

Reconnecting Communities Pilot Program (RCP)

FY24 Awards Factsheet



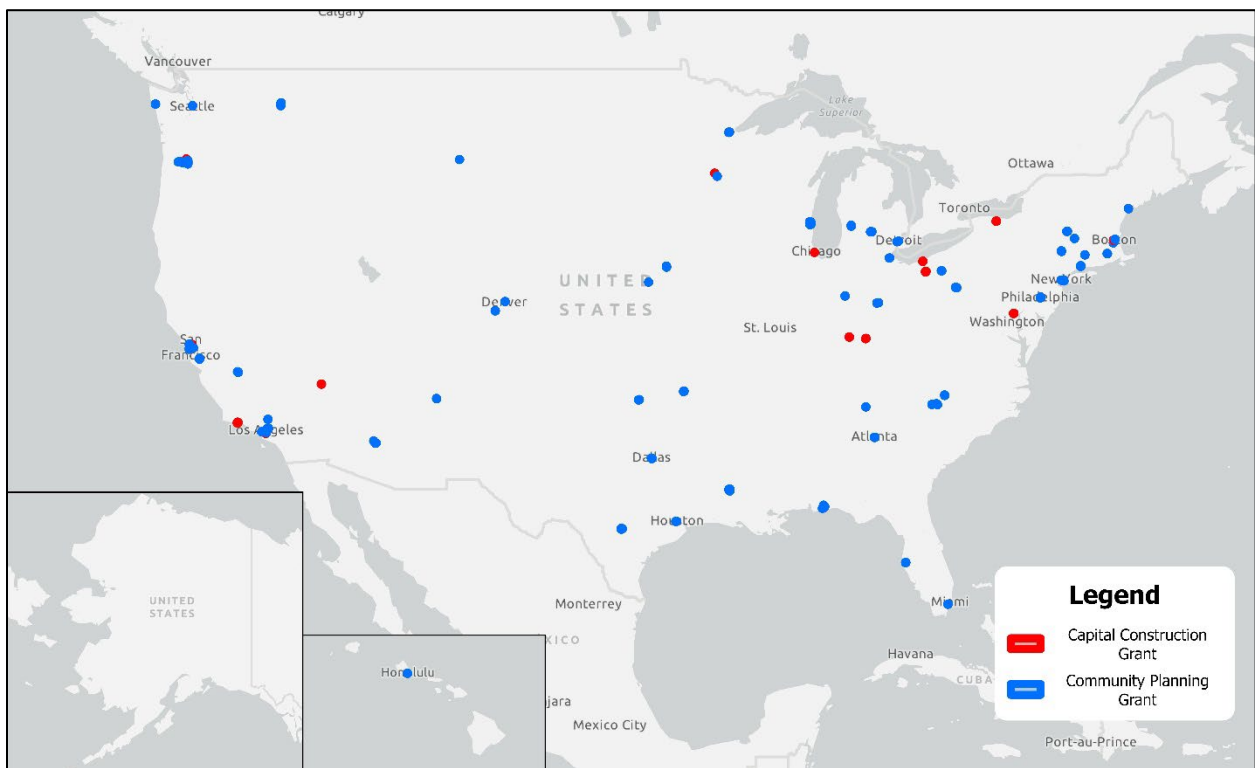
U.S. Department
of Transportation

Overview

The Reconnecting Communities Pilot (RCP) Grant Program was established by the Bipartisan Infrastructure Law (BIL) to help reconnect communities previously cut off from economic opportunities by transportation infrastructure.

The goal of the program is to advance community-centered transportation connection projects, with a priority for projects that benefit disadvantaged communities, that:

- Improve access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and
- Foster equitable development and restoration.



Summary Table of RCP FY24 Awards

Grant Type	Project	Applicant	Lead Applicant State, U.S. Territory, or Tribe	Award
Community Planning Grant	Phoenix Grand Canalscape-Phase IV Reconnecting Communities Across I-17, US 60 and BNSF railroad	City of Phoenix	Arizona	\$1,440,000
Community Planning Grant	US60 Highway and BNSF Railroad Pedestrian Bridge for Downtown Planning Grant	City of Peoria	Arizona	\$1,329,628
Capital Construction Grant	Bascom Complete Street (I-880 to Hamilton)	Santa Clara Valley Transportation Authority (VTA)	California	\$2,000,000
Capital Construction Grant	Complete Streets over I-580 and Rail in Richmond, CA	City of Richmond	California	\$9,559,482
Community Planning Grant	East Avenue Q Crossings and Complete Street Study in Palmdale	City of Palmdale	California	\$1,000,000
Community Planning Grant	Enhancing Connectivity in Southwest Fresno: A Feasibility Study on Overcoming Infrastructure Barriers	City of Fresno	California	\$720,000
Community Planning Grant	The Great Highway Park Planning Project	Friends of Great Highway Park Inc.	California	\$693,880
Community Planning Grant	The Oakland Chinatown I-880 Underpass Activation Project	East Bay Asian Local Development Corporation	California	\$2,000,000

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Community Planning Grant	Randolph-to-River Greenway Planning Project in Vernon, CA	City of Vernon	California	\$856,000
Community Planning Grant	Reclaiming Crenshaw	Destination Crenshaw	California	\$1,400,000
Community Planning Grant	Reconnecting Northwest Pasadena Project	City of Pasadena	California	\$800,000
Community Planning Grant	Reconnecting Pico Neighborhood: Santa Monica	City of Santa Monica	California	\$2,000,000
Capital Construction Grant	Resolving Inequitable Pedestrian Infrastructure and Safety in Watts	Housing Authority of the City of Los Angeles	California	\$26,640,566
Capital Construction Grant	San Jose Creek Multipurpose Path: Improving Goleta Residents' Access and Safety Across Highway 101 and SR 217	City of Goleta	California	\$11,156,330
Community Planning Grant	US 101/I-580 Multimodal and Local Access Improvement Project	Transportation Authority of Marin	California	\$2,000,000
Community Planning Grant	East 60th Avenue (60th Ave) Multimodal Connections Study	City of Commerce City	Colorado	\$1,600,000
Community Planning Grant	Rebuilding Bailey: US 285 Safety and Mobility	County of Park	Colorado	\$1,200,000
Community Planning Grant	City Link - Reconnecting North Hartford	Connecticut Department of Transportation (CTDOT)	Connecticut	\$2,000,000
Community Planning Grant	I-91 Neighborhood Reconnection Initiative	City of New Haven	Connecticut	\$2,000,000

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Community Planning Grant	Crow Agency I-90 Pedestrian Crossing Project	Crow Tribe of Montana	Federally-recognized Tribe (MT)	\$1,564,689
Community Planning Grant	Hoh Highlands Barrier Reduction Study of Highway 101	Hoh Indian Tribe	Federally-recognized Tribe (WA)	\$216,000
Community Planning Grant	Escambia Bay Waterfront Access Study	Bluffline, Inc.	Florida	\$1,199,998
Capital Construction Grant	Hollice T. Williams Stormwater Park Underdeck and Community Connector Project	City of Pensacola	Florida	\$5,000,000
Community Planning Grant	Reconnecting South Miami	City of South Miami	Florida	\$157,048
Community Planning Grant	Reconnecting The Historic Gas Plant District	City of St. Petersburg	Florida	\$1,381,629
Community Planning Grant	Centennial Yards Complete Streets Project	City of Atlanta, GA	Georgia	\$2,000,000
Community Planning Grant	Reconnecting Sweet Auburn	Sweet Auburn Works, Inc.	Georgia	\$800,000
Community Planning Grant	Reconnecting Downtown Honolulu: H- 1 Cap Park Planning Project	Hawaii Department of Transportation	Hawaii	\$1,600,000
Capital Construction Grant	Reconnecting Independence Boulevard: I-290 Land Cap Project	City of Chicago Department of Transportation	Illinois	\$10,000,411
Community Planning Grant	White River Pedestrian Bridge Project	City of Noblesville	Indiana	\$1,599,999

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Capital Construction Grant	Frankfort Holmes Street Corridor Complete Street Reconnection Project Phase 2	City of Frankfort	Kentucky	\$8,245,000
Capital Construction Grant	Reconnecting Central Portland to the Riverfront	Kentuckiana Regional Planning and Development Agency	Kentucky	\$14,864,000
Community Planning Grant	Connecting Divided Communities in Central Louisiana Project	Rapides Area Planning Commission	Louisiana	\$320,000
Capital Construction Grant	Centering the RISE: Connecting People to a Healthy, Vibrant Mattapan Sq	City of Boston	Massachusetts	\$2,000,000
Community Planning Grant	Deconstructing Urban Renewal in Pittsfield- West Side to Downtown	City of Pittsfield	Massachusetts	\$1,600,000
Capital Construction Grant	MBTA JFK/UMASS Station Redesign & Replacement Project	Massachusetts Bay Transportation Authority	Massachusetts	\$2,000,000
Capital Construction Grant	McGrath Boulevard: Viaduct Removal and Road Reconstruction, Somerville, MA	Massachusetts Department of Transportation	Massachusetts	\$43,150,000
Community Planning Grant	Walking to Wonderland- Removing the transportation barriers of the MBTA commuter rail, RT 1A and RT 60.	City of Revere	Massachusetts	\$400,000
Capital Construction Grant	West Baltimore United Construction Phase 1	Mayor and City Council of Baltimore	Maryland	\$85,511,803
Community Planning Grant	Franklin Street Redesign Planning Project in Portland, Maine	MaineDOT	Maine	\$2,000,000
Community Planning Grant	Our Way for the Highway: Capping Lansing's I-496 to Reconnect Communities	City of Lansing	Michigan	\$1,040,000

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Community Planning Grant	Reconnecting Southwest Detroit: Reconciling Railyards and Residences in an Historically Industrial Community	City of Detroit	Michigan	\$2,000,000
Community Planning Grant	The I-75 Cap Design Engineering Project	Michigan Department of Transportation	Michigan	\$2,000,000
Community Planning Grant	US-131 Freeway Crossing Improvements in Grand Rapids Planning Study	Michigan Department of Transportation	Michigan	\$800,000
Capital Construction Grant	City of Fridley Northtown Railyard Overpass	City of Fridley	Minnesota	\$16,000,000
Community Planning Grant	Fond du Lac Reservation I-35 & MN TH 210 Multi-modal Connections Study	Fond du Lac Band of Lake Superior Chippewa	Federally-recognized Tribe (MN)	\$166,634
Community Planning Grant	Rondo African American Cultural Enterprise District and Community Land Bridge	RECONNECTRONDO	Minnesota	\$2,000,000
Community Planning Grant	Project CHANGE Feasibility Study and Connectivity Study for Downtown Gastonia, NC.	City of Gastonia, North Carolina	North Carolina	\$2,000,000
Community Planning Grant	Rozzelles Mobility Path - A Pathway to Opportunity	City of Charlotte	North Carolina	\$1,290,480
Community Planning Grant	West Innes Street Corridor Plan	City of Salisbury	North Carolina	\$400,000
Community Planning Grant	City of Omaha North Freeway Community Planning	Omaha-Council Bluffs Metropolitan Area Planning Agency	Nebraska	\$1,516,000
Community Planning Grant	Crete Pedestrian Bridge Project	City of Crete	Nebraska	\$288,000

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Community Planning Grant	City of Gallup 2nd & 3rd Street Crossings Community Planning Project	City of Gallup	New Mexico	\$2,000,000
Capital Construction Grant	Re-Thinking the Historic Westside: Washington and H Complete Streets	City of Las Vegas	Nevada	\$15,724,050
Community Planning Grant	Arches Plaza - Restoring the Community Fabric Under the Brooklyn Bridge	New York City Department of Transportation	New York	\$2,000,000
Community Planning Grant	Collar City Connections: Redesigning Hoosick St (NY 7) for Equitable Access in City of Troy and Town of Brunswick, NY	New York State Department of Transportation	New York	\$640,000
Capital Construction Grant	Inner Loop North Transportation Project, Rochester NY	New York State Department of Transportation	New York	\$100,000,000
Community Planning Grant	QueensLink Community Equity Analysis	QueensRail Corporation	New York	\$400,000
Community Planning Grant	Reconfiguring US Route 9W in City of Kingston	City of Kingston	New York	\$240,000
Capital Construction Grant	Cleveland North Coast Connector Land Bridge + Downtown Boulevard	City of Cleveland	Ohio	\$69,291,428
Community Planning Grant	Madison Avenue Community Reconnection	Eastgate Regional Council of Governments	Ohio	\$979,200
Capital Construction Grant	Reconnecting West Akron Innerbelt Project	City of Akron	Ohio	\$10,000,000
Community Planning Grant	Revive35: Reimagining Dayton's Gateway	City of Dayton	Ohio	\$2,000,000

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Community Planning Grant	Swan Creek Greenway Planning	City of Toledo	Ohio	\$1,107,700
Community Planning Grant	Oklahoma City Trail Oriented Development Crossing I-235 and I-35 Study	Open Design Collective, Inc.	Oklahoma	\$1,071,771
Community Planning Grant	US-62 Sidewalk and Pedestrian Crossing Project	Cherokee Nation	Federally-recognized Tribe (OK)	\$416,451
Community Planning Grant	Boise-Eliot Planning Study in Portland, Oregon	City of Portland	Oregon	\$1,000,000
Community Planning Grant	Reconnecting 82nd Ave Community Planning Study	Metro	Oregon	\$2,000,000
Community Planning Grant	TV Highway Community Connections Planning Study	Metro	Oregon	\$2,000,000
Community Planning Grant	Bridging the Gap: Equity and Access for all in Fairhill and Kensington	City of Philadelphia	Pennsylvania	\$2,000,000
Community Planning Grant	Reconnecting America's Industrial Heartland: Turtle Creek Valley Rail and Road Corridor Alternatives Study	Turtle Creek Valley Council of Governments	Pennsylvania	\$800,000
Community Planning Grant	Redeveloping the Reading Viaduct in Lower North Philadelphia	Center City District	Pennsylvania	\$2,000,000
Community Planning Grant	Connect Four: Bridging Providence's Urban Core	Rhode Island Department of Transportation	Rhode Island	\$2,000,000
Community Planning Grant	Master Plan for Inman Street East Corridor in Cleveland Tennessee	City Fields	Tennessee	\$326,190

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Community Planning Grant	Burying Barriers to Connect Communities in San Antonio's Eastside	San Antonio for Growth on the Eastside, Inc.	Texas	\$2,000,000
Community Planning Grant	Dallas Cultural Trail: Revitalizing historic neighborhoods across highways through art and mobility	Deep Ellum Foundation	Texas	\$2,000,000
Community Planning Grant	I-10 Inner Katy Cap Park Study	Harris County	Texas	\$2,000,000
Capital Construction Grant	Construction of Community Connector Lid over Interstate 5 in Vancouver WA	City of Vancouver, Washington	Washington	\$30,000,000
Community Planning Grant	Division Street BRT	Spokane Transit Authority	Washington	\$2,000,000
Community Planning Grant	Hoh Highlands Barrier Reduction Study of Hwy 101	Forks, WA	Federally-recognized Tribe (WA)	\$216,000
Community Planning Grant	Reclaiming Space, Restoring Neighborhoods: A Lid Study for Northeast Seattle	University District Service Fund	Washington	\$1,500,000
Community Planning Grant	Milwaukee 30th Street Equitable Development Plan	Near West Side Partners Inc	Wisconsin	\$1,626,899

FY24 RCP PROGRAM – CAPITAL CONSTRUCTION SELECTIONS

San Jose Creek Multipurpose Path: Improving Goleta Residents’ Access and Safety Across Highway 101 and SR 217

Goleta, CA

Disadvantaged Community Status: No

Grant Type: Capital Construction Grant

RCP Award: \$11,156,330.00

Estimated Project Cost: \$33,057,911.00

The City of Goleta proposes to build a dedicated multipurpose underpass through US Highway 101, the Union Pacific Railroad tracks, and SR 217 to eliminate a barrier and connect residents located in Old Town Goleta to education, employment, housing, services, and amenities in the north and south. The project will create a new Class I bicycle path and pedestrian amenities, and improve pedestrian and cyclist safety along adjacent high-volume arterials and freeway underpasses with inconsistent infrastructure. The project will create a new connection for the surrounding street network, offering residents, for the first time, direct access to the grocery stores, healthcare services, green spaces, and the educational, employment and recreational opportunities located in the north of the city, directly across the highway. The project provides an alternative for vulnerable road users, increases safety for its users, reduces VMT and greenhouse emissions, and improves health outcomes.

Resolving Inequitable Pedestrian Infrastructure and Safety in Watts

Los Angeles, CA

Disadvantaged Community Status: Yes

Grant Type: Capital Construction Grant

RCP Award: \$26,640,566.00

Estimated Project Cost: \$62,410,627.00

Resolving Inequitable Pedestrian Infrastructure and Safety in Watts involves three related projects that mitigate transportation-related disadvantages and challenges by removing barriers to daily destinations and creating a cohesive network of safe and accessible pathways and facilities for all users. The projects address burdens caused by the Metro A Line, create safe and accessible pathways via new Complete Streets, retrofit existing streets to improve active transportation connectivity, improve a heat island impacted area to increase resilience to climate change, and spur affordable housing and economic development activities for residents of Watts.

Complete Streets over I-580 and Rail in Richmond, CA

Richmond, CA

Disadvantaged Community Status: Yes

Grant Type: Capital Construction Grant

RCP Award: \$9,559,482.00

Estimated Project Cost: \$19,121,885.00

The proposed project implements Complete Streets improvements that mitigate barriers to mobility and connectivity for Justice40 disadvantaged communities in the City of Richmond, California. The barriers are a dangerous highway (I-580), railroad tracks, and two heavily trafficked city arterial roadways. The project retrofits arterial roads and crossings, incorporates traffic calming measures such as lane reductions, adds bicycle and pedestrian improvements that connect to regional transportation hubs and shoreline recreational resources, plants trees, implements workforce development programs, and installs stormwater management elements, increasing safety, mobility, equity, and climate resilience.

Hollice T. Williams Stormwater Park Underdeck and Community Connector Project

Pensacola, FL

Disadvantaged Community Status: Yes

Grant Type: Capital Construction Grant

RCP Award: \$5,000,000.00

Estimated Project Cost: \$10,000,000.00

The City of Pensacola is requesting \$5M to construct the Hollice T. Williams Stormwater Park Underdeck and Community Connector Project to dismantle the "under the highway" urban barrier beneath Interstate 110 and to unite the fabric of the Eastside Neighborhood adjacent to the project area. The City proposes introducing a 1.7-acre multi-modal pathway network, a 9-acre public open space, and an ATP-proposed trail and class I bicycle path to create a new connection to N Palafox Street, which will provide direct and safe access for people traveling to economic opportunities, resources, and local destinations. Improvements also include rail crossing improvements, crosswalk improvements, sidewalk improvements, ADA upgrades, and pedestrian-scale lighting improvements.

Reconnecting Independence Boulevard: I-290 Land Cap Project

City of Chicago, IL

Disadvantaged Community Status: Yes

Grant Type: Capital Construction Grant

RCP Award: \$10,000,411.00

Estimated Project Cost: \$20,000,823.00

The I-290 expressway construction severed connectivity along Independence Boulevard and is a barrier in the Chicago Park Boulevard System, a 26-mile continuous stretch of 8 parks, 19 boulevards, and 6 squares. The Reconnecting Independence Boulevard project will construct a land cap to reconnect disinvested communities on either side of I-290 by filling the gap between northbound and southbound Independence Boulevard with more inviting, safe, and accessible bicycle and pedestrian facilities. The project will rebuild two bridges and construct a cap across the I-290 expressway. The application presented strong evidence of the historical harmful effect of building I-290 through the communities along Independence Boulevard and separating them from green spaces.

Frankfort Holmes Street Corridor Complete Street Reconnection Project Phase 2

Frankfort, KY

Disadvantaged Community Status: Yes

Grant Type: Capital Construction Grant

RCP Award: \$8,245,000.00

Estimated Project Cost: \$16,490,000.00

The Holmes Street Corridor is an economically distressed and racially diverse area burdened by high speed traffic, uncontrolled access, a lack of bike lanes, poor bus transit accommodations, and missing or obstructed sidewalks, creating an unsafe, unpleasant, and inefficient living, work, and travel environment. The City of Frankfort, Kentucky will complete the reconstruction of the Holmes Street Corridor by improving pedestrian and bicyclist infrastructure, enhancing public transportation connections, reconfiguring roadways to reduce conflicts and boost safety, constructing storm water infrastructure to mitigate flooding and support environmental health, and implementing aesthetic upgrades to accelerate economic reinvestment in the corridor.

Reconnecting Central Portland to the Riverfront

Louisville, KY

Disadvantaged Community Status: Yes

Grant Type: Capital Construction Grant

RCP Award: \$14,864,000.00

Estimated Project Cost: \$29,728,000.00

The project will improve multimodal connections through the I-64 interchange at 22nd Street by upgrading the intersections and ramps associated with this interchange. 22nd Street from Northwestern Parkway to Bank Street will be designed as a Complete Street, and two pedestrian bridges over I-64 will be reconstructed. These improvements will improve safety and access to essential services for all users in this historically disadvantaged area. The Project will address longstanding transportation barriers through roadway improvements and updates to infrastructure for non-motorized users. The Project promotes non-vehicular mobility by providing a network of new and upgraded pedestrian and bicycle facilities, which will help reduce greenhouse gas emissions by providing the potential for mode shift.

McGrath Boulevard: Viaduct Removal and Road Reconstruction, Somerville, MA

Somerville, MA

Disadvantaged Community Status: Yes

Grant Type: Capital Construction Grant

RCP Award: \$43,150,000.00

Estimated Project Cost: \$86,300,000.00

The McGrath Boulevard Project in Somerville will reconnect neighborhoods that have been bifurcated and isolated by McGrath Highway. This project will replace an elevated highway (the viaduct) with a ground-level multimodal boulevard with fewer vehicle travel lanes, protected bike facilities, and more accessible sidewalks and crossings to provide opportunities for residents to safely access schools, jobs, parks, businesses, and other critical destinations.

West Baltimore United Construction Phase 1

Baltimore City, MD

Disadvantaged Community Status: Yes

Grant Type: Capital Construction Grant

RCP Award: \$85,511,803.50

Estimated Project Cost: \$200,000,000.00

The West Baltimore United Construction Phase 1 will develop a single-block cap over US 40, tear down existing highway ramps over US 40, and incorporate Complete Streets and safety improvements at key locations and intersections to improve mobility and accessibility within West Baltimore neighborhoods. Together, these investments will remove barriers to mobility, access, and economic development, and reconnect historically disadvantaged communities within West Baltimore and to the City's Central Business District.

City of Fridley Northtown Railyard Overpass

Fridley, MN

Disadvantaged Community Status: No

Grant Type: Capital Construction Grant

RCP Award: \$16,000,000.00

Estimated Project Cost: \$32,000,000.00

The project will construct a multimodal bridge over the BNSF Northtown Yard in Fridley, MN. This bridge will connect two historically divided neighborhoods, enhancing safety and connectivity and improving access to essential services, jobs, and recreational opportunities for low-income and minority residents. The proposed multimodal bridge mitigates the impact of the existing rail yard, a significant barrier. The proposed project is the result of the City's 2030 Comprehensive Plan process, with several planning studies informing specific details of the project. Community efforts were direct within neighborhoods, and at varied times to accommodate residents' schedules, and the community engagement team is active to provide communication with residents.

Re-Thinking the Historic Westside: Washington and H Complete Streets

Las Vegas, NV

Disadvantaged Community Status: Yes

Grant Type: Capital Construction Grant

RCP Award: \$15,724,050.00

Estimated Project Cost: \$31,448,100.00

The Washington and H Complete Streets project will advance the vision established in the HUNDRED Plan to foster transportation choice while supporting housing stability in the Historic Westside neighborhood of Las Vegas. This project is based in deep community engagement and support and will track alongside the Marble Manor public housing redevelopment project on Washington Avenue. The project will promote transportation accessibility within the neighborhood, and renew its connection to downtown Las Vegas.

Inner Loop North Transportation Project, Rochester NY

Rochester, NY

Disadvantaged Community Status: Yes

Grant Type: Capital Construction Grant

RCP Award: \$100,000,000.00

Estimated Project Cost: \$223,000,000.00

The Inner Loop North Transformation Project will reconnect disadvantaged neighborhoods to Rochester's downtown and reclaim 22 acres for equitable redevelopment and green space by removing the remaining 1.5-mile segment of the grade-separated Inner Loop Expressway and replacing it with an accessible, multimodal, at-grade network of Complete Streets. The Project builds on extensive community input gathered during a Planning Study and Project Scoping Report, as well as a \$123 million commitment from New York State and the City of Rochester. The proposed improvements not only remedy historical harms, but also increase opportunities for long-term, multimodal transportation for residents, businesses, developers, and the supply chain. The project benefits from diverse and inclusive community engagement, extensive interdisciplinary planning, and subject matter expertise.

Reconnecting West Akron Innerbelt Project

Akron, OH

Disadvantaged Community Status: Yes

Grant Type: Capital Construction Grant

RCP Award: \$10,000,000.00

Estimated Project Cost: \$20,000,000.00

The City of Akron, Ohio seeks Reconnecting Communities Pilot (RCP) Program funds to support the repurposing of a one-mile section of State Route 59, or the Innerbelt highway, that cuts through central Akron. The Reconnecting West Akron Innerbelt Project proposes a series of market and equity-based development solutions and transportation and infrastructure improvements that reduce the barrier created by the Innerbelt. The Project incorporates community and stakeholder input as the driver of the final design that redevelops the decommissioned 30-acre Innerbelt site, reconnects the neighborhoods that were severed by the highway, and begins the process of community healing.

Cleveland North Coast Connector Land Bridge + Downtown Boulevard

Cleveland, OH

Disadvantaged Community Status: No

Grant Type: Capital Construction Grant

RCP Award: \$69,291,428.00

Estimated Project Cost: \$284,486,390.00

The Cleveland North Coast Connector Land Bridge + Downtown Boulevard Project is a transformational infrastructure investment that mitigates a century's worth of transportation and land use decisions that have separated the Greater Cleveland community from its greatest natural asset: Lake Erie. The Project will address these barriers through the substantial reconfiguration of a substandard freeway and the construction of a park-like pedestrian land bridge that will provide a safe and welcoming linkage to the waterfront and catalyze opportunities for new public amenities.

Construction of Community Connector Lid over Interstate 5 in Vancouver WA

Vancouver, WA

Disadvantaged Community Status: No

Grant Type: Capital Construction Grant

RCP Award: \$30,000,000.00

Estimated Project Cost: \$60,000,000.00

The Vancouver Community Connector Lid Project is a joint project of the Washington State Department of Transportation and the City of Vancouver to construct a lid over Interstate 5 through downtown Vancouver to create public space and add active transportation just south of Evergreen Boulevard. The Connector will be located adjacent to a new light-rail station and will feature pathways for safe pedestrian and bicycle access, as well as public spaces and amenities that complement the transit station and nearby uses. The facility will reconnect downtown Vancouver, Fort Vancouver, and surrounding neighborhoods, which are some of the most diverse in Vancouver.

FY24 RCP PROGRAM – COMMUNITY PLANNING SELECTIONS

US60 Highway and BNSF Railroad Pedestrian Bridge for Downtown Planning Grant

Peoria, AZ

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$1,329,628.00

Estimated Project Cost: \$1,662,036.00

The City of Peoria, Arizona seeks funds to remove safety and economic barriers resulting from BNSF railroad tracks and US 60 Highway dissecting the city's Downtown. This project will implement recommended planning and project development activities outlined in the 2021 Grand Avenue Bridge Feasibility Study. Activities include public engagement, collecting and evaluating data, conducting studies that support environmental reviews, and other relevant planning tasks that will result in a shovel-ready bridge construction project supported and implemented by disadvantaged residents who want to improve the economic development of their neighborhoods.

Phoenix Grand Canalscape-Phase IV Reconnecting Communities Across I-17, US 60 and BNSF railroad

Phoenix, AZ

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,440,000.00

Estimated Project Cost: \$1,800,000.00

The Grand Canalscape is a nearly 3.25-mile multiuse path along the Grand Canal that stretches from 23rd Avenue to 47th Avenue and reconnects City of Phoenix (CoP) urban villages of Alhambra, Encanto, and Maryvale. This project (Phase IV) aims to provide a safe, connected, and convenient route for bicyclists and pedestrians along the Grand Canal, linking communities to daily needs such as jobs, education, healthcare, food, nature, and recreation. The CoP is applying for a planning grant to analyze possible grade-separated crossing solutions for I-17, US-60, and BNSF Railway tracks, plan a continuous pathway, prepare environmental documentation, and complete preliminary engineering for the Grand Canal multiuse path.

Enhancing Connectivity in Southwest Fresno: A Feasibility Study on Overcoming Infrastructure Barriers

Fresno, CA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$720,000.00

Estimated Project Cost: \$900,000.00

The proposed planning activity is a Feasibility Study that incorporates community engagement, project management, and the procurement of subconsultant to explore transportation infrastructure enhancements to support more accessible, enhanced, and efficient bike and pedestrian pathways to reconnect Southwest Fresno to Downtown. The primary goal of the feasibility study is to improve connectivity and enhance overall quality of life for the residents of Southwest Fresno, bringing access to daily needs such as jobs, education, health care, food, nature, and recreation closer to the region.

Reclaiming Crenshaw

Los Angeles, CA

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$1,400,000.00

Estimated Project Cost: \$1,750,000.00

The Reclaiming Crenshaw project will develop a comprehensive plan to enhance first/last-mile connectivity and improve pedestrian and cyclist safety along the Crenshaw Corridor in South Los Angeles. Utilizing a tactical urbanism approach, the project will identify infrastructure improvements to reduce environmental, social, and economic burdens on disadvantaged communities. The plan will focus on creating protected bike lanes, pedestrian improvements, and mobility hubs to better connect residents to daily destinations and essential services.

The Oakland Chinatown I-880 Underpass Activation Project

Oakland, CA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,557,532.00

The Oakland Chinatown I-880 Underpass Activation Project (OCUAP) will reconnect economically disadvantaged communities in Oakland's Chinatown through community engagement and activation of blighted land under Interstate 880 ("I-880"). The OCUAP will enhance safety, multi-modal mobility, and stewardship of I-880 underpasses that isolate Chinatown from the waterfront area encompassing Jack London Square and the 50-acre Howard Terminal development. East Bay Asian Local Development Corporation will leverage its extensive partnerships with community-based organizations and residents, City of Oakland, Caltrans, and the Port of Oakland to develop a comprehensive community-generated connectivity plan for Oakland's Chinatown to the waterfront.

East Avenue Q Crossings and Complete Street Study in Palmdale

Palmdale, CA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,000,000.00

Estimated Project Cost: \$1,250,027.63

The East Avenue Q Crossings and Complete Street Study will focus on enhancing multimodal access and safety for disadvantaged communities between Division Street and Sierra Highway. The project will explore redesigning East Avenue Q into a Complete Street, study the construction of a road underpass to eliminate the barrier created by the Union Pacific and Metrolink rail lines and assess a pedestrian overcrossing to connect the future Palmdale High-Speed Rail Station with surrounding neighborhoods.

Reconnecting Northwest Pasadena Project

Pasadena, CA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$800,000.00

Estimated Project Cost: \$1,000,000.00

This proposed planning study focuses on improving pedestrian, bicycle, and transit crossings over the I-210 Freeway between Washington Blvd to the north and Union St to the south, including Fair Oaks Ave, Marengo Ave, Los Robles Ave, El Molino Ave, and Lake Ave. Emphasis is on connecting the Northwest Pasadena community to amenities, jobs, and resources south of the freeway. The study will advance these proposals through conceptual design to address the I-210 barrier.

The Great Highway Park Planning Project

San Francisco, CA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$693,880.00

Estimated Project Cost: \$867,350.00

The Great Highway Park Planning Project would develop a plan to convert a major highway into an inclusive, accessible public park to reconnect communities with the coastline. This transformation is intended to improve walkability and multimodal access by the coast, while also implementing climate resilience measures to protect homes and infrastructure. The planning process will reflect the needs and priorities of the local community and includes an equity study that will explore how to enhance equitable access to San Francisco's oceanfront. This study will draw on best practices from other cities and direct community input to identify necessary improvements, including detailing steps and approvals required for implementation.

RCP FY24 Awards Factsheet

Bascom Complete Street (I-880 to Hamilton)

San Jose, CA

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$77,156,467.00

The Bascom Complete Streets (I-880 to Hamilton Avenue) project will implement pre-construction street and safety improvements on a three-mile stretch of Bascom Avenue in the jurisdictions of the City of San Jose, Santa Clara County, and City of Campbell in the San Francisco Bay Area. Bascom Avenue crosses Interstate 280, which displaced residents and businesses in redlined neighborhoods adjacent to the project area.

US 101/I-580 Multimodal and Local Access Improvement Project

San Rafael, CA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

The US 101/I-580 Multimodal and Local Access Improvement Project would improve access between the historically disadvantaged Canal neighborhood and the rest of the City of San Rafael by installing shared use pedestrian and bicycle paths across I-580 along Bellam Boulevard, while also improving regional connectivity between northbound US 101 and eastbound I-580. The project intends to overcome barriers that prevent residents from accessing daily destinations imposed by the highway for a population that is disproportionately dependent on active transportation modes.

Reconnecting Pico Neighborhood: Santa Monica

Santa Monica, CA

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

The Reconnecting Pico Neighborhood Project (Reconnecting Pico) is committed to enhancing community-centered transportation, improving access to economic opportunity, education, health, and the creation of green spaces, while simultaneously alleviating environmental burdens for the residents of the Pico neighborhood. To achieve this, staff will conduct a thorough investigation into the feasibility, optimal placement, and phasing of cap parks along the I-10 freeway segment from 11th to 20th Streets as well as bike and pedestrian improvements to the area.

Randolph-to-River Greenway Planning Project in Vernon, CA

Vernon, CA

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$856,000.00

Estimated Project Cost: \$1,070,000.00

The Randolph-to-River Greenway Planning Project in Vernon, CA aims to establish a 1.5-mile greenway stretching from Randolph Street to the Los Angeles River, addressing longstanding challenges in this industrial city. Historically designed to prioritize manufacturing and distribution with railroad spurs, Vernon has limited active transportation infrastructure. Heavy reliance on vehicles has contributed to traffic congestion during peak hours. Many workers commute from surrounding neighborhoods, as residential areas within the city are scarce.

Rebuilding Bailey: US 285 Safety and Mobility

Bailey, CO

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$1,200,000.00

Estimated Project Cost: \$1,500,000.00

The Rebuilding Bailey project supports the development of a Rehabilitation and Conductivity Master Plan and other related connectivity planning efforts, centered around multimodal safety improvements along downtown Bailey’s Main Street and surrounding space. The goals of the project are to improve safety for all transportation modes, improve resiliency during emergencies and road closures, facilitate mobility networks, such as pedestrian pathways and community spaces, revitalize public spaces, and update public infrastructure all while balancing historical preservation.

East 60th Avenue (60th Ave) Multimodal Connections Study

Commerce City, CO

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,600,000.00

Estimated Project Cost: \$2,000,000.00

The East 60th Avenue Multimodal Connections Study – Brighton Boulevard to Vasquez Boulevard project will conduct planning work to comprehensively evaluate connectivity needs and determine a solution to reconnect the Adams Heights neighborhood. The neighborhood is severed from the rest of the city due to rail lines, highways, and lack of sidewalks or dedicated bike lanes to daily destinations such as schools, grocery stores and recreation center. The project will also produce an environmental study for future construction efforts.

City Link – Reconnecting North Hartford

Hartford, CT

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

The City Link – Reconnecting North Hartford planning study would complete collaborative visioning, use analysis and preliminary engineering for the realignment, lowering and capping of Interstate 84 and the Hartford Line rail corridor in the City of Hartford, CT. The surrounding neighborhoods have long experienced historic disinvestment and are home to disadvantaged communities that have borne the brunt of the negative effects associated with the construction of the original highway in the mid-20th century.

I-91 Neighborhood Reconnection Initiative

New Haven, CT

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,600,000.00

This project will study the removal of physical barriers and the restoration of connectivity across I-91 in the City of New Haven, from Fair Haven to the Long Wharf district. This initiative involves conducting a comprehensive I-91 Neighborhood Reconnection Study and Plan to explore strategies such as removing or rerouting exits, enhancing pedestrian and cyclist safety, and unlocking land for affordable housing and neighborhood amenities. The study will also incorporate climate resilience measures, including the potential elevation of key sections of the highway to ensure better access, dry egress, and flood prevention.

Reconnecting The Historic Gas Plant District

City of St. Petersburg, FL

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$1,381,629.60

Estimated Project Cost: \$1,727,037.50

The Reconnecting the Historic Gas Plant District project is an 18-month, community-informed planning project for the two-way conversion and lane reallocation of the one-way Eighth and Dr. Martin Luther King, Jr. (MLK) Streets to improve access, safety, mobility, and connectivity as well as address the environmental and economic burdens impacting surrounding neighborhoods of South St. Petersburg, including the Historic Gas Plant District, a prominent African American community. The project will address the environmental and economic burdens resulting from the barriers of I-175 and the pairs of major one-way streets. This project is critical to advancing a system of equitable transportation infrastructure projects that will reconnect the Historic Gas Plant District and adjacent South St. Petersburg neighborhoods to downtown and other areas of the city.

Escambia Bay Waterfront Access Study

Pensacola, FL

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,199,998.22

Estimated Project Cost: \$1,499,998.22

The Escambia Bay Waterfront Access Study will advance community engagement, master planning, and preliminary design for a series of interventions focused on reconnecting the community of Ferry Pass with Escambia Bay and mitigating environmental, social, and economic burdens for disadvantaged communities who have been impacted by the construction of Interstate-10, US-90 and the adjacent railroad corridor.

Reconnecting South Miami

South Miami, FL

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$157,048.00

Estimated Project Cost: \$196,310.00

This project will focus on improving safety and connectivity at six dangerous at-grade crossings along US-1 in South Miami. By addressing poor sightlines, high traffic volumes, and inadequate pedestrian infrastructure, the study will explore solutions to reconnect divided neighborhoods. The area under study includes significant future growth, with over 2,424 housing units and 197,566 square feet of commercial space planned, ensuring the project supports a thriving, connected community.

Centennial Yards Complete Streets Project

Atlanta, GA

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

The City of Atlanta, in partnership with CIM Group, will complete 80% engineering design and NEPA environmental studies for the Centennial Yards Complete Streets Project, a 2.34 acre pedestrian/bicycle bridge and park in Downtown Atlanta. The elevated roads and highways in "The Gulch" area of Downtown Atlanta severely limit the ability of residents and the workforce to walk or bike in the area. The project will foster safe bicycle and pedestrian access and become a convening location for local residents and the downtown workforce.

Reconnecting Sweet Auburn

Atlanta, GA

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$800,000.00

Estimated Project Cost: \$1,000,000.00

Sweet Auburn Works' Reconnecting Sweet Auburn project aims to repair harm caused by Interstates 75 and 85, known locally as the Downtown Connector, which tore through Atlanta's Sweet Auburn neighborhood in the 1960s, cutting the neighborhood in half and initiating a period of decline and disinvestment, resulting in approximately 30,000 Black residents displaced. This project seeks to improve the experience along the viaducts connecting Sweet Auburn to Downtown Atlanta across the highway; create Complete Streets to support safe, multimodal travel and improve access to jobs; and design welcoming, comfortable public spaces that celebrate and steward its unique culture.

Reconnecting Downtown Honolulu: H- 1 Cap Park Planning Project

Honolulu, HI

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,600,000.00

Estimated Project Cost: \$2,000,000.00

The Reconnecting Downtown Honolulu: H-1 Cap Park Planning Project will engage in significant public engagement and conceptual planning efforts towards implementing a cap over the sunken H-1 Freeway, which bifurcates the most disadvantaged communities of Downtown Honolulu. The freeway physically divides communities, making travel between areas much more difficult, and especially impacting communities who have relied on walking or traveling through local roads. The project aims to apply the concept of ahupua‘a, an ancient Hawaiian land management system, which created communities that were independent, sustainable, and stable, meeting residents needs wholly by connecting the mountains to the sea. Improved crossings could allow residents to move more easily between the mountain and coastal areas, reinforcing the natural connectivity that was once a key feature of Hawaiian land use.

White River Pedestrian Bridge Project

Noblesville, IN

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,599,999.20

Estimated Project Cost: \$1,999,999.00

The White River Pedestrian Bridge project aims to enhance accessibility for disadvantaged residents living in underserved communities by providing a safe, direct, and efficient route across the White River. This bridge will connect these residents to essential daily services, including healthcare facilities, grocery stores, farmers markets, and recreational parks, significantly improving quality of life and promoting social equity. Planning will engage local residents in the design process through workshops and feedback sessions to ensure the project meets community needs.

Connecting Divided Communities in Central Louisiana Project

Alexandria, LA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$320,000.00

Estimated Project Cost: \$400,000.00

The Pathways to Unity: Connecting Divided Communities in Central Louisiana Project is a comprehensive planning and engineering study aimed at improving mobility in Alexandria, Louisiana, a disadvantaged community facing persistent poverty and divided by the U.S. Highway 71/MacArthur Drive corridor, Interstate Highway 49, and the abandoned Missouri Pacific Railroad. The study will explore alternatives for overcoming historical and current transportation barriers through enhanced pedestrian, bicycle, and transit connections. The Project will identify a list of prioritized capital projects, operational improvements, and provide planning-level designs and cost estimates to inform local, regional, and state project programming.

Centering the RISE: Connecting People to a Healthy, Vibrant Mattapan Sq

Boston, MA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$16,000,000.00

The Project will reconnect two long-separated sides of Mattapan, as well as improve access to natural resources, and multimodal transportation networks. The new Mattapan Square will feature a generous public realm that is safe and easy to navigate by people walking, riding, taking the bus, and using assistive mobility devices. The changes will unlock the potential of this Main Streets district and contribute to the environmental, social, and economic well-being of Mattapan residents.

MBTA JFK/UMASS Station Redesign & Replacement Project

Boston, MA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$199,770,272.00

The JFK/UMass Station Redesign Project will bring the JFK/UMass Station into a state of good repair, increase accessibility, enhance environmental resiliency, increase connectivity for the neighborhood of Dorchester, and improve access to the University of Massachusetts, Boston, and Boston College High School. This project will help to repair the harm caused by infrastructure choices of the past.

Deconstructing Urban Renewal in Pittsfield- West Side to Downtown

Pittsfield, MA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,600,000.00

Estimated Project Cost: \$2,000,000.00

Rooted in inclusive community engagement principles, the "Deconstructing Urban Renewal" study will establish a comprehensive plan to remove an arterial interchange in Pittsfield, MA that splinters the west side from downtown and restore the urban fabric in the City. The investigation phase will synthesize previous work and gather critical field data from the 86-acre area. The community-led concepts design phase will establish vision, program, and preferred alternative concept design. The schematic design phase will layer engineering with strategic recommendations and immersive visuals, for a final master plan that has a high probability of long-term success.

Walking to Wonderland- Removing the transportation barriers of the MBTA commuter rail, RT 1A and RT 60.

Revere, MA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$400,000.00

Estimated Project Cost: \$500,000.00

The Walking to Wonderland Feasibility Study will plan for paved multi-use paths that connect residents to local educational and workforce development facilities and opportunities that will be reachable through the new Commuter Rail Station at Wonderland Park, Revere. These connections will eliminate the east/west pedestrian and bicycle barriers created by Route 60, Route 1A, high-speed limited-access highways, and the commuter rail tracks.

Franklin Street Redesign Planning Project in Portland, Maine

Portland, ME

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

The Franklin Street Redesign Planning Project will build upon over 15 years of City and stakeholder involvement and enable the seamless transition from updated conceptual planning to design phase. The project will reverse much of the damage done as part of urban renewal that razed homes and severed neighborhood connections. The project will transform transportation access, safety, and the pedestrian experience while fostering new housing opportunities and economic development and restoring the city's fabric.

Reconnecting Southwest Detroit: Reconciling Railyards and Residences in an Historically Industrial Community

Detroit, MI

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

The Reconnecting Southwest Detroit planning project will design an active transportation connection across the Livernois-Junction Rail Terminal. The eventual project will bridge a divide between two densely populated disadvantaged communities, connecting them to economic development and quality of life resources through the Joe Louis Greenway.

The I-75 Cap Design Engineering Project

Detroit, MI

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$10,000,000.00

The I-75 Cap Design Engineering Project seeks to create a “shovel-ready” project to support future construction grant applications and fundraising opportunities. This project presents a generational opportunity to reconnect Downtown to the neighborhoods of Cass Corridor and Brush Park by removing barriers and reducing burdens caused by the expressway.

US-131 Freeway Crossing Improvements in Grand Rapids Planning Study

Grand Rapids, MI

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$800,000.00

Estimated Project Cost: \$1,000,000.00

The US-131 Freeway Crossing Improvements in Grand Rapids Study seeks to improve east-west connections under US-131 in Grand Rapids, Michigan, and includes two components. The first component of the Study is to identify, review, and assess connection improvements on the north side of Grand Rapids under US -131, between I-196 and Richmond Street, to improve east-west mobility for area neighborhoods, businesses, and recreational areas. The second component of the Study is to study a new connection under US-131 at Graham Street, south of downtown.

Our Way for the Highway: Capping Lansing’s I-496 to Reconnect Communities

Lansing, MI

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,040,000.00

Estimated Project Cost: \$1,300,000.00

The Our Way for the Highway planning study will engage impacted community members and stakeholders to develop and vet solutions for reconnecting communities across Interstate 496, such as a cap over a portion of the highway and/or additional pedestrian and vehicular bridges to improve access to daily destinations. The planning study will particularly focus on reconnecting the disadvantaged area known as the “Island Neighborhood” due to the isolation imposed by the highway, a freight railway, and an automobile manufacturing plant that border it, creating barriers to accessing jobs, education, healthcare, food, nature, and recreation.

Fond du Lac Reservation I-35 & MN TH 210 Multi-modal Connections Study

Carlton, MN - Federally-recognized Tribe

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$166,634.00

Estimated Project Cost: \$208,292.00

The Interstate 35 and Minnesota Trunk Highway 210 multi-modal study will advance an equitable corridor vision using community engagement to alleviate environmental, health, wellness, safety, social and economic burdens as experienced by residents, staff, and visitors traveling on and through the Fond du Lac Reservation. This project aims to remove active transportation barriers as created by the Interstate, Trunk Highway and Rail in this growing corridor and enhance housing and economic opportunities by planning for an east-west multi-modal pathway from the Black Bear Casino Trailhead to the south along TH 210, under I-35 approximately 1 mile east to Halvorson Road as well as the feasibility of a more direct southern connection to the Willard Munger State Trail.

Rondo African American Cultural Enterprise District and Community Land Bridge

Saint Paul, MN

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

The Rondo African American Cultural Enterprise District connected by a Community Land Bridge project centers around a land bridge to be built over a half mile of I-94. The proposed development on top of the land bridge includes new multi-modal routes, affordable and market-rate housing, commercial and small business space, community landmarks, parks and greenspace. From this center point, the District would continue to be developed utilizing a restorative development framework. Grant funding will be utilized for the completion of the Land Bridge NEPA and Section 106 Studies.

Crow Agency I-90 Pedestrian Crossing Project

Crow Agency, MT - Federally-recognized Tribe

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,564,689.00

Estimated Project Cost: \$1,955,861.00

The I-90 Pedestrian Crossing project will fund pre-construction activities to prepare for construction of a pedestrian overpass that will reconnect the community of Crow Agency to Tribal housing across I-90, the primary east-west arterial highway in Montana. The I-90 arterial pose a significant safety barrier for the community, and the pedestrian crossing project would significantly mitigate this. Pre-construction activities include a survey, geotechnical analysis, hydraulic review, NEPA, public engagement and preliminary and final engineering. Once completed, the project will result in a “shovel ready” project, meeting safety and connectivity needs of Reservation residents and visitors.

Rozzelles Mobility Path - A Pathway to Opportunity

Charlotte, NC

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,290,480.00

Estimated Project Cost: \$1,613,100.00

This project will retrofit existing underutilized road spaces along a 5.25 mile stretch of Rozzelles Ferry Road and Valleydale Road into dedicated shared-use paths allowing safe crossing across access barriers such as the I-85, NC highway 16/Brookshire Boulevard, and multiple active rail lines. The project aims to bridge divided communities by providing equitable access to transit options, greenspaces, and commercial areas, reconnecting the social and economic fabric of the city.

Project CHANGE Feasibility Study and Connectivity Study for Downtown Gastonia, NC.

Gastonia, NC

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

Connecting Highland: Access, Neighborhood Growth, Equity (Project CHANGE) includes completion of a feasibility study to move 1.4 miles of rail corridor an average of 200 feet northward and burying it in a large ditch that currently runs through Downtown Gastonia, enabling a cap to be built over the ditch. The existing rail corridor creates a barrier to mobility, connectivity, access, and economic development to the transportation disadvantaged communities to the north, as well as an overall connectivity study for the downtown area.

West Innes Street Corridor Plan

Salisbury, NC

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$400,000.00

Estimated Project Cost: \$500,000.00

The West Innes Street Corridor Plan will re-envision a 1.6 mile, four-lane undivided high-speed roadway thoroughfare, and reconnect Downtown Salisbury to the city's largest and most historic institutions, such as Livingstone College, Catawba College, the Salisbury VA Hospital, and Novant Health. The collaborative and engaging planning effort will study existing conditions to develop alternative design concepts to improve multimodal safety of the roadway, and develop equitable land use and economic development policies and programs for the surrounding economically disadvantaged neighborhoods.

Crete Pedestrian Bridge Project

City of Crete, NE

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$288,000.00

Estimated Project Cost: \$360,000.00

The Crete Pedestrian Bridge Project aims to reconnect disadvantaged neighborhoods, support the community's diverse workforce and cultures, and improve access to city amenities by constructing an ADA-compliant pedestrian crossing that can accommodate community users of all ages, backgrounds, and abilities. The pedestrian bridge would allow for northern residents to access nearby employers. The current crossings are often bottlenecked by trains, which leads to dangerous interactions between pedestrians and vehicles along the route. The proposed pedestrian bridge would also connect to an existing trail network and create a safe grade-separation for residents to use. The railroads, highways, and waterways that divide the City of Crete create barriers for pedestrian access and impede local efforts to adapt to community expansion and changes in infrastructure, demographics, and the environment. Ongoing planning efforts have identified a critical need for improved walkability and access to essential amenities such as food, housing, education, employment, healthcare, and recreation.

City of Omaha North Freeway Community Planning

Omaha, NE

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,516,000.00

Estimated Project Cost: \$1,895,000.00

The North Freeway in Omaha historically divided the African American neighborhood in half and has had continued negative impacts including redlining. The majority of the project adjacent neighborhoods are disadvantaged communities. One out of six households do not have access to a vehicle and those nearest the freeway spend 29-41% of their household income on transportation. The proposed project will utilize community and stakeholder engagement to identify potential cap, bicycle and pedestrian bridges, infill development, and Complete Streets in proximity to the North Freeway between I-480 and Sorensen Parkway. The Project will advance conceptual and preliminary engineering and design and planning studies to improve access to daily destinations and reduce environmental, social, and economic burdens for disadvantaged communities.

City of Gallup 2nd & 3rd Street Crossings Community Planning Project

Gallup, NM

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

The 2nd & 3rd Street Crossing study would identify preferred alternatives to remove two at-grade crossings of a BNSF rail line in downtown Gallup in order to restore community connectivity and reconnect two regions of the City that have historically been bisected by the rail corridor and interstate highway transportation infrastructure. The proposed project would create the first dedicated and reliable link between the north and south sides of the barrier. Current conditions force pedestrians and cyclists to dangerously cross the 2nd and 3rd Street crossings to access essential amenities on the southern side. An Alternatives Analysis will determine the preliminary range of reasonable alternatives necessary to carry the Project forward into future development phases.

Collar City Connections: Redesigning Hoosick St (NY 7) for Equitable Access in City of Troy and Town of Brunswick, NY

Albany, NY

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$640,000.00

Estimated Project Cost: \$800,000.00

The "Collar City Connections" planning project will advance community-supported transportation improvements to address existing conditions of significant vehicular traffic volumes, inadequate pedestrian and bicycle connectivity, and the physical separation of the Hillside North and South neighborhoods resulting from the 1980 construction of the Collar City Bridge and NY Route 7 (locally referred to as Hoosick Street). The planning project will prepare preliminary design alternatives that will incorporate Complete Streets and Universal Design Principles to provide safe multi-modal access on Hoosick Street, enhance pedestrian and bicycle connectivity in the corridor and disadvantaged North and South Hillside neighborhoods, and improve adaptive re-use and access on and under the Collar City Bridge.

Reconfiguring US Route 9W in City of Kingston

Kingston, NY

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$240,000.00

Estimated Project Cost: \$300,000.00

US Route 9W is wider than required and its high speeds cause it to be an obstacle to active transportation. All three business districts within the city are on one side of Route 9W and, if left as-is, Route 9W will continue deterring individuals from participating in employment, recreational, and educational opportunities. The Reconfiguring Route 9W project would study the feasibility of reducing the highway from four to two lanes, removing a partial clover interchange, adding Complete Streets features, adding additional intersections, and more.

Arches Plaza - Restoring the Community Fabric Under the Brooklyn Bridge

New York City, NY

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$81,594,150.00

The project will connect several diverse neighborhoods in Manhattan, New York by repurposing two acres of previously inaccessible space under the Brooklyn Bridge into a destination plaza that serves surrounding communities. Through the construction of Arches Plaza and transportation network improvements in the surrounding area, the project will reconnect disadvantaged communities and provide community amenities, multi-modal transportation options, and economic and climate benefits.

QueensLink Community Equity Analysis

New York City, NY

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$400,000.00

Estimated Project Cost: \$500,000.00

QueensLink is a community-led, all-volunteer, nonprofit organization advocating for the implementation of both a subway extension and park space along the Rockaway Beach Branch (RBB) in Queens, NY, creating a new multi-modal corridor to link North and South Queens. The project addresses a barrier created by an abandoned rail line through a residential area. The project would greatly enhance mobility for residents and expand access to healthcare, greenspace, and educational facilities. With RCP funding, which would overlap another RCP grant awarded in a prior round, this project will develop a Community Equity Analysis to measure the social, environmental, economic, and equitable impacts of the QueensLink vision.

The applicant includes affordable housing components as a benefit of the project once completed. It overlaps another RCP grant awarded in a prior round. The applicant presented compelling evidence of historical harmful practices (redlining and "cracking," a form of Gerrymandering) based on race and class. In addition, the applicant provides ample consideration of accessibility for the disabled and ADA regulations.

Revive35: Reimagining Dayton's Gateway

Dayton, OH

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

The Revive35 project seeks to address persistent disparities exacerbated by the construction of Route US-35 through the center of Dayton, bifurcating communities and precipitating years of economic decline. The proposed planning project will directly engage residents, community leaders, and key stakeholders in impacted areas and develop solutions to address the marked inequities deepened by the construction of US-35. This is a very wide highway with a 55-mph speed limit. There are important daily destinations on both sides, and many residents do not have access to a vehicle. The project not only aims to give the south of Dayton better access to downtown and the more economic prosperous resources of North Dayton, but also intends to give North Dayton better access to the hospitals, schools and places of worship in South Dayton. The proposed planning study will review and redesign the configuration of the US-35 corridor, including at-grade intersections, interchanges, and related roadways, to explore the possibility of removing, retrofitting, or addressing elements that hinder mobility and safety, and contribute to environmental and public health issues.

Swan Creek Greenway Planning

Toledo, OH

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,107,700.00

Estimated Project Cost: \$1,386,400.00

The Swan Creek Greenway Planning project will support planning, design, and community engagement activities for a multi-use trail along Swan Creek in Toledo, Ohio to reconnect the disadvantaged Junction neighborhood to downtown Toledo. The construction of I-75 in the 1960s displaced much of the community and cut Junction off from downtown and the Uptown neighborhood to its east. This project's planning, design, and community engagement activities will advance the development of the proposed greenway, which has been identified as a priority in neighborhood planning efforts, will improve mobility and connectivity to jobs and economic opportunity, address environmental burdens, and improve quality of life for Junction residents.

Madison Avenue Community Reconnection

Youngstown, OH

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$979,200.00

Estimated Project Cost: \$1,224,000.00

The Madison Avenue Community Reconnection planning grant will identify a cohesive and implementable vision to convert an underutilized freeway into a safe and inviting “Complete Streets” boulevard that calms traffic and encourages travel by all modes, while also repurposing excess infrastructure capacity as potential greenspace and equitable community-scale development sites. The plan will include grassroots outreach to historically disadvantaged communities in the study area and the establishment of a Community Benefits Agreement to ensure the project results in equitable access and economic opportunity. The project will focus on a 1.5-mile stretch of the Madison Avenue Freeway (US 422) from SR 193 to US 62/SR7 in Youngstown, Ohio that has divided Downtown from Northside neighborhoods.

Oklahoma City Trail Oriented Development Crossing I-235 and I-35 Study

Oklahoma City, OK

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,071,770.81

Estimated Project Cost: \$1,339,770.81

The Legacy Trail: Trail Oriented Development Crossing I-235 and I-35 Study in Oklahoma City outlines a community-driven, multimodal “Legacy Trail” mitigation strategy focused on reconnecting Black communities that were severed by the construction of highways I-235 and I-35. The proposed Legacy Trail project area spans 3.2 miles along an underutilized segment of the Union Pacific Railroad, traversing key areas of the Northeast Oklahoma City (NEOKC) community that are undergoing multiple redevelopment and historic preservation projects. This proposed multimodal trail could reconnect predominantly Black neighborhoods and cultural assets along its route, offering the potential for social, cultural, health, and economic benefits to be restored in the community. The Legacy Trail concept is heavily supported by the NEOKC community and the city at-large; it is currently slated as the top trail priority by the Oklahoma City Planning Department.

US-62 Sidewalk and Pedestrian Crossing Project

Tahlequah, OK - Federally-recognized Tribe

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$416,451.00

Estimated Project Cost: \$520,564.00

The project, located in Tahlequah, Oklahoma, starts at the southwest corner of the intersection of US-62 and Southridge Road and continues south approximately 3.5 miles to the Cherokee Nation Immersion School. US-62, within this vicinity of Tahlequah, acts as a barrier to the communities located on the north and south sides of the highway, preventing any interaction among community residents other than by a motor vehicle. The highway also poses a tremendous safety hazard to residents seeking access to recreational activities, education, employment and/or government services offered by Cherokee Nation.

The US-62 Sidewalk and Pedestrian Crossing Project seeks to reconnect these communities through the design of an underpass at the proposed Wilma P. Mankiller Capitol Park as well as the design and layout of a 5-foot wide, ADA compliant sidewalk throughout the project extent. Additionally, the proposed sidewalk route includes the crossing of two (2) channels, as well as multiple county roads and public and private drives. Currently, there is no pedestrian crossing for the highway in this area, leading to both economic and social isolation. The Project removes significant barriers to opportunity by increasing pedestrian access to the area and increasing overall access to recreational activities. Promoting active transportation, access, and opportunity is especially impactful as 80-90% of residents of the project area are low income.

TV Highway Community Connections Planning Study

Beaverton, Aloha, Hillsboro, Cornelius, and Forest Grove, OR

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

The TV Highway Community Connections Planning Study will deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision. The plan includes support for community engagement, workforce development strategies, and a transit-oriented development (TOD) / affordable housing study.

The proposed solution is likely to mitigate many issues including overreliance on automobiles, lack of community placemaking, lack of reliable access to jobs, and lack of safe options for active transportation.

Boise-Eliot Planning Study in Portland, Oregon

Portland, OR

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$1,000,000.00

Estimated Project Cost: \$1,250,000.00

The Reconnect Boise-Eliot Planning Study would advance an equitable and community-led vision to reclaim part of the historic Black Boise-Eliot neighborhood in Portland, OR that today is occupied and fragmented by I-405 highway ramps and city maintenance facilities. This study would advance the community vision by 1) evaluating design options for I-405 ramp reconfiguration and removal; 2) evaluating options to consolidate or relocate city maintenance facilities from the area; and 3) facilitating a community process that clarifies a vision for potential future uses and identifies opportunities for restorative development given outputs of the ramp and maintenance facility evaluations.

The project will reclaim land to reconnect the Boise and Eliot neighborhoods, thereby restoring access, mobility, and community connectivity to the neighborhoods. The planning study would also explore high-density mixed-use development, affordable housing options, and improvements to the local street network to enhance community connectivity to daily destinations. The plan commits to using community visioning and opportunities analysis to identify community-preferred options for the reclaimed lands and to partnering with multiple community-based organizations in the study area to design and deliver an inclusive public engagement strategy. The project connects with several existing City programs -- Community Opportunities and Enhancements Program, Prime Contractor Development Program, Subcontractor Equity Plan and Workforce Training and Hiring Program, demonstrating support to underrepresented groups in contracting.

Reconnecting 82nd Ave Community Planning Study

Portland, OR

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

The Reconnecting 82nd Avenue Community Planning Study aims to plan for and support communities along 82nd Avenue in Portland as critical infrastructure projects progress in the corridor. 82nd Avenue is a busy arterial that serves as a main street for various communities including the Jade District—one of the most racially diverse areas in the State and an important cultural hub for the Asian American community. Additionally, it serves a large Latin American population, with a higher concentration of Latin American residents along the corridor compared to the rest of the city.

Currently, Metro and TriMet, the regional transit authority, are leading the development of bus-rapid transit (BRT) along 82nd Avenue. The Portland Bureau of Transportation (PBOT) is advancing the Building a Better 82nd project, focusing on critical safety and maintenance upgrades. The Oregon Department of Transportation (ODOT) is also planning key improvements along 82nd Avenue in Clackamas County. As these projects move forward, the Reconnecting 82nd Avenue Community Planning Study will deliver equitable outcomes through zero-emission BRT that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.

The plan includes support for several critical activities, including: community-led engagement ensuring that the community stays involved, can collaborate, and feels empowered in transportation decisions that directly impact them; a plan to identify career opportunities and pathways in response to public investment at the neighborhood level; a study to evaluate Transit Oriented Development (TOD) and affordable, mixed-income housing supply and potential zoning changes to help the community maximize the public investment of future urban renewal funds; identifying community gathering spaces and programming support for community events; and a plan for heat island mitigation and green infrastructure development along the corridor.

Bridging the Gap: Equity and Access for all in Fairhill and Kensington

Philadelphia, PA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,800,000.00

Bridging the Gap: Equity and Access for All in Fairhill and Kensington is a planning study aimed at addressing safety, mobility, and quality of life issues caused by the Richmond Industrial Track, which divides Philadelphia's largely Hispanic Fairhill and Kensington neighborhoods. These historically disadvantaged areas face persistent poverty, redlining legacies, and rising pedestrian crash rates. The study seeks to reconnect communities, improve access to essential services, and promote equitable development.

The project will engage residents and stakeholders in creating a community-driven plan to mitigate barriers posed by the underutilized and deteriorating Richmond Industrial Track. Solutions may include improving bridges, underpasses, lighting, sidewalks, and addressing unsafe conditions caused by dumping and illicit activity. A Community Advisory Committee (CAC), led by the Hispanic Alliance of Contractors and Enterprises (HACE), will guide the planning process, emphasizing collaboration and inclusivity.

Bridging the Gap aligns with Philadelphia's equity goals, focusing on equitable growth without displacement. Strategies include preserving affordable housing, assisting renters and legacy homeowners, and supporting small businesses. The study will incorporate nature-based solutions to reduce flood risks and promote active transportation, potentially lowering greenhouse gas emissions. Partnerships with local disadvantaged business enterprises (DBEs), minority- and women-owned businesses, and workforce development initiatives will foster inclusive economic growth. Registered apprenticeships and Project Labor Agreements (PLAs) will ensure local hiring and engage underrepresented populations during construction.

Redeveloping the Reading Viaduct in Lower North Philadelphia

Philadelphia, PA

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$104,459,000.00

Redeveloping the former Reading Railroad Viaduct into a linear park and active transportation pathway will remove pedestrian and bicycle transportation barriers, improve access to daily destinations, and reduce environmental and economic burdens for disadvantaged communities. Restoring street level conditions and creating an elevated pathway will remedy decades of harm exacerbated by the abandoned, deteriorating railway.

The project will redevelop the former Reading Railroad Viaduct into a linear park with active transportation facilities. There are also formal partnerships between the applicant, Center City District, and City of Philadelphia. Several neighborhood associations, a Steering Committee, and five neighborhood-based organizations are involved. The project aligns with the Chinatown Neighborhood Plan that supports small businesses and affordable housing.

Reconnecting America’s Industrial Heartland: Turtle Creek Valley Rail and Road Corridor Alternatives Study

Turtle Creek Borough, Braddock, East Braddock, North Braddock, and Wilmerding, PA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$800,000.00

Estimated Project Cost: \$1,000,000.00

The project proposes a planning study of the PA State Route 130/Braddock Avenue corridor, Norfolk Southern (NS)/Amtrak/Union Railroad (URR) corridors, the Boroughs of Braddock, North Braddock, East Pittsburgh, Turtle Creek, and Wilmerding in America's industrial heartland: the Monongahela and Turtle Creek valleys of Western Pennsylvania. The study will include the development of transportation alternatives and innovative policies for the communities along the corridor, as well as a feasibility analysis to improve multi-modal accessibility, equitable development, and economic vitality. The improvements strive to revitalize the corridor, connect historically disadvantaged and undeserved communities, reform zoning and land use codes to support the growth of community services, safe and affordable transportation, affordable housing options, education opportunities, and commercial centers along the corridor.

The project is part of a comprehensive plan to benefit Justice40 and disadvantaged communities by focusing on a high-speed roadway and two railroad lines in conjunction with zoning and land use benefits. The NS rail corridor scars the community and restricts access to key services, making non-motorized travel dangerous. The URR rail line separates residential areas from job and service centers by way of an elevated rail viaduct. The project area has two barriers, a railroad and a high-speed corridor lacking sidewalks. The plan will incorporate benefits to both pedestrians and transit.

Connect Four: Bridging Providence's Urban Core

Providence, RI

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

The Rhode Island Department of Transportation is seeking a \$2 million grant to support “Connect Four: Bridging Providence’s Urban Core.” This Connect Four: Bridging Providence’s Urban Core project will conceptualize how four (4) major structures spanning Interstate 95 (I-95) and US Route 6 (US-6)/Rhode Island Route 10 (RI-10) can be redesigned to connect dense urban neighborhoods into the fabric of Providence’s Downtown.

The project aims to explore solutions to reconnect economically disadvantaged communities that were divided by the construction of I-95, RI-6, and RI-10. The project will overcome both roadway and railway barriers, with a primary goal of improving and promoting active transportation infrastructure.

Master Plan for Inman Street East Corridor in Cleveland Tennessee

Cleveland, TN

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$326,190.00

Estimated Project Cost: \$407,784.00

The Master Plan for Inman Street East Corridor in Cleveland Tennessee project will engage the historically disadvantaged College Hill community in developing a master plan for the Inman Street East Corridor that bisects their neighborhood. The project will ensure equitable investment that aligns with residents' needs and desires for revitalizing their "main street" in the context of historical urban renewal impacts. The project supports an Inman Street Corridor Project currently underway west of the railroad crossing and a proposal by the City of Cleveland to construct a bypass rerouting traffic from several major arteries, including Inman Street / US64.

The proposed project will transform a high speed road through a residential area to a safer and friendlier street, in conjunction with another RCP construction project, making Inman Street a Complete Street. The project will work to mitigate damage created by an abandoned project from the 1970s and will benefit disadvantaged communities with a high transportation cost burden. The applicant provides in-house workforce development training for local disadvantaged residents and commits to working with local businesses. The project encourages active transportation use and reinforces the city's "park once" strategy to reduce VMT.

Dallas Cultural Trail: Revitalizing Historic Neighborhoods Across Highways Through Art and Mobility

Dallas, TX

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

This grant will propel a strong existing coalition in honing the community vision, design, and engineering of a trail to reconnect downtown, Deep Ellum, and South Dallas. The project will drive economic development, cultural tourism, and multi-modal connectivity across highways I-345 and I-30 from an economic center to an opportunity zone and disadvantaged community. The grant aligns with currently advancing NCTCOG, City of Dallas, DART and TxDOT plans (including the CBD Fair Park Links project, Dallas Bike Plan, DART Fantastic Places project, I-345 and I-30 burials) to improve multi-modal access to and in between these destinations. Specifically, this planning grant will support community engagement across three distinct cultural districts to develop the proposed route with programmatic outlines and advance designs for the Dallas Cultural Trail.

With the forthcoming depression of I-30 and I-345 (led by TxDOT), local organizations want to consider how to maximize the new space to improve mobility and accessibility between neighborhoods. A coalition of partners from the arts, urban design, community development and transportation, and trails has been meeting since 2022 to advance this effort. The project team has partnered with private developers to advance development of affordable housing along the corridor. This project will encourage alternative transportation modes, utilize native plants, and add greenspace to heat islands.

I-10 Inner Katy Cap Park Study

Houston, TX

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

The I-10 Inner Katy Cap Park Study will assess the feasibility of creating a community-supported Cap Park over the I-10 Inner Katy Corridor, between the Union Pacific Railroad line by the Houston SPCA and Yale Street. This area is approximately 3.2 miles. The goal is to reconnect neighborhoods divided by the I-10 highway by improving pedestrian, bicycle, and transit access in the Greater Heights, Memorial Park, and Rice Military areas of Houston. The proposal includes capping the highway to support an urban park, mixed-use development, and multimodal infrastructure. The Study will evaluate structural feasibility, spatial design options, costs, and potential uses, to address transportation inequities and align with METRO's bus lanes and Houston-Galveston Area Council's (MPO) regional plans. If funded, the Study will lay the foundation for future design and implementation.

The I-10 Inner Katy Cap Park Study proposes to cap an improved interstate with a park, while also encouraging mixed-use development. The cap will integrate pedestrian, bicycle, and transit infrastructure, and will prioritize multimodal access and ADA compliance. These improvements will complement other projects in the vicinity to improve walkability, add bike lanes, and reduce travel lanes. The proposal includes a strong discussion of improvements to flood resilience and evacuation routes.

Burying Barriers to Connect Communities in San Antonio's Eastside

San Antonio, TX

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$2,500,000.00

This planning grant will result in the development of a community-informed study to explore burying, capping, and connecting four areas along IH 10, IH 35, and IH 37 on San Antonio's Eastside. Constructed between the 1950s and 1970s, these highways divided and displaced neighborhoods, exacerbating economic and social disparities. The project area, home to 234,298 residents—over 59% Hispanic or Latino and 19% African American—faces challenges like lower median household income, poor health outcomes, and limited economic opportunities. The project aims to address long-standing barriers to economic development, improve mobility, and restore cohesion among historically divided neighborhoods. With engagement from the applicant--San Antonio for Growth on the Eastside, Inc. (SAGE)--residents, stakeholders, and urban planners, the study will devise a plan to retrofit these highways with green spaces to enhance access to housing, jobs, and recreation.

The project will prioritize pedestrian safety, support minority- and women-owned businesses, and promote environmentally sustainable designs, including green infrastructure, stormwater retention systems, and native vegetation to reduce urban flooding and carbon emissions. Transforming highways into green spaces will attract housing and commercial development, creating a vibrant and accessible community.

Hoh Highlands Barrier Reduction Study of Highway 101

Forks, WA - Federally-recognized Tribe

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$216,000.00

Estimated Project Cost: \$270,000.00

The proposed project will improve the safety, access, and connectivity of the Hoh Highlands for a cohesive Tribal community that is currently bisected by Highway 101. The project includes planning and design of turning lanes, new street connections, pedestrian and non-vehicular passage along and across the highway, and other measures to reduce the barrier created by the highway.

The applicant is a Tribe seeking funds to improve safety, access, and connectivity of Highway 101, which is a barrier in the community. Key Tribal offices are currently located in a tsunami inundation zone and are at risk of regular flooding. The tribe would like to relocate these services to the Hoh Highlands, which is bisected by Highway 101. This tribe is being forcibly displaced by climate change and has suffered from displacement and centuries of hardship and violence due to European settlers. As the main Tribal activity centers are being relocated, this project would ensure they are connected. The current roadway is highly trafficked and is not suitable for the development of a walkable and cohesive community. The project proposes the creation of a dedicated and safe road with a path system that accommodates all users, including vehicles, pedestrians, and cyclists to access services, jobs, and community facilities.

Reclaiming Space, Restoring Neighborhoods: A Lid Study for Northeast Seattle

Seattle, WA

Disadvantaged Community Status: No

Grant Type: Community Planning Grant

RCP Award: \$1,500,000.00

Estimated Project Cost: \$2,000,000.00

The Reclaiming Space, Restoring Neighborhoods: A Lid Study for Northeast Seattle project is being led by a coalition of community members from the U District, Wallingford, Ravenna, and Roosevelt to study a highway lid over Interstate 5 between NE 45th and 50th Streets in Northeast Seattle. The project, through an associated community visioning process, will produce a programmatic feasibility study and associated community visioning process. The project will be led by the U District Partnership (UDP), a community-based nonprofit in Seattle's University District. UDP provides cleaning, safety, economic development, and advocacy services for the largest regional center outside of Downtown Seattle. UDP will work closely with a broad coalition of community partners, including the City of Seattle, Washington State Department of Transportation, and the Lid I-5 North Steering Committee. The current Steering Committee is comprised of residents, property owners, business owners, and other stakeholders from the University District, Wallingford, and Roosevelt neighborhoods, all of which converge at the proposed project area.

The project will support a thorough feasibility study and robust community engagement process for a proposed lid over I-5 in Seattle. The communities around the project have lower average incomes and higher official poverty rates than most of Seattle. The area is also identified as an EJ Priority Area for the city. The timing of this project seems to be opportune because I-5 is in need of significant state of good repair investment. Furthermore, the project is being led by a 501(c) community non-profit, lending additional credence to the project's reputation. Community support for the project seems strong.

Division Street BRT

Spokane, WA

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$2,000,000.00

Estimated Project Cost: \$100,920,000.00

This project aims to convert Spokane Transit Authority’s (STA) Route 25 into a 10-mile Bus Rapid Transit (BRT) corridor running north from downtown Spokane. The forecasted growth along this busy route and nearby areas will drive increased demand for transit service. Division Street currently lacks pedestrian and bicycle-friendly infrastructure, creating unsafe and unreliable conditions for transit users and impeding east-west travel for cyclists and pedestrians. The project will develop infrastructure to support fast, frequent, and reliable BRT service while introducing new crossing opportunities to improve first- and last-mile connectivity.

The target area, home to over 26,840 residents, includes historically disadvantaged communities affected by redlining and segregation, as well as low health outcomes due to proximity to heavy traffic. The project leverages findings from the DivisionConnects study and aligns with the city and county’s transit-oriented development (TOD) vision, which includes modifying land use to support TOD. By addressing safety, accessibility, and environmental challenges, this initiative will deliver significant benefits to underserved communities along the corridor.

Milwaukee 30th Street Equitable Development Plan Grant

Milwaukee, WI

Disadvantaged Community Status: Yes

Grant Type: Community Planning Grant

RCP Award: \$1,626,899.00

Estimated Project Cost: \$2,343,655.00

The 30th Street Equitable Development Plan introduces a new model of trail and mobility planning that leverages existing infrastructure and partnerships through community-driven planning. The project aims to develop a 7.2-mile multi-use, nonmotorized trail that parallels an existing rail line running through the heart of the Corridor. Milwaukee is one of the most segregated cities in the nation and the trail project is located in a significantly disadvantaged census tract area. The trail will connect to over 100 miles of trail throughout the city and provide access to 65% of corridor residents. In addition to the trail planning effort, the project will ensure that residents and businesses are not priced out by the addition of a trail, concentrating the benefits of the trail and expected development activities around it within a disadvantaged community.