborhoods and Transit Opportunities in Everett	Everett, Massachusetts	Massachusetts	\$1,200,000.00
NAE	Planning	A bicycle and pedestrian crossing of the Fitchburg MBTA commuter rail line in north Cambridge	City of Cambridge	Massachusetts	\$2,400,000.00
NAE	Regional Partnership	Greening Chelsea Creek Waterfront	City of Boston	Massachusetts	\$2,500,000.00
NAE	Capital	ENHANCING EASTON NEIGHBORHOOD ACCESS ON US 50 PROJECT	Maryland Department of Transportation	Maryland	\$3,309,759.00
NAE	Planning	Golden Mile Multimodal Connection Planning Project	City of Frederick	Maryland	\$485,000.00
NAE	Planning	Twinbrook Pedestrian and Bicycle Bridge	City of Rockville	Maryland	\$568,000.00
RCP	Planning	Aberdeen Transit Oriented – Station Square Improvements Project	City of Aberdeen	Maryland	\$800,000.00

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NAE	Planning	Bridging the Highway that Divides Berlin: Reconnecting Neighborhoods Split by US-113	Town of Berlin	Maryland	\$1,200,000.00
NAE	Planning	Restoring Connections to Druid Hill Park Project	City of Baltimore	Maryland	\$6,000,000.00
NAE	Capital	Reconnecting our Villages - Historic Libbytown	Maine Department of Transportation	Maine	\$22,400,000.00
NAE	Planning	Ecorse, Michigan Visger Road and Salliotte Road Highway-Railroad Grade Crossing Elimination Study	City of Ecorse	Michigan	\$120,000.00
NAE	Planning	The I-75 Overbuild Planning Project: Advancing Detroit's Future by Reestablishing Neighborhood Connections	Downtown Detroit Partnership, Inc.	Michigan	\$2,000,000.00
RCP	Planning	Bring Back 6th: Reconnecting, Restoring and Revitalizing the 6th Avenue North Corridor	Our Streets Minneapolis	Minnesota	\$1,600,000.00
RCP	Planning	Duluth I-35: Community Access Revitalization Study	City of Duluth, Minnesota	Minnesota	\$1,800,000.00
NAE	Planning	Highway 55: A Community Partnership, A Roadway for All	Minnesota Department of Transportation	Minnesota	\$3,600,000.00
RCP	Capital	Brickline Greenway: Midtown I-64 Crossing	Metropolitan Park and Recreation District, St. Louis	Missouri	\$9,925,000.00
NAE	Planning	Reconnecting & Revitalizing an Underserved Community: I-70 Business Loop Corridor Study	City of Columbia	Missouri	\$2,130,800.00
NAE	Capital	Bienville Boulevard/Scott Pruitt Memorial Highway Multi-Use Path-Connecting Ocean Springs and Gautier, Mississippi	Mississippi Department of Transportation	Mississippi	\$9,600,000.00
NAE	Planning	Connecting the Museum Trail through Downtown and West Jackson	Jackson Heart Foundation	Mississippi	\$588,000.00
NAE	Capital	Reconnecting East Missoula	Missoula County (County), the City of Missoula (City), the Missoula Metropolitan Planning Organization (MPO) and Montana Department of Transportation (MDT)	Montana	\$24,000,000.00
RCP	Planning	Manhattan Trail System Feasibility Study	Gallatin County	Montana	\$122,671.00



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NAE	Capital	US 93 North Ninepipe Corridor Reconstruction Project	Confederated Salish & Kootenai Tribes	Montana	\$74,872,287.00
NAE	Planning	Walnut Cove Greenway	Piedmont Triad Regional Council	North Carolina	\$250,000.00
NAE	Capital	Pyramid Lake Paiute Tribe Bike Path Phase 1 & 2	Pyramid Lake Paiute Tribe	Nevada	\$29,756,400.00
NAE	Capital	THE LINC IMPLEMENTATION PROJECT	City of New Rochelle	New York	\$16,039,888.00
NAE	Capital	Bailey Avenue Corridor Improvements - Bus Rapid Transit Construction and Context-Sensitive Roadway Retrofit	Niagara Frontier Transportation Authority (NFTA)	New York	\$102,692,562.00
NAE	Capital	NYC Parks QueensWay: Forest Park Pass	New York City Department of Parks and Recreation	New York	\$117,696,000.00
NAE	Capital	I-81 Connecting Syracuse Project	New York State Department of Transportation	New York	\$180,010,000.00
RCP	Planning	Clean Air + Healthy Future for Albany	Albany, New York	New York	\$390,214.00
NAE	Planning	BQE Connects: Advancing the BQE North and South Corridor Vision	New York City Department of Transportation	New York	\$5,600,000.00
NAE	Capital	Riverfront Infrastructure Vitality and Equity Restoration in East Toledo (RIVER East Toledo)	City of Toledo	Ohio	\$28,497,649.73
RCP	Capital	LinkUS West Broad Street Bus Rapid Transit Corridor	Central Ohio Transit Authority	Ohio	\$41,900,000.00
NAE	Planning	Cuyahoga County Veterans Memorial Bridge Connectivity Plan Project	Cuyahoga County	Ohio	\$7,000,000.00
NAE	Regional Partnership	An Evaluation of East-West Connectivity in Central Hamilton County	First Suburbs Consortium of Southwest Ohio	Ohio	\$300,000.00
NAE	Capital	Seminole Nation of Oklahoma Department of Transportation Visitor Center and Transit Plaza	The Seminole Nation of Oklahoma	Oklahoma	\$23,523,382.00
NAE	Planning	Willis Road and Bridge Project	Cherokee Nation	Oklahoma	\$2,498,931.00
NAE	Capital	Broadway Main Street and Supporting Connections	City of Portland	Oregon	\$38,394,000.00
NAE	Capital	I-5 Rose Quarter Improvement Project	Oregon Department of Transportation	Oregon	\$450,000,000.00
NAE	Capital	The Chinatown Stitch: Reconnecting Philadelphia's Chinatown	City of Philadelphia	Pennsylvania	\$158,911,664.00

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NAE	Planning	Susquehanna Depot Pedestrian Grade Crossing and Parking Lot	Susquehanna Depot Borough	Pennsylvania	\$125,389.00
RCP	Planning	Penn Avenue Cap Connector Project	Allegheny County Industrial Development Authority	Pennsylvania	\$2,000,000.00
NAE	Planning	Redesigning Route 291: Safety, Equity, and Connection	Delaware County, PA	Pennsylvania	\$2,500,000.00
NAE	Capital	Dave Lyle Boulevard Pedestrian Bridge	South Carolina Department of Transportation	South Carolina	\$10,109,074.00
RCP	Planning	Downtown Fort Mill Mobility and Parking Plan	Town of Fort Mill	South Carolina	\$160,000.00
NAE	Capital	Reconnecting Knoxville	Knoxville's Community Development Corporation (KCDC)	Tennessee	\$42,600,320.00
NAE	Planning	Community-Led Reconnection of the Westside Neighborhood	City of Chattanooga	Tennessee	\$2,000,000.00
NAE	Planning	Over and Under I-40	Memphis and Shelby County Community Redevelopment Agency	Tennessee	\$2,693,160.00
NAE	Capital	Complete, Connected, Resilient Communities: Gulfton & Kashmere Gardens Resilient Sidewalks Project	City of Houston	Texas	\$43,438,830.00
NAE	Capital	Our Future 35: Reconnecting East Austin to the Downtown Core	City of Austin	Texas	\$105,200,000.00
RCP	Planning	Reconnect Alief Planning Project	HARRIS COUNTY	Texas	\$1,200,000.00
NAE	Planning	Paso del Norte and Stanton International Bridges Feasibility Study	City of El Paso	Texas	\$2,000,000.00
NAE	Planning	From Barriers to Benefits: Restoring Connections to San Antonio's Eastside	City of San Antonio	Texas	\$2,960,000.00
NAE	Regional Partnership	Bridging Highway Divides for DFW Communities	North Central Texas Council of Governments	Texas	\$80,000,000.00
NAE	Capital	City of St. George 400 East and 900 Project	South Interstate Crossings	Utah	\$87,618,600.00
RCP	Capital	Multimodal Improvements on South Laburnum Avenue Over I-64	Henrico County	Virginia	\$6,300,000.00
NAE	Capital	Virginia Beach Trail Phase 1: A Regional Connector	City of Virginia Beach	Virginia	\$14,900,000.00
NAE	Planning	The Southeast Community Greenway Reconnector	City of Newport News	Virginia	\$1,000,000.00

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NAE	Planning	Neighborhood Access and Equity Program	City of Winchester	Virginia	\$1,000,000.00
RCP	Capital	East West Alternative Transportation Crossing	The City of South Burlington, VT	Vermont	\$8,094,234.00
NAE	Capital	Reconnecting Communities with new BRT Stations in Tukwila and South Renton	Central Puget Sound Regional Transit Authority	Washington	\$69,830,356.00
RCP	Planning	Tacoma, WA I-5 Crossings Study	City of Tacoma	Washington	\$1,300,000.00
NAE	Planning	I-5 Lid Community-Building and Planning Studies	The Seattle Office of Planning and Community Development (OPCD)	Washington	\$2,000,000.00
NAE	Capital	Connecting North to South: A Complete 6th Street	City of Milwaukee	Wisconsin	\$36,560,000.00
NAE	Planning	Perry Street Overpass - Madison WI Reconnecting Communities Grant	City of Madison	Wisconsin	\$1,000,000.00
NAE	Planning	Reimagining the National Avenue Interchange	Wisconsin Department of Transportation	Wisconsin	\$2,000,000.00
NAE	Planning	(re)Connect West Laramie - Wyoming	City of Laramie	Wyoming	\$250,000.00

## **Reconnecting Lemon Creek: Improving Nonmotorized Access and Community Equity with the Lemon Creek Multimodal Pathway**

*Juneau, Alaska*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$653,520

**Estimated Total Project Cost:** \$816,900

### **Project Summary:**

The City and Borough of Juneau's project seeks to mitigate the existing roadway barriers to safe pedestrian and non-motorized access for residents of Lemon Creek created by the Egan Drive arterial and heavy industrial traffic on Glacier Highway. Specifically, RCN Community Planning funds would support the planning, design, and community engagement needed for the installation of a critical non-motorized pathway to provide safe, convenient, community-centric nonmotorized access within, as well as to and from, the underserved community of Lemon Creek and a) key daily destinations, including the community's schools, medical, employment and commerce centers, and b) the adjacent Mendenhall Wetlands and trails, which provide vital natural, recreational, subsistence, health, and quality of life benefits.

Egan Drive and Glacier Highway are barriers for residents of Lemon Creek. There is currently no pedestrian infrastructure on Egan Drive, and heavy industrial traffic along Glacier Highway makes existing bike lanes and sidewalks dangerous and unpleasant. A multimodal path will help residents of Lemon Creek access daily destinations in other areas of Juneau such as schools, jobs, and stores, as well as the Mendenhall Wetlands.



## Reducing Impact of Rural Board-Roads

*Multiple Communities, Alaska*

**Grant Type:** Regional Partnerships Challenge with Planning Activities

**Funding Source:** NAE

**Award:** \$2,598,245

**Estimated Total Project Cost:** \$3,247,806

### **Project Summary:**

This project will evaluate the impact of board-roads on tundra/permafrost in rural, disadvantaged Alaska communities and the ways in which they may contribute to barriers to transportation and access. The project will involve local governments with deteriorating board-road conditions to facilitate their planning efforts and work toward design standards that reduce the unanticipated impacts of board-road utilization, including permafrost degradation, flooding, and increased travel time.

The project aims to systematically address a priority access and environmental issue unique to the experiences of disadvantaged rural Alaskans and Tribes. There is a need to (1) reduce the harmful impact of current facilities which are actively contributing to permafrost thawing, creating dangerous conditions, and (2) develop standards for improved facilities that increase climate resilience in an environment drastically affected by climate change and providing all communities ATV, walking, and accessible infrastructure for people with disabilities to support access to essential destinations.

The application has the potential to establish much-needed standards on the design and implementation of Board Roads that will directly support seven disadvantaged communities and indirectly support over 100 similar communities across the State. Improvements from the project will provide access for multiple modes, including low carbon modes, and for people with disabilities.

## **Reconnecting 4th Ave N: A Two-Way Vision for Reviving Legacy and Inspiring Progress**

*Birmingham, Alabama*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$14,556,039.81

**Estimated Total Project Cost:** \$16,540,954.33

### **Project Summary:**

The 4th Ave N project is a 15-block Complete Streets redesign of Birmingham’s Black Main Street. The redesign will include converting the road from one-way to two-way and will help reconnect downtown neighborhoods and businesses divided by the construction of Interstate 65 in the 1960s. The project encompasses the Historic 4th Avenue Business District, a once thriving hub of black businesses and community in Birmingham.

This multimodal project will revert 4th Ave N to its original two-way traffic configuration between 24th St N and 9th St N—reviving the access and connectivity that helped the community thrive prior to its conversion into a one-way street during the 1970s. Project design will incorporate transit, on-street parking, bicycle facilities, streetscape elements such as benches and planters, and ADA-compliant sidewalks and intersections.

## **Dr. Bill Sims Hike-Bike Way on the Singing River Trail: Reconnecting Old Town to Decatur's Riverfront**

*Decatur, Alabama*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$18,407,687.76

**Estimated Total Project Cost:** \$18,407,687.76

### **Project Summary:**

This 8.77-mile trail project reconnects the economically disadvantaged and once-thriving Black community of Old Town to essential everyday destinations within Decatur and the riverfront. The project addresses transportation inequities by providing safe walking, bicycling, and rolling facilities that do not exist today and by improving crossings of dividing facilities like Highway 20 and the railroad. The project provides accessible active transportation infrastructure along with streetscape improvements that provide resilient infrastructure. This will spur new economic development and community wealth to build a thriving Old Town community.

Old Town Decatur was once a thriving African American community, with mixed-use development and various family-owned businesses. Urban renewal and decades of disinvestment devastated the community. Today, half the neighborhood is vacant, and the community sees high rates of poverty. 92% of the project corridor is located within disadvantaged communities, and the area is in the 90th percentile for projected flood risk and expected population loss. The communities have high rates of asthma, diabetes, heart disease, and other health issues.

Old Town does not have access to grocery stores; residents must cross Highway 20 to reach these amenities. The trail will provide connections to parks and commercial redevelopment along the Tennessee River, as well as schools, jobs, community services, and places of worship. The project will improve safe access to important resources, including separate walking and biking facilities and safer intersections. Old Town residents do not have access to public transportation; there is no bus service.

## **Pedestrian Access and Redevelopment Corridor (PARC): Pedestrian Bridge Construction**

*Huntsville, Alabama*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$27,335,759

**Estimated Total Project Cost:** \$45,559,599

### **Project Summary:**

The City of Huntsville, AL, with the endorsement of the Alabama Department of Transportation (AL DOT), is seeking grant funds to support the City of Huntsville's construction of a cable suspended pedestrian bridge and two truss pedestrian bridges. The three bridges represent key connectivity features of the City's larger transformational multimodal connectivity project, the DOT funded Pedestrian Access and Redevelopment Corridor (PARC). With continued support from DOT, the city will mitigate the transportation barriers posed by Memorial Parkway and Governors Drive which have historically isolated the Mill Creek Choice Neighborhood from safe access to economic opportunities in Downtown Huntsville.

Located in the Mill Creek Choice Neighborhood, the proposed project will provide critical pedestrian and bicycle connections, allowing physically isolated residents in a low-income neighborhood and public housing developments to safely access the ever-growing number of businesses, industries, retail, employment opportunities, and services located in downtown Huntsville. The proposed project is found in census tracts 31, 21, and 12 which are identified as an area of persistent poverty and a historically disadvantaged community. According to an online survey issued by the City in 2017, 82% of respondents indicated that they would use the bridge project to walk and 47.5% would bike but noted that the reason they currently do not walk, or bike is because of the lack of trail connectivity and traffic speed.

This project would mitigate inequity caused by the construction of the Memorial Parkway in 1955. Initially a four-lane highway, Memorial Parkway was viewed as the solution to the city's traffic and transportation infrastructure problem that directly aligned with the City's urban renewal plan. However, to make way for Memorial Parkway, the City's urban renewal plan also called for razing Black homes downtown and in Black business districts. As the homes in what is now the Mill Creek Choice Neighborhood were demolished in the late 1950s and into the 1960s, so too were Black businesses, as the City of Huntsville utilized federal "slum clearance" and blight mitigation funds to justify the displacement of hundreds of Black residents.



## Crawford Road/13th Street Corridor Planning Project

*Phenix, Alabama*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$352,000

**Estimated Total Project Cost:** \$440,000

### **Project Summary:**

The City of Phenix City will conduct a planning study to explore removing, retrofitting, or mitigating the Crawford Road/13th Street Corridor. The Crawford Road/13th Street was once part of U.S. Highway 280 which bisected the city and cut off connectivity. U.S. Highway 280 has since been realigned but it is still constructed like a highway; with six lanes and wide, open landscape giving drivers little incentive to abide by the posted speed limit of 30 mph. For those relying on bicycle or foot travel, Crawford Road/13th Street is an asphalt barrier preventing safe travel. The current cross section of Crawford Road lacks pedestrian access along most of the corridor.

To eliminate the barrier created by the current construction of Crawford Road/13th Street, Phenix City will seek a professional engineering/planning firm to develop a plan that includes an analysis of the existing conditions and analysis of future conditions (including three build alternatives). The plan will also involve community outreach, as well as specific engagement with residents of the public housing properties along the corridor. The plan's focus will be to evaluate the feasibility of constructing bicycle and pedestrian facilities along the corridor while also improving safety for every road user.

## Reconciliation, Regeneration, and Reconnecting the Selma to Montgomery Trail through Equitable Transportation Infrastructure

*Montgomery, Alabama*

**Grant Type:** Regional Partnerships Challenge with Construction Activities

**Funding Source:** NAE

**Award:** \$36,663,000

**Estimated Total Project Cost:** \$36,663,000

### **Project Summary:**

This project will reconnect the West Montgomery residents located on the Selma-to-Montgomery Trail to opportunities, access, and connectivity by addressing poor social determinants of health that exist because of segregation, redlining, and construction of Interstates 65 and 85. The project will enhance public open spaces, increase safety and access to public safety amenities, broadband connectivity, zero-emission transportation options, workforce transportation micro-transit, wayfinding enhancements, and investments in future redevelopment. These enhancements will allow the City of Montgomery to reinvest in foundational transportation solutions in Historic West Montgomery to facilitate the renaissance of the Selma-to-Montgomery Trail community.

The project identifies many disenfranchised local communities that will benefit by enhancements to the trail. The project will also include a redevelopment of a local brownfield site into a charging station and microgrid. The project will provide West Montgomery with workforce micro-transit that will allow the residents to have access to transportation to work in one of the three large industrial parks in Montgomery. The development of the trailhead will also provide an additional low emissions transportation option that will be ADA-compliant, ensuring accessibility for all. The repaving and stripping project will also implement bike lanes. These bike lanes will ensure safety and mobility equity. Bike lanes will also ensure that bicycles implemented in Downtown Montgomery can become accessible to those in West Montgomery.

## Neighborhood Revitalization through Retrofit of Highway 63B in America's Fastest Shrinking City

*Pine Buff, Arkansas*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$548,492

**Estimated Total Project Cost:** \$685,616

### **Project Summary:**

The project team seeks to perform a planning study for the context-sensitive retrofit of Arkansas State Highway 63B. This five-lane principal arterial is burdened by disinvestment in commercial development—now mostly large abandoned dead zones. Desertification throughout the oversized corridor has accelerated economic decline in this African American neighborhood. Its blighted environment has eroded residents' livability, health, and safety in an otherwise intact early-twentieth century streetcar neighborhood with a walkable street network and diverse housing fabric.

Hwy 63B exhibits poor traffic access management with expansive curb cuts and unlimited left hand turn areas that create multiple conflict points resulting in accidents. Sidewalk facilities are discontinuous, in severe disrepair, and lack adequate buffers to travel lanes. Property vacancies and the resulting environmental blight, coupled with nominal traffic counts (14,000 vehicles/day) on the highway's oversized capacity, promote high traffic speeds, which accelerates decline in this unsafe environment. Spillover effects are reflected in the bottoming of residential property values in this South-Central neighborhood.

Scenario planning will explore options in right-sizing a 1.2-mile segment of this low-trafficked corridor as an active transportation network spine with urban infill land-use improvements between the downtown business district and the City's largest employment center to the south, the Jefferson Regional Medical Center. Additionally, strategies to align climate adaptation with equitable outcomes will employ green urbanism, resilient infrastructure, and value recapture tools to create a livable, peopled corridor, well aligned with Arkansas DOT's forthcoming Carbon Reduction Plan.

## Blacklidge Bicycle Boulevard

*Tucson, Arizona*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$2,577,591

**Estimated Total Project Cost:** \$2,577,591

### **Project Summary:**

The City of Tucson Department of Transportation and Mobility (DTM) is requesting funding to construct Blacklidge Bicycle Boulevard, a project identified in the City of Tucson's Bicycle Boulevard Master Plan. In November 2018, Tucson voters approved Proposition 407, Tucson Delivers Parks + Connections, a \$225 million bond package to improve city parks, amenities, and connections. The improvements were approved to occur in three phases between 2019 through 2028, with a bond oversight commission overseeing the funding and the progress of the projects. As part of Tucson Delivers Strong Connections, Blacklidge Bicycle Boulevard uses 4.5 miles of a low volume neighborhood street to expand the city's low-stress biking network by creating an east-west route to jobs, neighborhood destinations, schools, parks, and green spaces in an area with a higher population of individuals experiencing historic disinvestment.

Local funds, including funds from the Proposition 407 bond package, support the planning and design phases of the project and the Environmental requirements, but due to continued upsurges in equipment and material costs related to inflation, the project estimate for construction is higher than initially quoted in the Bicycle Master Plan, and additional funding is needed to complete the project that has already been delayed.



## Ruby Road Bridge over Potrero Creek and Union Pacific Railroad

*Santa Cruz County, Arizona*

**Grant Type:** Construction

**Funding Source:** RCP

**Award:** \$6,600,000

**Estimated Total Project Cost:** \$16,470,000

### **Project Summary:**

The Ruby Road project, located in rural Santa Cruz County, is in an area of persistent poverty, is within a Historically Disadvantaged Community, and has multiple physical barriers that impact connectivity. The project is located in the southern part of unincorporated Rio Rico, a census designated place. Rio Rico is the fastest growing community in Santa Cruz County. The new bridge would be the only bridge in Santa Cruz County that would span both the floodplain and the Union Pacific Railroad (UPRR), providing a resilient and reliable east-west connection for all traveling public, including bicyclists, pedestrians, emergency services, businesses, tourists, and underserved residents. In addition, the County has begun to identify funding opportunities for transit to serve this area and Ruby Road would be a key transit hub. Ruby Road is a vital connection between emergency services (Rio Rico Fire District), mining, and residential areas east of the UPRR and a key Interstate 19 (I-19) access to business and industrial areas west of the UPRR. Ruby Road also provides primary access to tourist areas such as Coronado National Forest (Nogales and Sierra Vista Ranger Districts), Patagonia Lake State Park, the Town of Patagonia, and the Wine Country of Sonoita and Elgin.

The existing bridge structure, constructed almost 50 years ago (1979) to local street standards, is nearing the end of its design service life and needs significant scour maintenance annually by Santa Cruz County. The aging infrastructure, at-grade crossing of the UPRR, lack of bike lanes, and sidewalks present multiple hazards and barriers to multi-modal connectivity and social equity. This project will rectify these issues.

## Rafael Meadows Safe Crossing Pathway Project

*San Rafael, California*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$1,940,000

**Estimated Total Project Cost:** \$2,430,000

### **Project Summary:**

The City of San Rafael and Sonoma-Marín Area Rail Transit (SMART) are prepared to make a critical investment to expand access to the disadvantaged Rafael Meadows neighborhood in San Rafael, California through the Rafael Meadows Safe Crossing Pathway Project. This project would increase access for people walking, biking, or using other non-motorized forms of transportation to travel to schools, transit, shopping, and other daily destinations.

The Project would fill a critical gap in the existing active transportation network, which currently faces a barrier posed by US Highway 101. This project will improve active transportation connections between Rafael Meadows and Civic Center Drive; replace the long, dangerous path currently required to walk or cycle to nearby schools and other destinations with a safer, more comfortable, and more direct route; and connect residents to a broader network of parks and bicycle infrastructure for commuting, recreation, and daily travel needs.

Upon completion, the neighborhood would host first-in-class multi-use multimodal access from Rafael Meadows to the SMART train station, Civic Center, local schools, parks, and other destinations. This would increase mobility options and positively impact quality of life for a community experiencing high transportation cost burdens and negative traffic safety impacts.

## **Port of Los Angeles - Rail Mainline/Wilmington Community & Waterfront Pedestrian Grade Separation Bridge**

*Los Angeles, California*

**Grant Type:** Construction

**Funding Source:** RCP

**Award:** \$5,000,000

**Estimated Total Project Cost:** \$62,620,000

### **Project Summary:**

The Port of Los Angeles (POLA), in partnership with the California Department of Transportation (Caltrans), is requesting funding for the construction phase of the Port of Los Angeles Rail Mainline/Wilmington Community & Waterfront Pedestrian Grade Separation Bridge. The project consists of a pedestrian bridge over two mainline freight tracks in the Port of Los Angeles. The proposed bridge can accommodate emergency vehicles and connects the Economically Disadvantaged Wilmington community with the Wilmington Waterfront.

Two freight mainline tracks in the POLA, which is the largest port complex in the western hemisphere, bifurcate the Wilmington waterfront with the Wilmington community. The rail tracks (which are grade separated) are used by the BNSF Railway (BNSF) and Union Pacific Railroad (UP) to carry about one percent of all US waterborne containers and connect to the Alameda Corridor (AC) to the east. The AC, which is a 20-mile, fully grade separated rail facility, is part of the USDOT National Multimodal Freight Network (NMFN). The pedestrian bridge will also traverse over another local road, Water Street, and connect to the State of California designated California Coast Trail on the north end, which runs along Harry Bridges Boulevard.

## **I-710 Humphreys Avenue Crossing: A Pedestrian and Bicycle Crossing to Bridge the 710 Divide in East Los Angeles**

*Los Angeles County Metropolitan Transportation Authority, California*

**Grant Type:** Construction

**Funding Source:** RCP

**Award:** \$9,961,500

**Estimated Total Project Cost:** \$19,923,000

### **Project Summary:**

Los Angeles County (LA County) Metropolitan Transportation Authority (Metro) in partnership with the California Department of Transportation (Caltrans) and Los Angeles County Department of Public Works proposes the construction of a new pedestrian and bicycle overcrossing (“Crossing”) of Interstate 710 (I-710) adjacent to the existing Humphreys Avenue vehicle bridge in East Los Angeles, California (East L.A.), in addition to complementary pedestrian safety improvements on roads leading to the Crossing. These improvements will collectively be referred to as “the Project” throughout this application. The Project will be built in and serve the historically disadvantaged community of East L.A. The East L.A. neighborhood was divided by the construction of I-710 in the 1960s. I-710 is a north-south barrier that bisects the east and west sides of East L.A., posing a significant barrier for those traveling on foot or by bike, as shown in Figure 1. I-710 is a designated truck and freight route that is heavily used to transport goods to and from the Ports of Los Angeles and Long Beach, connecting to destinations throughout the national and globe.

When constructed, the Project will provide a dedicated, safe pedestrian/cyclist route reconnecting the East L.A. neighborhood. The Crossing will be the only crossing of I-710 dedicated to pedestrians and cyclists within 10 miles of the Project. Additional improvements include new sidewalks and Americans with Disabilities Act-compliant ramps, which will increase the comfort, ease, and safety of people accessing the Project overcrossing and neighborhood destinations. The Project will create a direct, safe connection to Humphreys Avenue Elementary School for students who must cross I-710 to get to school. The Project will become a critical route for vulnerable populations, improving access to healthcare facilities, grocery stores, and places of worship.



## Harbor Drive 2.0 Port Access Improvements: Enhancing Community Mobility and Freight in San Diego's Working Waterfront

*San Diego Bay, California*

**Grant Type:** Construction

**Funding Source:** NAE & RCP

**Award:** \$11,000,000

**Estimated Total Project Cost:** \$198,100,000

### **Project Summary:**

This project seeks to improve Harbor Drive, a vital corridor in San Diego's freight network, providing connectivity to facilities along San Diego Bay. The Tenth Avenue and National City Marine terminals are critical to San Diego's "Working Waterfront" – a stretch of industrial waterfront administered by the Port of San Diego (Port) in the cities of San Diego and National City that includes military assets, shipbuilding, industrial uses, and portside communities. The marine terminals and adjacent rail yards bring freight vessels, trains, and trucks to conduct international and domestic trade, but also impact nearby neighborhoods, schools, and transit centers. "Harbor Drive 2.0 Port Access Improvements: Enhancing Community Mobility and Freight in San Diego's Working Waterfront" is a project that includes both improvements to Harbor Drive and the Vesta Street Bridge, components that will enhance transportation equity and quality of life by mitigating freight impacts on the nearby community. This community has been and continues to be burdened by industrial uses and transportation facilities such as Harbor Drive. The Project will mitigate the impacts of the facility by reinforcing and enhancing the designated truck routes around, rather than through, sensitive neighborhoods.

Project improvements to Harbor Drive include intelligent transportation systems (ITS) elements to enable dedicated truck lanes, freight signal priority (FSP), wayfinding elements, zero-emission vehicle (ZEV) charging infrastructure, upgraded pedestrian and bicycle infrastructure, and pavement rehabilitation. The Project will improve efficiency, safety, and air quality for freight stakeholders, residents, military personnel, and employees in and around the Working Waterfront.

## The East Bay Greenway Multimodal Project: Lake Merritt to Bayfair

*Alameda County, California*

**Grant Type:** Construction

**Funding Source:** RCP

**Award:** \$30,000,000

**Estimated Total Project Cost:** \$120,944,000

### **Project Summary:**

The East Bay Greenway Multimodal Project: Lake Merritt to Bayfair will construct a 10.6-mile-long complete streets facility that is parallel to and connects to five San Francisco Bay Area Rapid Transit District (BART) stations in the cities of Oakland and San Leandro (refer to Attachment 1 for more photos of existing conditions). The Project provides critical, new safety improvements and multimodal access enhancements in historically redlined communities of color harmed by high levels of pollution and noise from adjacent freeways, freight rail and industrial land uses and displaced and disconnected from other communities as a result of past transportation infrastructure practices.

Due to its history of exclusion and environmental injustice, the corridor is mostly designated as a Federal Area of Persistent Poverty and has high rates of poverty, asthma, and traffic crashes. The Project will extend along a corridor comprised of wide, high-speed streets that are difficult to cross, uninviting, and frequently lack any walking or biking facilities. The project corridor overlaps significantly with the Alameda County High Injury Network (the streets with the highest rates of biking and walking crashes countywide), even as it traverses communities that have low levels of access to automobiles and a high need for affordable mobility options. The Project will consist of Class I shared use paths, Class IV protected bikeways, protected intersection treatments, pedestrian crossing enhancements and accessibility improvements, bus stop upgrades, and placemaking features. It will transform the corridor from a wide, auto-centric, expanse of asphalt into a safer, people-focused street, with continuous, separated facilities for walking and biking, safe and convenient opportunities to cross the street, lighting, urban greening, and other amenities.

## City of Montclair San Antonio Creek Trail Crossings Design

*Montclair, California*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$750,000

**Estimated Total Project Cost:** \$931,965

### **Project Summary:**

The City of Montclair will design crossings (over/under) for two major barriers that exist along the planned San Antonio Creek Trail: 1) Metrolink Rail line, and 2) at the San Bernardino Freeway (Interstate 10). These barriers exist along the city's planned three-mile San Antonio Creek Multi-Use Trail. The trail will run north to south through the entire length of the city, connecting to the 20-mile regional east-west Pacific Electric (PE) Trail at its northern terminus near the Montclair Transcenter (Transcenter).

Currently, pedestrians and bicyclists cannot traverse across the Metrolink Rail line. Separately, the existing pathway under the I-10 Freeway barrier is blighted and lacks adequate clearance for pedestrians and bicyclists to safely navigate and connect to the future San Antonio Creek Trail. Without safe over/under crossings at both locations, pedestrians and bicyclists must travel along busy city streets to mitigate these barriers.

The completion of the planning and design needed for pedestrian crossings at the two barriers is a critical step to providing a safer, fully continuous multi-use trail spanning the length of the city. Increased access and connectivity will support greater use of active transportation throughout the city, thus reducing harmful greenhouse gas emissions in neighborhoods already burdened with high levels of air pollution, alleviate local traffic congestion, and mitigate environmental impacts. Additionally, the trail will reconnect residents with public transportation options at the Transcenter, such as the Metrolink Rail, Los Angeles and San Bernardino bus transit services, and the future Gold-Line Extension - the only light-rail project connecting Los Angeles, Pasadena, and the San Gabriel Valley with the Inland Empire.

## Greenfield Reconnecting Everyone Across Town (GREAT)

*Greenfield, California*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$793,856

**Estimated Total Project Cost:** \$992,320

### **Project Summary:**

The Greenfield Reconnecting Everyone Across Town (GREAT) Project will develop plans to construct a new bicycle and pedestrian overcrossing at Apple Avenue; widen the two existing overcrossings at Walnut Avenue and Oak Avenue; and explore the feasibility of implementing roundabouts at the west and east ends of the Walnut Avenue and Oak Avenue overcrossings. The U.S. Highway 101 runs north-south through the center of the city, dividing the west and east sides of the Greenfield community with a four-lane highway.

The existing bridges that cross over U.S. 101 at Walnut Avenue and Oak Avenue are inadequate to accommodate the anticipated population growth and are already creating a choke point or barrier for residents traveling between the west and east sides of the city. With only two travel lanes, the bridges currently have a service level rating of “D” which will continue to worsen. Additionally, the overcrossings are not wide enough to accommodate bike lanes and the sidewalks are substandard. Walnut Avenue is the busiest corridor in Greenfield for pedestrians, bicyclists, and automobiles.

Additionally, Apple Avenue does not currently have a crossing over U.S. 101 but it has been identified as an ideal location for a multi-use pedestrian and bicycle bridge because it would connect the low-income housing on the east side of the city to vital daily destinations west of U.S. 101. Proposed developments along Apple Avenue will address multimodal connectivity deficiencies and, with the new overcrossing, create an active transportation corridor. This project will help the City of Greenfield complete the necessary planning work to address transportation system deficiencies and improve active transportation infrastructure. These improvements are necessary to facilitate efficient connectivity between west and east Greenfield, which are divided by U.S. Highway 101.

## Reconnecting East Los Angeles: 60 Green Bridge Project for Belvedere Park

*Los Angeles, California*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$800,000

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

### **Project Summary:**

The Reconnecting East Los Angeles: 60 Green Bridge Project for Belvedere Park (Project) will include planning efforts to create a freeway cap and green bridge to reconnect bisected Belvedere Park. The 60 freeway at the Project location is a grade-separated facility that hinders local connectivity and is a major source of noise and air pollution for the local disadvantaged and underserved community. The construction of SR-60 (Pomona Freeway) divided the community in the 1960s, separating Belvedere Park into northern and southern halves. Today, the park functions as two separate parks. Prior to construction, the Park was the centerpiece of the community and the adjacent Civic Center. The proposed project will restore this critical community asset and create additional open space in this park-poor community.

The proposed project site in East Los Angeles would primarily encompass the air space above the State Route (SR) 60 Pomona Freeway between Kern Avenue and Vancouver Avenue. The planning efforts for the freeway cap and park expansion would explore opportunities for the following potential elements: programmed recreation space, limited vehicle parking, green space or active recreation, a playground, an art element, an information kiosk with resources available to the community, a north-south paseo (including wide sidewalk areas and bicycle lanes as a major mobility connection through the park), and bicycle parking areas.

Closure of a roadway network gap is included in the project plan via an extension of Kern Avenue through the Park. The existing Mednik Avenue roadway bridge over the freeway within the project footprint will be an additional connecting circulation facility through the proposed park area. The freeway cap will be provided by a bridge deck structure across the existing SR-60 freeway right of way and adjacent to both the east and west sides of the existing Mednik Avenue bridge. It is not anticipated that changes to the capacity or traffic flow of the freeway will occur after the completion of construction.

## Reconnecting North Long Beach - Hamilton Loop Project

*Long Beach, California*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$1,200,000

**Estimated Total Project Cost:** \$1,500,000

### **Project Summary:**

The Hamilton Loop Project (Project) will reconnect a community that has long been divided by State Route 91 (SR-91). The Project is a community-driven concept that will transform the SR-91 embankment, underpasses, and nearby streets into a thriving community park space along a two-mile loop that connects both sides of the freeway. The Hamilton Loop will likely include a pedestrian path, protected bike lane, community gardens, carbon-sequestering landscaping, play and fitness equipment, a dog park, picnic areas, and more.

SR-91 bisects North Long Beach, a community that is home to roughly 30,000 residents who are primarily low-income and people of color. The freeway has served as a physical barrier for decades, making it difficult for residents to walk and bike from their home on one side of the freeway, to the schools, shops, and other resources on the opposite side of the freeway. While there are five underpasses that connect the north and south sides of the community, residents are hesitant about traveling by foot due to fast moving vehicles, lack of shade, and other safety concerns. There is also limited park space in the community, which includes only .9 acres of parkland per 1,000 residents compared to 5.6 acres of parkland per 1,000 residents citywide. The Hamilton Loop Project will bring resources to a bifurcated community by adding green space in a park-poor neighborhood while providing active transportation options and improving air quality through carbon capturing landscaping.



## Reconnecting MacArthur Park

*Los Angeles County, California*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$2,000,000

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

### **Project Summary:**

The targeted goal of the proposal is to permanently close Wilshire Blvd. to vehicular traffic from Alvarado St. to Carondelet St. to cede 1.7 acres of park land back to the local community, remove a high injury arterial adjacent to a high concentration of elementary schools, and create new open space in a disadvantaged community.

The project proposes to evaluate the impacts to the environment by permanently removing the Wilshire Blvd. Viaduct that bifurcates MacArthur Park in the most park poor community of Los Angeles and one of the most densely populated and disadvantaged areas of the City of Los Angeles and the State of California. Users of MacArthur Park are obligated to use underground tunnels that are ill-suited for pedestrians owing to its design, lack of maintenance, and public safety concerns as well as the fact that they are mostly gated. Instead, park users who are trying to access the other half of their park, must cross busy Wilshire Blvd. at Alvarado St. or Parkview St. which are a half mile apart.

The roadway that divides the park also prevents the full usage of the park space for recreational activities. While the park currently has a small number of recreation options, the full reconnection of the park would present an opportunity for the City to reintroduce a higher number of community activities that would benefit a population that suffers from high rates of obesity, diabetes, and heart disease and lacks health insurance.

## Mend the Gap: Reuniting Barrio Logan through Freeway Lid Parks

*San Diego, California*

**Grant Type:** Planning

**Funding Source:** NAE & RCP

**Award:** \$2,000,000

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

### **Project Summary:**

For this project, SANDAG will study the feasibility of a freeway lid at the two locations sited in the Barrio Logan Community Plan to prepare for future implementation of one or both lids. The project will develop alternatives that take into consideration multimodal connections, amenities, costs, and maintenance. This project is intended to build on previous community-led efforts and further the momentum towards the eventual realization of the community's vision. By reclaiming the valuable real estate above the existing freeway, these lids can reunite these historically intertwined communities and begin to repair the damage that I-5, the I-5/SR 75 interchange, and the Coronado Bridge have caused in these communities.

Interstate 5 bisects the Barrio Logan and Logan Heights communities, and the I-5/SR 75 interchange and Coronado Bridge further dissects Barrio Logan on the west side of I-5. There are few roads that cross I-5 to connect Barrio Logan and Logan Heights, so auto and pedestrian traffic is forced to funnel through the few cross-freeway connectors. The relative scarcity of these connections coupled with freeway on- and off-ramps at key crossing points create a hostile landscape for people walking and biking. Large parcels, industrial uses, and inadequate sidewalks on high-traffic streets further deteriorate pedestrian conditions. There are no bike lanes on any of the roads traversing I-5, despite Barrio Logan's proximity to the Bayshore Bikeway.

A freeway lid that reconnects the communities of Barrio Logan and Logan Heights would allow for easy non-motorized connections between the two communities that can only reasonably be achieved today via automobile. When coupled with other mobility enhancements proposed in the Barrio Logan Community Plan, freeway lids would provide safe, direct paths of travel for transit and active transportation to community amenities and additional recreation along the waterfront and within the neighborhood.

## Geary-Fillmore Underpass Community Planning Study

*San Francisco, California*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$2,000,000

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

### **Project Summary:**

The Geary-Fillmore Underpass Community Planning Study would develop transportation and land use concept designs that rethink the urban renewal-era Geary Expressway and advance a high-quality multimodal, mixed-use transit-oriented area to connect the Japantown and Fillmore/Western Addition neighborhoods and promote community stabilization.

The study would focus on an approximate three-quarter mile stretch of Geary, between Laguna and Divisadero, and the neighborhoods immediately adjacent to the corridor. This segment of Geary has an underpass at Fillmore that was constructed in 1961 as an “urban renewal” expressway for commuters to bypass this area and quickly travel downtown. The expressway project widened Geary and decimated existing housing, displacing Black, Asian, and Jewish communities, and creating a division between the Japantown/Fillmore neighborhoods. At the center of the study area is the intersection of Geary and Fillmore, which is a major transit node in the city that connects the 22-Fillmore with the 38-Geary/38R-Geary Rapid, two of the busiest bus lines in San Francisco. The existing overpass has limited space to accommodate high levels of activity around this important transfer. The highway-like conditions on Geary create challenging crossings in communities with a high concentration of children, seniors, and people with disabilities.

The Study would envision a high-quality multimodal transportation-oriented neighborhood that would bring connectivity and economic benefits to the Japantown/Fillmore communities. Recommendations will include multimodal network connectivity and safety improvements, long-term transportation expansions and enhancements, development feasibility analyses for potential affordable housing sites and economic development strategies, anti-displacement strategies, and concept-level urban design guidance.

## The National City/Southeast San Diego Greenspace Corridor Project

*San Diego, California*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,000,000

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

### **Project Summary:**

The National City/Southeast San Diego Greenspace Corridor Project is a transformative initiative born from decades of community advocacy. It seeks to heal the wounds caused by divisive highway infrastructure, creating an inclusive, green community space that integrates diverse cultural art, reforestation efforts, and sustainable transportation, fostering unity and pride while addressing environmental and health concerns. The project's success is measured by increased tree canopy, cultural installations, improved air quality, and enhanced community engagement, ultimately aiming to create an equitable and vibrant space that heals past inequities and promotes community identity.

Decades ago, state authorities initiated a substantial project with the aim of creating an east-west connector between Interstate 5 and Interstate 805, an endeavor with far-reaching consequences. During the 1970s, a significant portion of Southcrest was requisitioned by the state, leading to the demolition of numerous homes.

Residents, facing restricted transportation choices, often resort to increased reliance on personal vehicles or endure prolonged and inconvenient commutes. This reliance, in turn, contributes to traffic congestion, air pollution, and adverse health effects, disproportionately affecting vulnerable populations such as children, the elderly, and individuals with preexisting health conditions. Additionally, the lack of accessible transportation options has led to social isolation, educational constraints, and exacerbated environmental justice concerns within the community.

Residents presented the importance of creating a greenspace with pathways connecting it to San Diego, areas of National City and an envisioned community garden on the east side of that freeway. Thus, the concept of the green corridor was born. While addressing high levels of pollution, lack of access to healthy food, areas not conducive to safe exercise or walkability, this area and future park would be the missing link to reconnecting communities and connecting us to various modes of public transportation, including biking or walking, with ease of connectivity to community gardens or the nearest grocery store.

## **Strengthening Watsonville Neighborhoods: Feasibility Study for Equitable, Just, Safe and Prosperous Future for All**

*Watsonville, California*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,355,319

**Estimated Total Project Cost:** \$2,355,319

### **Project Summary:**

The City of Watsonville and Ecology Action propose to conduct a feasibility study on the burden that truck routes pose to residential neighborhoods and the downtown core of the City of Watsonville. The feasibility study will examine truck routes and the harmful community impacts of truck traffic in the downtown area of the City of Watsonville and beyond. The study will include a focus on improving safety for active transportation modes, expanding multi-modal use throughout Watsonville, and reducing emissions close to schools and residential neighborhoods.

Trucking routes were established decades ago to connect vital highways and networks for freight. SR 152 was extended into Watsonville in 1933 and SR 129 became a state highway and official truck route in 1964. Both major arterials bisect the city center. In the past sixty years the City of Watsonville has expanded around these, and other routes and the freight use of these corridors has expanded. The city has had the burden of accepting heavy freight throughout the city putting pedestrians, cyclists, and school children at risk. The speed and high volume of truck traffic on these truck routes have restricted economic development, added to the pollution burden, and are related to the city's unacceptably high injury and fatality rates.

The Neighborhood Access and Equity grant funding would fund a feasibility study to examine truck routes and the harmful community impacts of truck traffic in the downtown region and beyond. The study would include a focus on improving safety for active transportation modes and expanding multi-modal use throughout Watsonville, reducing emissions close to schools and residential neighborhoods. The study will evaluate alternative truck routes and a range of alternative design options along each street corridor to address the long-term burden that these routes have imposed on the growth and development of the city. The study aims to eliminate barriers and effectively reconnect the community providing safe, comfortable, and healthy networks that connect necessary destination points in the neighborhoods and in downtown.

## Healing Hollywood

*Los Angeles, California*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$3,599,760

**Estimated Total Project Cost:** \$3,599,760

### **Project Summary:**

The Healing Hollywood project proposes a cap park over US 101. US 101 is an open-air below grade eight lane limited access freeway that transformed the landscape by replacing the small middle-class homes, duplexes, and bungalow courts with a concrete trench separating low-income and middle-class families. Not only did this facility destroy homes and construct a barrier separating the community, but it also introduced excessive levels of automobile traffic bringing with it noise, air pollution, water pollution, hydrology changes, and social and economic upheaval.

Friends of the Hollywood Central Park (FHCP) propose to heal the wounds from the Hollywood Freeway and mitigate ongoing burdens by designing and building a cap park over the below grade facility. The Hollywood Central Park (HCP) will rest on an engineered platform that reduces noise, filters vehicle emissions, and captures stormwater while creating a beautiful and accessible green space with amenities selected by the community. The project will build 37.6 acres of park in one of the most park-poor areas of California, bringing the opportunity for safe outdoor play.

The project also proposes five miles of universally accessible paths for pedestrians, bicyclists, and for service/emergency vehicles. These paths are designed to flow north/south and east/west providing links to the neighborhood circulation networks as well as to established public transit. The paths are anticipated to often serve as a last mile/first mile linkage to both light rail and bus routes.

## SACOG Green Means Go: Green Zone Access and Equity Regional Planning Project

*California*

**Grant Type:** Regional Partnerships Challenge with Planning Activities

**Funding Source:** NAE

**Award:** \$22,500,000

**Estimated Total Project Cost:** \$22,500,000

### **Project Summary:**

The “Green Zone Access and Equity Regional Planning Project,” will advance planning, engineering, design and project development activities to address barrier transportation facilities in ten federally designated disadvantaged communities that are (1) locally prioritized for infill development and (2) share the challenge of high volume, autocentric facilities that bisect existing neighborhoods and limit both economic and transportation mobility. SACOG will establish a Community-Based Organization Working Group to provide technical assistance and support equity-centered planning processes that engage traditionally marginalized groups. SACOG will also partner with Valley Vision – the region's workforce intermediary – to establish career pathways for vulnerable community members into jobs that will be created during the implementation of the projects planned with DOT NAE grant funds.

SANDAG’s Green Means Go program is a mechanism to target investment in locally designated Green Zones - areas that communities have identified for infill development that also show a reduction in vehicle miles traveled (VMT).

This next stage, the “Green Zone Access and Equity Regional Planning Project,” will advance planning, engineering, design and project development activities that will address “dividing facilities” and “burdening facilities” located in ten locally designated Green Zones that overlap with federally designated disadvantaged communities (DACs). While spanning the spectrum of rural to urban, these ten underserved communities share a similar issue: high volume, autocentric facilities that bisect existing neighborhoods to limit both economic and transportation mobility.



## Removing Barriers and Creating Legacy - A Multimodal Approach for Los Angeles County

*Los Angeles, California*

**Grant Type:** Regional Partnerships Challenge with Construction Activities

**Funding Source:**

**Award:** \$139,000,000

**Estimated Total Project Cost:** \$162,000,000

### **Project Summary:**

Removing Barriers and Creating Legacy - A Multimodal Approach for LA County (the Project) will support Metro's Vision 2028 Plan of transforming LA County through regional collaboration. Metro's new Office of Equity & Race has ingrained equity and equitable access to opportunity into all facets of Metro's work. The Project will restore community connectivity by investing in high-quality multimodal transportation options to enable affordable, reliable mobility and access to opportunity.

With nearly 60% of the Project located in CEJST disadvantaged communities, this Project will enhance and expand affordable, equitable, and safe multimodal connections through investments in 14 miles of bus priority lanes, 23 miles of bus corridor enhancements (i.e. transit signal priority (TSP), all door boarding, and bus shelters), 60 Metro Bike Share (MBS) stations, five FLM improvements fill gaps in the active transportation network, five MHs, and various supportive programs and operational strategies. This Project builds upon Metro's efforts to mitigate the adverse impacts of the highway system. This regionally collaborative Project will increase mode choice, service reliability, and travel time savings, expanding the reach of high-quality transit to communities that have been historically underserved.

## Reunited Denver Project Globeville & Elyria Swansea

*Denver, Colorado*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$35,475,000

**Estimated Total Project Cost:** \$67,911,306

### **Project Summary:**

The Reunited Denver Project is part of ongoing efforts to reknit the most underserved communities in the City and County of Denver (City). The Project will reconnect Globeville & Elyria-Swansea (GES) neighborhoods by eliminating both natural and man-made barriers with construction of new bike, pedestrian, and greenway facilities and remediation of a large previously unusable brownfield site. Specifically, the Project will include four elements: (1) a new multimodal bridge over the South Platte River with a connective greenway corridor, (2) a new pedestrian bridge over the BNSF, DRIR, and RTD tracks connecting to RTD's transit station at Brighton Blvd, (3) construct at-grade railroad crossing safety improvements on National Western Drive, and (4) reclaim land for neighborhood uses. With these improvements, rather than relying solely on the high-speed roadways that serve I-70 to access the area, the nearly 700,000 visitors a year who attend the Stock Show every year and thousands of neighborhood residents will have access to an integrated network of pedestrian, bicycle, and transit infrastructure.

Multiple planning studies have come together and determined re-connecting the GES neighborhoods will create positive proportional impacts to remedy past injustices. Globeville, located on the west bank of the South Platte River, has historically been a neighborhood of immigrants, originally Eastern Europeans, that were drawn to the emerging smelting industry located along the South Platte River, and thereafter Latinos and African Americans. While essential to the formation of these communities, the railroads and River, however, also serve as physical barriers between the neighborhoods and the expanding Denver city center to the south. This isolation was further exacerbated when I-25 and I-70 were constructed, bisecting the neighborhoods.

## Removing the Highway Barrier: Equitably Restoring Colfax and Federal Mobility and Land Use

*Denver, Colorado*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,000,000

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

### **Project Summary:**

The Project will complete critical planning, design, and public outreach work to remove a cloverleaf interchange barrier, reconnect neighborhoods, and reimagine land use opportunities that reflect community needs and desires. The Project deliverables include preliminary engineering, completion of NEPA process, and achieving 10% design.

Two miles west of downtown Denver, a cloverleaf interchange connects two major arterials – W Colfax Avenue and Federal Boulevard. However, the loop configuration prioritizes the efficient movement of vehicles while sacrificing the safe movement of people. A daunting physical barrier for pedestrians, cyclists, micro-mobility users, public transit riders, and non-vehicular travelers, the interchange disconnects and isolates disadvantaged communities from essential daily resources including education, healthcare, employment, restaurants and grocery stores, green spaces, community organizations, a city library, and other vital destinations. Additionally, the interchange burdens surrounding communities with pollution, noise, and visual impact issues caused by higher vehicular speeds. By severely limiting mobility options, the outdated interchange design forces vulnerable travelers to choose between safety and access.

The reconfigured intersection will better connect residents to employment and economic opportunity, support the reduction of particulate matter exposure and traffic proximity and volume, and lead to improved health outcomes by encouraging active transportation through upgraded infrastructure for transit, pedestrians, and bicyclists. The project will implement green infrastructure in the project area and facilitate connections to the South Platte River Trail. Converting this interchange will redress past harm, remove barriers for the community, and benefit nearby communities, and all of Denver, for generations to come.

## City of Stamford West Side Neighborhood Connector Project

*Stamford, Connecticut*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$17,000,000

**Estimated Total Project Cost:** \$17,000,000

### **Project Summary:**

The City of Stamford seeks funding for the West Side Neighborhood Connector Project to improve connectivity between the community's underserved West Side neighborhood and the Downtown, South End, and Stamford Transportation Center. Better access is needed to support the movement of residents across Interstate 95 (I-95), the 4-track Metro-North railroad, State Route 790 (South State Street), and the polluted, former industrial Mill River. RCN investment will allow area residents to safely cross several "burdening" facilities and improve access to employment centers, education, transit, parks, and other community destinations.

Specifically, RCN funding will fill a crucial 3,000-foot missing gap in the City's greenway network. Federal investment will support the full build-out of the Mill River Greenway between Tresser Boulevard and just south of the Metro-North rail tracks, involving construction of a 12-foot-wide mixed-use path with enhanced lighting and other amenities. Pedestrian safety upgrades in the form of upgraded sidewalks, raised crosswalks, bump outs, traffic signal improvements, and wayfinding signage will be implemented to help residents cross Tresser Boulevard, Greenwich Avenue, and Richmond Hill Avenue. Additionally, the proposed West Side Neighborhood Connector Project will include a new direct connection from the Mill River Greenway to the Stamford Transportation Center, which will bring West Side residents safely to the transit station with limited interaction with vehicles.

## Bringing Resilient, Interconnected Development as a Gateway to the East End

*Bridgeport, Connecticut*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$600,000

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

### **Project Summary:**

The Bringing Resilient Interconnected Development as a Gateway to the East End (BRIDGE) study aims to address the barriers that Interstate-95, Seaview Avenue, Stratford Avenue and Connecticut Avenue intersection created to isolate Bridgeport's East End neighborhood.

The study will analyze improvements for the portion of I-95 that bifurcates the East End Neighborhood and isolates it from Downtown Bridgeport, Bridgeport Harbor, and Steel pointe. The study area is a racially diverse neighborhood and has experienced disproportionate economic, social, and environmental burdens due to the current location of the I-95 Exit 29 Interchange, as well as rail and water pollution control infrastructure. The study will review concepts for the entrance and exit ramps, including alternatives to remove or reduce the physical barriers in certain locations to ensure the network provides safe, reliable mobility options and access to economic opportunities. The study will evaluate current and future uses and provide a forum for robust public engagement to better align the transportation infrastructure with the goals and needs of the East End and the City of Bridgeport focusing on pedestrian and bicycle improvements.

Interstate-95 cuts the East End neighborhood from access to transit including the city's bus hub, Metro North, and Amtrak rail station. Following its construction, the Connecticut Department of Transportation (CTDOT) converted CT-130, Stratford and Connecticut Avenues, into one-way couplets through the East End that further reduced pedestrian, bicyclist, and transit user safety.

This project will fund planning to enable the ultimate construction of a pedestrian connection, linking together the Borough of Naugatuck's Metro North Rail Line and downtown core in the west with the Naugatuck River Greenway Trail and State Route Highway 8 in the east. The BRIDGE study will be conducted in collaboration with the City of Bridgeport and CTDOT. Several community stakeholders, including Groundwork Bridgeport and the East End Neighborhood Revitalization Zone (NRZ) will play an active role in leading the plan for reconnecting the neighborhood to the vital facilities around it.

## MLK Community Reconnection Project

*Norwalk, Connecticut*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$600,000

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

### **Project Summary:**

The Norwalk Redevelopment Agency (the Agency), in partnership with the City of Norwalk (the City), is actively advancing efforts to reconnect our community and alleviate the division I-95 has imposed for over six decades. The MLK Community Reconnection Project will provide strategic roadway improvements and creative solutions involving public art, lighting, and landscaping to alleviate traffic concerns.

Norwalk, Connecticut was divided by the construction of I-95. The construction of I-95 tore through Norwalk, CT, dividing the working-class city and contributing to the city's economic decline through the physical separation it resurrected, it additionally facilitated the loss of middle-class residents, businesses, and industry from South Norwalk to surrounding suburban town causing the decline manufacturing economy in the mid-20th century. The MLK Community Corridor has been in a fight ever since for its revitalization. Even with great strides in the 21st century, the corridor remains disenfranchised and inundated with safety and environmental risks posed by I-95, the car centric corridor that it created, and the lack of viable alternative transit between the business districts on either end.

The study area includes the junction of I-95 and a second freeway (US 7). Norwalk Redevelopment Agency proposes a planning study to make multimodal improvements to three facilities that cross I-95, an arterial (MLK Drive, West Ave) along an approximate 2-mile corridor, a minor street (Crescent Street) and a shared use path (Norwalk River Valley Trail). The southern edge of the study area has a commuter rail station (South Norwalk) while the northern end has a bus transit hub. This project also aims to establish safe and reliable pedestrian, bicycle, and public transit routes while camouflaging the I-95 and RT7 overpass junction to reestablish a seamless connection between the MLK community, South Norwalk, Wall Street, and the larger city.

## **Borough of Naugatuck Eastside-Westside Connectivity and Rail Mitigation Planning Project**

*Naugatuck, Connecticut*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$652,800

**Estimated Total Project Cost:** \$816,000

### **Project Summary:**

The project will provide planning funding to enable ultimate construction of a pedestrian connection, linking together the Borough of Naugatuck's Metro North Rail Line and downtown core in the west with the Naugatuck River Greenway Trail and State Route Highway 8 in the east. The east and west sides are currently disconnected by the Metro North Rail Line and the Naugatuck River, with affordable and market rate housing developments taking shape on either side of the river.

The proposed project will provide planning funds for a pedestrian connection that ties together the adaptive reuse of over 20 acres of brownfields in the BON's downtown core, including the construction of transit-oriented, mixed-rate/affordable housing. The proposed concept brief for such a connection includes a concrete underpass 60 feet in length that tunnels beneath the Metro North Railroad Line, with an 183-foot pre-fabricated pedestrian bridge spanning the length of the Naugatuck River. Such a pedestrian connection would address current transportation deficiencies as a result of the rail line, while establishing an active transportation link between the two neighborhoods. Residents are currently disconnected from each other and their river as a result of the rail line facility. Ease of access and public health and safety remain areas of concern as a result of the existing facility. Planning funds would be utilized for public engagement, conceptual and preliminary design activities, planning studies & activities, and design and planning in support of the environmental review process. Additionally, funds will link together, and finalize, the Borough's transit-oriented downtown redevelopment that has over \$425M in private, municipal, State, or Federal funding.



## **Greater Hartford Mobility Study (GHMS): River Gateway - Hartford/East Hartford**

*Hartford, Connecticut*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$2,000,000

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

### **Project Summary:**

Greater Hartford Mobility Study (GHMS) has four distinct components that will strengthen the City of Hartford's connections to the Connecticut River, East Hartford, and reconnect the Downtown to the surrounding neighborhoods which have had limited access due to the barrier created by Interstate I-91 in the mid-20th century. The applicant is seeking funding to enable the preliminary engineering, environmental documentation, and public outreach portions of the project, which would continue to advance the GHMS vision for the Greater Hartford region.

The creation of the region's highway system, including I-91, disconnected neighborhoods from each other and resources in Hartford and East Hartford, which directly impacts residents' income and overall health. Hartford and East Hartford are home to significant communities of color, lower income populations and neighborhoods with higher rates of asthma and lower life expectancy. This project aims to mitigate those impacts by 1) Capping an interstate highway (I-91) which will increase access to essential destinations, including the riverfront, and reduce noise pollution; 2) Adding bicycle and pedestrian-focused riverfront boulevard on the cap; 3) Installing a new multi-modal local bridge to East Hartford near underserved communities; 4) Reconfiguring Whitehead Highway as an urban boulevard.

## Western Connecticut Regional Transit Study

*Western Connecticut*

**Grant Type:** Regional Partnerships Challenge with Planning Activities

**Funding Source:** NAE

**Award:** \$1,000,000

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

### **Project Summary:**

Southwestern Connecticut is served by three transit agencies providing fixed routes, paratransit, and other bus services to one of three cities and surrounding areas in the region. Due to proximity of these urban centers, and neighboring region's urban centers, many of the region's residents and workers travel across transit operating boundaries for work and other critical destinations, such as, healthcare, education, job training centers, and recreation. The Western Connecticut Council of Governments, in partnership with the Housatonic Valley Metropolitan Planning Organization, Southwestern Region Metropolitan Planning Organization, Norwalk Transit District, CT transit Stamford Division, and Housatonic Area Regional Transit, are seeking to conduct a coordinated planning effort to identify these barriers and provide solutions to access destinations efficiently and affordably beyond each of the transit operators' boundaries.

The dividing facility is identified as the network of fixed-route, demand-response and other public transportation services operated by CTtransit, HARTransit and NTD. In general, barriers to access, mobility and economic development in the region have been tied to: 1) a need for increased service frequency where transit already operates; 2) a need for door-to-door service in outlying communities (i.e. New Milford and Newtown), 3) a general desire for on-demand public transportation in subareas of the entire region, and 4) transit connections to other cities in adjacent planning regions where no or limited options currently exist (Bridgeport, Waterbury).

This study aims to address the challenges faced by the regions' transit systems including lower ridership as well as fiscal and operational challenges as well as those associated with increased congestion in the region's roadways. And serve as the foundation for transit services that will add affordable transportation access through context-sensitive strategies and address existing transportation facilities that create barriers to community connectivity or negative impacts on the human or natural environment, especially in disadvantaged or underserved communities.

## DC 295/I-295 Corridor FY 2023 Reconnecting Communities and Neighborhoods Program Planning Grant

*District of Columbia*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,000,000

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

### **Project Summary:**

The DC 295/I-295 Corridor Feasibility Study aims to study ways to reconnect communities separated by transportation infrastructure in the District of Columbia Route 295 (DC 295)/Interstate 295 (I-295) corridor (the Corridor) of the District of Columbia (the District). The Corridor contains vital roadway and rail links that separate economically disadvantaged communities. Neighborhoods west of these barriers are separated from job sites, schools, and healthcare sites; neighborhoods to the east are separated from recreational areas and the Anacostia River.

The 1950s construction of DC 295/I-295 highway resulted in a community barrier that has contributed to a legacy of inequity in many neighborhoods throughout Wards 7 and 8 within the District. This grant investment will fund Phase 2 of the holistic Corridor Feasibility Study, which will identify ways to reconnect neighborhoods in Wards 7 and 8 of the District using strategies that promote healthy, inclusive, vibrant, and equitable communities and improve the safety of residents and commuters. These strategies include analyzing existing conditions to establish a baseline; developing concepts and assessing future conditions in collaboration with residents and other key stakeholders; evaluating the benefits of these concepts based on their impact with respect to racial equity, mobility, access, sustainability, economic opportunity, and safety; and producing planning-level cost estimates and a final Feasibility Study report.

## Reconnecting Georgetown

*Georgetown, Delaware*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$100,000

**Estimated Total Project Cost:** \$100,000

Reconnecting Georgetown proposes pedestrian safety improvements at eight intersections that cross a rail line owned by Norfolk Southern Railroad Company. The rail line divides the majority-Hispanic neighborhood of Kimmeytown and the historically-Black neighborhood of Harlemtown from downtown Georgetown, where the majority businesses, services, and cultural activities are located. The eight crossings identified by the town are non-ADA compliant, and lack crosswalks, sidewalks, proper safety signage and markings. Two crashes in these intersection in 2018 lead to four people killed or severely injured. Norfolk Southern currently prioritizes the closure of at-grade crossings, when possible. However, multi-modal access of the communities of Kimmeytown and Harlemtown is necessary given the lack of resources available in them.

The Town of Georgetown proposes addressing this barrier by engaging in a community-centered process by identifying pedestrian community priorities through engagement and outreach in partnership with community organizations, initiate a feasibility study to determine intersection priority, develop project concepts and alternatives to present to the community, and determine final project design in accordance to Norfolk Southern crossing guidelines.

## Reducing Truck Traffic in the Southbridge Neighborhood: A Feasibility Study of Alternative, More Efficient Routes

*Wilmington, Delaware*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$240,000

**Estimated Total Project Cost:** \$300,000

### **Project Summary:**

Reducing Truck Traffic in the Southbridge Neighborhood proposes a feasibility study to reduce truck traffic traveling through Southbridge, a low-income Black neighborhood surrounded by industrial land in Wilmington, DE. The project helps implement the Southbridge Transportation Action Plan (STAP), with the goal of improving safety and access for community residents by reducing truck volumes and improving walking, cycling, and access to public transit.

More than 400 trucks pass through Southbridge daily, using neighborhood streets instead of larger roads for a more direct route to and from Downtown Wilmington. This has resulted in the community being burdened by pollution and poor health outcomes: it ranks it in the 90th percentile for high asthma rate and 89th and 92nd percentile for high diesel particulate matter pollution. In addition, the community is home of the census tract with the most traffic fatalities in the city, and 20% of the neighborhood's commuters walk or take public transit to work, which is four times the average for New Castle County.

The Wilmington Area Planning Council will study new potential road connections that would bypass the neighborhood as determined by STAP, and when combined with traffic calming recommendations to neighborhood streets, would discourage truck traffic from using local streets as a cut through route. Each route preferences and compared to determine benefits, community preferences, and determine the most optimal route for removing truck traffic in Southbridge.

## **Bridging I-95 Concept Study: Connecting Wilmington's Communities**

*Wilmington, Delaware*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,000,000

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

### **Project Summary:**

The Bridging I-95 Concept Study will continue planning activities for the future construction of a 12-acre cap that will reconnect neighborhoods separated by the construction of I-95 in Wilmington, Delaware. A cap will reconnect communities separated by the roadway construction in the 1960s and provide greenspace, public amenities, and multimodal connectivity between downtown neighborhoods and Wilmington's west side. The project limits include I-95 between North Jackson and North Adams Streets and between Delaware Avenue and West 6th Street.

The construction of I-95 in the 1960s divided neighborhoods, altering the scale of the streetscape. Traffic increased along N. Jackson and N. Adams Streets, changing quiet neighborhood streets into busy, multilane connectors. People walking need to cross multiple lanes of traffic using a sidewalk along one of six 300-foot overpass bridges to navigate the I-95 divide. The Concept Study will build upon the planning and engineering work completed to date and include survey work, geotechnical studies, traffic analyses, an update of the WILMAPCO Planning and Environmental Linkages (PEL) study, evaluations of alternatives, preliminary foundation designs, an update of engineering and construction cost estimates, and a continued, strong public outreach effort.

## **Connecting Miami: I-395 Underdeck and Heritage Trail (the Underdeck)**

*Miami, Florida*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$60,353,730

**Estimated Total Project Cost:** \$82,653,730

### **Project Summary:**

The original construction of I-395 and I-95 in Miami severed established neighborhoods and communities from each other. The Connecting Miami: I-395 Underdeck and Heritage Trail Project (“Underdeck”) will transform the barrier of the original highway by integrating a 33-acre public open space and mile-long trail system below I-395. By uniting neighborhoods impacted and divided by the decades-old highway project, the Underdeck will transform I-395 from a feature that divides into one that reconnects and revitalizes communities.

The Florida Department of Transportation (FDOT) is currently reconstructing the I-395 viaducts, including the construction of an iconic “fountain” bridge structure that will change Miami’s skyline. The Underdeck will create a safe, welcoming, and vibrant open space and multimodal connectivity at street level, reconnecting residents and businesses in Overtown north and south of the highway, and building new connections east and west between Gibson Park and Biscayne Bay. The Underdeck revitalization will connect communities to new employment, civic, and recreational opportunities.



## **Emerald Trail: Reconnecting and Revitalizing Jacksonville's Urban Neighborhoods**

*Jacksonville, Florida*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$147,089,058

**Estimated Total Project Cost:** \$183,861,322

### **Project Summary:**

The Emerald Trail: Reconnecting and Revitalizing Jacksonville's Urban Neighborhoods Project will reconnect disadvantaged communities in Jacksonville, Florida, that are divided by Interstate 95 (I-95) and mitigate negative environmental and socioeconomic impacts caused by this burdening highway. The NAE funding will support community engagement, neighborhood planning, environmental assessment, design, and construction of 15 miles of the Emerald Trail, a 34-mile, off-street bicycle and pedestrian trail and linear park system to reconnect Jacksonville's urban core communities. Once completed, the Emerald Trail will increase neighborhood equity, safety, and affordable transportation access in Jacksonville.

To this day, I-95 and I-10 divide Black communities in central Jacksonville and force residents to depend on expensive and polluting car transportation for basic needs or risk their safety on car-oriented roadways with no pedestrian access to reach critical services, grocery stores, jobs, and educational opportunities. The result: Jacksonville is consistently on the top-10 list of U.S. cities with the highest rates of pedestrian and bicycle fatalities. Although 27.9% of households within the census tracts served by the Project do not have access to a vehicle, there are currently limited facilities for pedestrians and cyclists to cross I-95, including those who use JTA's extensive transit network to reach essential services and jobs.

The Emerald Trail Master Plan, funded and developed by GWJax, was formally adopted by the city Council in 2019. The Emerald Trail is envisioned as a community project, and neighborhoods are key partners in the work. Neighborhood residents have been at the decision-making table from the very beginning as members of the Steering Committee that developed the Emerald Trail Master Plan, and residents are members on every trail and creek project committee. The city took the lead in designing and constructing the initial phases of the trail in collaboration with GWJax. Significant progress has been made over the past 4 years, with 40% of the Emerald Trail Project being in design, under construction, or completed. In total, GWJax has secured \$21 million in funding, and the city has committed \$208 million. In addition, the Florida Department of Transportation (FDOT) constructed the Shared Use Path across the I-95 Fuller Warren Bridge, part of Emerald Trail Segment 11, for \$20 million.

## **Connect FTL - Reconnecting Disadvantaged People to the Other side of the Railroad Tracks**

*Fort Lauderdale, Florida*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$1,500,000

**Estimated Total Project Cost:** \$1,875,000

### **Project Summary:**

Connect FTL proposes improvements to five highway-rail grade crossings of roadways with the Florida East Coast Railroad (FEC) in Fort Lauderdale by tunneling under the railroad to improve pedestrian and cycling connections between the majority-Black west side of Fort Lauderdale, and the wealthier east side. The railroad line historically functioned as a demarcation line for the “color line” ordinance enacted in the city in the 1920’s to restrict Black residents to the northwestern side of the FEC and continues to be a barrier to those communities.

The FEC separates the historically Black neighborhoods of Fort Lauderdale from the wealthier areas in the eastern part of the city. In addition, most services, and facilities such as hospitals, schools, grocery stores, parks, and entertainment venues, are in the east side. The at-grade crossings create dangerous conditions for travelers, especially for vulnerable road users such as pedestrians and cyclists as the crossings lack sidewalks and bike lanes. Currently, train crossings amount to up to five-minute delays in travel times for travelers, and the amount of daily train crossings is expected to increase by 70% due to the development of the Broward Commuter Rail (BCR).

Broward Metropolitan Planning Organization proposes the elimination of highway-rail grade crossings by tunneling underpasses for improved access to west side residents. The tunnels will add dedicated sidewalks and bike lanes at each intersection to address current safety and access needs, and in preparation of the opening of new BCR stations at two of the intersections identified by this project. Expected walk and bike accessibility improvements are expected to reach 12,000 and 100,000 residents, respectively.

## **Miccosukee Tribe's Community Planning Grant: Enhancing Tribal Connectivity, Safety, and Mobility**

*Miccosukee Corporation, Florida*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$627,734

**Estimated Total Project Cost:** \$784,668

### **Project Summary:**

This project focuses on improving connectivity, mobility, safety, economic development, and equity within the Miccosukee Tribe's community. The Tribe aims to identify and assess potential solutions to current barriers, namely two bridges over the Old Tamiami Trail, thus enhancing transportation accessibility, reducing environmental impacts, and promoting community health. Comprehensive planning studies will pave the way for an innovative transportation network that not only reduces greenhouse gas emissions and conserves natural resources but also advances economic development opportunities and ensures equitable access for this disadvantaged community.

This project aims to enhance access by creating safe routes for walkers, bicyclists, and users of micro mobility. Additionally, the proposed infrastructure will accommodate vehicular access, ensuring a comprehensive approach to accessibility. Feasibility studies that will provide a basis for better access to daily destinations. The Miccosukee Tribe's community primarily relies on Old Tamiami Trail for their daily activities. However, the construction of the S12A and S12B canal structures in the 1960s created physical barriers that dissected the Miccosukee community. As a result, community members are forced to use motorized means to access their daily needs, including jobs, school, healthcare, and recreational facilities such as green spaces and parks. This reliance on automobiles creates economic, health, and environmental burdens for the Tribe.

## Reconnecting Atlanta’s Southside Communities: Atlanta BeltLine to Flint River Trail

*Atlanta, Georgia*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$50,000,000

**Estimated Total Project Cost:** \$159,285,384

### **Project Summary:**

For decades, residents of Atlanta’s Southside have endured the consequences of the construction of major interstates around Hartsfield-Jackson Atlanta International Airport (Airport), the “world’s busiest airport.” In the small railroad towns surrounding the Airport, from East Point to Riverdale, dividing facilities like I-85, I-285, and GA-166 sliced the fabric of residential neighborhoods. While the regional economy has thrived in part thanks to the Airport, communities directly adjacent to it have grappled with land loss and the burdens created by transportation facilities, including noise pollution, heat island impacts, air pollution, and stormwater flooding.

This project is a multi-jurisdictional, regional solution that addresses this that through an ambitious, multi-use, multi-jurisdictional trail (Trail). As proven by the Atlanta BeltLine (BeltLine), multi-use trails act as a catalyst for private and public investment to promote long-term economic growth. This Trail would bridge the transportation barriers to connect schools, hospitals, job centers, Metropolitan Atlanta Rapid Transit Authority (MARTA) rail stations, the BeltLine, and employment centers. The Trail would link disadvantaged communities—a regional collaboration crossing multiple jurisdictions for an area long passed over for federal transportation investments.

## The Stitch Phase 1 Implementation

*Atlanta, Georgia*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$157,645,161

**Estimated Total Project Cost:** \$199,945,161

### **Project Summary:**

The Stitch, a cap of Interstates 75/85, known locally as the “Downtown Connector,” will seamlessly reconnect the torn urban fabric of our Downtown with a new major park, extensive transportation improvements, sustainable infrastructure, and increased affordable housing. The Downtown Connector was intentionally planned to run through established low-income Black communities as a racially charged method of ridding Downtown of “blighted” areas in favor of new commercially focused development centered around the automobile. This resulted in the displacement of more than 40,000 individuals, erasing wealth and opportunities for the members of those communities. The Stitch will provide multi-modal connections over the interstate via multi-use paths, an improved surface transportation network, and enhanced transit amenities. Furthermore, these mobility improvements will connect Atlantans with nature providing direct access to the new 4-acre park over the Downtown Connector as well as the Atlanta Beltline and regional trail network.

The project’s work to-date is grounded in two decades of planning and community input that has established the need, vision, and major design elements. The project also received a 2021 RAISE Planning Grant, which is supporting the development of site-specific criteria, guidelines, and housing policy needed to meet such an ambitious, but necessary, goal and that builds on the 2019 City of Atlanta Housing Affordability.

## **Macon-Bibb County Pleasant Hill Reconnection and Commercial Planning**

*Macon-Bibb County, Georgia*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$500,000

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

### **Project Summary:**

Once a prominent Black community founded by formerly enslaved people, Pleasant Hill was decimated by the construction of I-75 through Macon, Georgia. In 2015, a mitigation component of a highway-widening plan gave the community funds for school and home construction, but the promised bike and pedestrian bridge into downtown Macon failed to materialize. The city and county are requesting funds for a planning study to reconnect this historic community. The historic Pleasant Hill neighborhood is seeking assistance in developing a full streetscapes and commercial development plan to reconnect the community to itself and Macon's downtown business district. The plan would focus on engagement, public infrastructure, zoning changes, and anti-displacement strategies.

Macon-Bibb County became a consolidated government in 2014 to correct at a high level the disparity between neighborhoods within the inner city of Macon and the formerly unincorporated areas of Bibb County. At the same time, an effort was hatched to bring reinvestment to the urban core of Macon, the historic downtown and the city's first neighborhoods. The Macon Action Plan was unveiled in 2015, but it did not include the Pleasant Hill neighborhood just beyond I-75. Because of this the plan perpetuated a history of disconnection in the neighborhood that began when the highway cut the historic black community in half. This planning project would rectify this exclusion of the Pleasant Hill neighborhood.

## Connect Athens

*Athens, Georgia*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$800,000

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

### **Project Summary:**

Connect Athens is a planning process to identify short and long-term recommendations for Hawthorne Ave and Oglethorpe Ave. These intersecting arterials are in a Persistent Poverty County and are overlaid by census tracts that include Areas of Persistent Poverty and Historically Disadvantaged Communities. To improve quality of life, the project seeks to increase safety and advance connectivity for disadvantaged communities that have disproportionately faced legacy impacts of disinvestment.

## Savannah I-16 Ramp Removal Project

*Savannah, Georgia*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$1,800,000

**Estimated Total Project Cost:** \$2,250,000

### **Project Summary:**

The I-16 Ramp Removal Project proposes to remove the flyover exit ramp over Martin Luther King, Jr. (MLK, Jr.) Boulevard to Montgomery Street and the associated adjacent ramps. Removing the exit ramps will reconnect the once historic grid street network with new connections and provide access for neighboring communities to downtown, the Canal District and the new arena. It will create small sized neighborhood blocks, providing a safer pedestrian friendly environment by reducing vehicular speeds and adding public green spaces for the community. Removal of the I-16 interchange ramps is intended to spur neighborhood revitalization and equitable redevelopment opportunities over the reclaimed eight acres of land in downtown Savannah, for affordable housing, businesses, civic spaces and other community needs as identified through the public engagement process.

Although the I-16 interchange was constructed as an urban renewal program, the residential and business displacement and subsequent ramp construction caused historic injustices to Frogtown and Currietown, a Jewish neighborhood established in the 1830s, and have remained a barrier to development and economic vitality. This has become a physical and psychological barrier to economic development, pedestrian activity, and neighborhood revitalization. The area to the north and east of the site has been able to develop and thrive, while the area to the south and west has languished. The removal of this barrier would rectify decades of harm.



## Connecting Pearl Highlands to Opportunity Project

*Honolulu, Hawaii*

**Grant Type:** Construction

**Funding Source:** RCP

**Award:** \$19,145,625

**Estimated Total Project Cost:** \$38,291,250

### **Project Summary:**

The Connecting Pearl Highlands to Opportunity Project will construct a pedestrian bridge that will connect a historically disadvantaged community with the newly opened Pearl Highlands Waiawa Station on the Honolulu Rail Transit (HRT) system. An RCN investment will help DTS and HDOT improve multimodal connections and increased access to amenities within the Pearl Highlands community and throughout the HRT system – supporting increased accessibility for four neighborhoods within the 0.5-mile walkshed that currently face barriers to equitable transportation options.

Spanning the multi-lane Kamehameha Highway, the bridge will connect the mezzanine level of the station with Kuala Street pedestrian access – meaning the pedestrians and bicyclists will not need to cross the busy highway to access the station and other destinations towards the ocean. Aesthetic and safety features will be incorporated, making the bridge an extension of the Pearl Highlands Waiawa Station's existing design.

## **Downtown Waterloo Railyard Relocation and Railroad Crossing Improvement Study**

*Waterloo, Iowa*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$750,000

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

### **Project Summary:**

The Downtown Waterloo Railyard Relocation and Railroad Crossing Improvement Study will investigate safety improvements to the railroad bisecting Waterloo, Iowa, and the possible relocation of an active railroad yard from the city's downtown to the outskirts of town. Relocating the train building yard will ease traffic issues through downtown and increase pedestrian access, while safety improvements will make the entire corridor safer.

The current railyard creates numerous environmental burdens on this disadvantaged community. The railyard is a major source of air pollution. The area is in the top percentile in the state for asthma, persons with disabilities, people of color, low income, unemployment rate, and low life expectancy. Blocked rail crossings in the corridor prevent students from getting to school. The planning study would address the noise and air pollution, safety concerns, and the aesthetics of industrial facilities.

Waterloo, Iowa's black population has a long history of social inequity, made evident after the community was named the worst city for Black Americans in 2018. This history of segregation and injustice endures, necessitating collective action to address historical disparities. The Downtown Waterloo Railyard Relocation and Railroad Crossing Improvement Study offers a chance for transformative change. Moving the railyard closer to Waterloo's Northeast Industrial Area can improve safety, connectivity, equity, and economic development for residents.

## Terry First Connection

*Pocatello, Idaho*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$8,500,000

**Estimated Total Project Cost:** \$8,500,000

### **Project Summary:**

The City of Pocatello proposes to reconnect three of the city's core neighborhoods by mitigating barriers created by the Union Pacific Railroad. The project will create a complete corridor with updated infrastructure to improve community connectivity, including mobility, access, and economic development. The project prioritizes historically disadvantaged communities, and drastically improves access to daily needs, such as grocery stores, Idaho State University, Pocatello's City Creek recreational area, and the Historic Downtown Pocatello area.

The city of Pocatello is proposing to redesign the lane configuration at the city's Benton Street overpass, create a designated buffered bicycle lane, install a traffic signal, add a new signal with new intersection configuration, and extend a bicycle lane. This project will also expand and repair sidewalks, add updated street lighting, and install vegetated planters with green infrastructure for stormwater drainage.

## US-20 Reconnecting Neighborhoods Project

*Idaho Falls, Idaho*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$400,000

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

### **Project Summary:**

Over 50 years ago, U.S. Highway 20 (US-20) split the developing community of Idaho Falls in half. To this day, this portion of the community remains historically Disadvantaged, in major part due to the lasting impacts of the US-20 highway facility. The Bonneville Metropolitan Planning Organization (BMPO) is applying for a Neighborhood Access and Equity (NAE) Community Planning Grant, to complete the US-20 Reconnecting Neighborhoods Project for the areas impacted by US-20.

This planning study will identify and prioritize an array of projects to improve access and mobility across and along US-20 for those who walk, roll, and bike, reconnecting the currently disadvantaged communities to the City of Idaho Falls. The Project can significantly increase quality of life for the Historically Disadvantaged community by providing alternate mode options, improving health and air quality, reducing noise pollution and greenhouse gas emissions, and increasing greenspace and creative place-making. Extensive public outreach will be performed to ensure the community has a voice in the proposed improvements from the planning efforts.

It will include extensive outreach and collaboration with the disadvantaged communities with a particular focus on in-person mediums. Art installations, along with improvements to the greenspace and additional recreational facilities, will encourage active transportation and tourism in the area, improving public health, developing the local economy, and reconnecting the neighborhoods. The application notes that the city is committed to constructing affordable housing, creating more pockets of mixed residential and commercial development, and lessening the community's dependency on cars.

## Reconnecting Rexburg: Planning & Designing Connections Across US Hwy 20

*Rexburg, Idaho*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,000,000

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

### **Project Summary:**

The construction of US Highway 20 had a profound impact on Rexburg residents. What was once a convenient and well-connected community suddenly found itself faced with a significant barrier, disrupting daily routines, and altering the dynamics of everyday life.

While some of the roads crossing US Hwy 20 to the north and south of the city remained open as at-grade crossings when the highway was originally constructed, the Idaho Transportation Department has closed all but one of these at-grade crossings to improve safety and traffic flow along US 20. This improvement in safety along the corridor came at an inequitable cost to the local population. Along the fourteen miles of US 20 through Madison County, there were approximately twenty roads that were bisected and essentially closed because of the new highway.

The City of Rexburg intends to have a professional company research, assess, design, and plan the best options for reconnecting the disadvantaged communities that lie on the west side of Highway 20 with the town amenities that are necessary and important for daily living. Options include under or over passes at three different locations that would provide the most direct paths for both automobiles and bike/pedestrian paths. The goal is to explore environmentally sensitive options to reconnect the communities to the west of US 20 with the city, reduce traffic congestion through the existing interchanges, enhance pedestrian and bicycle mobility across the US 20 barrier, and address future travel demand. There are three streets that have been identified as the most critical to reconnect. This project is strong in the area of Facility Suitability.

## Whitman Street Interchange Reconfiguration

*Rockford, Illinois*

**Grant Type:** Construction

**Funding Source:** NAE & RCP

**Award:** \$7,148,000

**Estimated Total Project Cost:** \$14,292,000

### **Project Summary:**

This application proposes to reconfigure Rockford, Illinois Whitman Street Interchange and reconnect neighborhoods that have been isolated for decades by the facility. The city proposes to remove the ramps and bridge, remove 3rd Street to westbound Whitman Street and convert 6th Street and 9th Street/Longwood Street to two-way traffic. The benefits of this project include providing better vehicular access for EMS and others from west of the Rock River to UW Health-SwedishAmerican Hospital (Swedish American), downtown, and the broader East State Street commercial corridor.

A new signalized roadway would connect Olive Street to Greenwood Avenue to provide safe multimodal access between neighborhoods east and west of the interchange. This new roadway would also enhance access from these neighborhoods to downtown and to Madison Street, where bicyclists and pedestrians can access the Rock River Recreational Path. The proposed removal of roadways and ramps would reclaim nearly 11 acres for passive green space, with frontage along the new Olive Street and Greenwood Avenue roadway providing potential for commercial or multi-family residential development. New traffic signals would be added to improve safety and slow down traffic funneling into downtown, thus encouraging motorists to stop and patronize downtown restaurants, shops, and cultural amenities.

## **Blue Line - Forest Park Branch – Kedzie Avenue to Pulaski Station Track Improvements Chicago Transit Authority (CTA)**

*Chicago, Illinois*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$111,000,000

**Estimated Total Project Cost:** \$111,000,000

### **Project Summary:**

The Chicago Transit Authority (CTA) Forest Park Branch Kedzie Avenue to Pulaski Road Track Improvements project is part of a larger program to reconstruct the Forest Park Branch of CTA's rail rapid transit system to restore service reliability and speed, provide greater environmental resilience, and enhance the overall transit experience for historically disadvantaged communities on the west side of Chicago. The project is located within the East Garfield Park and West Garfield Park communities of the City of Chicago. The communities are within an Area of Persistent Poverty and within an Historically Disadvantaged Community. The community has a lower income, higher minority population, and more transit-dependent residents than the City of Chicago overall.

The track reconstruction includes numerous components, including the removal of the existing, outdated track structure and the installation of new track and signaling. The result of this work will be a fully modernized track system that can meet the challenges of the new railcar fleet and offers increased safety and reliability for revenue operations and maintenance.

## Reconnecting Chicago's West Side Communities Plan

*Chicago, Illinois*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,000,000

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

### **Project Summary:**

I-290, known locally as the Eisenhower Expressway, has divided neighborhoods on Chicago's West Side since its construction in the 1950s. More than 13,000 residences, 400 businesses, and 9 acres of a historic park were demolished. A major rapid transit rail line, today known as the Blue Line, was relocated into the highway median, centered within a 450-foot wide swath of expressway lanes and frontage roads. Tight-knit communities were displaced or scattered while the new expressway system catalyzed suburban development and white flight. The effect of these physical and societal forces left poor and minority residents in divided neighborhoods with reduced economic opportunities. Seven decades later, Chicago's West Side communities have never fully recovered. Funding will advance the City of Chicago's Reconnecting Chicago's West Side Communities Plan, aimed at addressing the adverse impacts of I-290 on the surrounding communities.

The city will partner with and learn from community members to develop the plan, which will present a vision for improved connections that reflect the needs of the neighborhoods most impacted by I-290. Infrastructure improvements identified in the plan will promote safety and accessibility, support access to services, recreation, education, and economic opportunities, and serve as a source of pride for the residents in the study area. The city has already engaged community members and stakeholders for input on the approach to this plan.

The I-290 expressway has been a physical barrier and a source of harmful environmental and health effects for residents of Chicago's West Side ever since its construction destroyed homes and businesses and displaced entire communities. Recognizing the harmful legacy of these past actions, the City of Chicago plans to set a new course by improving community safety, cohesion, and quality of life through a plan for enhanced connectivity over and around I-290 that serves the needs of residents living and working in these communities.



## Uniting Scatterfield: SR 9 / Scatterfield Road Re-Envisioned

*Anderson, Indiana*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$368,000

**Estimated Total Project Cost:** \$460,000

### **Project Summary:**

This planning project will examine the 7.5-mile SR 9 / Scatterfield Rd corridor in Anderson, Indiana, and establish a design approach for future reconstruction. It will consist of extensive public engagement efforts, high-level alternative design comparisons, and multi-criterion impact analysis to inform the final plan and design recommendations.

The study corridor includes a mix of residential, commercial, institutional, and industrial land uses. Portions are heavily commercial, providing daily necessities through department, pharmacy, and grocery stores; service and maintenance centers; banks; restaurants; and professional, medical, and dental offices. The public and institutional uses like schools, places of worship, government services, and parks/green space are dispersed throughout. Finally, industrial facilities are significant trip generators for employment. Each of these uses play a critical role in the health, well-being, and quality of life for the residents of Anderson. The planning study would investigate how to best reconnect the community of Anderson as it exists along the road.

## Veterans Memorial Boulevard Community Reconnection Project

*Bowling Green, Kentucky*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$11,000,000

**Estimated Total Project Cost:** \$11,000,000

### **Project Summary:**

The Kentucky Transportation Cabinet built Veterans Memorial Boulevard (U.S. 68) in the mid-1980s as a northern beltline around the downtown core of Bowling Green, Kentucky. The roadway project cut through the heart of an economically disadvantaged community with five lanes of pavement and high-speed vehicular traffic. The roadway created a barrier that separated neighbors on both sides of the arterial. Residents on one side of the arterial are isolated from neighbors, a park, and an elementary school on the other side of the roadway. Many residents, whose only means of transportation is by foot or bicycle, have had to navigate narrow sidewalks with few opportunities to safely cross this treacherous stretch of roadway.

Stakeholders from within the Metropolitan Planning Organization deliberated on ways to enhance safety and mobility for vulnerable users along the unsafe corridor, which led to recommendations embraced by all parties. Those recommendations include a roundabout at one key intersection and modifying the roadway corridor into a Complete Street by eliminating left turning traffic, providing a continuous refuge median for safer pedestrian crossings, and implementing roadside features, like wider sidewalks and street trees that give visual cues to motorists to drive slower, which accommodates bicycle and pedestrian mobility in the corridor.

## Holmes Street Corridor Complete Street Reconnection Project

*Frankfort, Kentucky*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$20,185,000

**Estimated Total Project Cost:** \$27,410,000

### **Project Summary:**

The Holmes Street Corridor Complete Street Reconnection Project will reconstruct its Holmes Street Corridor, an economically distressed and racially diverse area that serves as a key entry to the community from the east and north. High vehicle traffic speeds, uncontrolled access, the lack of bike lanes, poor bus transit accommodations, and missing or obstructed sidewalks create an unsafe, unpleasant, and inefficient living, work, and travel environment for this key corridor. To address these challenges and accelerate revitalization of the area, this project will reconnect the Holmes Street Corridor with downtown Frankfort by: (1) Reconfiguring the roadway with safe pedestrian crossings, traffic calming measures, and bike facilities; (2) Improving bus stops to enhance connections to public transportation; (3) Rehabilitating broken and obstructed sidewalks to be wider, removing utility obstructions, and enhancing Americans with Disabilities Act (ADA) accessibility; (4) Installing green infrastructure to manage stormwater and protect watershed health; and (5) including aesthetic upgrades including street trees, consistent signage, and LED lighting.

This funding will build upon an award of 2021 DOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding for the Holmes Street Corridor Planning Project, which was used to conduct extensive community engagement, a traffic and safety analysis, a parking needs evaluation, development of new Access Management strategies, an assessment of environmental impacts, and schematic design. The RAISE-supported planning project will be at the 30% design level at the end of 2023, positioning Frankfort to move into final design and construction.

RCN grant funding will support final design, right-of-way, utility, and construction phases. This project also leverages DOT Transportation Investment Generating Economic Recovery (TIGER) funding, the area's Opportunity Zone designation, a 2020 U.S. Environmental Agency (EPA) Brownfields Assessment grant to clean up contaminated properties in the area, a U.S. Department of Housing and Urban Development (HUD) HOME Investment Partnership grant to rehabilitate dilapidated housing along Holmes Street, and steps to create a tax increment financing district in adjacent downtown Frankfort that would help pay for public infrastructure improvements.

## Connecting New Orleans East for Pedestrian and Bicyclist Safety and Mobility

*New Orleans, Louisiana*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$61,544,718

**Estimated Total Project Cost:** \$61,544,718

### **Project Summary:**

The City of New Orleans proposes Connecting New Orleans East for Pedestrian and Bicyclist Safety and Mobility to connect people in historically disadvantaged communities and destinations along and across the Interstate 10 (I-10). The Project will create safer connections for people walking and rolling and bicycling, connecting residential communities with commercial retail, job opportunities, and community amenities on both the north and south sides of I-10 in New Orleans East.

The Project consists of a 10-foot shared-use trail, which would run along the outside edge of the service roads on both the north and south sides for the entire length of the corridor with additional connections to existing facilities on Dwyer Rd at the western end. This plan also includes ADA ramps and crosswalks at all intersections, as well as pedestrian crossing signals at the major intersections of Crowder Blvd and Bullard Ave. Appropriate lighting to accommodate pedestrians has been included in the conceptual plan. Trees and landscaping have been included to make the corridor visually appealing and comfortable, providing shade for people walking and bicycling and visual friction for drivers.

Connecting the shared-use trails between the interchanges, three non-motorized bridges crossing the Interstate are included at Mayo Rd, Bundy Rd, and Wright Rd to accommodate connectivity between the north and south sides of the Interstate. Collectively, the trails on both sides of the corridor, and the crossings at the existing interchanges and new bridges will introduce a network of connectivity for walking, bicycling, and transit and fill a major mobility gap in the middle of the community.

## Thomas Road Improvements

*Baton Rouge, Louisiana*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$13,643,000

**Estimated Total Project Cost:** \$27,286,000

### **Project Summary:**

This project will fully integrate the existing roadway infrastructure of Thomas Road with its surrounding land uses. This work will include planning for and the creation of safe and convenient connectivity for residents to access health care, dining, retail, sacred, recreational, and educational amenities by implementing Complete Streets design principles.

The scope of this Project will upgrade Thomas Road, a narrow two-lane roadway that was originally designed to be and function as a rural highway. Drainage for Thomas Road consists of deep roadside ditches and, along with a lack of roadside shoulders, makes it difficult for pedestrians and bicyclists to utilize. Many surrounding neighborhoods were designed for walkability with shade trees and sidewalks. However, lack of connectivity between neighborhoods and nearby amenities discourages walking and biking as viable options for short trips. These conditions create significant barriers for surrounding communities to access nearby amenities such as convenience stores, places of worship, the Baton Rouge Health Care Center, and larger retail establishments on Plank Road. These same road conditions impact usage of Baton Rouge Recreation and Parks Commission's (BREC) 390-acre Greenwood Community Park and the Baton Rouge Zoo that have entrances on Thomas Road, thus depriving residents of meaningful access to greenspace and natural areas.

The Project, based on Complete Streets principles, will include a shared-use greenway path traversing the length of the Project. Curb-and-gutter drainage improvements with bioswales and green infrastructure will improve water quality and mitigate impacts of stormwater runoff. Green infrastructure will include porous pavement, creating and maintaining a tree canopy, planter boxes, rain gardens, and land conservation efforts. Signed, signalized crosswalks at intersections along Thomas Road, particularly those facilitating access to the park and zoo, will also be incorporated.

## City of Slidell Mobility Masterplan (Connect Slidell)

*Slidell, Louisiana*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$960,000

**Estimated Total Project Cost:** \$1,200,000

### **Project Summary:**

This grant would fund Phase I Planning activities of the City of Slidell Mobility Master Plan (Connect Slidell), to plan for a more interconnected transportation infrastructure and livable city for all. The planning process will address dividing and burdensome transportation issues and infrastructure, identify and plan for sustainable multi-modal choices, provide a higher quality of life for residents and tourists, and be a catalyst for economic and workforce development. Connect Slidell's planning process will survey and potentially employ data, strategic visioning, and partnerships existing between varied city, parish, statewide, and national plans/resources to assist in the development of a realistic, relevant, innovative mobility master plan.

The scope of work performed under the Phase I Planning activities of Connect Slidell will address barriers, harms, and burdens affecting city residents and tourists. Some of the mobility barriers for vulnerable neighborhoods in Slidell include the lack of sidewalks/crosswalks and/or sidewalk/crosswalk connections between recreational activities, commerce, and educational and healthcare settings; the absence of bicycle and pedestrian pathways; underuse of waterways/ports/marinas situated throughout Slidell's transportation system; and inadequate sidewalks or safe crossings along the rail system. The Norfolk Southern Railway, with daily service by Amtrak, runs parallel to U.S.11/Front Street throughout Slidell; the railroad runs 31 miles through St. Tammany Parish. It divides Slidell neighborhoods from commerce, schools, healthcare, the city municipality, and other business activities. This dividing barrier, and other barriers outlined below, have led to transportation obstacles, harms, and burdens which Connect Slidell's Phase I Planning process will address.

## Reconnecting Claiborne

*New Orleans, Louisiana*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,000,000

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

### **Project Summary:**

In 1967, Interstate 10 (I-10) was built in New Orleans. It cut through the heart of 14 historical Black neighborhoods, including Faubourg Tremé neighborhood, the oldest free Black community in the country. It decimated a thriving commercial corridor, closing 326 Black-owned businesses along Claiborne Avenue.

The purpose of this planning and feasibility study is to build upon the results of previous planning efforts to develop and evaluate proposed improvement alternatives that seek to address environmental, socioeconomic, and transportation-related inequities along Claiborne Avenue, while maintaining operations and safety for interstate traffic. Reconnecting Claiborne is comprised of three major elements: (1) The creation of the Claiborne Innovation District; (2) I-10 overpass improvements; and (3) On-ramp and off-ramp removal. The planning study will consider meaningful public involvement and technical capacity associated with these components.

The project aims to promote community-based stewardship by preserving and renewing the cultural heritage of the Claiborne Corridor. For generations, the corridor has been home to culture bearers such as artists, musicians, social club members, the Black or Mardi Gras Indians, and entrepreneurs of the informal market that exists below the I-10 bridge. There has been extensive community engagement that will be carried out further for this study. Formal partnerships and support, substantiated through signed commitment letters, include the City of New Orleans, Ujamaa EDC, Greater New Orleans Inc., Housing LOUISIANA, Housing NOLA, the Greater New Orleans Housing Alliance, and the Claiborne Avenue Merchants and Business Association.

## I-90 Allston Multimodal Project

*Boston, Massachusetts*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$335,374,775

**Estimated Total Project Cost:** \$1,920,000,000

### **Project Summary:**

The I-90 Allston Multimodal Project – a partnership of the Massachusetts Department of Transportation (MassDOT) and the City of Boston – is a powerful opportunity to transform and modernize a deficient stretch of critical Interstate highway, open up land for new residential, institutional and commercial growth, support several neighborhoods with greatly improved transit, walking and biking infrastructure, and create new and improved access to expanded waterfront parks and open space in an Environmental Justice (EJ) community, Boston’s Allston neighborhood. Today, there is overwhelming support for this project which removes approximately 2,900 feet of elevated bridge structure that has acted as barrier to multiple neighborhoods. MassDOT and the City, along with third-party contributors have committed \$1.22 billion to this initiative and are requesting \$500 million under the USDOT Reconnecting Communities and Neighborhoods Grant Program and have requested \$200M of National Infrastructure Project Assistance (Mega) to fund the Project.

The I-90 Allston Multimodal Project seeks to remedy these injustices by reconnecting communities with new Complete Streets through the interchange and railyard areas, a new multimodal transit station, more than 10 miles of new sidewalks and bike trails to serve highly desired pedestrian/ bicycle connections to the Charles River, Boston University, and Downtown Boston, and returning more than 40 acres of land for community development, new parks and open spaces including a buffer park along the southern extent of the Project. Soldiers Field Road (SFR) will be realigned further from the banks of the Charles River to make room for a new 3.6-acre park within the historic Charles River Reservation (CRR) and much needed improvements to the heavily used Paul Dudley White (PDW) Path, expanding access to open space and recreational opportunities for residents in proximate communities.



## Removing the Scars of Urban Renewal

*Haverhill, Massachusetts*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$452,000

**Estimated Total Project Cost:** \$574,060

### **Project Summary:**

This planning project is a strategic and collaborative initiative to address infrastructure barriers created by 1960s and 70s-era “Urban Renewal” efforts. Between 1966 and 1980, the Haverhill Housing Authority (HHA) engaged in several phases of Urban Renewal projects which removed properties and buildings out of private hands and into the hands of the HHA. Over time, the formerly prosperous hub of small businesses in downtown Haverhill became blocks of open land known as the “dust bowl.” Ginty Boulevard and Bailey Boulevard were created as eight blocks of parkway to connect the city center with the newly created suburban highway US 495. Though connectivity was the goal, these developments instead resulted in infrastructure barriers that separated neighborhoods and residents. This separation reduced access to commercial centers, workforce opportunities, health and emergency services, education, and other neighborhoods within the city, drastically stunting the community’s potential for growth and diminishing quality of life for its citizens.

This project will formally launch the planning process to remove these barriers and increase mobility and access for historically disadvantaged neighborhoods. The project will also create new opportunities for developing affordable and workforce housing while fostering transit-oriented development.

## River Works Reimagined

*Lynn, Massachusetts*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$561,000

**Estimated Total Project Cost:** \$561,000

### **Project Summary:**

The River Works Reimagined planning project intends to reconnect West Lynn by relocating the River Works Station north of its current location and making it publicly accessible. This will reconnect adjacent neighborhoods with jobs, open space, and a planned USDOT RAISE-funded bus priority corridor on the Lynnway, and provide rail connections to Boston and beyond, as well as communities to the north. Other benefits include a safer, Americans with Disabilities Act (ADA)-compliant crossing of the railroad, improved flood resiliency, and the facilitation of waterfront access and transit-oriented development (TOD) at the adjacent Gear Works, among other potential sites.

The need for improved affordable transportation options is especially great in the neighborhoods adjacent to the proposed station, where upwards of 50% of households do not own a vehicle. Lynn, where citywide 19% of households do not have access to a vehicle, currently lacks a high-quality transit connection to the strong job market and exceptional healthcare and educational institutions in Boston or Cambridge.

## Uniting Neighborhoods and Transit Opportunities

*Everett, Massachusetts*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$1,200,000

**Estimated Total Project Cost:** \$1,500,000

### **Project Summary:**

This Uniting Neighborhoods and Transit Opportunities Project Planning Grant seeks to study the feasibility of installing a transit hub at Sweetser Circle and developing safe and accessible connections between Upper Broadway, Lower Broadway, and Main Street in Everett, Massachusetts. The Project would rectify the historical inequities caused by Route 16, Route 99, and Main Street traveling through Everett by developing bicycle and pedestrian facilities and understanding potential opportunities for the expansion of the Silver Line.

Today Sweetser Circle and Revere Beach Parkway inhibit non-roadway access to Orange Line stations in Somerville and Medford. Accessing these stations by walking or cycling is unsafe and unpleasant for residents, given the high-speed traffic of vehicles and lack of safe facilities. The Uniting Neighborhoods and Transit Opportunities in Everett Project is intended to address the harm caused by busy, high-speed roadways and active railway bisecting Everett neighborhoods, including harm to public health and the environment through heavy air pollution, in an already marginalized, underserved, and overburdened environmental justice community.

This planning study will consider accommodations for future Silver Line (MBTA Bus Rapid Transit) expansion, siting of a Commuter Rail stop, connections to existing bicycle facilities (Northern Strand Trail, Wellington Trail, and more), open green space, and connections between the Lower and Upper Broadway neighborhoods with new and improved pedestrian and bicycle facilities. The Planning Grant will also allow Everett the opportunity to understand the feasibility of constructing a safe, direct pathway under Revere Beach Parkway for pedestrians and cyclists.

## **Bicycle Pedestrian Crossing of the Fitchburg Commuter Rail Line**

*Cambridge, Massachusetts*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,400,000

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

### **Project Summary:**

This project will plan and design an accessible, elevated, pedestrian and bicycle crossing of the Fitchburg Commuter rail line in North Cambridge. The rail line has posed a physical barrier to movement in the Rindge Avenue neighborhood for decades and created a demonstrated safety hazard, inhibiting local travel in one of the most diverse and lowest income block group areas of Cambridge.

The scope of the project is to continue planning already underway and advance conceptual and final design of an overpass connecting the Rindge Avenue neighborhood, which has the highest proportion of affordable housing in the city, to Cambridge's largest open space, Danehy Park, and improve access to stores, jobs, and transit. The project also includes planning and design for a multi-use path parallel to the rail line, creating connectivity to the crossing from many locations, as well as more convenient access to the nearby Alewife Red Line transit station.

The planned bicycle and pedestrian bridge project will not only create dedicated, safe access from the Rindge Avenue neighborhood to Danehy Park, but will also create safer and more direct access to Fresh Pond Mall, which provides access to fresh groceries, clothing and other retail options, job opportunities and workforce training. Additionally, the bridge project will remove a key barrier to regional bicycle and pedestrian connectivity. Just to the north, the project will connect directly to Linear Park through Russell Field, the Minuteman Path, and the Somerville Community Path, and directly to the south, will connect to the Danehy-New Street Connector path and the Watertown Cambridge Greenway. This will create a direct, high quality, off-road route for hundreds of daily bicycle and pedestrian trips to major housing, retail, recreation, and jobs destinations in adjacent communities and regional destinations including Arlington Center, Arsenal Street in Watertown, the Charles River, Porter Square in Cambridge, Davis Square in Somerville, the Northpoint area in Cambridge, and Boston's downtown, North Station, and North End neighborhood.

## Greening Chelsea Creek Waterfront

*Boston, Massachusetts*

**Grant Type:** Regional Partnership Challenge with Planning Activities

**Funding Source:** NAE

**Award:** \$2,500,000

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

### **Project Summary:**

The project, a partnership between the City of Boston and the City of Chelsea, will plan and design a critical walking and biking connection between the Mary Ellen Welch Greenway in East Boston and the Chelsea Greenway in Chelsea. These two Environmental Justice communities are long overdue for a meaningful, resilient, people-centered linkage, which this project seeks to address. The Greening Chelsea Creek Waterfront Project will evaluate alternatives, choose a preferred alignment, and advance a concept design for a shared walking and biking path that will link together the two communities.

Despite the industrial ties between these two communities, there is still a major disconnect between East Boston and Chelsea. Now, not only do natural barriers like Chelsea Creek divide the two communities, but anthropogenic influence has further divided the communities via an elevated expressway and interchange, a freight bypass road, former rail rights-of-way, and industrial-dominated streets and land uses. These physical barriers burden the surrounding disadvantaged communities with disproportionate air and noise pollution and consistent traffic safety concerns, most notably for those walking or biking. Both communities have been burdened with intractable logistical challenges and health complications, exacerbated by the car-centric and industrial landscape that has dominated the area for generations.

A range of methods have been incorporated into prior planning projects to reach the widest audiences possible.

## Enhancing Easton Neighborhood Access on U.S. Route 50 (US 50) Project

*Easton, Maryland*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$3,309,759

**Estimated Total Project Cost:** \$5,911,158

### **Project Summary:**

The Enhancing Easton Neighborhood Access on U.S. Route 50 (US 50) Project, which will dramatically improve access to daily destinations in a diverse rural community on Maryland's Eastern Shore. The Project will include adding new sidewalks, pedestrian signals, and raised landscaped medians and removing challenging crossing areas that, together, will enhance the pedestrian access to grocery stores, pharmacies, and schools on the corridor, better align with planned local land use patterns, and improve safety through a historically underserved community.

As one of oldest Black communities in the United States, Easton has a rich history rooted in resilience. The community has faced and overcome obstacles for decades, from the segregation and violence of the Jim Crow era to challenges accessing education, opportunities, and even essential needs (such as fresh, healthy food) and these challenges continue for the small, rural community into today. As shown by the Council on Environmental Quality's Climate and Economic Justice Screening Tool (CEJST), Easton includes a disadvantaged community through a large portion of the Project area, which is in the 91st percentile nationwide for low median income when compared with median incomes in the area. In addition, Easton residents face a high housing cost burden according to the U.S. Environmental Protection Agency's (EPA's) EJScreen tool. This leaves residents with few remaining resources to purchase and maintain a reliable vehicle; therefore, the ability to access the services available locally through alternative and active transportation is critical.

## Golden Mile Multimodal Connection Planning Project

*Frederick, Maryland*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$485,000

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

### **Project Summary:**

This project will investigate safe pedestrian and bicyclist connections among residential, commercial, and recreational areas divided by U.S. Route 40 (West Patrick Street) in Frederick, Maryland's Golden Mile Corridor. Car-centric design and sprawling commercial development create an unsafe and unpleasant living, work, and travel environment for residents living north and south of West Patrick Street. Most of Golden Mile is a disadvantaged community, with a high population of foreign-born residents burdened by low incomes, a lack of transportation mobility, and disproportionate environmental risks. Facilitating safe crossings for nonmotorized traffic across West Patrick is a top priority of the city, as it works to better connect the 25,000+ residents of Golden Mile to retail, service, employment, education, health, and recreation opportunities.

## Twinbrook Pedestrian and Bicycle Bridge

*Rockville, Maryland*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$568,000

**Estimated Total Project Cost:** \$710,000

### **Project Summary:**

This project will design a pedestrian and bicycle crossing over railroad tracks to reconnect the Twinbrook Community to the employment areas and retail amenities along Rockville Pike, the City's largest commercial corridor. In 1984, the existing at-grade crossing was eliminated with the construction of the Twinbrook Metrorail Station, further separating the community, which includes disadvantaged census tracts. This project will identify a preferred alternative, prepare a cost benefit analysis, enhance ongoing public engagement, develop a 30 percent engineering design, and create strategies to prevent displacement and advance community stewardship.

Rockville residents and community leaders have long been aware of disparities in terms of development patterns and access to opportunities found on either side of the tracks and hope this project will help mitigate these issues. Providing a pedestrian and bicycle crossing of the railroad tracks in Twinbrook has been included in several approved City plans, including the adopted Rockville 2040 Comprehensive Plan, and the proposed Pedestrian Master Plan.



## **Aberdeen Transit Oriented Development (“TOD”) Station Square Project**

*Aberdeen, Maryland*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$800,000

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

### **Project Summary:**

This project is a planning study to create engineering and design plans, conduct an environmental feasibility study, and establish right-of-way needs for future improvements to restore connectivity to the multi-modal transportation services for the community. The Aberdeen Train Station, which has both Maryland Area Regional Commuter (MARC) and Amtrak as well as regional bus service, is primarily accessed through a non-ADA compliant tunnel and non-ADA compliant pedestrian bridge. The planning grant would establish pre-construction documents to facilitate connectivity through an underpass and promote redevelopment surrounding the train station.

The overarching goal of this current funding request for the TOD Station Square improvement project is to reconnect the east side of Aberdeen and remove the physical and economic barriers that exist. Future construction phases of The TOD Station Square Project includes acquisition and demolition of an existing gasoline station; demolition and removal of the existing 35-foot-high concrete pedestrian overpass, stairs, walkway, and 1,100-foot switchback; construction of a new pedestrian underpass with terraced plazas and sidewalks to meet the ADA requirements; and additional bus bays to accommodate Harford Transit LINK and MTA buses.

## **Bridging the Highway that Divides Berlin: Reconnecting Neighborhoods Split by US 113**

*Berlin, Maryland*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$1,200,000

**Estimated Total Project Cost:** \$1,200,000

### **Project Summary:**

As it did across the country, the construction of the US Highway system contributed to the residential concentration of race and poverty in Berlin. While much has been done to erase reminders of race relations and segregationist actions of the past, there is much to be done. Organizations and leaders from across Berlin and Worcester County have expressed interest and strong support for an inclusive community planning process to identify and assess options for remediating the barriers created by the dividing infrastructure of US 113. The operator/owner of the highway - Maryland Department of Transportation - has committed to support and assist the project.

Guided by the data and the community engagement process, the Town of Berlin will use context-driven decision-making to identify, evaluate, and prioritize solutions that address and mitigate the negative impacts of the US 113 barrier and provide connectivity to the Worcester County Greenways and Trails network that is being planned. Work with owner/operators of the road, Maryland Department of Transportation - State Highway Administration (MDOT-SHA), and federally qualified contractor(s) to evaluate the feasibility of identified options for safe crossing for pedestrians, bicycles, and those using other mobility devices, while maintaining the capacity to handle existing transportation needs of the roadway.

## Restoring Connections to Druid Hill Park

*Baltimore, Maryland*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$6,000,000

**Estimated Total Project Cost:** \$6,000,000

### **Project Summary:**

The Restoring Connections to Druid Hill Park Project will advance engineering for the Druid Park Lake Drive corridor from concept design to 30% design. The project will also focus on conducting public outreach and performing environmental documentation to support NEPA.

The Corridor is a 2.3-mile principal arterial roadway in Baltimore City with up to nine travel lanes that divides several high-poverty, majority Black communities from Druid Hill Park, one of Baltimore's largest and most visited parks. The Project is located fully within underserved and disadvantaged communities in Baltimore and will generate significant benefits for residents who have historically been harmed by discriminatory transportation and housing policies, advancing the White House's goals for racial equity.

In response to grassroots community advocacy to create a safer, multi-modal corridor, the Baltimore City Department of Transportation (BCDOT) completed the Druid Park Lake Drive Complete Streets Feasibility Study in 2022, which developed concept-level designs for a corridor that is safe and accessible for people of all ages and abilities walking, biking, using mobility devices, and riding transit. This Project will build from that completed feasibility study and advance one concept through preliminary engineering.

## Reconnecting our Villages: Historic Libbytown

*Portland, Maine*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$22,400,000

**Estimated Total Project Cost:** \$28,000,000

### **Project Summary:**

The Reconnecting Our Villages: Historic Libbytown Project consists of making numerous multi-modal and street connectivity improvements in the Portland, Maine neighborhood of Libbytown, including constructing a roundabout, redesigning streets, improving sidewalks, building bike-only paths, and numerous other infrastructure improvements. These benefits will restore Libbytown, which was severed in the 1960s when Interstate 295 was constructed through the community, as a cohesive Portland neighborhood.

The project includes reconstructing the confluence of Congress Street and Park Avenue under Interstate 295/US 1 using a roundabout and Complete Streets elements and restoring these roads to two-way traffic with center turn lanes, improved bus stations, and safety/mobility improvements. Transforming Congress Street and Park Avenue into two-way thoroughfares will significantly reduce a public transportation burden. It will allow transit riders to travel through Libbytown bidirectionally instead of in only one direction. Sidewalks on both sides of the street and bidirectional bike lanes will provide the same efficiency for individuals who choose active transportation.

## **Ecorse, Michigan Visger Road and Salliotte Road Highway-Railroad Grade Crossing Elimination Study**

*Ecorse, Michigan*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$120,000

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

### **Project Summary:**

The City of Ecorse is seeking a planning grant to study the removal of the at-grade highway-railroad crossings at Visger Road and Salliotte Road to restore community connectivity in Ecorse and adjacent communities - River Rouge and Detroit. The Visger and Salliotte Road Highway-Railroad Grade Crossing Elimination Study will determine the feasibility of redesigning the crossing to improve conditions and restore community connectivity locally and regionally.

Currently, the at-grade railroad crossings on Visger and Salliotte are poorly suited to the community because the conditions pose a safety hazard to pedestrians and automobile drivers. Visger Road is a collector street marked with space for two-way traffic and unmarked on-street parking. The street narrows at the crossing and there is no bike lane or designated pedestrian crossing. The study will help support the potential installation of grade separation at high-traffic crossings and warning systems at all crossings as well as the improvement of cyclist safety by providing alternative transportation options to communities affected by crossings.

These solutions will address infrastructure barriers, reconnect the community of Ecorse and adjacent communities, and improve the quality of life for residents who have been harmed by historic practices. Improvements to these crossings that allow people to move freely in Ecorse would also connect community members to recent and ongoing investments being made to improve natural areas in Ecorse.

## **The I-75 Overbuild Planning Project: Advancing Detroit's Future by Reestablishing Neighborhood Connections**

*Detroit, Michigan*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,000,000

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

### **Project Summary:**

The I-75 Overbuild project seeks to conduct community engagement and mobility analysis to support the development of preliminary engineering and design documents to determine the feasibility of the construction of a lid on a portion of I-75, which has been a burden and a barrier facility to disadvantaged communities adjacent to downtown and downtown Detroit. This project lead by the Downtown Detroit Partnership, Inc (DDP) will look at the impacts of the disconnection I 75 or the Fisher Freeway, as it is called, has brought to communities and how to address those impacts by investigating corridor improvement to better access daily destinations and build on new opportunities that can bring economic growth to the city of Detroit.

I-75 divides the Cass corridor (2nd Chinatown) by Brush Park from downtown, and the project seeks to reconnect them to downtown along with the University of Michigan's Center for Innovation. These two communities have been burdened with blight and are historically disadvantaged with poor health, lack of green space, heavy pollution, and lots of traffic.

The cap will advance three neighborhoods by restoring community connectivity, expanding mobility, and improving economic opportunities for future and current residents. It will also transform the community by including new greenspace, adding new economic, social and health benefits that will bring forth additional connections and opportunities to downtown and the city of Detroit. Affordable housing will also be planned for the corridor, and a mobility plan analysis will be completed to look at further transit options (light rail and bus station is adjacent to project).

## **Bring Back 6th: Reconnecting, Restoring and Revitalizing the 6th Avenue North Corridor**

*Minnesota*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$1,600,000

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

### **Project Summary:**

Our Streets Minneapolis will use USDOT support to fund a comprehensive feasibility study for Olson Memorial Highway with the goal of restoring and revitalizing the 6th Avenue North corridor. Activities will include designing a reconnected, multimodal street grid, assessing land use, developing scenarios and policies that ensure new housing and commercial development lead to equitable benefits for all Near North residents, and modeling the impacts of a highway conversion project on safety, environmental justice, racial equity, and more. Further, funding would help us expand community engagement efforts and host community events so that all residents and partners have a voice in critical decisions affecting the neighborhood's future.

6th Avenue North was once a vibrant, walkable, predominantly Black and Jewish commercial district with 13 restaurants, 11 synagogues, grocery stores, a laundromat, ice cream shops, five churches, a streetcar line, and a half-dozen nightclubs and live music venues. Once called the "Beale Street of Minneapolis," 6th Avenue North was a hotbed for jazz in the region. With the goal of fixing a "blighted" neighborhood, planners routed Olson Memorial Highway (MN State Highway 55) through 6th Avenue North, demolishing hundreds of homes, businesses, and community institutions. Our Streets Minneapolis has been organizing alongside residents and community partners to turn the current one-mile stretch of highway into a community corridor that reconnects the neighborhood, creating a healthier environment and new opportunities for residents to access affordable housing, healthcare, employment, parks, and more.

## **Duluth I-35: Community Access Revitalization Study**

*Duluth, Minnesota*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$1,800,000

**Estimated Total Project Cost:** \$2,250,000

### **Project Summary:**

The City of Duluth, Minnesota, in partnership with the Minnesota Department of Transportation and the Duluth-Superior Metropolitan Interstate Council, will develop a comprehensive and community-led vision for transportation and other public right-of-way improvements along the Interstate 35 corridor in West Duluth and Downtown Duluth. A long-term plan is needed to improve connectivity across the interstate corridor, better integrate existing and future land uses, and remove barriers to economic development in areas of persistent poverty. The surrounding community will lead the creation of this vision with support from city staff.

Hundreds of buildings including 500 homes were destroyed to develop I-35. I-35 currently divides two crucial business corridors limiting social cohesion and reducing business activity. At present, there are only 2 pedestrian connections over I-35 along the study area.



## Highway 55: A Community Partnership, A Roadway for All

*Hennepin County, Minnesota*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$3,600,000

**Estimated Total Project Cost:** \$4,500,000

### **Project Summary:**

The project will support planning and partnerships with the people and communities along Highway 55 in Minneapolis, Golden Valley, Plymouth and Medina in Hennepin County, Minnesota. The fundamental transportation challenge of the study area is that Highway 55 does not meet the modern safety and mobility choice needs of the people who travel the corridor and businesses that rely on it. Over the years, Highway 55 has created and contributed to barriers between neighborhoods and businesses as they have developed. In many cases, these barriers are disproportionately burdensome to pedestrians and bicyclists, and those who live along the corridor. Because of these disproportionate burdens, the highway as it has developed has contributed to social inequity.

The Metropolitan Council received \$250,000 from the Minnesota State Legislature in 2021 to study transit service improvements on Highway 55, including Bus Rapid Transit (BRT), between Medina and downtown Minneapolis. The Council is moving forward with this effort and is committed to coordinating with MnDOT's larger study of the overall transportation needs of the corridor.

MnDOT will use grant funding to advance the Part I study into preliminary design along this section of Highway 55. The agency also will use the funding to enhance the BRT study and extend the study area west to include the cities of Golden Valley, Plymouth and Medina. This western expansion will officially begin "Part II" of the larger corridor study—Highway 55: A Community Partnership, A Roadway for All.

## Brickline Greenway: Midtown I-64 Crossing

*St. Louis, Missouri*

**Grant Type:** Construction

**Funding Source:** RCP

**Award:** \$9,925,000

**Estimated Total Project Cost:** \$19,850,000

### **Project Summary:**

The Brickline Greenway is a major public-private partnership to reconnect St. Louis neighborhoods through a network of shared, accessible pathways designed for pedestrians, bikes, and wheelchairs. Highlighted by The New York Times as a “new African American Trail” and “a public reckoning of the city’s racist history,” the Brickline Greenway will connect 14 mostly-Black city neighborhoods, parks, business districts, employment centers, transit hubs, and cultural and educational institutions.

St. Louis’s history is marked by divisions and racial disparities. The area surrounding the proposed crossing was severely impacted by displacement when Mill Creek Valley, a historically Black neighborhood, was demolished to allow construction of the interstate that is now I-64. The interstate remains a significant barrier, impeding access to new jobs, housing, services, healthcare, and public transit. The new Midtown I-64 Crossing and the Brickline Greenway as a whole redress this burden of harm, honor the history and character of the area, and create new pathways for area residents to access jobs and economic opportunities.

When complete, the Brickline Greenway will include up to 20 miles of accessible multi-use greenways; current planning and construction focuses on 10 miles of greenways. The 4.8-mile north-south segment will connect Fairground Park with Tower Grove Park, joining the 5.2-mile east-west segment from Forest Park to the Gateway Arch National Park. These segments meet at the interstate barrier that this project will remediate.

## **Reconnecting & Revitalizing an Underserved Community: I-70 Business Loop Corridor Study**

*Columbia, Missouri*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,130,800

**Estimated Total Project Cost:** \$2,663,500

### **Project Summary:**

This plan will study the I-70 Business Loop corridor between Stadium Boulevard and Eastland Circle. The study will include improving safety for both motorized and non-motorized users, improving accessible multi-modal operations, providing aesthetics along the corridor, and improving economic vitality. Features proposed to be studied will include a complete streets design, intersection improvements, bike lanes and pedestrian connection improvements, aesthetic improvements, and storm water improvements. The improvements strive to reinvigorate the corridor, connect a number of historically disadvantaged and underserved communities, and support a growing network of community services, education opportunities, and commercial centers along the corridor.

The I-70 Business Loop (formerly US Highway 40) was once a vibrant commercial corridor in Columbia, Missouri. After the construction of Interstate 70 in the 1960s, the street was transformed into a five-lane bypass road to the interstate and became a barrier to residents still seeking a place to stop and gather.

## **Bienville Boulevard/Scott Pruitt Memorial Highway Multi-Use Path— Connecting Ocean Springs and Gautier, Mississippi**

*Ocean Springs and Gautier, Mississippi*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$9,600,000

**Estimated Total Project Cost:** \$12,000,000

### **Project Summary:**

The Mississippi Department of Transportation (MDOT) is seeking funding for the construction of an 8.75-mile Multi-Use Path on the north side of US 90 from Ocean Springs to Gautier in Jackson County, MS. MDOT has committed \$2.4 million in state program funds as the match for the federal grant. For more than a decade, the MDOT has been working with the Gulf Coast communities of Ocean Springs and Gautier to address safety and access problems with Bienville Boulevard/Scott Pruitt Memorial Highway (US 90) from Washington Avenue (MS Highway 609) in Ocean Springs to Dolphin Drive in Gautier. The Multi-Use Path will be constructed in conjunction with a roadway improvement project for US 90. The MDOT is currently in the process of adding the US 90 improvement project and the adjoining Multi-Use Path to the Gulf Regional Planning Commission (GRPC) Transportation Improvement Plan. The Multi-Use Path provides safe new connectivity both within Ocean Springs and Gautier proper, as well as to each other.

The corridor has very limited pedestrian or bicycle facilities today. The high traffic volumes and operating speeds on US 90 make the roadway an unsafe location for bicyclists. Average daily traffic volumes vary between over 50,000 vehicles on the western end to just under 30,000 vehicles on the eastern end. Between 2018 and 2022 there were 15 accidents involving pedestrians or bicyclists. US 90 is the key non-interstate east-west corridor along the Gulf Coast, spanning from Florida to Texas. The highway's route through Mississippi mostly hugs the coastline, making the facility subject to tropical storms and hurricanes. US 90, within the project area also serves as Jackson County's east-west hurricane evacuation route for the coastal area, connecting evacuees to the northbound evacuation routes of MS Highway 609, MS Highway 57, and MS Highway 63.

## Connecting the Museum Trail through Downtown and West Jackson

*Jackson, Mississippi*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$588,000.00

**Estimated Total Project Cost:** \$735,000.00

### **Project Summary:**

Museum Trail is a proposed multi-use trail and greenway connecting communities to cultural, economic, educational, and recreational assets in Jackson, Mississippi. The proposed corridor connects museums, colleges, urban parks, public spaces, the farmers market, public art installations, commercial districts, and neighborhoods. The Downtown and West Jackson connections are critical for reconnecting underserved communities and neighborhoods that have been harmed by the central railroad dividing the city. This proposal aims to connect communities and neighborhoods that have been segregated by legacy transportation infrastructure projects like highways, arterial roadways, and the railroad line.

A key objective of the proposal is to make the trail more accessible and equitable by creating a strong pedestrian and bicycle connection under the active railroad to better connect underserved West Jackson to Downtown. The project also includes converting a former rail corridor into a multi-use trail that crosses State Street (a former highway), and High Street (a major arterial road).

## Highway 200 Reconnecting East Missoula

*East Missoula, Montana*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$24,000,000

**Estimated Total Project Cost:** \$30,000,000

### **Project Summary:**

Reconnecting East Missoula is a project to address barriers along and across the Highway 200 corridor. The unincorporated community of East Missoula is less than 3 miles from downtown Missoula, a regional hub of commerce, education, medical services, and more. Yet, because East Missoula sits in a canyon, surrounded by impassable terrain and federal lands, the only viable routes in and out of the proposed project area are Interstate-90 (I-90) and the corridor of focus, Highway 200. This corridor is an outdated rural highway with a history of severe and fatal crashes that lacks safe, comfortable, and convenient multimodal facilities. Hwy 200 acts as a barrier to meaningful growth in and around East Missoula, exacerbates income inequalities, inhibits community building, and creates safety hazards for all road users.

Historically, East Missoula was its own community, with local services and a vibrant economy based around the timber industry, facilitated by proximity to the Clark Fork and Blackfoot Rivers, major railroad routes, and nearby mills. For much of the twentieth century, extractive industry provided high-paying jobs to thousands of employees in the region at any given time, and East Missoula, being located between Missoula and a large mill complex, was at the heart of this economy. When the timber industry started to decline in the 1990s, so did East Missoula's economy. Absent its major industry and functionally cut off from the rest of Missoula, East Missoula has been economically transitioning and working to rebuild their community since the industry decline. This Reconnecting East Missoula construction project builds upon previous planning efforts. In addition to being a key element of the Hwy 200 Corridor Plan, the transformation of Highway 200 is the central focus of East Missoula's Community Vision.

## Manhattan Trail System Feasibility Study

*Gallatin, Montana*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$122,671

**Estimated Total Project Cost:** \$153,339

### **Project Summary:**

The Manhattan Trail System Feasibility Study will investigate constructing a separated multi-use trail connecting the three rural communities of Manhattan, Logan, and Three Forks in southwestern Montana. The existing connection options between the three communities are a frontage road, an interstate highway, and an active freight railroad. Biking and walking are not allowed on the interstate or the railroad, leaving the frontage road as the only option for non-motorized transportation. The frontage road is a wide high-speed roadway with no shoulders and a posted speed limit of 70 miles per hour, making biking and walking dangerous.

The project will plan for a new path to provide connections between the communities and the opportunity to make daily trips by walking or biking. It will also provide an opportunity for recreation. This study will determine the feasibility of such a trail and the best route for the trail to maximize connectivity.

## US 93 North Ninepipe Corridor Reconstruction Project

*Flathead Reservation, Montana*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$74,872,287

**Estimated Total Project Cost:** \$74,872,287

### **Project Summary:**

The US93 North Ninepipe Corridor Reconstruction Project will strengthen community connectivity on the Flathead Indian Reservation in western Montana through reconstruction and improvement of a 2.9-mile segment of U.S. Highway 93 (US93). The highway is the primary transportation corridor through the reservation, linking members of the Confederated Salish and Kootenai Tribes (CSKT, Tribes) and other residents to jobs, schools, medical care, and other essential destinations. In its current condition, however, the road presents a significant barrier to community connectivity due to longstanding safety issues and a lack of adequate alternate routes. It also traverses an environmentally sensitive section of the reservation that is highly valued by the community. Reestablishing community connectivity requires innovative solutions for the traveling public that will also protect cultural and ecological resources.

The project will mitigate deficiencies along 2.9 miles of US93 identified for over 20 years and reevaluated in the 2023 Ninepipe Corridor Feasibility Study. The following scope actions are based on the preferred option in the feasibility study but may be revised as needed during the design. The project will maintain the current two-lane configuration of the road. This issue has been discussed in all environmental documents for over 20 years, and lane expansion is not an option.



## Pyramid Lake Paiute Tribe Bike Path Phase 1 & 2

*Pyramid Lake Reservation, Nevada*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$29,756,400.00

**Estimated Total Project Cost:** \$29,756,400

### **Project Summary:**

The Pyramid Lake Paiute Tribe (PLPT) is located on the Pyramid Lake Reservation 35 miles northeast of Reno, Nevada in a remote desert area which surrounds and includes Pyramid Lake. The PLPT Reservation includes the communities of Sutcliffe, Nixon, and Wadsworth which are all spread out along Nevada State Routes 445, 446, and 447 by over 15 miles between each community.

The Pyramid Lake Bike Path will provide a new multimodal facility that provides connectivity both within the tribal communities as well as connecting the communities to each other taking advantage of an old railroad bed known as the southern end of the “Modoc Line” once operated by Southern Pacific Railroad. The railroad has been decommissioned with the tracks removed since about 1970 leaving the railroad bed, which has not been well maintained, is overgrown in many areas, and many of the creek and drainage bridge crossings have been washed out or removed. The old railroad bed creates access and safety issues as well as barriers for the community accessing beaches and other recreational areas on the reservation.

The proposed PLPT Bike Path will transform the old railroad bed from a community barrier into a safe and sustainable multi-modal facility for residents traveling between the tribal communities of Sutcliffe and Nixon at Pyramid Lake and onto Wadsworth. The PLPT Bike Path will also support economic development for the Tribe, providing opportunities for new recreation and interpretive opportunities for visitors to learn about Pyramid Lake and the Tribe’s culture.

## The Linc Implementation Project City of New Rochelle

*New Rochelle, New York*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$16,039,888

**Estimated Total Project Cost:** \$20,049,860

### **Project Summary:**

The LINC Implementation Project will convert the Memorial Highway into a linear park with pedestrian and bicycle accommodations and provide crosswalks, landscaping, placemaking features, park space, and community gathering areas, all while transforming the rest of the highway into a safe city street. The LINC will replace a burden on the community with a unique green asset; enhance safety and multimodal transportation options; build stronger economic linkages between the Lincoln Avenue corridor and the employment and transit assets of the burgeoning downtown; provide new investment, job, and development opportunities; and offer much needed amenities and environmental enhancements in the heart of the Lincoln Avenue neighborhood.

The project is comprehensive with multi-modal transportation options, zoning and policy support to encourage development that complements the local vibe of the community, a strategy to maintain the local heritage and history of the area through art and entertainment, and the stormwater and sewer infrastructure to support the existing community and the new growth that the LINC project will bring to the neighborhood.

## **Bailey Avenue Corridor Improvements - Bus Rapid Transit Construction and Context-Sensitive Roadway Retrofit**

*Buffalo, New York*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$102,692,562.00

**Estimated Total Project Cost:** \$107,515,084.00

### **Project Summary:**

The Niagara Frontier Transportation Authority (“NFTA”) requests funds to complete environmental reviews, design, and construction of Bailey Avenue Corridor Improvements. The Project will design and construct a low or no emission Bus Rapid Transit line and context-sensitive roadway safety improvements along the entire length of Bailey Avenue in the City of Buffalo, New York, from the terminus of the NFTA-Metro Rail system at the University at Buffalo South Campus to South Park Avenue.

Bailey Avenue is one of the city and region’s key north-south commercial corridors. It plays a critical and outsized role in the vitality, livability, and character of the City’s East Side and the revitalization of the city and western New York State. The City’s East Side, home to 42% or approximately 100,000 of the City’s residents, has significant historic resources, community-based assets, walkable thoroughfares, education and training resources, and access to public transit. People of color make up 78% of the City’s East Side’s population. According to the 2015-19 American Community Survey, the Bailey Avenue corridor is home to nearly half of the East Side’s residents, 54% of whom identify as Black. The corridor is one of the most densely populated, low-income, zero-or one-car household areas in the region.

## NYC Parks QueensWay: Forest Park Pass

*Queens, New York*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$ 117,696,000

**Estimated Total Project Cost:** \$ 117,696,000

### **Project Summary:**

The New York City Department of Parks and Recreation QueensWay: Forest Park Pass project will re-purpose an approximately 0.7-mile stretch of abandoned railway into a linear park, reconnecting communities in the borough of Queens, New York City, that have been disconnected by a dividing railway facility. This project is a critical piece in the larger QueensWay vision, which seeks to reimagine the full span of a 3.5-mile stretch of abandoned railway into a recreational and active transportation corridor that will provide alternative, low-emission transportation options along with economic, health, and climate benefits. These benefits will support culturally diverse, historically disadvantaged neighborhoods, including communities harmed by 20th century redlining, disproportionate environmental burdens, and disinvestment leading to high social vulnerability.

Several years ago, neighboring residents began to advocate for the creative re-use of the rail line, recognizing the transformative opportunity offered by the facility. In 2011, they formed Friends of the Queensway - a grassroots group of residents and stakeholders – to advocate for their vision. This led to the development of the QueensWay plan, a conceptual plan for the linear park developed through a participatory engagement process that encompassed over 30 workshops and stakeholder meetings reaching hundreds of participants to investigate planning options through the lenses of urban design, ecological enhancement, public programming, park usership, safety, economic development, and governance models. Preliminary environmental assessments were also completed to understand feasibility, constraints, and regulatory requirements.

## I-81 Connecting Syracuse Project

*Syracuse, New York*

**Grant Type:** Regional Partnerships Challenge with Construction Activities

**Funding Source:** NAE

**Award:** \$180,010,000

**Estimated Total Project Cost:** \$180,010,000

### **Project Summary:**

The I-81 Viaduct Project in Syracuse, New York presents a once-in-a-generation opportunity for stakeholders and partners to come together to collaboratively redress the legacy of harm from transportation infrastructure, enhance economic opportunity, advance equity, promote accessibility, and strengthen connections throughout the region for generations to come. Nationally recognized as an exemplary model of a community reconnecting highway-to-boulevard approach, the project is one of the two singled out by President Biden in his 2021 speech introducing Build Back Better as an example of infrastructure built on the principles of justice, jobs, and safety.

After a decade of planning and community engagement, City, County, and State officials are moving forward together to make the vision of reconnecting and transforming the community a reality through the construction of the project's selected alternative, the Community Grid, which reimagines the transportation network in part by dispersing traffic onto local streets and transforming those neighborhood streets into a complete network encouraging active transportation. A key feature of the Community Grid is Business Loop (BL) 81, which in Downtown Syracuse will be a signalized complete street designed to meet the needs of all users.

The complementary initiatives led by New York State Department of Transportation (NYSDOT) and the City of Syracuse will improve Almond Street, also referred to as the new BL 81, and other multimodal improvements along state and city streets. The new BL 81/Almond Street will increase connections to Downtown, improve traffic flow, connect residents - including those in affordable housing located on either side of Almond Street - with local jobs, enhance safety and equity, and boost economic opportunity across Central New York. Enhanced connections and added active transportation and placemaking elements in the community, including sidewalks, bike paths, new shared use paths, and enhanced and new parks and public spaces, will further reconnect and reinvigorate the neighborhoods.

## Clean Air + Healthy Future for Albany

*Albany, New York*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$390,214

**Estimated Total Project Cost:** \$492,214

### **Project Summary:**

The Clean Air + Healthy Future for Albany project seeks to conduct community-centered planning for potential changes to I-787 in a segment that runs from the Port of Albany to the south and the interchange with I-90 to the north. We will prepare materials, organize design charrettes and craft community plans and designs for this once-in-a-generation opportunity to heal infrastructure decisions of the past that have harmed community health, mobility, access to "blue" and "green" space, and connection to one another.

The harms caused by this infrastructure include health impacts from air pollution (including vehicle emissions, as well as brake, tire, and road surface deterioration), the climate impacts of increased Urban Heat Island Effect from so much paved area, and the potential climate benefits from increased public transportation solutions to mitigate the need for car trips along I-787 and parking under existing infrastructure.

Through extensive collaboration with grassroots community organizations, this project will center disadvantaged community residents' voices and priorities to drive changes made to infrastructure in Albany, NY.

## **BQE Connects: Advancing the BQE North and South Corridor Vision**

*Brooklyn, New York*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$5,600,000

**Estimated Total Project Cost:** \$7,000,000

### **Project Summary:**

As Brooklyn's only interstate highway, the BQE has been a crucial artery to move goods, services, and people regionally and locally, but has done so at great cost to the surrounding communities. The construction of the highway bifurcated communities, displacing tens of thousands of people, and its use continues to impose pollution, noise, excessive traffic, and mobility barriers that reduce quality of life for nearby residents.

The objective of BQE Connects is to identify a set of concept proposals that emerge from the Corridor Vision Report (releasing spring 2024) and progress those proposal(s) toward implementation in at least two communities/areas within the BQE North and South. These concept proposals seek to improve the quality of life for residents – especially for disadvantaged communities – through reinstating connections in the local transportation network, improving access to jobs, services, and green space, and bolstering the safety of non-motorized transportation users.

## Walnut Cove Greenway

*Walnut Cove, North Carolina*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$250,000

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

### **Project Summary:**

The Walnut Cove Greenway project seeks to develop conceptual design and preliminary engineering of the preferred greenway concept to create a safer and more direct route downtown for residents of southern Walnut Cove. Currently, there exist multiple barriers to safe and effective transportation between the Walnut Tree neighborhood (primarily racial minority) and schools, goods and services located in downtown Walnut Cove.

There is precisely one roadway that provides access to the rest of town from the Walnut Tree neighborhood and points south and east. That roadway, NC Highway 65 has a speed limit of 45 mph within town, no sidewalks, and almost non-existent shoulders. The Walnut Tree Neighborhood is approximately 3,000 linear feet from downtown Walnut Cove. However, a resident would have to walk approximately 1.2 miles to access downtown via the existing roadway.

The preferred trail concept links East Walnut Cove Community Park to downtown Walnut Cove, passing through Walnut Tree and providing trail access to that neighborhood. A potential secondary trail connects the neighborhood on Stokesburg Road to the main trail. Reflecting local preferences and terrain limitations, both recommended trails are almost entirely separated from vehicle traffic, running through utility easements and undeveloped natural areas near the floodplain.



## **Riverfront Infrastructure Vitality and Equity Restoration in East Toledo (RIVER East Toledo)**

*Toledo, Ohio*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$28,497,649.73

**Estimated Total Project Cost:** \$28,497,649.73

### **Project Summary:**

The Riverfront Infrastructure Vitality and Equity Restoration in East Toledo (RIVER East Toledo) project will reconnect residents of Toledo, Ohio's historic east side with the opportunities, amenities, and natural spaces of Toledo's downtown riverfront. Shaped by heavy industry and proximity to Lake Erie shipping corridors, East Toledo was once a thriving working-class immigrant community. Today, deindustrialization and disinvestment – fueled by suburbanization and interstate highway construction – have made East Toledo one of the city's most disadvantaged communities, with high poverty rates, heavy environmental burdens, and disproportionate barriers to safe transportation access.

The application proposes the following improvements: a new multi-use path connection; Intersection realignment and narrowing, ADA signal upgrades, brick crosswalks, and new multi-use path connection; Implementation of a road diet, traffic calming, widened pedestrian zone, streetscaping, and street trees; Intersection realignment, brick crosswalks, ADA signal upgrade, and eliminated turn restrictions; Roadway resurfacing, ADA signal upgrades, high-visibility crosswalks, streetscaping, and street trees; Roundabout with pedestrian refuge islands; Resurfacing, medians with planters and pedestrian refuge islands, high-visibility crosswalks, streetscaping, and street trees; High-visibility crosswalks; medians with pedestrian refuge islands; reconfigure park entrance to exit-only; New ADA signal, high-visibility crosswalks, and widened sidewalk approach; and a Midblock crossing with pedestrian hybrid beacon.

## LinkUS West Broad Street Bus Rapid Transit Corridor

*Columbus, Ohio*

**Grant Type:** Construction

**Funding Source:** RCP

**Award:** \$41,900,000

**Estimated Total Project Cost:** \$392,729,156

### **Project Summary:**

The Central Ohio Transit Authority (COTA), in collaboration with the City of Columbus, Ohio Department of Transportation, Mid-Ohio Regional Planning Commission (MORPC), and numerous key stakeholders throughout the region, requests funding for the proposed West Broad Street Bus Rapid Transit (BRT) corridor. This project aims to restore community connectivity and ensure equitable access, mobility, and safety along the West Broad Street corridor in Columbus, Ohio. It will also launch a broader, comprehensive initiative to ensure regional connectivity and equitable access and development throughout Central Ohio through the comprehensive LinkUS Mobility Initiative.

## **Cuyahoga County Veterans' Memorial Bridge Connectivity Plan Project**

*Cleveland, Ohio*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$7,000,000

**Estimated Total Project Cost:** \$7,000,000

### **Project Summary:**

The proposed Veterans Memorial (Detroit-Superior) Bridge Project Connectivity Plan builds upon previous plans with the intent of re-opening the former streetcar level of the bridge as a public thoroughfare for cyclists and pedestrians, and as a venue for events, programming, and recreation.

The Veterans Memorial (Detroit-Superior) Bridge is one of two main bridges that carries a major traffic arterial over the Cuyahoga River, connecting the East and West sides of Cleveland. As of 2022, an average of 13,920 vehicles (including 9%, or 1,252 trucks) and 269 non-vehicular users travel the bridge daily. The current condition exposes those pedestrians and cyclists to an uncomfortable and dangerous situation with the trucks hauling materials to local interstates.

The project will include a Feasibility Study, followed by the preparation of an Engineering Plan. The Feasibility Study will evaluate alternatives to improve connectivity to existing neighborhoods and surrounding assets, proposed treatments to the multimodal facility, and consider current construction and lifecycle costs associated with the various alternatives.

## **An Evaluation of East-West Connectivity in Central Hamilton County**

*Central Hamilton County, Ohio*

**Grant Type:** Regional Partnership Challenge with Planning Activities

**Funding Source:** NAE

**Award:** \$300,000

**Estimated Total Project Cost:** \$375,000

### **Project Summary:**

The Evaluation of East-West Connectivity in Central Hamilton County will analyze transportation facilities. Interstate 75 and the Norfolk Southern, CSX Transportation, and Genesee & Wyoming rail lines. Located north of the City of Cincinnati, six jurisdictions comprising the Cities of Reading and Sharonville and the Villages of Arlington Heights, Evendale, Lincoln Heights, and Lockland have experienced firsthand the negative consequences created by their proximity to these four transportation facilities. These facilities have hindered mobility and restricted connectivity for residents and businesses located nearby and represent a significant obstacle to future success in the area.

Interstate 75's presence in Hamilton County has been defined by its status as one of the busiest freeways in the United States, with average annual daily traffic exceeding 120,000 cars in central Hamilton County. In addition to the interstate, the presence of freight rail lines, owned and operated by Norfolk Southern Railway, CSX Transportation, and Genesee & Wyoming, are a significant barrier to mobility, directly impacting residents and businesses. Frequent stoppages of freight service along these transportation corridors have halted traffic along local streets that connect communities. The stoppages created by rail lines, most notably Norfolk Southern's Dayton District railroad line, are routinely extensive; residents and local businesses recall waiting as long as twelve hours at times for stopped trains to resume service. Beyond impacting general mobility in the region, stopped trains also present operational challenges for local emergency services in the focus area. While emergency responders have identified alternative routes to avoid potential stoppages along these lines, the added response time has material impact on members of the public who rely on local services in moments of dire need.

## **Seminole Nation of Oklahoma Department of Transportation Visitor Center and Transit Plaza**

*Seminole Nation, Oklahoma*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$23,523,382

**Estimated Total Project Cost:** \$23,523,382

### **Project Summary:**

This project will construct a Transit Plaza, a multifunctional building meant to reconnect the residents of extremely rural Seminole Reservation through public transportation, social/cultural engagement, and economic opportunities. This project will achieve much more than improving the transit system on the Seminole reservation. This project will also create equity for historically marginalized people living in a rural, low-income community. It will provide an economic landing point for those traveling through Seminole, as it will both advertise and connect people to the many minority-owned businesses and services of the reservation while providing two new start-ups within the plaza.

The Transit Plaza will provide opportunities for residents and visitors to learn about the history and culture of Seminole Nation through a new visitor center packed with cultural displays and the works of local artisans. The outdoor space will provide a public park with native plants and a community food garden so that our residents can learn how to grow food for themselves, contributing to Seminole's food sovereignty efforts. Finally, the project will provide safety for residents by featuring a basement storm shelter - the only one of its kind open to the public in our often storm-ravished community. All of this will take place within city limits of Seminole, the reservation's most densely populated town, putting the new Transit Plaza at the heart of the Seminole Nation community.

## Willis Road and Bridge Project

*Cherokee Nation, Oklahoma*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,498,931

**Estimated Total Project Cost:** \$2,498,931

### **Project Summary:**

The Willis Road and Bridge Project will inform design, engineering and economic feasibility of the construction of 5.6 miles of new roadway and a new bridge crossing over the Illinois River. The lack of transportation facilities inhibits connections and isolates neighborhoods from parks, schools, community services, and other destinations.

There is currently no roadway crossing of the Illinois River in this area. This lack of connectivity leads to economic and social isolation. The Project removes barriers by increasing the effectiveness of public services offered to Tribal citizens. Construction of the Willis Road Bridge Project will improve emergency service response times, law enforcement response times, and help expand tribal transit services.

## Broadway Main Street and Supporting Connections

*Portland, Oregon*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$38,394,000

**Estimated Total Project Cost:** \$38,394,000

### **Project Summary:**

The Broadway Main Street & Supporting Neighborhood Connections Project will construct multimodal safety and streetscape improvements N/NE Broadway and N/NE Weidler St, two arterials that make up a wide, high-volume couplet that serves as the primary connection across Interstate 5 (I-5) in inner North/Northeast Portland, Oregon and as the neighborhood's gateway to downtown.

The project improves access and connectivity and foster equitable development and restoration in the heart of the city's historic Black neighborhood, Lower Albina. Located in an underserved community designated as both historically disadvantaged and an area of persistent poverty, the project is designed to support realization of the community's vision for the area.

This project will reconnect Lower Albina to neighborhoods and key destinations across I-5, a major grade separated facility that divided the neighborhood and displaced hundreds of residents when it was constructed. It will also improve connections within the community itself across N Broadway, the widest street in Portland's Central City, and the N/NE Broadway/Weidler couplet, making those busy streets more welcoming to current and future residents, employees, and visitors of the area.

## I-5 Rose Quarter Improvement Project

*Portland, Oregon*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$450,000,000

**Estimated Total Project Cost:** \$1,700,000,000

### **Project Summary:**

Funding for the I-5 Rose Quarter Improvement Project will be used for the project's design and constructing the project's main reconnecting feature—a highway cover that will support new community space and future development, while reconnecting local streets over Interstate 5 (I-5) and providing better access to the central city and the waterfront in Portland, Oregon. Funding will be divided in the following way: \$50 million to complete the project's design, \$80 million to complete the project's right of way (ROW) acquisition and utility relocation phase, \$500 million to complete construction of the highway cover, \$100 million to make multimodal improvements to city streets, and \$120 million to construct a pedestrian and bicycle bridge that crosses over I-5 through the project area.

Building the highway cover is an essential first step to actualizing the community's vision and improving the transportation network in partnership with the City of Portland. The project is further supported by the Historic Albina Advisory Board (HAAB) (the project committee consisting of Black community leaders and those with ties to the historic Albina community—the community that was divided by construction of I-5 through the project area) and Albina Vision Trust (AVT) —a nonprofit organization that links private interests and public priorities with community values for the Albina community. The project's investments make walking, biking, rolling and accessing transit safer, creating a more pedestrian-friendly and community-oriented area. As a part of the regional effort to realize the vision to reconnect the Albina community, the City is submitting a complementary NAE Program Capital Construction Grant application to support and extend the project's local street and community reconnection investments adjacent to the project area.



## The Chinatown Stitch: Reconnecting Philadelphia's Chinatown

*Philadelphia, Pennsylvania*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$ 158,911,664

**Estimated Total Project Cost:** \$ 158,911,664

### **Project Summary:**

The Chinatown Stitch: Reconnecting Philadelphia's Chinatown includes: (1) Phase 1 final engineering and design; (2) Permitting and bidding activities; (3) Phase 1 construction activities; and (4) the implementation of the Equitable Outcomes Action Plan. With support from the USDOT, the City and its partners will complete the Phase 1 design and construction work for a highway cap to reconnect Chinatown, a community that is disproportionately impacted by the Vine Street Expressway (I-676). The proposed project aims to address historic inequities caused by transportation infrastructure, restore community connectivity, and improve quality of life.

Since its inception in the 1960s, the Vine Street Expressway has represented a threat to the Chinatown community. Upon completion in the 1990s, the highway effectively separated the neighborhood into the commercial core of Chinatown to the south and a more industrial area to the North. As people learned to navigate around this significant barrier in the heart of the community, many groups and organizations devised plans to help mitigate the impacts of the expressway. As early as 2004, the Philadelphia Chinatown Development Corporation (PCDC) and Asian Americans United initiated the Chinatown Neighborhood Plan. The plan recommended a "Vine Street Cover Park" to bring green space to the community. Addressing this recommendation is essential, for Chinatown is the only defined Philadelphia neighborhood without a dedicated green space or park.

## Susquehanna Depot Pedestrian Grade Crossing and Parking Lot

*Susquehanna, Pennsylvania*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$125,389

**Estimated Total Project Cost:** \$125,389

### **Project Summary:**

This application is for a planning grant to study eliminating a railroad barrier that prevents residents from safely accessing a new public park in the Borough of Susquehanna Depot, Pennsylvania. The proposal is to build a new entrance into the park with an at-grade pedestrian crossing of the train tracks and an adjacent parking lot. The park is located on a former brownfields site.

A rail line has extended the full length of Susquehanna since the 1860's, parallel to the Susquehanna River nearby. The rail line was built to carry passengers and freight, and to bring supplies to and from a bustling engine-building facility for the Erie Railroad during the last half of the 19th century and the first half of the 20th. When the railroad finally closed manufacturing operations in 1960, the company left behind land polluted with mercury, arsenic, copper, lead and antimony, a struggling local economy, and a community blocked from the park and the river by an active rail line now used by Central New York Railroad.

In 2017, the PA Department of Environmental Protection (DEP) and the PA Department of Conservation and Natural Resources (DCNR) awarded Susquehanna Depot a \$2.5 million grant to create a public park near the center of town by reclaiming some of the contaminated land on the site of the old rail manufacturing facility. The 14.77-acre Ira Reynolds Riverfront Park became the first-ever "brownfields to greenfields" demonstration project sponsored by the Commonwealth of Pennsylvania. This park opened to the public in 2021. Bounded by the Susquehanna River on one side and active railroad tracks on the other, at this time there is no safe or convenient way to access the park, particularly for pedestrians. Susquehanna hopes to create a new entrance to the park at a currently vacant location that is convenient to both the park and the commercial center of town.

## **Penn Avenue Cap Connector Project**

*Allegheny County, Pennsylvania*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$2,000,000

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

### **Project Summary:**

The Penn Avenue Cap Connector Project (“The Cap”) will improve the crossing over the 9.1-mile Martin Luther King Jr. East Busway, a two-lane bus-only transitway that serves Pittsburgh and many of its eastern neighborhoods and suburbs, including the site of the East Liberty Transit Station, a transit-oriented mixed-use development that relied on a variety of funding sources including a \$15 million TIGER grant.

The Cap will widen the Penn Avenue bridge as it crosses the Martin Luther King Jr. East Busway, replacing a cramped sidewalk with a signature pedestrian environment and welcoming public realm. A new pedestrian pathway will connect Penn Avenue to Broad Street, shortening the pedestrian walk from the north side of the busway to the transit station. The site’s location offers an opportunity to reimagine vibrant and safe multi-modal connections. These improvements will connect economically disadvantaged communities to the East Liberty Transit Center and to the grocery stores, parks, and services along the growing Penn Avenue corridor.

## Redesigning Route 291: Safety, Equity, and Connection

*Chester, Pennsylvania*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,500,000.00

**Estimated Total Project Cost:** \$2,500,000.00

### **Project Summary:**

Delaware County and PennDOT are proposing a redesign of SR 291, a four-lane road, to make it less of a barrier in Chester, Pennsylvania. A road diet study is currently underway, to be completed at the end of 2023. This application is for NAE funds to complete preliminary engineering and a final design for a road diet, traffic calming, and the East Coast Greenway project along State Route 291.

Currently, residents must contend with many barriers that have cut off their community and made it unsafe to try to get from one side of the city to the other. These include several rail lines, I-95, and Pennsylvania State Route 291. Route 291, also known as Second Street or “a highway through a community”, as some residents call it, traverses Chester, a majority Black or African American city in Delaware County, southeastern Pennsylvania. Nearly 40% of households within a block of Route 291 in Chester do not have a vehicle and 45% of those families are living below the poverty line. When asked about their vision for the area, many citizens wish to be able to cross Route 291 to access the recreational facilities and amenities along the Riverfront. These include the sports complex mentioned previously, the Riverwalk, Harrah’s Casino and Barry Bridge Park. However, the current design of the roadway leads to multiple hazards for pedestrians, bicyclists, and motorists alike. The road is lined with limited, narrow sidewalks, poor and missing road signage, and few controlled pedestrian crossings and traffic signals.

## Dave Lyle Boulevard Pedestrian Bridge

*Rock Hill, South Carolina*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$10,109,074

**Estimated Total Project Cost:** \$10,109,074

### **Project Summary:**

Dave Lyle Boulevard is a five-lane, state-owned, arterial roadway constructed in the mid-1970s that runs from Rock Hill's downtown, through Rock Hill's largest economic hub, and underneath Interstate 77. Railroad tracks owned and operated by Norfolk Southern Corporation run parallel to Dave Lyle Boulevard. These two facilities bisect Rock Hill's downtown, disconnecting the area at a crucial location.

In 2017, the City of Rock Hill and the Rock Hill Economic Development Corporation (RHEDC) set out to engage local businesses, community partners, and individual leaders in the community to revitalize the city's downtown. The City and RHEDC hoped that this new effort – coined the Knowledge Park Action Plan (KPAP) – would catalyze economic innovations, improve community connectivity and engagement, and foster growth in the downtown area. The advisory committee engaged 80+ residents, the Knowledge Park leadership group, property owners and developers, nearby Winthrop University, local businesses, and the African American Business District in the planning process and released a connectivity study in March 2018. This study identified the current connectivity barriers, outlined feedback from stakeholders, and recommended a course of action – construction of a pedestrian/cyclist bridge over Dave Lyle Boulevard and the parallel railroad tracks. This bridge will run perpendicularly across Dave Lyle and the railroad tracks, between White Street and Main Street, and will be fully ADA accessible and available for use by both pedestrians and cyclists.

## **Downtown Fort Mill Mobility and Parking Plan**

*Fort Mill, South Carolina*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$160,000

**Estimated Total Project Cost:** \$200,000

### **Project Summary:**

The Downtown Fort Mill Mobility and Parking Plan proposes a comprehensive transportation plan to identify and address existing transportation barriers within the Town of Fort Mill's Downtown District. Central to this plan is addressing the railroad tracks that bisect the town's downtown area, and remedying other obstacles in accessing the area, such as increased traffic due to population growth rate, increase in crashes involving vulnerable road users, and assess parking conditions.

The railroad tracks that divide the town created major obstacles in growth and connectivity of the west side of the downtown area, as transportation access across the tracks is limited. This has led to multiple crashes involving motor vehicles and freight trains. Due to the increased traffic in Main Street and lack of adequate active transportation facilities, pedestrian and cycling mode share is limited.

The Town of Fort Mill's proposed study will include a safety analysis of crashes, assessment of the pedestrian network (including ADA accessibility), parking assessment and inventory, parking utilization analysis, and review of current policies, ordinances, and adopted plans

## Reconnecting Knoxville

*Knoxville, Tennessee*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$42,600,320

**Estimated Total Project Cost:** \$85,652,090

### **Project Summary:**

Reconnecting Knoxville is a civic infrastructure plan to restore connections to emerging economic growth centers among formerly displaced populations. Once implemented, residents will gain urban greenspace and transportation pathways, having the freedom to move safely within the community to reach jobs, schools, businesses, and parks.

Reconnecting Knoxville will establish a primary circulation corridor to mitigate the barriers posed by eligible facilities and connect East Knoxville, Morningside Park and downtown Knoxville to the Urban Wilderness, Baker Creek Preserve and the neighborhoods of South Knoxville that were bifurcated by the construction of James White Parkway. By increasing these connections, we will eliminate the intentional segregation caused through multiple Urban Renewal projects and the construction of the parkway. Alongside the physical infrastructure, Reconnecting Knoxville also will bring to life a long-discussed concept of a “cultural corridor” that celebrates and showcases elements of Black history that were destroyed during Knoxville’s urban renewal period.

## Community-Led Reconnection of the Westside Neighborhood

*Chattanooga, Tennessee*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,000,000

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

### **Project Summary:**

The project will conduct feasibility and design studies for implementation of the transportation recommendations in the recently adopted Westside Evolves Plan. Throughout the Westside Evolves planning process, participants indicated how US-27 and Riverfront Parkway together contribute to the neighborhood's isolation and residents' feelings of separation from the broader urban fabric of Chattanooga. The plan's recommendations include two crucial new street connections as well as broad, site-wide complete streets improvements that will reconnect the disadvantaged neighborhood to economic, recreational, and social opportunities in Downtown Chattanooga and the Riverfront district.

To ensure the redevelopment process for the Westside is grounded in an equity lens, a community advisory group of Westside residents came together with a coalition of community partners in 2020 to launch a participatory process called Westside Community Evolves. The planning team worked hand-in-hand with community residents to create a vision for the future of the neighborhood, both in terms of demolition and replacement of existing deeply affordable housing stock and integration of new housing at different income levels mixed into the community, with emphasis on an anti-displacement, build-first strategy. The culmination of this process, the final Westside Evolves Plan adopted by the Chattanooga City Council, lays out an ambitious 10+-year roadmap for equitable, sustainable, and holistic revitalization of the community, including transportation infrastructure that reduces barriers from existing infrastructure and reconnects the Westside to surrounding opportunities.

This planning grant will take the Plan's conceptual visions for a new transportation network in the Westside to the next step toward implementation. Specifically, it will fund feasibility studies and preliminary design work necessary for several transformational infrastructure projects, with a particular focus on work needed to extend West 12th Street and Grove Street. These projects will mitigate the impacts of US-27 and Riverfront Parkway as significant barriers by rebuilding connections that were erased during the construction of these two high-speed facilities, upgrading safety features of existing connections, and expanding the pedestrian network internal to the community in order to allow for safe, multimodal travel between destinations.



## Over and Under I-40

*Memphis, Tennessee*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,693,160

**Estimated Total Project Cost:** \$2,820,660

### **Project Summary:**

The City of Memphis and Shelby County Community Redevelopment Agency (CRA) is proposing to lead a community-driven planning effort to mitigate the barrier and impacts of Interstate 40 for seven historically African American and disadvantaged neighborhoods in North Memphis. The goal of the planning project is to engage the affected communities in a design process with the assistance of a team of professionals to develop innovative strategies to reconnect these neighborhoods through the enhancement of twelve crossing points.

Through the proposed planning process, CRA will hire a team of transportation planners, engineers, landscape architects, and local artists to assist these communities in redefining North Memphis's relationship with I-40 and develop actionable solutions that provide a safe, vibrant experience for residents and their vision for their community. The current state of pedestrian, bike, and ADA connections over and under I-40 is unsafe, uninviting and/or non-existent to the point of preventing access across the interstate without use of a car. Simply put, these facilities, intended to provide public access, contribute to the blight in the communities where they are located, without providing any benefit of access. Because of the egregious conditions of the intersections and their significant neighborhood impacts, community-driven planning has been conducted over the last 5-10 years, and this planning grant builds on that foundation, with a focus on working out the design details and to prepare as much as possible for implementation. Important elements for consideration will include improving pedestrian and bike infrastructure, reimagining perilous pedestrian bridges, and exploring measures to turn adjacent vacant lots into a network of environmentally beneficial green spaces with trails.

## **Complete, Connected, Resilient Communities: Gulfton & Kashmere Gardens Resilient Sidewalks Project**

*Houston, Texas*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$43,438,830

**Estimated Total Project Cost:** \$43,438,830

### **Project Summary:**

The Complete, Connected, Resilient Communities: Gulfton & Kashmere Gardens Resilient Sidewalks Project will work to address historic underinvestment and barriers in two Houston neighborhoods by improving sidewalks, drainage, and tree cover, which will work together to create climate-resilient streets that support a multimodal mobility network. The Project will invest \$43 million in walkability and resiliency improvements. Sidewalks in the Gulfton and Kashmere Gardens communities are intermittent or nonexistent, which creates safety concerns and barriers for all people, including students, elderly, and those with disabilities. There are few trees to provide relief from heat, improve air quality, or restore mental health. Flooding is a consistent concern among people who have few resources. The conditions along the corridors presented for this grant application create extremely unpleasant and often dangerous conditions for people walking, cycling, rolling, and using transit.

The Project will help two of Houston's most economically disadvantaged communities address mobility and accessibility needs, social equity concerns (as identified under the Justice-40 program), and climate vulnerability while acting as a model for future neighborhood investments. The award of this grant will allow for the creation of resilient pedestrian networks that enhance mobility and connectivity while alleviating environmental and socio-economic barriers that burden the communities.

## Our Future 35: Reconnecting East Austin to the Downtown Core

*Austin, Texas*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$105,200,000

**Estimated Total Project Cost:** \$150,200,000

### **Project Summary:**

The Our Future 35 Cap and Stitch Program is a community-centered initiative to create public spaces and amenities through the design and construction of caps and stitches along eight miles of the I-35 corridor in Austin between US 290 East and SH 71/Ben White Boulevard. As the Texas Department of Transportation (TxDOT) prepares to widen and lower portions of the Austin I-35 corridor, the City has an opportunity to change the landscape of Central Austin through the construction of “caps” and “stitches” that will make important strides toward unifying and mending the divide created by the original construction of I-35 and replacing it with amenities that celebrate and connect all Austinites.

As the City’s extensive work with community members to develop the Our Future 35 Vision Plan nears completion, the City of Austin is poised to begin the work of implementing the community’s vision for new caps and stitches over I-35. This capital grant will secure the vital first phase of cap improvements, reconnecting Austin’s East César Chávez neighborhood, the cultural center of Austin’s Mexican American community, to the heart of downtown and all its economic, educational, and institutional opportunities. The new César Chávez cap will not only help to bridge the physical gap created by the original construction of I-35, but will help the city’s community bridge the economic, cultural, and social divides that the freeway has historically represented in Austin.

## Reconnect Alief Planning Project

*Alief, Texas*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$1,200,000

**Estimated Total Project Cost:** \$1,500,000

### **Project Summary:**

Reconnect Alief is a community-centered effort focused on reconnecting communities along the Westpark Tollway in Harris County's Alief community. The decision to construct the Westpark Tollway through Alief effectively cut off the very diverse and economically community by placing a physical barrier that restricts north and south travel for members of the impacted area. The tollway cuts off access to multi-modal transportation options available in other parts of the county forcing residents to rely on primarily automobile transportation to access jobs another other important businesses and services.

The Harris County Toll Road Authority (HCTRA) is undertaking an effort to redesign the Westpark Tollway, focusing on adding multimodal infrastructure, public space, and connectivity to major employment centers and METRO's University Bus Rapid Transit corridor. Reconnect Alief is an opportunity to build on this transformative infrastructure investment. This planning effort will include tasks to create a list of recommended projects – bicycle-pedestrian, transit, parks and open spaces, and roadway safety. The planning project will focus on safe accommodation for all users and seamless integration with the surrounding character, context, and land use, considering climate resilience, stormwater, flood risk management, public health, and the economy.

Alief urgently needs multimodal infrastructure to best serve its multicultural community. This planning project proposes to connect the socioeconomically disadvantaged community of Alief with the newly multimodal Westpark Tollway nearby.

## Paso del Norte and Stanton International Bridges Feasibility Study

*El Paso, Texas*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,000,000

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

### **Project Summary:**

The proposal aims to investigate the feasibility of meeting the dual needs of the community and commuters crossing the border by: (1) building active transportation and improving operational efficiency to decrease environmental pollutants so community members can access their daily destinations while improving their economic and health outcomes, and (2) improving the operational efficiency of individuals crossing the border. These needs will be met through multiple infrastructure and amenity upgrades (e.g., well-marked crosswalks, signage, and waiting areas); transit (improving reliable service of existing transit operations), and operational measures (e.g. ITS, Dynamic message signs, and adaptive traffic signals) that connect to existing projects for port of entry improvements funded by FHWA and the State of Texas.

The proposed Feasibility Study is needed to develop a comprehensive multimodal transportation network inclusive of walking and cycling infrastructure and public transit routes managed by Sun Metro. The Feasibility Study will implement strategies identified as part of the 2023 Downtown, Uptown, and Surrounding Neighborhoods Master Plan, including the introduction of mid-block passageways for connections to transit corridors and using signal timing and other traffic control infrastructure to prioritize pedestrian movements along Stanton Street (at congested areas from southbound port of entry traffic). While Sun Metro presently provides transit routes for both border crossers and the local community, there is a lack of integration with international port of entry operations, particularly during peak crossing times.

## **From Barriers to Benefits: Restoring Connections to San Antonio's Eastside**

*San Antonio, Texas*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,960,000

**Estimated Total Project Cost:** \$3,700,000

### **Project Summary:**

The From Barriers to Benefits: Restoring Connections to San Antonio's Eastside project will address the disadvantages created by Interstate Highway 37 through the creation of a study that will incorporate an innovative community planning visioning process along with locally driven design and planning concepts. As one of the most vulnerable neighborhoods in San Antonio, this project will reconnect a community of approximately 10,600 residents that has faced decades of disinvestment and negative impacts from Interstate 37 to the jobs, healthcare facilities, and recreational opportunities in the center city. This Study will focus on transformative and equitable solutions to address walkability, safety, and affordable transportation access through feasibility studies and impact assessments.

The pedestrian underpasses connecting to Downtown are visually oppressive and uncomfortable, characterized by bustling vehicular intersections, wide roadways, high traffic volumes and speeds, and poor lighting. Residents and visitors to San Antonio face significant challenges bicycling, walking, and taking transit given the dangerous crossings used to access employment opportunities in the Downtown area.

The Study will allow San Antonio to initiate a community visioning process, planning study, and conceptual engineering alternatives analysis to prioritize solutions that remedy historic inequities and fractured connections across I-37 in the heart of the community.

## Bridging Highway Divides for DFW Communities

*Dallas-Fort Worth, TX*

**Grant Type:** Regional Partnerships Challenge with Construction Activities

**Funding Source:** NAE

**Award:** \$80,000,000

**Estimated Total Project Cost:** \$236,800,000

### **Project Summary:**

Bridging Highway Divides for DFW Communities will build four pedestrian caps (though one is an inverted “cap”) through the Dallas-Fort Worth (DFW) region. The four primary components are three locations in Dallas: (1.) Interstate Highway 30 (Dallas IH 30) pedestrian caps, which will install support structures for three pedestrian caps/parks to be constructed across the interstate. This infrastructure will align with the timing of TxDOT’s reconstruction of IH 30 and it is critical that the base structures be constructed now into the roadway project to avoid the inefficiency of taxpayers paying twice to retrofit later. (2.) Klyde Warren Park-Phase 2.0 (KWP 2.0), which extends an existing pedestrian cap/deck park further south to create additional access, connections, and to complete the community vision. (3.) Southern Gateway Park - Phase 2.0 (SGP 2.0), which completes an initial pedestrian crossing to complete the plaza and connect two roadways to provide complete connections. Located in McKinney, Texas is (4.) State Highway 5 (McKinney SH 5), which will be an inverted pedestrian cap that will include construction of a bridge within the corridor and provide pedestrian access in the form of a below-bridge pedestrian plaza to reknit the community and address the highways’ damaging effects. Bridging Highway Divides for DFW will result in a collective effort that will reknit communities and reverse the harm that past transportation choices have had on disadvantaged neighborhoods and nonmotorized access.

All four highways capped by this project disrupted and displaced local communities, removed historical landmarks and resulted in unequal distribution of resources, leaving one side of the highway more prosperous while the others experienced disinvestment. North Texas highways in many cases were used to intentionally cut off access to daily needs. This project will address these historic inequities.

## City of St. George 400 East and 900 South Interstate Crossings Project

*St. George, Utah*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$87,618,600

**Estimated Total Project Cost:** \$194,708,000

### **Project Summary:**

Like many cities across the country, the city of St. George in southern Utah is bifurcated by an interstate highway. Interstate 15 (I-15) creates a barrier that separates low-income and disadvantaged communities on the west side of the freeway from social and cultural resources such as parks, schools, grocery stores, medical facilities, and jobs on the east side of the freeway. The lack of permeability across major roads creates a vehicle dependency that is often disproportionately borne by marginalized communities. The two existing crossing options in this area are a full freeway interchange at Bluff Street or an underpass at 700 South. Both facilities have annual average daily traffic (AADT) counts above 25,000 and no bike infrastructure. High AADT counts and a lack of bike infrastructure create a dangerous, high-stress environment for non-motorized users.

The City of St. George 400 East and 900 South Interstate Crossings Project (the Project) will address these burdens and past harms by constructing two new underpasses: one at 400 East and one at 900 South. The proposed design includes dedicated active transportation infrastructure, which will help decrease transportation-sector greenhouse gas emissions by improving multimodal access, mobility, and safety. These improved connections will also help reduce vehicle miles traveled by providing a local option for shorter neighborhood trips. The Project will directly meet Justice40 requirements by connecting two Historically Disadvantaged census tracts and an Area of Persistent Poverty with expanded community resources and more equitable and affordable transportation choices. The project will coincide with a highway widening project for I-15, and will greatly mitigate the potential negative impacts of such a widening.



## Multimodal Improvements on Laburnum Avenue Over I-64

*Henrico County, Virginia*

**Grant Type:** Construction

**Funding Source:** RCP

**Award:** \$6,300,000

**Estimated Total Project Cost:** \$12,600,000

### **Project Summary:**

I-64 is a multi-lane interstate highway that cuts through Henrico County surrounding Richmond, Virginia. Laburnum Avenue offers some ability to cross I-64, but there is a lack of pedestrian or bicycle infrastructure; therefore, it is a safety concern. The southern side of I-64 has desirable destinations such as Richmond International Airport and White Oak Village (a shopping center with multiple businesses). This project will provide sidewalks where there are none today, improve bicycle and pedestrian crossings of the I-64 ramps, and improve transit access in the vicinity.

By improving pedestrian, bicycle, and interchange infrastructure on Laburnum Avenue, communities on both the north and south sides of I-64 will be able to reach desirable destinations without the need of a personal vehicle. It will mitigate safety concerns while allowing residents to connect to both sides of I-64. It will increase the viability of businesses and housing along S. Laburnum Avenue. With businesses such as those in the White Oak Village shopping district, investors will be able to increase foot traffic to their locations and can count on residents bringing their money to these businesses. White Oak Village is an outdoor mall with several types of businesses such as clothing retail, fast food, seated restaurants, technology focused, and banking. This project will provide more active transportation connections to these businesses which will help employees and visitors to the White Oak shopping area who may not have access to a personal vehicle.

This project demonstrates clear potential benefits to connectivity, community engagement, and quality of life for economically disadvantaged communities.

## Virginia Beach Trail Phase 1: A Regional Connector

*Virginia Beach, Virginia*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$14,900,000

**Estimated Total Project Cost:** \$19,550,000

### **Project Summary:**

This project will construct 3.2-miles of the Virginia Beach Trail, which includes the construction of a 10-foot-wide paved shared-use path within the former Norfolk Southern railroad right-of-way. There is an existing transit station at the western end and an economic center, the Town Center of Virginia Beach, on the eastern end. The Virginia Beach Trail will promote equitable access to an active transportation network, increase pedestrian and bicycle user safety, and reconnect underserved communities with economic opportunities that have been limited by physical transportation barriers. The project will include a pedestrian bridge over Independence Boulevard to address both connectivity and pedestrian safety.

The City is proposing that the westernmost 3.2-mile section of the Virginia Beach Trail be prioritized for construction through this capital construction grant program. This segment—termed Phase I—extends from Newtown Road (the city limit between Virginia Beach and neighboring City of Norfolk) to Constitution Drive in the Virginia Beach Town Center, which is located in the Central Business District of the City. Future phases of the Virginia Beach Trail extend to the easternmost part of the city with connectivity to the oceanfront.

The city's wide state highways, numerous interstates, and urban sprawl across more than 300 square miles has established an environment conducive to vehicles, but now requires strategic planning and new construction projects to safely accommodate other, active modes of transportation into the network and provide equitable access to destinations across the city. Virginia Beach Trail will offer a multimodal transportation option to reconnect established communities to jobs, commerce, and recreational opportunities, as well as connect to existing shared use paths for better access to the active transportation network across Virginia Beach.

## Southeast Community Greenway Reconnector

*Newport News, Virginia*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$1,000,000

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

### **Project Summary:**

The Southeast Community Greenway Reconnector Project is the latest effort to address past injustices in Newport News and the Southeast Community by providing a strong multimodal connection point over I-664 and the CSX Railroad. The city envisions the existing 28th Street bridge as a Complete Streets facility that can also serve as a public green space, attraction for public respite, and community asset. By making the bridge itself a destination, urban park and green space, the lengthy connection from the neighborhoods southeast of the interstate and the downtown area could become a pleasant multi-modal experience for use by pedestrians, bicyclists, transit modes and cars.

The Reconnector would be the latest major contributor to the ongoing renaissance of Newport News; creating a thriving, inclusive, resilient community that would help connect the many separate development efforts in the Downtown District and Southeast Community. Full access would help bridge the gap between the inequities of the two communities, create access to resources previously cut off, and bring economic development and job opportunities to all for shared prosperity.

The Southeast Community and Greenway Reconnector Project would overcome the barrier and lessen the burden created by I-664 and the CSX Railroad by providing a strong attractive connection for multiple modes of transportation, inclusive and open to all groups for safe access and freedom of movement.

## Winchester: Reconnecting Communities and Neighborhoods Program

*Winchester, Virginia*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$1,000,000

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

### **Project Summary:**

The City of Winchester Community Development Department is seeking to mitigate the barrier caused by a CSX Transportation rail line that run through East Wyck Street. The proposed planning study would research alternatives to this barrier, enable capacity building activities, and begin predevelopment activities.

The City believes that an above-grade pedestrian bridge will address barriers to access, including safe and equitable mobility choices, and reestablish connectivity to Winchester's historically mixed industrial-residential neighborhood. The proposed study area is located within an Economically Disadvantaged Community.

## East West Alternative Transportation Crossing

*South Burlington, Vermont*

**Grant Type:** Construction

**Funding Source:** RCP

**Award:** \$8,094,234

**Estimated Total Project Cost:** \$20,275,338

### **Project Summary:**

The East-West Alternative Transportation Crossing (the “Crossing”) will be the first exclusive bicycle and pedestrian bridge over an Interstate in the State of Vermont. This half-mile facility includes paths around a cloverleaf to a bridge over Interstate 89 (I-89).

With six lanes of traffic, the I-89 Exit 14 cloverleaf interchange is challenging for all users. In response to the access and safety issues present at the interstate interchange, which has the highest Average Daily Travel (ADT) and is the most congested in the state, the City of South Burlington is undertaking construction of a separated, non-vehicular crossing. This project will increase walking and bicycling connectivity. It will link the region’s housing, employers, retail centers, medical center, universities, schools, and municipal services. There are no easily implemented reconfigurations to remedy Exit 14’s structural deficiencies.

This project is essential to creating a functional regional network for walking, cycling and rolling. By mitigating this physical barrier of the interchange and interstate, the Crossing will provide a safe alternative for people on foot or non-motorized conveyance to reach destinations to the east and west of Exit 14. This new path and bridge provide an accessible, grade separated route. The project is ADA accessible, provides resting places, is designed to feel safe at all hours and be maintainable in all seasons, and be welcoming. Wayfinding will help orient users. Designed with bicycles as well as pedestrians in mind the project features gentle curves and cues to foster respectful passing while supporting active transportation.

## Reconnecting Communities with new BRT Stations in Tukwila and South Renton

*Tukwila and South Renton, Washington*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$69,830,356

**Estimated Total Project Cost:** \$200,867,621

### **Project Summary:**

This Project will construct two Bus Rapid Transit (BRT) stations along the new, 18-mile, Stride “S1” BRT line serving South King County. This Project will construct the Tukwila International Boulevard Station, including bus-only lanes and pedestrian bridges over SR518; and the South Renton Transit Center, a new BRT Station with bus-only lanes, transit signal prioritization, bicycle, and pedestrian improvements, with a 2-acre Transit Oriented Development (TOD) site, supporting affordable housing development.

The Stride S1 BRT line is located along SR518 and I-405 in South King County. Both BRT stations are in disadvantaged communities. SR518 in Tukwila and I-405 in South Renton are both “barriers” and “burdening” facilities. The solution to these burdens is high quality Stride service, including these two new BRT stations that provide pedestrian bridges and trails to reconnect communities. Stride BRT service will operate up to 20 hours/day with 10-minute peak headways and 15-minute headways on weekends. Overall, the Stride S1 BRT line connects five cities (Burien, Tukwila, SeaTac, Renton, and Bellevue).

Census tracts surrounding both the Tukwila and SRTC stations show very low, to low-or-moderate “Access to Opportunity,” a composite measure of Education, Economic Health, Housing and Neighborhood Quality. Stride BRT improves Access to Opportunity by providing safe, fast, reliable BRT service and safety pedestrian/bicycle facilities.

## Tacoma, WA I-5 Crossings Study

*Tacoma, Washington*

**Grant Type:** Planning

**Funding Source:** RCP

**Award:** \$1,300,000

**Estimated Total Project Cost:** \$1,625,000

### **Project Summary:**

The Tacoma, WA I-5 Crossings Study will identify improvements necessary for people of all ages and abilities to safely travel across I-5, along with opportunities for placemaking and to increase the tree canopy. Grant funds will be used to conduct robust planning, engagement, and conceptual design processes that will provide direction and prioritized recommendations on how to increase safety, enhance mobility options, work toward environmental justice, and strengthen community connections in historically disadvantaged communities impacted by I-5, a major 6.5-mile transportation barrier that divides and bisects Tacoma. In particular, I-5 bisected the Puyallup Indian Reservation and harmed the land and communities that live here.

The Study will evaluate the existing crossings, identify opportunities to enhance active transportation facilities on those crossings, and develop a plan that includes short and long-term recommendations to enhance and potentially increase crossings. Concept designs and/or photo renderings and cost estimates will be completed for all fourteen crossings. This project will also develop documentation needed to be competitive for future grant funding, which may include evaluative activities to meaningfully document and measure the effectiveness of the proposed strategies. Along with solutions to address multimodal connectivity, the Study will also provide recommendations on opportunities for placemaking and to increase the tree canopy. The Study recommendations will be prioritized using a weighted score that includes equity, community input, and technical analysis.

This Study will develop community-supported solutions and conceptual designs that, when implemented, will address the significant safety and accessibility challenges created by I-5 for people walking, biking, and rolling, helping to improve community connectivity and support housing and economic justice.

## I-5 Lid Community-Building and Planning Studies

*Seattle, Washington*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,000,000

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

### **Project Summary:**

This project will support engagement, evaluation, and planning activities for lidding Interstate 5, a Washington State Department of Transportation (WSDOT) owned right-of-way in the center city of Seattle. The project will be led by the Office of Planning & Community Development (OPCD) and a Community Advisory Board, and will promote equity and inclusion, build capacity, and work to address past harms caused by the freeway.

The I-5 freeway divides people from essential services, creates an environmentally toxic landscape, and disrupts over half the street grid. The proposed lid would provide acres of land for affordable housing, reconnect communities divided for generations, offer restorative open spaces, and increase environmentally-friendly transportation options to access the region's employment, social service, and cultural centers. Parks and open space on the lid will fill a desperate need for more open space in a city center with among the nation's lowest amount per capita. Just 6% of center city land is allocated to parks and public open space (compared to 12% citywide). This project builds on the OPCD's 2020 Lid Feasibility Study.

The volunteer Lid I-5 community group formed in 2015 and has since met with thousands of community members, WSDOT leadership, and local, state, and federal elected and appointed officials. Lid I-5 has been the project's lead advocate and has worked closely with OPCD on this grant application and many other endeavors related to lidding I-5. Their coalition includes dozens of other community groups representing equity, parks, affordable housing and commercial space, transportation choices, and the environment. Lid I-5's leading partners are the Downtown Seattle Association (DSA) and the Seattle Parks Foundation.

This project seeks to mend the social and urban fabric of Seattle by providing acres of land for affordable housing, reconnecting communities divided for generations, offering restorative open spaces, increasing environmentally friendly transportation options, and re-introducing the mix of buildings, streets, and landscapes that were demolished for the freeway.



## Connecting North to South: A Complete 6th Street

*kee, Wisconsin*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$36,560,000

**Estimated Total Project Cost:** \$36,560,000

### **Project Summary:**

Connecting North to South: A Complete 6th Street reconnects several of Milwaukee's historic and diverse communities that have suffered decades of negative impacts from highway construction. The Project transforms 2.6 miles (North Avenue to National Avenue) of 6th Street, an important corridor connecting predominantly Black communities on the northside through the Downtown economic core south to the regional intermodal station and the gateway of Milwaukee's Hispanic communities on the southside. The construction of I-94/I-43 in the 1960's not only tore through the heart of many of Milwaukee's diverse communities, but also spurred the expansion of adjacent streets to accommodate access ramps and their associated traffic. Six of the eight census tracts represented in the project are highly disadvantaged.

A transformed 6th Street will include safe, dedicated infrastructure for walking, biking, and transit as well as green infrastructure that will provide much needed tree canopy and green space while easing the load on the City's combined sewer system. Informed by extensive engagement, the project's design aims to connect disadvantaged communities to opportunity through a people-centered corridor that offers cost-effective and climate-friendly mobility options and improves quality of life.

## Perry Street Overpass

*Madison, Wisconsin*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$1,000,000

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

### **Project Summary:**

The Perry Street Overpass project is a key component of the City's strategy to revitalize South Madison's neighborhoods and address longstanding mobility needs. The proposed project will reconnect Perry Street over the Beltline Highway (US Highways 12/14/18/151), which was split during construction almost 70 years ago. The proposed extension of Perry Street over the Beltline will allow vehicles, buses, pedestrians, and cyclists to access the businesses located south of the highway. The project will benefit the Burr Oaks and Bram's Addition neighborhoods, which have been identified as "disadvantaged" by the White House Council on Environmental Quality's Climate and Economic Justice Screening Tool (CEJST). RCN investment will allow area residents to safely cross a "dividing facility" and advance equity, connectivity, and workforce development opportunities in South Madison.

Today, fencing and the Beltline Highway cut Perry Street in half. While the roadway picks up on the other side, residents living north of the highway say it's hard to get to the employment opportunities in commercial and industrial areas awaiting them on the other side. The Perry Street Overpass will eliminate the need for circuitous and dangerous north-south routes around the Beltline Highway. In order to get from Madison College-Goodman South Campus on the north side of the Beltline to a business hiring apprentices on the south side of the highway, it is currently a 1.9-mile trip which takes 6 minutes by car, 10 minutes by bicycle, or 37 minutes as a pedestrian, over which half the time is spent walking on streets without sidewalks.

By extending Perry Street, this planning project would introduce a new crossing to overcome the Beltline Highway "dividing facility," providing vehicles, buses, pedestrians, and cyclists with easier access to employment and other opportunities on the south side of the highway

## Reimagining the National Avenue Interchange

*Milwaukee, Wisconsin*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$2,000,000.00

**Estimated Total Project Cost:** \$2,500,000.00

### **Project Summary:**

The project focuses on the disadvantaged Walker's Point neighborhood in the City of Milwaukee that is divided by the I-94/43 National Avenue Interchange. The adjacent neighborhoods are 80% minority with high poverty rates between 25%-35%. The project will identify and evaluate alternatives to reconnect the neighborhoods and address safety and mobility concerns.

The Interchange poses a barrier for western Walker's Point residents to access the growing employment opportunities available in eastern Walker's Point. The Interchange's configuration and lack of connectivity substantially decreases the quality of life for the disadvantaged people living in western Walker's Point forced to contend with this unsafe Interchange daily. School children are forced to cross non-signalized intersections at freeway ramp terminals with high-speed traffic to get to and from school. The Interchange also generates cut-through, speeding traffic which creates conflict points and unsafe conditions for neighborhood residents to access Walker Square Park. This cut-through traffic generates safety concerns and crashes throughout the neighborhood and study area.

WisDOT and its partners are prepared to rectify these concerns by reconfiguring the Interchange's ramps, connecting and completing local streets, adding bicycle and pedestrian paths, improving safety, creating land for mixed-use development, placemaking, improving access for those with a disability, and adding resiliency to this historically disadvantaged neighborhood.

Through robust public engagement and technical analysis, the project will identify community concerns, create a collective vision, develop a range of improvement alternatives, and conduct a feasibility study that will investigate traffic, ramp geometries, street connections, shared use paths, and other potential improvements to reimagine the National Avenue interchange.

## **(re)Connect West Laramie**

*City of Laramie, Wyoming*

**Grant Type:** Planning

**Funding Source:** NAE

**Award:** \$250,000

**Estimated Total Project Cost:** \$300,000

### **Project Summary:**

Union Pacific railroad tracks, which run through the near center of the community, are Laramie's largest transportation barrier, dividing the eastern and western portions of the community. Laramie's historic West Side neighborhood is sandwiched between the railroad tracks, the Laramie River, and I-80. A 197-acre historic site, Wyoming Territorial Prison, sits between the West Side and I-80, making the West Side and West Laramie neighborhoods detached from the greater community. They are also separated from one another by the Laramie River and Highway 130/Snowy Range Road, dividing the city into three or more separate neighborhood communities.

Existing infrastructure bifurcates the east and west neighborhoods within the city. As a result, the west side suffers higher rates of socioeconomic and environmental disparity and more limited access to key social services and amenities. This project will study alternatives to an existing footbridge, including a multiuse elevated pedestrian path and other opportunities to improve existing non-motorized pathways. The applicant has achieved several local partnerships with municipal offices, DOT, local grassroots and business coalitions. This grant proposal will develop solutions to connect all city neighborhoods with the West Side and West Laramie, providing greater access to daily destinations like schools, cultural institutions, and employment.