



# **FY 2023 Thriving Communities Program (TCP)**

## **Selected Regional Capacity Builder Profiles**



## Regional Capacity Builders

Lead	Partners	State	Amount Awarded
Alaska Department of Transportation and Public Facilities	Alaska Municipal League	AK	\$2,000,000
State of Colorado Office of Economic Recovery	Southeast Colorado Enterprise Development	CO	\$2,000,000
Louisiana Division of Administration Planning Office	Center for Planning Excellence; Louisiana Main Street, Division of Historic Preservation; Grey Engineering, LLC; Place + Main Advisors, LLC; Louisiana Department of Transportation and Development; Louisiana Economic Development	LA	\$1,921,000
Upper Valley Lake Sunapee Regional Planning Commission	Two Rivers-Ottauquechee Regional Commission and the Nature Conservancy in NH	NH/VT	\$1,188,443
New York State Department of Transportation	New York State Department of State (Office of Planning, Development & Community Infrastructure and Division of Local Government Services) and ICF Incorporated, LLC	NY	\$1,040,779
Fayette-Raleigh Metropolitan Planning Organization	Regions I, IV, and VII Planning & Development Councils; West Virginia University (Brad and Alys Smith Outdoor Economic Development Collaborative); and Mon Forest Towns Partnership	WV	\$2,000,000

## Regional Capacity Builder Profiles

### Alaska Department of Transportation and Public Facilities

**DOT awarded \$2,000,000 to the Alaska Department of Transportation and Public Facilities (DOT&PF) to support 18 Alaskan communities, including 4 Tribes: Aleknagik, Bristol Bay Borough, Chevak, Chignik Lagoon, Copper Valley, Cordova, Deltana, Eklutna, Fort Yukon, Gustavus, Iliamna, Lake and Peninsula Borough, Manokotak, Metlakatla, Nunapitchuk, Petersburg, Wrangell, and Yakutat.** Through the Thriving Communities Program, Alaska DOT&PF and its partner, the Alaska Municipal League, will support rural communities that face critical issues related to lack of access and mobility, safety challenges, public health, and environmental concerns. The partners will deliver project development and implementation support on housing assessments, transit-oriented development, complete streets, economic development and job creation, greenhouse gas reduction, climate adaptation, health, and community development. Alaska DOT&PF has decades of experience delivering transportation infrastructure projects in underserved and disadvantaged communities in Alaska, including working in remote areas, and will use this experience in coordination with the Alaska Municipal League's network of local governments to increase technical assistance to communities on grant applications, pre-development reviews, assistance with identifying and securing match funding, and facilitation of peer learning across the state. Alaska DOT&PF has identified non-federal resources for leverage, and 31.5 percent of TCP grant funding is allocated for subgrants to local communities.

### State of Colorado Office of Economic Recovery

**DOT awarded the State of Colorado Office of Economic Recovery \$2,000,000 to support six counties in its Southeast Transportation Planning Region (SE TPR): Baca, Bent, Crowley, Kiowa, Otero, and Prowers Counties.** The Colorado Office of Economic Recovery and its partner, Southeast Colorado Enterprise Development, will use Thriving Communities funding to help these communities identify funding opportunities in support of the regional transportation plan, support project pre-development scoping and planning, facilitate collaboration and regional approaches to transportation, support regional economic and workforce development, develop and manage grants, and network with peer communities to share best practices and strategies. Support will be focused on implementing the vision and goals of the SE TPR's 2045 Regional Transportation Plan and Southeast Coordinated Public Transit & Human Services Transportation Plan as well as local transportation goals of the SE TPR member communities. The work will also advance state and regional goals around mobility access, resilience, and economic development. The Thriving Communities funds will supplement the state's existing regional support model with more intensive transportation-focused support and resources to southeast Colorado. The state is leveraging non-federal resources that will supplement the 20 percent of its budget allocated for subgrants to communities.

### Louisiana Division of Administration Planning Office

**DOT awarded the Louisiana Division of Administration Planning Office (DOA-PO) \$1,921,000 to support six Main Street Communities, including Franklin, Homer, New Roads, Opelousas, St. Martinville, and Winnsboro.** In a state that ranks lowest among health outcomes and other quality of life indicators, these six communities demonstrated the greatest level of need, with residents experiencing racial, socioeconomic, and health disparities exacerbated by climate change impacts and a transportation network that does not meet community needs. DOA-PO's robust team includes other state agencies – Louisiana Division of Historic Preservation, Main Street (Louisiana Main Street), Louisiana Department of

Transportation and Development, Louisiana Economic Development, and Louisiana Department of Health – and consultants including Center for Planning Excellence, Grey Engineering, and Place + Main. Together, this team will provide an adaptive technical assistance program for their disadvantaged and underserved Main Street Communities with the goal of improving the health, equity, and quality of life of residents while driving equitable workforce development and building climate resilience. The communities' specific needs center on goals of transportation and connectivity; economic development and the built environment; and culture, parks, and open space. The team's approach leverages and expands upon an existing Community of Practice developed by Louisiana Main Street by creating a broader structure for knowledge sharing and peer learning for all 36 Main Street communities in Louisiana. Approximately 30 percent of TCP funding is allocated for subgrants to communities.

### Upper Valley Lake Sunapee Regional Planning Commission

**DOT awarded Upper Valley Lake Sunapee Regional Planning Commission \$1,188,443 to support Acworth, Charlestown, Enfield, Goshen, Lebanon, Lempster, Orford and Plainfield in New Hampshire and Bethel, Granville, Hancock, Hartford, Hartland, and Royalton in Vermont.** These communities have been devastated by increased precipitation events and flooding that has greatly impacted the transportation network, the local and regional economy, and access to services and healthcare during times of emergency. In partnership with Two Rivers-Ottawaquechee Regional Commission and the Nature Conservancy in New Hampshire, the Regional Planning Commission will implement a more hands-on community-based approach to improving the flood resilience of transportation infrastructure in the region, primarily through Resilience Coordinators. Resilience Coordinators are experts in climate resilience and transportation planning with decades of experience and long-term relationships with state agencies and individuals in the towns they serve, providing a qualitative window into the daily struggles of rural, isolated communities with disadvantaged transportation systems. Strategies that will be used include providing targeted direct funding support to municipalities, increasing the level of federal investment in transportation infrastructure, implementing transportation-related flood mitigation and resilience projects, creating a successful shared staffing model, increasing the capacity of local networks to increase reach, encouraging long-term multi-benefit transportation planning through a community-based approach, institutionalizing skills and knowledge within municipalities through training and peer-learning, and strengthening relationships between municipalities and regional and state agencies and non-profit organizations. Upper Valley Lake Sunapee Regional Planning Commission identifies over \$400,000 in non-federal resources and in-kind match for leverage, and 21 percent of TCP funding is allocated for subgrants to local communities.

### New York State Department of Transportation

**DOT awarded the New York State Department of Transportation (NYSDOT) \$1,040,779 to provide support to the Village of Margaretville and neighboring hamlet of Arkville, the Village of Dolgeville, the Town and Village of Massena, Wyoming County, and the Town and Village of Alfred.** NYSDOT has partnered with the New York State Department of State (Office of Planning, Development & Community Infrastructure and Division of Local Government Services) and ICF Incorporated, LLC to address these rural communities' unique technical assistance and capacity building needs and challenges, including those related to population declines and shifts exacerbated by deindustrialization and other economic forces and today's modern climate and technological challenges. NYSDOT selected these communities based on demonstrated community readiness and willingness, as evidenced by articulated visions, plans, and awarded grants. NYSDOT and its partners will apply an efficient two-pronged approach to

simultaneously build community support and a statewide peer network to meet communities “where they are” by addressing specific needs and providing opportunities to learn from similar communities. This includes utilizing “rural liaisons” for selected communities to provide targeted support. By working with these five communities with varying geographies, demographics, and community character, the NYSDOT Team will develop skills, tools, and accomplishments that are scalable, replicable, and customizable. NYSDOT is leveraging other non-federal resources, and 48 percent of the proposed budget is for subgrants to communities.

### Fayette-Raleigh Metropolitan Planning Organization

**DOT awarded the Fayette-Raleigh Metropolitan Planning Organization (MPO) \$2,000,000 to support 11 “Appalachian Heartland” communities located in Boone, Mercer, Summers, Nicholas, Greenbrier, Fayette, Randolph, Tucker, Gilmer, and Braxton Counties.** Communities in this sparsely populated region face generational impacts of coal decline, including declining populations, low labor participation rate, poor health outcomes, and high rates of substance use disorders. These communities also share the advantages of rich natural assets and an abundance of outdoor recreation and heritage tourism opportunities but lack staff capacity and technical expertise to advance trail connections in support of vibrant, gateway tourism towns. Fayette-Raleigh MPO’s team includes Region I, IV, and VII Planning & Development Councils; West Virginia University (Brad and Alys Smith Outdoor Economic Development Collaborative); and Mon Forest Towns Partnership. This team brings expertise in transportation planning, economic development, community engagement, and the outdoor recreation economy and will provide capacity building and technical assistance to advance surface transportation projects to grow recreation and heritage tourism, promote alternative transportation modes and physical activity, enhance environmental stewardship, and improve quality of life. The Fayette-Raleigh MPO has allocated 20 percent of its TCP budget for subgrants to communities.