



FY 2023 Thriving Communities Program (TCP)

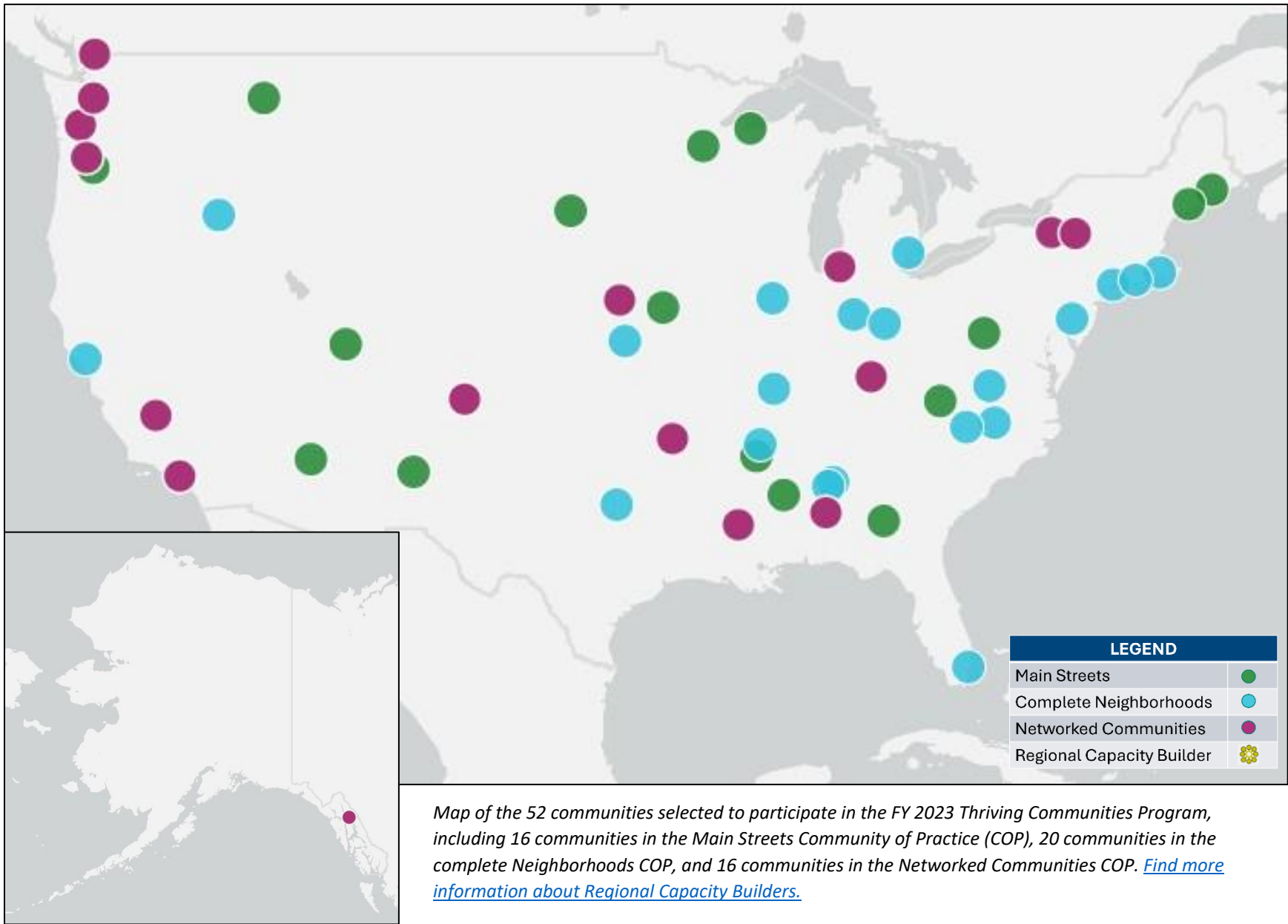
Selected Community Profiles



List of FY 2023 Selected Communities

Lead Applicant	State	Community of Practice
City & Borough of Juneau	AK	Networked Communities
City of Center Point	AL	Complete Neighborhoods
City of Fairfield	AL	Complete Neighborhoods
City of Selma	AL	Networked Communities
City of West Memphis	AR	Complete Neighborhoods
Frontier Metropolitan Planning Organization	AR	Networked Communities
Town of Camp Verde	AZ	Main Streets
City of Santa Rosa	CA	Complete Neighborhoods
Gateway Cities Council of Governments	CA	Networked Communities
Tulare County Resource Management Agency	CA	Networked Communities
City of Bridgeport	CT	Complete Neighborhoods
City of New London	CT	Complete Neighborhoods
City of North Miami	FL	Complete Neighborhoods
Sumter County Board of Commissioners	GA	Main Streets
City of Garden City	ID	Complete Neighborhoods
Tri-County Regional Planning Commission	IL	Complete Neighborhoods
Madison County	IN	Complete Neighborhoods
City of Ogden	KS	Complete Neighborhoods
Mercer County Fiscal Court	KY	Networked Communities
Delta Agricultural Research Sustainability District	LA	Networked Communities
City of New Bedford	MA	Complete Neighborhoods
Garrett County Government	MD	Main Streets
Midcoast Council of Governments	ME	Main Streets
City of Ellsworth	ME	Main Streets
Regional Transit Authority of Southeast Michigan	MI	Complete Neighborhoods
City of Buchanan	MI	Networked Communities
City of Hinckley	MN	Main Streets
Northwest Missouri Regional Council of Governments	MO	Main Streets
Cape Girardeau County Transit Authority	MO	Complete Neighborhoods
Winston County	MS	Main Streets
Tunica County	MS	Main Streets
The Confederated Salish and Kootenai Tribes of the Flathead Nation	MT	Main Streets
City of Lexington	NC	Complete Neighborhoods
City of Durham	NC	Complete Neighborhoods
City of Crete	NE	Networked Communities
City of Socorro	NM	Main Streets

Lead Applicant	State	Community of Practice
City of Raton	NM	Networked Communities
Mohawk Valley Economic Development District, Inc.	NY	Networked Communities
City of Syracuse	NY	Networked Communities
City of Dayton	OH	Complete Neighborhoods
City of Estacada	OR	Main Streets
City of Philadelphia	PA	Complete Neighborhoods
City of Chamberlain	SD	Main Streets
City of Arlington	TX	Complete Neighborhoods
City of Green River	UT	Main Streets
Smyth County	VA	Main Streets
Central Virginia Planning District Commission	VA	Complete Neighborhoods
City of Centralia	WA	Networked Communities
City of Sumas	WA	Networked Communities
City of Vancouver	WA	Networked Communities
Pioneer Square-International District Community Preservation and Development Authority	WA	Networked Communities
Bad River Band of Lake Superior Tribe of Chippewa Indians	WI	Main Streets



Map of the 52 communities selected to participate in the FY 2023 Thriving Communities Program, including 16 communities in the Main Streets Community of Practice (COP), 20 communities in the complete Neighborhoods COP, and 16 communities in the Networked Communities COP. [Find more information about Regional Capacity Builders.](#)

Selected Community Profiles

City and Borough of Juneau, AK

Key Community Partners: Central Council of the Tlingit and Haida Indian Tribes of Alaska (Tlingit & Haida), and Tlingit Haida Regional Housing Authority

Community of Practice: Networked Communities

Juneau faces critical affordable housing issues, and these problems are particularly acute for Tribal members. The cost of living in Juneau is 30 percent higher than the average U.S. city, driven primarily by housing costs, which are 42.3 percent higher than the U.S. average. The City and Borough of Juneau has successfully identified an area of the city that could be made available for development in North Douglas, where the Tlingit & Haida Tribe currently owns 125 acres of hillside land. However, there is only one access road to the development area and city emergency code requires a minimum of two roads to avoid congestion on the two-lane Douglas Highway. TCP support will help bring stakeholders to the table to determine the best options for building a second access road, taking into account land-use agreements, environmental review, topography, water and sewer utilities, climate resiliency, zoning, and other issues. The outcomes of TCP support will include an agreed-upon plan for a second access road, enabling development in North Douglas and helping to alleviate high housing costs. The City and Borough of Juneau received an FY23 RAISE grant for the Juneau Douglas North Crossing design and an FY 2022 Safe Streets and Roads for All grant to develop a comprehensive safety plan – the first time it has received a major federal grant in 15 years. TCP support will help Juneau with the essential coordination and communication across partners to successfully implement these grants and pursue additional federal funding to bring the designs and plans to life.

City of Center Point, AL

Key Community Partners: Jefferson County and Regional Planning Commission of Greater Birmingham

Community of Practice: Complete Neighborhoods

The City of Center Point experiences connectivity challenges that are exacerbated by a major state highway that bisects the city. Many residents must cross this major roadway to access city services, schools, and parks, causing serious safety issues. Due to the lack of neighborhood connectivity, the city relies on buses to transport children to school, which causes large amounts of diesel exhaust and associated health concerns. Through TCP, the City of Center Point seeks to create a more walkable, safe, and healthy community. The city will use TCP support to improve its stakeholder engagement, align regional transportation goals and projects, and better access federal funding resources. Center Point will also work to develop a comprehensive plan to address connectivity issues, use transportation solutions to create economic opportunities, and forge partnerships with other government agencies and businesses.

City of Fairfield, AL

Key Community Partners: Miles Community Development Corporation and Freshwater Land Trust

Community of Practice: Complete Neighborhoods

With the decline of the local steel industry and the resulting loss of jobs, businesses, and population, Fairfield struggles with several economic challenges including dilapidated housing in its historic neighborhoods and declining commercial properties on the City's Main Street. The City of Fairfield also faces other economic and historic challenges such as bankruptcy, exclusionary zoning, and local environmental justice issues. As part of the City of Fairfield's newly developed Master Plan, city leaders have developed a vision to concentrate infill and redevelopment in downtown and the surrounding neighborhoods. Several of these recommended actions are designed to provide safer, walkable communities, and more reliable transportation options. The Plan also includes mixed-use development and compact development near downtown and Miles College. TCP support will aid the city and its partners with implementing these planning efforts, increasing project management skills, and identifying funding opportunities to support planning efforts. These engagements will help the City of Fairfield and its partners to address local transportation challenges with an emphasis on connecting communities, trails, and parks. In addition to TCP support, the city is also receiving HUD Distressed Communities Technical Assistance.

City of Selma, AL

Key Community Partners: Foot Soldiers Park and IGNITE!

Community of Practice: Networked Communities

The City of Selma has a long, storied, and well-documented history of racial discrimination, political marginalization, and economic divestiture that has prevented economic growth in the city. Today, the city lacks affordable housing, has high poverty rates, and continues to have a large racial income gap, with the average white household earning more than double the average black household. The city was further set back by the devastating tornado in January of 2023. The city is, however, forging new partnerships to help rebuild, including a diversity of public and private entities and a 90-member ecosystem of Black-owned businesses. Selma seeks to enhance economic opportunity and continue the post-tornado recovery including repair and maintenance of the I-40 highway and local roads to support local mobility and regional freight movement. TCP support will help city staff to coordinate transportation, housing, and economic development rebuilding and revitalization efforts that are being supported by other federal agencies to align resources and address gaps that remain. This includes building local capacity and expertise to perform the necessary feasibility studies and surveys to develop transportation projects and incorporate complete street components to make them safe for all users. In addition to TCP support, the city is also receiving HUD Distressed Communities Technical Assistance.

City of West Memphis, AR

Key Community Partners: West Memphis Homeownership Coalition and Southern Bancorp

Community of Practice: Complete Neighborhoods

Housing is a challenge facing many West Memphis residents. The rental rate for West Memphis is higher than the state or national average and home values are very low. West Memphis residents do not have

public transportation options, requiring some residents to pay co-workers for rides to work. The City of West Memphis seeks to complete a South Loop road around the southern part of the city to help with congestion on US 70/Broadway Avenue which serves as its Main Street, where numerous fatalities of pedestrians and bicyclists have occurred since 2015. West Memphis will use TCP support to advance the South Loop project, along with its Grow West Memphis 2040 plan, the Southeast Redevelopment Project, and Public Transportation Plan. This includes building local expertise to leverage funds for transportation and housing improvements, identify grant opportunities, improve grant applications, and explore public transportation options. In addition to TCP support, the city is also receiving HUD Distressed Communities Technical Assistance.

[Frontier Metropolitan Planning Organization, AR](#)

Key Community Partners: University of Arkansas Fort Smith and City of Fort Smith Transit

Community of Practice: Networked Communities

Over 22 percent of the Frontier MPO region, which includes Arkansas and Oklahoma communities, suffers from high rates of obesity, chronic disease, poverty, and disability. The region is centered on the City of Fort Smith, which is the region's hub for medical care, jobs, higher education, and social services. While the City of Fort Smith is served by local public transportation via Fort Smith Transit, the outlying rural areas of the region lack both public transportation and private ride-share options such as Lyft and Uber. Because of this, and the fact that 28 percent of rural households in the area lack a vehicle, travel from outlying areas into Fort Smith for critical services is challenging. With TCP support, Frontier MPO will work with its partners to both explore ways to create an incentivized voucher program for rideshare and to develop a rural transit route system and network. Rural towns and small municipalities will gain competencies in identifying and planning for short- and long-term transit system implementation. In addition to receiving technical assistance from the TCP, the Frontier MPO includes communities that are also receiving support from the FEMA Building Resilient Infrastructure and Communities program.

[Town of Camp Verde, AZ](#)

Key Community Partners: Yavapai-Apache Nation and Greater Cottonwood Chamber of Commerce

Community of Practice: Main Streets

The Town of Camp Verde faces transportation, flooding, housing, and economic challenges. Due to lack of funding and staff capacity, the town is unable to work proactively on multimodal transportation, water, and resiliency improvement planning. Camp Verde also has a significant lack of housing affordable for lower income workers and households. Through TCP, the Town of Camp Verde and its partners will align their long-term transportation and wastewater infrastructure goals, with a specific focus on increasing multi-modal transportation options including bicycle and pedestrian routes and micro-transit expansion. Together, Town of Camp Verde and its community partners will work to serve the needs of its disadvantaged and impoverished residents and Tribal members through workforce development and improved access to affordable housing and healthcare. The Town of Camp Verde hopes to improve its ability to design and implement the necessary technical, financial, business, data analysis, and management skills of grantees to access Federal funding, meet Federal requirements, undertake statewide and metropolitan long-range planning and programming activities, and implement other activities that broadly support project development and delivery.

City of Santa Rosa, CA

Key Community Partners: Latino Service Partners and Sonoma Land Trust

Community of Practice: Complete Neighborhoods

In October 2017, Santa Rosa was severely impacted by the Tubbs Fire which destroyed more than 5,643 structures. Santa Rosa's economic loss from this disaster was estimated at \$1.2 billion. Post-disaster recovery efforts have diverted human and financial capital away from addressing other infrastructure needs. The city and community-based advocates have long envisioned a project to redevelop a two-mile strip of vacant land that runs through southeast Santa Rosa into the proposed Southeast Greenway, creating a new 47-acre urban park and open space area in the largest city in Sonoma County. While this project will create a significant new asset for the community, connectivity gaps in the city's active transportation network will limit access to the Greenway for disadvantaged neighborhoods. With TCP support, the City of Santa Rosa will study the feasibility of potential routes; plan and deploy a robust and inclusive community engagement effort; and grow staff capacity to undertake pre-development activities. In addition to receiving TCP support, the community is also part of FEMA's Building Resilient Infrastructure and Communities program.

Gateway Cities Council of Governments, CA

Key Community Partners: City of Commerce and City of Long Beach

Community of Practice: Networked Communities

Ports in Los Angeles and Long Beach bring in significant cargo that is distributed throughout the United States, and a large portion of this traffic makes its initial journey along the I-710 freeway to Long Beach and the Port of Los Angeles. The movement of over \$500 billion of goods, however, has impacts on residents living in the 12 communities along the I-710 freeway, who suffer from disproportionate health impacts. The I-710 corridor contains some of the most densely populated areas in the United States, further underlying the importance of mitigating the air quality and other negative impacts of the traffic on I-710. TCP support will help the East Los Angeles and Long Beach communities along the corridor, many of which utilize contracts with other cities for essential services, and advance the I-710 Livability Initiative plan created by the Gateway Cities Council of Governments and the Los Angeles Metro that identifies transportation and other improvements along the freeway.

Tulare County Resource Management Agency, CA

Key Community Partners: Self Help Enterprises and Pixley Public Utility District

Community of Practice: Networked Communities

Pixley is a California community where most of the population is comprised of migrant farm workers who have been historically overlooked in policymaking. A key transportation problem in Pixley relates to State Route 99 (SR99), a freeway that connects Northern and Southern California, but which bifurcates the community of Pixley. Statewide initiatives are ongoing to increase the freeway's capacity to ease congestion problems elsewhere in the state and to facilitate goods movement. Tulare County Resource Management Agency, which supports Pixley, is under-resourced. It has tried to win federal funding in the past but has fallen short, with debriefs on previous grants noting the County's weakness on community engagement and a lack of innovative design proposals. TCP support will help the County

Resource Management Agency identify how to remedy these past application weaknesses and secure funding to make pedestrian, ADA, and other safety improvements along the SR99, to reconnect neighborhoods, and to improve safety and livability.

City of Bridgeport, CT

Key Community Partners: MetroCOG and Greater Bridgeport Transit

Community of Practice: Complete Neighborhoods

The City of Bridgeport faces challenges with aging infrastructure, congestion, and limited public transit access, impacting mobility for all residents, particularly those in marginalized communities. Approximately 20 percent of households in Bridgeport lack access to a vehicle, underscoring the need for improved transit systems. Equity issues are prominent, with disparities in transportation access and environmental justice leading to overburdened populations. Health and safety are intertwined with these challenges, encompassing traffic safety and limited access to green spaces for physical activity. Bridgeport's limited staff have faced significant challenges in accurately estimating project costs, determining benefit-cost ratios, and providing comprehensive technical documentation for grant applications, in addition to effectively articulating the connections between transportation and housing, economic potential, and affordability. TCP support will help city staff with finalizing project designs, identifying and securing funding, and ensuring compliance with regulations to help execute its Complete and Safe Streets Action Plan. Participation in TCP will also act as a catalyst for strengthening relationships with the city's regional partners, MetroCOG and Greater Bridgeport Transit. In addition to receiving TCP support, Bridgeport is also a DOE LEAP (Local Energy Action Program) community.

City of New London, CT

Key Community Partners: New London Parking Authority and Stormwater Authority

Community of Practice: Complete Neighborhoods

The City of New London is a distressed community with a depressed economy and declining tax base. The city's limited budget leads to a lack of technical expertise, limited resources, and insufficient project planning. It has also been challenging for city staff to coordinate infrastructure projects with broader community and economic development efforts. Currently, the city has one person designated to seek, apply, coordinate, and manage grant projects. The city is undergoing a revitalization, with new developments and businesses popping up in certain areas like the historic Fort Trumbull and Downtown District, and New London received a \$17 million FY23 capital RAISE grant for downtown multimodal improvements. The city has been working to develop public-private partnerships that will allow for growth in housing, workforce, and economic development, and there are plans to upgrade the city's Multimodal Transit Station and transportation infrastructure, which could make the city more accessible and attractive to visitors. TCP support will expand the city's capacity and skills to fully take advantage of opportunities to improve transportation and related economic growth to improve lives for all residents.

City of North Miami, FL

Key Community Partners: Greater North Miami Chamber of Commerce and Haitian American Chamber of Commerce of Florida

Community of Practice: Complete Neighborhoods

The City of North Miami serves a population with great socioeconomic disparities, environmental burdens, and climate risks. The city's poverty rate is higher than the County's at 19 percent, and nearly 60 percent of housing units are renter-occupied. The City of North Miami seeks to provide a safe, convenient, and efficient motorized and nonmotorized transportation system for all of the city's residents and visitors. TCP support will help city staff develop context-sensitive solutions to mobility, zoning and land use issues, and identify economic redevelopment opportunities associated with transit-oriented development. TCP technical assistance will ensure that the city has the capacity to identify funding and match, collect and analyze data, proactively prepare for grant applications, and understand strategies to successfully manage federal funding.

Sumter County Board of Commissioners, GA

Key Community Partners: One Sumter Economic Development Foundation, Inc. and Sumter County Schools

Community of Practice: Main Streets

The five municipalities in Sumter County face a series of challenges, including food insecurity due to a lack of pedestrian infrastructure and limited public transportation that would enable all households to access essential destinations. The South Georgia Tech Parkway is a large four-lane highway with no existing pedestrian facilities that serves as a truck bypass route, creating significant commercial truck traffic in and around the town of Americus, Georgia. The Sumter County High School is located on the highway, and students struggle to travel along the Parkway and safely access their school, as well as the newly opened Ignite College and Career Academy across the street. Sumter County will use TCP support to access and deploy federal funding to enhance pedestrian access along the South Georgia Tech Parkway to better connect the two key educational institutions and local businesses along this critical community corridor.

City of Garden City, ID

Key Community Partners: Community Planning Association of Southwest Idaho and Valley Regional Transit

Community of Practice: Complete Neighborhoods

The City of Garden City faces challenges that span key areas including transportation, housing, and environmental sustainability. A lack of a cohesive plan for integrating these systems results in adverse impacts to equity, health, and safety; disjointed improvements; and high infrastructure costs. The absence of bus stops, sidewalks and ADA-accessible facilities creates safety concerns for all, and significant barriers for disabled residents. With TCP support, city staff will increase their capacity to develop a Resiliency Master Plan that integrates climate and disaster related risks, which is especially important given that almost two-thirds of Garden City is located within the 100-year floodplain and many streets do not have stormwater infrastructure. Garden City faces technical and capacity challenges

when seeking funding and delivering projects or coordinating infrastructure projects with broader community and economic development efforts. Participating in the TCP would enable Garden City to create a more resilient, equitable, and sustainable community through improved access to federal funding, enhanced project design and management capabilities, and defined long-term planning efforts.

Tri-County Regional Planning Commission, IL

Key Community Partners: City of Peoria and Peoria County

Community of Practice: Complete Neighborhoods

Historic disinvestment has led to transportation infrastructure that is aging, missing, or lacking accessibility for many urban neighborhoods within the City and County of Peoria. Roadways often flood during rain events and a lack of tree canopy exacerbates urban heat island effects for pedestrian-dependent residents. The existing transportation infrastructure does not adequately or safely connect residents to employment centers and planning efforts have identified specific strategies for local economic development and job creation. TCP support will assist with the Tri-County Commission's creation of a subarea plan to develop and prioritize transportation projects that link employment centers; develop land use recommendations, including the identification of transit-oriented development opportunities; and suggest economic development and housing preservation and revitalization strategies. TCP assistance will support development of a subarea plan that includes conceptual designs for priority nodes, paths, roadways, and amenities that support the community's overall vision, inclusive of its housing and economic development goals. Through deliberate community engagement for under-represented groups, Tri-County staff hopes to build trust with residents through TCP. The Tri-County Regional Planning Commission received an FY 2022 Safe Streets and Roads for All grant to develop a comprehensive safety action plan. TCP support will complement these efforts and help ensure planning and implementation activities are coordinated.

Madison County, IN

Key Community Partners: South Madison County Community Foundation and Falls Park

Community of Practice: Complete Neighborhoods

Madison County covers over 450 square miles and includes many smaller communities. Collaboration between communities is often unsuccessful due to geographical challenges, inadequate technology, and heavy reliance on community volunteers and unpaid staff. As a result, large-scale, multi-jurisdictional projects encounter significant hurdles when attempting to engage stakeholders in meaningful dialogue. This is problematic because the needs of Madison County communities are very diverse, and the county struggles to meaningfully engage a variety of stakeholders. Governmental offices of many Madison County communities have few technical professionals, making it difficult to manage and implement complex projects, leading to reliance on professional consultants. Most communities do not have paid staff that are dedicated to actively pursuing various funding sources. Funding opportunities can be overwhelming to research and vet and, as a result, communities miss out on many potential grant opportunities. With TCP support, Madison County seeks to advance its Fall Creek Greenway initiative, which is dedicated to establishing an extensive trail network across the South Madison Community, with the goal of improving community well-being, promoting physical activity, and encouraging environmental stewardship. The county will also prioritize strengthening community engagement

techniques to foster a sense of shared responsibility and personal ownership in community initiatives, promoting a more inclusive and participatory decision-making process.

City of Ogden, KS

Key Community Partners: Flint Hills Regional Council and Flint Hills Metropolitan Planning Organization

Community of Practice: Complete Neighborhoods

Riley Avenue, initially designed as a highway and retained in its original form when transferred to the city in the 1970s, serves as both a dividing force and an essential lifeline for Ogden. The city's top priority is establishing a safe connection between the two halves of the community bisected by Riley Avenue and fostering increased multi-modal travel options for this corridor and the Flint Hills Region. TCP support will help Ogden address challenges in securing funding for the project, where the primary impediment lies in preconstruction activities and feasibility studies. Participation in the TCP will not only facilitate the advancement of this project, but grow local knowledge and expertise required to navigate and secure additional federal funding opportunities.

Mercer County Fiscal Court, KY

Key Community Partners: Harrodsburg Mercer County Industrial Development Authority and City of Harrodsburg

Community of Practice: Networked Communities

Mercer County Fiscal Court is working with its partners to increase economic development in Harrodsburg, focused on a 958-acre industrial megasite known as the Wilkinson Site. This location has over two miles of mainline Norfolk Southern Rail siding, access to US Highway 127, and ample utility capacity, and the property has generated significant interest from large industries that rely on freight access. If brought to development, the property could bring thousands of jobs to the community. Mercer County is a small rural area, however, with limited capacity to manage such a large and complex development. TCP support will help with the technical challenges of conducting transportation studies and engineering to prepare for a major influx of traffic on both highways and railways. The program's support will also help in creating a plan to pursue state and federal funding for transportation improvements that will jumpstart the development of what would be central Kentucky's largest industrial development in decades.

Delta Agricultural Research Sustainability District, LA

Key Community Partners: Southern University Ag Center and Grambling State University

Community of Practice: Networked Communities

The Delta Agricultural Research Sustainability District is working to build a thriving network of rural communities located in the parishes of Concordia, Tensas, East Carroll, and Madison in northern Louisiana, which are marginalized communities with high rates of poverty, a lack of access to education and health resources, and a history of systemic racism. These parishes consist of disconnected towns and villages that are in dire need of regional transportation networks to increase access. The District, working with partners throughout the area, will develop resources to increase the sustainability of the economy while increasing the connectivity of individuals and businesses to provide access to expanded opportunities to secure education, health services, and potential business opportunities for employment

and alternative revenue streams. The Delta Bike Trail is being designed to intersect the four parishes included in the District, but the communities require technical assistance for design and additional funding to construct connections between neighborhoods and communities. Through TCP, the District seeks to gain core competencies in project scoping and planning to improve the ability of the District to design projects, secure funding, and implement micro transit and trail projects and programs that facilitate increased mobility and access to jobs, healthcare, and other regional destinations.

City of New Bedford, MA

Key Community Partners: Santiago Professional Services LLC and People Acting in Community Endeavors

Community of Practice: Complete Neighborhoods

The City of New Bedford is anticipating the arrival of commuter rail and other infrastructure upgrades in 2024, including constructing a parking garage and redesigning key intersections along its Purchase Street Corridor. Limited planning work has been undertaken to ensure that these projects equitably address broader neighborhood needs and meaningfully address the decades of disinvestment. Without careful planning, development in this area might occur in ways that are not coordinated and do not improve residents' quality of life. New Bedford will use TCP assistance to engage the community in defining their needs and future, with a specific focus on connectivity, safety, housing, economic development, climate change, and resiliency, to develop a plan for Purchase Street Corridor. TCP will also support New Bedford in building capacity to identify and obtain federal funding, coordinate and prioritize projects, and develop skills and leadership among staff.

Garrett County Government, MD

Key Community Partners: Town of Grantsville and Town of Kitzmiller

Community of Practice: Main Streets

Garrett County, a small county with only one full-time planner, needs support implementing its 2022 Comprehensive Plan, which focuses on environmentally sustainable transportation improvements. Four towns in the county – Accident, Friendsville, Grantsville, and Kitzmiller – have limited public transportation options, underdeveloped pedestrian infrastructure, and a history of neglect in rural transit planning. With the support of additional partners such as the Garrett County Planning Office, Garrett Trails, and the Garrett County Health Department, the county will use TCP support to help develop and implement a countywide trails master plan that will improve key routes. Some specific objectives include applying for federal grants to improve bikeways and pedestrian connectivity along MD-135, as well as conducting a feasibility study for the Oakland to Herrington Manor State Park trail.

Midcoast Council of Governments, ME

Key Community Partners: Lincoln County Regional Planning Commission and Waldo Community Action Partners (also known as MidCoast Public Transportation)

Community of Practice: Main Streets

Midcoast is a rural area with a transportation system that navigates complicated terrain, including many peninsulas, rural connectors, and vulnerable islands. The area also relies on a diverse set of modes, including ferries, roadways, air, and rail. Midcoast Maine is experiencing unprecedented population growth, with 15 towns growing by over 10 percent since 2010. This growth has put pressure on the

area's transportation system, but the dissolution of the area's regional planning commission in 2017 left the region without access to much-needed technical assistance to navigate its challenges. With TCP support, Midcoast Council of Governments and its partners will work to create an overarching transportation plan and investment strategy that tackles the pressures of traffic congestion, climate change, and an aging population.

City of Ellsworth, ME

Key Community Partners: Maine Department of Transportation (DOT) and GrowSmart Maine

Community of Practice: Main Streets

The City of Ellsworth is a small rural community that struggles to provide necessary safe and accessible transportation infrastructure, especially along its problematic 2.25-mile High Street commercial corridor that bisects several state highways. Despite being such a small community, the traffic along High Street totaled more than 7.2 million trips in 2023. The corridor is very unsafe, with eight segments of the road considered "high crash locations" by Maine DOT and has resulted in more than 81 accidents and 13 injuries in 2023. Significant public engagement efforts have demonstrated a desire for a High Street Corridor Master Plan as an initial solution to safety problems, but Ellsworth is a small community with limited staff and budget to pursue this effort. TCP support will help the city and its partners, including the Hancock County Planning Commission and Ellsworth Business Development Corporation, build local technical capacity to be more competitive for federal grants to move this effort forward.

City of Buchanan, MI

Key Community Partners: LiveBuchanan and Buchanan Township

Community of Practice: Networked Communities

The City of Buchanan is seeking support to advance its Downtown Infrastructure Project, with a specific focus on the Redbud Trail. This project aligns with broader non-transportation efforts to enhance overall community well-being and safety. The project's goals include redirecting truck traffic from the downtown core, addressing failing sewer and water infrastructure, and improving unsafe and deteriorating roadway conditions. The city's staff struggle with limited grant writing resources, a lack of match funding, and grant competitiveness. TCP participation will equip the community and organization with core competencies that enhance grant readiness, increase technical proficiency, and facilitate access to funding sources. Capacity building will ensure streamlined resource allocation, relieving grant-seeking staff's burden, and support sustainable community development, aligning with broader goals for a prosperous, resilient small town.

Regional Transit Authority of Southeast Michigan, MI

Key Community Partners: Southeast Michigan Council of Governments and Michigan Department of Transportation

Community of Practice: Complete Neighborhoods

The lack of accessible, reliable, and affordable transportation options in Metro Detroit limits residents' ability to access job opportunities, essential services, education, and healthcare. The Regional Transit Authority will use TCP support to advance projects for which the organization has applied for funding, undertake project development and design activities, identify other funding opportunities, and refine its

grant proposals. Projects are focused on implementing comprehensive transportation plans that promote multi-modal, accessible, and interconnected transit systems and identifying opportunities for transit-oriented development and affordable housing initiatives that will enhance residents' quality of life. With assistance from TCP, the transit authority will meaningfully engage the community to develop climate justice metrics to improve access to green spaces and invest further in net zero-emissions. Additional technical support and skills will improve the small staff's ability to identify and apply for grant opportunities, as well as to conduct pre-award activities and successfully deliver projects. Areas served by the Regional Transit Authority are also part of a FEMA Community Disaster Resilience Zone.

[City of Hinckley, MN](#)

Key Community Partners: Pine County and Mille Lacs Corporate Ventures

Community of Practice: Main Streets

The City of Hinckley is a small, disadvantaged rural community with limited organizational capacity for carrying out community engagement activities to advance transportation projects and minimal experience with federal grants. Through TCP, the City of Hinckley seeks to improve its pedestrian, bicyclist, and trail infrastructure by developing a shared vision and growing the capacity of local partners in the county and Mille Lacs Band of Ojibwe to coordinate transportation with local economic development and housing. It is anticipated that these improvements will attract more businesses and expand the availability of jobs and economic opportunities for the city's residents. In the longer term, the improvements will create sustainable community partnerships between the city and community organizations, who will continue working together to benefit the city's community and residents.

[Cape Girardeau County Transit Authority, MO](#)

Key Community Partners: United Way of Southeast Missouri, Inc. and City of Cape Girardeau

Community of Practice: Complete Neighborhoods

The Cape Girardeau County Transit Authority (CTA) faces numerous financial and staffing challenges including limited staff with experience in grant research and writing. This limits CTA's ability to pursue discretionary grants that could support transportation needs of economically challenged individuals seeking gainful employment, critical healthcare, and access to basic resources. Receiving technical support through TCP will increase CTA's ability to deliver measurable, desperately needed support to the Cape Girardeau community. Through TCP support, CTA and its partners will support and expand United We Work, a newly created program to enhance economic development by providing free transportation to new employees. TCP support will help strengthen CTA's business operations, enabling it to optimize its services, streamline processes, and identify opportunities for revenue generation, cost efficiency, and service expansion.

[Northwest Missouri Regional Council of Governments, MO](#)

Key Community Partners: University of Missouri Extension and Missouri Job Center-Maryville

Community of Practice: Main Streets

The Northwest Missouri Regional Council of Governments is a small rural planning commission that works with towns that lack staff to assist in project development and grant writing to fund their

transportation construction initiatives. The Northwest Missouri Regional Council of Governments is one of 19 Regional Planning Commissions in Missouri and membership is comprised of five counties and 39 towns within rural Northwest Missouri. The population of the jurisdictions ranges from a town with 5 residents to a city with a population of 10,663. The organization helps towns prepare for street and drainage repair projects and assists with pre-construction tasks to replace deficient bridges. Through TCP, the Northwest Missouri Regional Council of Governments, in conjunction with its partners, will increase organizational capacity to apply for federal grants to fund sidewalk improvements and trail projects, undertake downtown revitalization efforts, and update its outdated transportation plans. The Northwest Missouri Regional Council of Governments received an FY 2023 Safe Streets and Roads for All Action Plan grant for its 5-County Comprehensive Safety Action Plan. Participation in TCP will help move this Action Plan forward and provide support for grant management and compliance.

Tunica County, MS

Key Community Partners: North Delta Planning & Development District, Inc. and Neel-Schaffer, Inc.

Community of Practice: Main Streets

Tunica County faces high poverty rates, high transportation costs, and a lack of good-paying jobs in the area that collectively have depressed wages, property values, and tax revenues across the county. The area is constantly under threat due to local economic conditions which have lowered the tax revenues across Tunica County, requiring the county to decrease staff and services to the community. The County has identified a diverse set of partners: North Delta Planning & Development District, Neel-Schaffer, Inc., Tunica County Tourism, and Tunica County Economic Development Authority that will align the transportation efforts focused on through TCP to align with workforce development and employment opportunities within the region. Tunica County faces significant challenges with its federal funding applications and leans heavily on its partners to assist with the administrative side of federal grants. Through TCP, Tunica County will focus on staff development and enhance outreach efforts with the local community. Tunica County and its partners will use TCP support to establish long lasting relationships with local and regional stakeholders, which will assist in the planning and development of projects, ensuring that priorities align with those of other funding partners assisting with leveraging local funds. In addition to TCP, Tunica County is also part of USDA's Rural Partners Network, and some areas of the county are covered by FEMA's Community Disaster Resilience Zones.

Winston County, MS

Key Community Partners: Golden Triangle Planning & Development District and Winston County Economic Development District Partnership

Community of Practice: Main Streets

Winston County is home to Greensboro, a community which has endured historical discrimination against its majority African American residents since its establishment in 1870. Lasting impacts from this discrimination have had detrimental impacts on the community's ability to obtain funding for much-needed transportation infrastructure. Greensboro specifically lacks the capacity to carry out necessary planning and scoping activities to advance infrastructure projects. Winston County will use TCP support to strengthen community partnerships needed to address the transportation-related issues. With TCP support, Winston County will conduct community outreach and improve regulatory compliance to develop a long-term plan of action for the Greensboro community. Participation in TCP will provide

Winston County with the resources to adequately plan and coordinate partners, consultants, and community advocates to advance infrastructure projects with meaningful public involvement and rectify past discrimination in this area.

The Confederated Salish and Kootenai Tribes of the Flathead Nation, MT

Key Community Partners: Mission Valley Power and Department of Human Resources Development

Community of Practice: Main Streets

The Confederated Salish and Kootenai Tribes (CSKT) of the Flathead Nation is an under-resourced Tribal community. The CSKT Flathead Reservation, located west of the Continental Divide, consists of 1,317,000 acres of forested mountains and valleys and encompasses most of Flathead Lake. There are 26 places (including Census Designated Places) spread throughout the Reservation, all of which are rural. Roughly one-third of Tribal Members do not own vehicles or have a driver's license and there is limited multi-modal infrastructure throughout the Reservation, including sidewalks and bike paths. The CSKT also faces challenges maintaining its fleet of government vehicles. Through TCP, the CSKT seeks to identify transportation gaps and convert its vehicle fleet to electric vehicles, including adding charging stations at appropriate locations on the Reservation. CSKT will use TCP support and partnerships to develop technical capacity to conduct analysis of the road systems, power grid, and public transportation needs and make informed decisions about electric vehicle deployment. CSKT received an FY 2022 Safe Streets and Roads for All Action plan grant; the safety plan developed through this grant will inform TCP efforts to improve transportation infrastructure.

City of Durham, NC

Key Community Partners: National Institute of Minority Economic Development and Durham Housing Authority

Community of Practice: Complete Neighborhoods

The City of Durham experiences challenges with a transportation system that does not adequately connect communities to economic opportunities. There is a need for sidewalks, reliable and timely bus services, and bus shelters. Public transportation in the city does not meet the needs of the most vulnerable populations and presents a significant barrier for those relying solely on these transportation systems. The City of Durham seeks support through TCP to develop plans that maximize land use and prioritize key needs such as affordable housing and transportation in communities that continue to experience discrimination and disinvestment. Through TCP, the City of Durham and its partners will create and execute the Transit Equity Plan that puts the needs of the end-user at the forefront of decisions. The innovative approach will improve long-term impact on social determinants of health through safe and accessible multi-modal public transit services. The City of Durham will gain the organizational competencies and capacity and will expand its ability to pursue and manage federal resources.

City of Lexington, NC

Key Community Partners: Davidson County Transportation System and High Point Metropolitan Planning Organization

Community of Practice: Complete Neighborhoods

The City of Lexington has a disproportionate number of minority neighborhoods in disrepair that are within or adjacent to flood zones and in close proximity to industrial land uses. The city lacks planning staff to develop comprehensive plans and the capacity to identify and prioritize community projects. As a result, Lexington has missed out on many federal funding opportunities. With TCP support, staff will grow their capacity to identify funding opportunities, undertake necessary predevelopment work, and coordinate transportation with land use, housing, and economic development. The City of Lexington will also implement a comprehensive Thoroughfare and Street plan and Bicycle and Pedestrian Plan and will connect portions of the city to public transportation that currently do not have access. Together, the City of Lexington and its partners will gain core competencies to better understand and advance work on its transportation issues including developing a comprehensive plan that addresses the city's key issues.

City of Crete, NE

Key Community Partners: Crete Community Assistance Office and Public Health Solutions

Community of Practice: Networked Communities

The City of Crete is a community of about 7,600 people located along the Big Blue River about 14 miles southeast of Lincoln, Nebraska. As the city has grown, neighborhoods and amenities have become separated by highways, local waterways, and the Burlington Northern Santa Fe (BNSF) Class I rail line. Nebraska Highway 33 is used by over 10,000 vehicles and heavy trucks daily, and trains frequent the BNSF railway. These heavily used facilities create safety concerns for those traveling by foot or bicycle, including children and residents with limited access to a vehicle. The City of Crete will use TCP support to develop resilient and high-quality pedestrian infrastructure, including a pedestrian bridge and trail network and two roundabouts near public schools. Through TCP, the City of Crete will expand its ability to focus on diversity, inclusion, and equitable development. In the long term, Crete anticipates improved outcomes from grant applications, better compliance with federal requirements, and successful grant administration and project delivery.

City of Raton, NM

Key Community Partners: Colfax County, NM and Las Animas County, CO

Community of Practice: Networked Communities

The City of Raton experiences limited access to education, healthcare, and employment opportunities. Residents travel long distances to reach essential services. Limited resources and staff constraints force city staff to juggle multiple roles. With TCP support, the City of Raton and its partners will advance efforts to implement transformative projects such as the I-25/I-27 interchange on the Ports-to-Plains expansion and connections to the Colorado Front Range Rail Project. The goal is a Regional Transportation Master Plan that integrates multimodal transportation projects, benefitting borderland communities economically, educationally, and socially and aligns with regional economic efforts to reduce poverty, boost tourism, enhance healthcare access, improve education, and foster community

engagement. TCP support will enhance these efforts by expanding ability to access funding opportunities, providing technical guidance, and facilitating effective communication and collaboration with state and federal departments of transportation and community stakeholders. The City of Raton is also part of USDA's Rural Partners Network.

City of Socorro, NM

Key Community Partners: New Mexico Institute of Mining and Technology and South Central Council of Governments

Community of Practice: Main Streets

The City of Socorro is a small rural community that faces critical transportation and housing challenges that contribute to long commutes for many residents, exacerbating traffic and environmental issues. The lack of affordable housing options near employment centers not only strains daily commutes but also contributes to socioeconomic disparities. Long commutes increase carbon emissions and air pollution, affecting community health. The absence of sustainable infrastructure further degrades environmental quality. TCP support offers an opportunity for the City of Socorro to address these challenges by improving transportation infrastructure and promoting equitable housing development, creating a more sustainable and inclusive community. TCP support will help meet the immediate needs of the city and its partners to align specific housing and transportation plans and to design and implement public engagement activities that can help deepen community support for critical infrastructure projects.

City of Syracuse, NY

Key Community Partners: CenterState Corporation for Economic Opportunity and Syracuse Metropolitan Transportation Council

Community of Practice: Networked Communities

The City of Syracuse faces limited transportation access and a lack of high-frequency public transit near job centers. There is a need for multimodal transportation infrastructure and options for residents to connect to economic opportunities and community resources. Syracuse received an FY 2022 Reconnecting Communities planning grant for its "Reconnecting a Post I-81 Viaduct" project, and the New York State Department of Transportation received an FY 2023 Reconnecting Communities and Neighborhoods capital grant for the I-81 Connecting Syracuse Project. TCP support will help move these efforts forward. With TCP support, the City of Syracuse and its partners will develop and implement a vision that focuses on increasing community connectivity. The plan will serve the community and economic development goals by promoting revitalization strategies such as street-level retail and community spaces and urban place-making. TCP support will enhance the City of Syracuse's ability to increase mobility and connectivity and achieve greater equity in economic development. Syracuse is also a recipient of DOT's Reconnecting Communities Program and is part of HUD's Distressed Cities Technical Assistance program.

Mohawk Valley Economic Development District, Inc., NY

Key Community Partners: Mohawk Valley Regional Economic Development Council and Kanatsiohareke, Inc.

Community of Practice: Networked Communities

The Mohawk Valley Economic Development District experiences challenges with providing rural and Tribal residents with access to jobs, vital medical centers, and bus and train services, in addition to challenges related to a lack of affordable housing. There are limited regional transportation plans within the region and this lack of cohesive regional planning has created segmented transportation networks that are often unreliable and difficult to access. With TCP support, the Mohawk Valley Economic Development District and its partners will work to expand Amtrak and Centro transportation coverage. This network will help improve workforce mobility, housing opportunities, economic development, clean energy transportation efforts, food security, and connections between local economies. TCP support will allow the Mohawk Valley Economic Development District to expand outreach and community engagement, opening more direct channels of communication with other groups.

City of Dayton, OH

Key Community Partners: Greater Edgemont Community Coalition and CityWide Development Corporation

Community of Practice: Complete Neighborhoods

The City of Dayton faces challenges from historic disinvestment, the loss of thousands of manufacturing jobs, highways bifurcating the city center, and the proximity of a landfill and prison to some of its most vulnerable neighborhoods. Several parts of the city have received few infrastructure improvements beyond basic repaving, leaving important corridors in poor condition and inadequate to serve the community's current needs. The City of Dayton and its community partners seek to address the capacity and knowledge gaps that continue to prevent new infrastructure investments from occurring within these neighborhoods. With TCP support, the City of Dayton will advance projects aimed at promoting equity, innovation, and transportation. These priority projects include Renew Miami Chapel, for which the city recently received a HUD Choice Neighborhood Planning Grant, and Dayton's Active Transportation Plan. The city will improve the pedestrian environment to encourage more walking, biking, and transit use, alleviating transportation burdens and helping to improve health outcomes.

City of Estacada, OR

Key Community Partners: Estacada Rural Fire District and Todos Juntos

Community of Practice: Main Streets

The City of Estacada is a rural community with few public transportation options. Much of the City of Estacada's infrastructure is not accessible due to damaged and unusable sidewalks, ramps, and crosswalks. In 2020, the Riverside Fire burned 138,000 acres, destroying many of tourist destinations and closing a major highway for over a year. In 2022 and 2023, the City of Estacada saw additional wildfires within 10 miles of the city, and the potential for future large-scale evacuations are concerns for the city's failing infrastructure. Through TCP support, the City of Estacada will provide support to the city and its partners to improve gaps in sidewalk systems, conduct a streetlight audit, develop wayfinding signage for

pedestrian and bicyclists, and resolve speed issues in neighborhoods. This may include identifying federal grant funding and helping to prepare applications to develop evacuation and water conservation plans and construct a pedestrian bridge across the Clackamas River.

City of Philadelphia, PA

Key Community Partners: Called to Serve Community Development Corporation and Philadelphia Works, Incorporated

Community of Practice: Complete Neighborhoods

Philadelphia received FY 2022 and 2023 RAISE grants (for a Revitalizing Philadelphia’s Local Roadways project and a School Zone Traffic Safety Project) and an FY 2022 Safe Streets and Roads for All implementation grant for its Vision Zero Capital Plan Implementation Project. The City of Philadelphia faces technical challenges in establishing hiring preferences, implementing workforce training and recruitment programs for underrepresented communities, ensuring contractor compliance with policies, and fostering an inclusive environment in the construction industry. To fully realize the potential of BIL 25019(a) “Local Hiring Preference for Construction Jobs” and local regulations, the city needs technical assistance to develop a standard program for setting hiring preferences on federally funded projects, monitoring and enforcing compliance, and providing training for project and workforce outreach staff. Through TCP, the City of Philadelphia and its partners will update their contracting policies and procedures and develop new enforcement and compliance mechanisms. These updates will create a stronger and fairer economy for historically disadvantaged communities by recruiting and training a diverse workforce. In addition to participating in the TCP, various areas of Philadelphia are also part of FEMA’s Building Resilient Infrastructure and Communities Program, FEMA’s Community Disaster Resiliency Zone, and DOT’s Reconnecting Communities Program.

City of Chamberlain, SD

Key Community Partners: Planning and Development District III and City of Oacoma

Community of Practice: Main Streets

The City of Chamberlain is a small rural community with a severe housing shortage and transportation issues that are exacerbated by failing highway infrastructure. The City of Chamberlain has identified critical infrastructure changes that address some of its highway problems but has been unable to start these projects without a transportation study. TCP support will help build local capacity necessary for Chamberlain to conduct a transportation impact study needed for the South Dakota Department of Transportation to support projects in the community. It will also help the city and its partners to finalize a long-range growth plan for Chamberlain and the surrounding areas. TCP will help staff connect proposed transportation projects to the city’s regional healthcare facility and help catalyze housing expansion and new business development.

City of Arlington, TX

Key Community Partners: East Arlington Renewal and St. Matthew Catholic Church

Community of Practice: Complete Neighborhoods

The City of Arlington has limited capacity to fund, plan, manage, and implement infrastructure projects strategically to maximize community benefit. Arlington has received two Safe Streets and Roads for All

planning grants – in FY 2022 for its Safety Action Plan and in 2023 for its ADA Transition Plan. As part of a large region, the city must compete with larger, wealthier cities with larger tax bases and newer infrastructure. Arlington’s population and city limits grew very quickly in a short amount of time, resulting in insufficient staffing and funding to strategically complete infrastructure planning for such a large city. When applying for federal grants, the city faces challenges in prioritizing and developing funding strategies among so many important needs. It can also be challenging to bring together the different departments across the City of Arlington to coordinate multidisciplinary projects, as each department has different goals. While the City of Arlington has prioritized community engagement and outreach, it still faces challenges in reaching the many diverse populations with differing language needs, cultural backgrounds, and socioeconomic profiles. With TCP support, the city and its partners will undertake community engagement and planning activities to build community consensus on a vision and action plan for the area. The City of Arlington will use TCP support to identify and prioritize projects to reduce transportation, housing, and health burdens in the area. Arlington is also part of a FEMA Building Resilience Infrastructure and Communities region.

City of Green River, UT

Key Community Partners: Epicenter and NRV LLC

Community of Practice: Main Streets

The City of Green River experiences economic hardship with the closures of railroads and military bases, along with a blighted downtown. The City of Green River needs safe streets, curbs, gutters, sidewalks, and crosswalks for its downtown. Over 1,800 trucks drive through its Main Street daily, furthering the dilapidation of the roads and creating harmful environmental impacts. The city has plans to build an industrial park to concentrate truck traffic outside of town, but construction of the industrial park and restoration of the blighted downtown requires new roads and utilities. Green River received an FY 2022 Safe Streets and Roads for all Action Plan grant for its Safe and Beautiful Broadway plan. Through TCP support, the City of Green River will improve the grant-writing skills of staff to obtain additional funds needed to improve road infrastructure. The City of Green River and its partners will use TCP support to equip staff and contractors with the analytical and communication skills necessary to collaborate regionally as well as to effectively access and manage federal funding for transportation-related projects.

Central Virginia Planning District Commission, VA

Key Community Partners: City of Lynchburg and Greater Lynchburg Transit Company

Community of Practice: Complete Neighborhoods

The Central Virginia Planning District Commission (CVPDC) brings together multiple stakeholders to undertake regional planning and to execute programs and projects. However, CVPDC does not have the capacity and expertise to lead detailed corridor evaluation, design, and implementation activities that are needed to advance transportation projects. The 12th Street corridor, an urban minor arterial, is located within the CVPDC’s jurisdiction and borders the historical Lynchburg neighborhoods of Diamond Hill and College Hill, both of which have underserved populations. The 12th Street corridor includes two schools, a community center, shopping, and primary access route to the Greater Lynchburg Transit Company Transfer Center. TCP support will provide technical assistance to the planning district and local partners necessary to help transform the 12th Street Corridor. This includes building local capacity to

advance transportation, housing, and community improvements along the corridor and greater CVPDC. TCP support will assist CVPDC and its partners in creating transit-oriented development and a pedestrian-friendly 12th Street corridor.

Smyth County, VA

Key Community Partners: Smyth County Community Foundation and Town of Marion

Community of Practice: Main Streets

Smyth County struggles with high rates of persistent poverty, job loss, and an aging population. Transportation improvements are crucial to overcoming these challenges and improving Smyth County's economy and public health. Smyth County has identified the Town of Marion and Smyth County Community Foundation as key partners, along with additional partners District Three Governmental Cooperative (which operates Mountain Lynx Public Transit), and Smyth County Tourism Association. Smyth County faces challenges related to improving access to transportation for the county's elderly citizens and those with disabilities, and with economic development in the county's primary entrance corridors. Smyth County's primary challenge in tackling large infrastructure projects is lack of staff capacity. TCP support will help to build capacity for Smyth County staff and partners to create a Master Transportation Plan with a focus on economic development, recreation and tourism, and community health and equity. The plan will also address multi-modal transportation to spur residential and commercial development and to better serve existing residents.

City of Centralia, WA

Key Community Partners: Centralia School District and Office of the Chehalis River Basin

Community of Practice: Networked Communities

The City of Centralia is a small rural city with a population of 18,000, with approximately 22 percent of households living below the federal poverty line. The city is bisected by Interstate 5 and multiple sets of active railroad tracks, which present challenges to a safe, multimodal transportation system. Many areas in the City of Centralia lack access to sidewalks and/or bicycle lanes. The city is crisscrossed by rivers that flood and cut off access to the hospital and emergency services. Along with these constraints, the City of Centralia also lacks sufficient affordable housing options. With TCP support, the City of Centralia and its partners will create the Hub City Greenways, which will include development of neighborhood activity hubs serving as places for people to connect and engage and a connected trail system winding around the city to advance alternatives to vehicle transportation. This effort will better connect City of Centralia neighborhoods and communities and improve the quality of life for residents in the long term.

City of Sumas, WA

Key Community Partners: Sehome Planning and Development Services and Washington State Department of Transportation

Community of Practice: Networked Communities

The City of Sumas is a small border town isolated from many of the other communities in the county and faces challenges related to transportation insecurity and flooding. One of the biggest challenges that the City of Sumas faces is funding pedestrian safety infrastructure along the south side of State Route 9, an

important freight corridor. There is little pedestrian infrastructure to keep safe those who must walk across State Route 9 to get to and from work. Through TCP, the City of Sumas and its partners plan and design key pedestrian infrastructure, including sidewalk and corridor improvements. Pedestrian improvements will seek to meet Complete Streets design requirements to prioritize pedestrian safety and a full bridge replacement of the Cherry Street/Johnson Creek Bridge will create better pedestrian facilities and optimize intersections along State Route 9. These projects will help to provide the City of Sumas with opportunities for new business and economic development and provide residents with safe infrastructure to reach these opportunities. In addition to TCP, the City of Sumas is also participating in the General Services Administration's Land Port of Entry program.

[City of Vancouver, WA](#)

Key Community Partners: Clark County Public Health and Vancouver Public Schools

Community of Practice: Networked Communities

The City of Vancouver's Fruit Valley neighborhood is physically and geographically separated from the city by heavy rail and a steep bluff. Fruit Valley is educationally and economically disadvantaged and is located next to heavy rail, freight trucking, and the Port of Vancouver. The neighborhood is highly transportation insecure and has a high transportation cost burden and traffic safety issues. The number of community-based organizations in Fruit Valley is extremely limited and the neighborhood has no community development corporations and few other institutions or organizations with capacity to advance infrastructure projects. With TCP support, the City of Vancouver and its partners will facilitate meaningful resident engagement for effective project planning, design, and implementation to execute a vision and implement a plan to help the Fruit Valley community thrive. TCP support will aid in identifying and mobilizing local voices, bringing together organizational leaders and creating connections in the area to build momentum and provide tools to access federal funding, deliver transformative transportation projects, and ensure community resiliency.

[Pioneer Square-International District Community Preservation and Development Authority, WA](#)

Key Community Partners: Seattle Chinatown International District Preservation and Development Authority and Historic Seattle

Community of Practice: Networked Communities

The Pioneer Square-International District Community Preservation and Development Authority (also known as Historic South Downtown) experiences challenges from years of disinvestment and social vulnerabilities due to poverty, housing costs, an aging population, disability, and residents with limited English proficiency. South downtown is surrounded by the Port of Seattle, the stadium district, and an industrial district. Neighborhoods in the Historic South Downtown bear the brunt of environmental costs and economic disruption from construction of the regional transportation network that includes streetcar, light rail, commuter rail, Amtrak, ferries, and freight movement by boat, truck, and rail. With TCP support, Pioneer Square-International District Community Preservation and Development Authority and its partners will gain access to professional consultants to gather more granular data on transportation, housing, social service, and healthcare needs within the community to better inform government-funded projects. TCP support will enable partners to conduct comprehensive community

planning efforts and align state, regional, and local projects to create a roadmap for thoughtful, coordinated, and culturally competent community engagement. The area surrounding Pioneer Square is part of three other federal technical assistance programs: FEMA's Community Disaster Resiliency Zones, DOT's Regional Infrastructure Accelerators, and DOE's LEAP (Local Energy Action Program).

[Bad River Band of Lake Superior Tribe of Chippewa Indians, WI](#)

Key Community Partners: Bad River Health and Wellness Center Advisory Committee and Sanborn Town Board

Community of Practice: Main Streets

The Bad River Band of Lake Superior Tribe of Chippewa Indians faces numerous transportation challenges including a lack of paved and maintained roads, aging bridges, and transportation facilities that are not sufficient to current needs. Few safe, affordable, and accessible transportation options exist for pedestrians and bicyclists, further contributing to other persistent health and economic challenges. With TCP support, the Bad River Band of Lake Superior Tribe of Chippewa Indians and its partners receive planning and technical assistance support to address these challenges and advance its goals to improve approximately 60 miles of public roads and parking lots and build a new vehicle storage garage. TCP support will assist the Tribe with advancing a pipeline of infrastructure and community development projects that will improve the longevity and quality of the lives of Tribal members. In addition to receiving TCP support, the Band River Band of Lake Superior Tribe of Chippewa Indians is also part of USDA's Rural Partners Network.