



Grant Writing Clinic for Prospective Reconnecting Communities Pilot Program Grantees

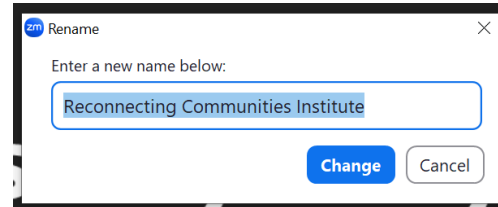
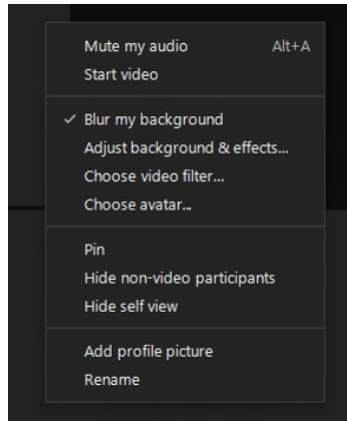
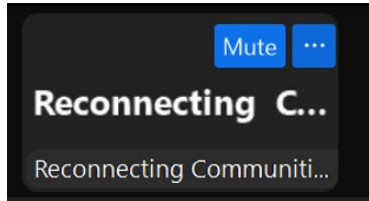


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Logistics

- This technical assistance offering is based upon work supported by the Office of the Secretary of Transportation under contract number 47QRAD20DU148. Any opinions, findings, and conclusions or recommendations expressed in this event are those of the author(s) and do not necessarily reflect the views of the Office of the Secretary of Transportation.
- The clinic will be recorded and uploaded to the Reconnecting Communities Institute website, along with the slides, for future reference.

Zoom Tips



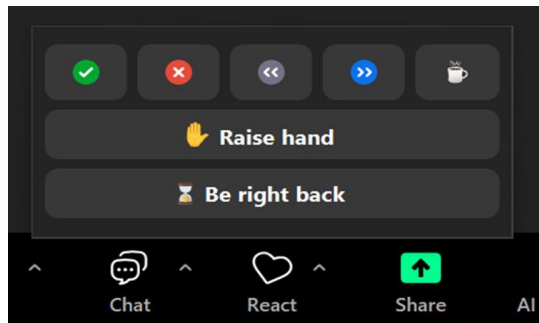
Rename Yourself:

Click the ... (three dots) in the upper right of your name/video box. Click **Rename** from the dropdown menu and a pop-up will open for you to edit your name.



Meeting Controls:

Use the menu at the bottom of your screen to see the chat, react, turn on Closed Captioning, and more.



Interaction:

Click **Q&A** from the meeting controls menu. A pop-up will open to submit questions.

Click **React** from the meeting controls menu. A pop-up will open. Click **Raise Hand** to request to ask questions verbally.

Agenda

Welcome and Introductions

Overview of Reconnecting Communities Pilot Program

Panel Discussion and Q&A with Successful Grant Recipients

Break (15 minutes)

Introduction to Focused Strategy Sessions

Focused Strategy Sessions

Break (15 minutes)

Focused Strategy Sessions Report Out

“Open Mic”

Closing Remarks

Team Introductions

Our Team



Alyssa Hall



Charles Brown



Sam Kling



Valeria Menendez



Xavier Lofton

About the Reconnecting Communities Institute

- The Reconnecting Communities Institute (RCI) is a U.S. Department of Transportation (US DOT) **center for learning** to help reconnect communities that have been harmed, isolated, and cut off from opportunity by transportation infrastructure.
- Through expert guidance and technical assistance (TA), RCI supports grantees and prospective grantees of the Reconnecting Communities Pilot (RCP) Program in **planning and implementing innovative community reconnection projects**.
- RCI support includes **group and peer-based learning, one-on-one assistance, tool and resource creation, and more**.



Our Partners

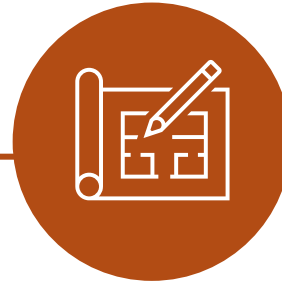


Who Can Receive Support



Entry Level

- Are interested in applying for US DOT funding for a community reconnection project, even if they have not received a grant yet.
- Have unsuccessfully pursued an RCP Program grant or other federal grants.



Planning Level

- Received an RCP Program Planning grant or are engaged in a dedicated planning study to reconnect communities.
- Have unsuccessfully pursued an RCP Program Capital grant.



Capital Level

- Received an RCP Program Capital grant or other federal grant for a transportation reconnection project.

When Support Will Be Available

Summer 2024

- RCI opens to provide TA to prospective and existing grantees.
- Access support for applicants pursuing the FY24 Notice of Funding Opportunity (NOFO).

Fall 2024

- Receive group and individual TA.
- Participate in peer-to-peer learning opportunities through the Community of Practice.
- Hear stories from other grantees.

Early 2025

- Receive individual and group TA.
- Participate in peer-to-peer learning opportunities through the Community of Practice.
- Hear stories from other grantees.

The Type of Support Available to Communities

Group TA – All Levels



- Group assistance: expert-led with peers from the same TA group.
- Topics for each TA level will be based on the specific needs of participants at that level.

Individual TA – All Levels



- One-on-one assistance.
- Individual TA is customized based on the community's needs.

Community of Practice – All Levels



- Serves as a forum for peer learning.
- Participants serve as experts sharing their experience and knowledge with other participants and the public.

Pre-Intake Technical Assistance

SUMMER 2024

- TA will be offered in Summer 2024, before RCI begins accepting communities.
- Offerings include:
 - **Grant Writing Clinics.** A series of three half-day clinics designed to support communities in preparing strong RCP Program grant applications.
 - **Office Hours.** Opportunities to ask experts specific questions about the RCP Program grant application.
 - **RCI Resource Library.** A collection of tools and informational resources to help communities scope, address, and better define key aspects of their community reconnection project.

Post-Intake Technical Assistance

FALL 2024 AND EARLY 2025

- TA will be offered beginning in Fall 2024 to communities that have been accepted into RCI.
- Offerings include:
 - **Group TA.** Expert-led instruction with peers from the same TA cohort.
 - **Individual TA.** One-on-one assistance customized based on the community's needs.
 - **Community of Practice.** Forum for peer learning.

Reconnecting Communities Pilot Program

Andrew Emanuele, AICP, Acting RCP Program Manager

The Reconnecting Communities Pilot (RCP) Program

"Transportation should never divide communities – its purpose is to connect people to jobs, schools, housing, groceries, family, places of worship, and more. That's what the Reconnecting Communities program and the Neighborhood Access and Equity program are designed to ensure."

- Secretary Buttigieg



The Secretary announcing Reconnecting Communities award recipients in Buffalo, NY.
Image source: US Department of Transportation

Reconnecting Communities Pilot (RCP) Program

- The BIL established the Reconnecting Communities Pilot (RCP) Grant Program to help reconnect communities previously cut off from economic opportunities by transportation infrastructure.
- Goal: 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.
- A total of \$1 billion in grant funding is available through FY 2022-26 for planning, construction and technical assistance.
 - **FY 2022 Awards:** \$185 million in grant awards for 45 communities through the first round of funding.
 - **FY 2023 Awards:** \$3.33 billion in grant awards for 132 projects as part of President Biden's Investing in America Agenda (Combined w/ Neighborhood Equity and Access (NAE) Funding).

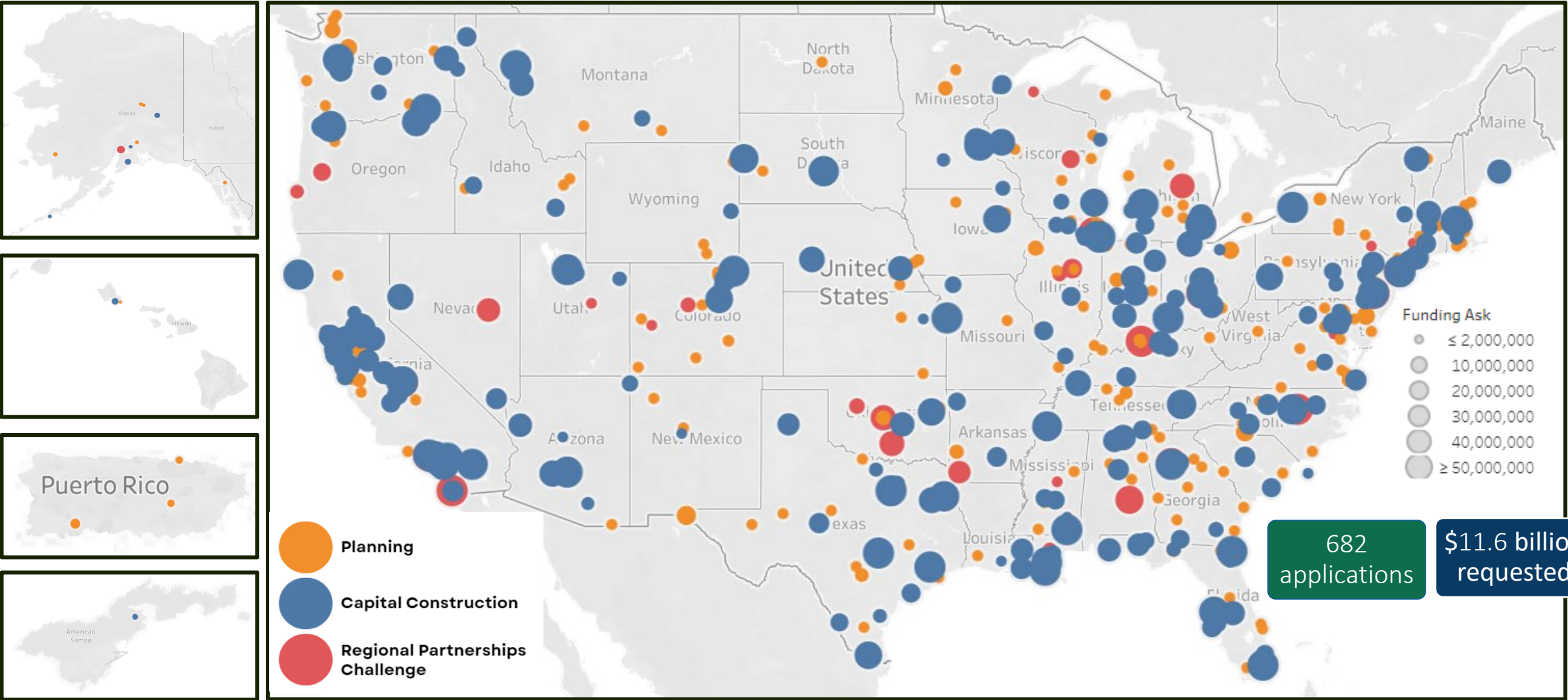
Reconnecting Communities Pilot (RCP) Program FY24

- All NAE funding has all been awarded. Program will be RCP only moving forward
- \$607M remaining for FY24-FY26

Fiscal Year	Already awarded		To be awarded in FY24	TOTAL
	2022	2023	2024-2026	
Planning	\$50M	\$50M	\$150M	\$250M
Capital	\$145M	\$148M	\$457M	\$750M
Total	\$195M	\$198M	\$607M	\$1B

Looking Back: FY23 RCN - Map of All Applications Received

Applications from all 50 states, DC, Puerto Rico, and other territories

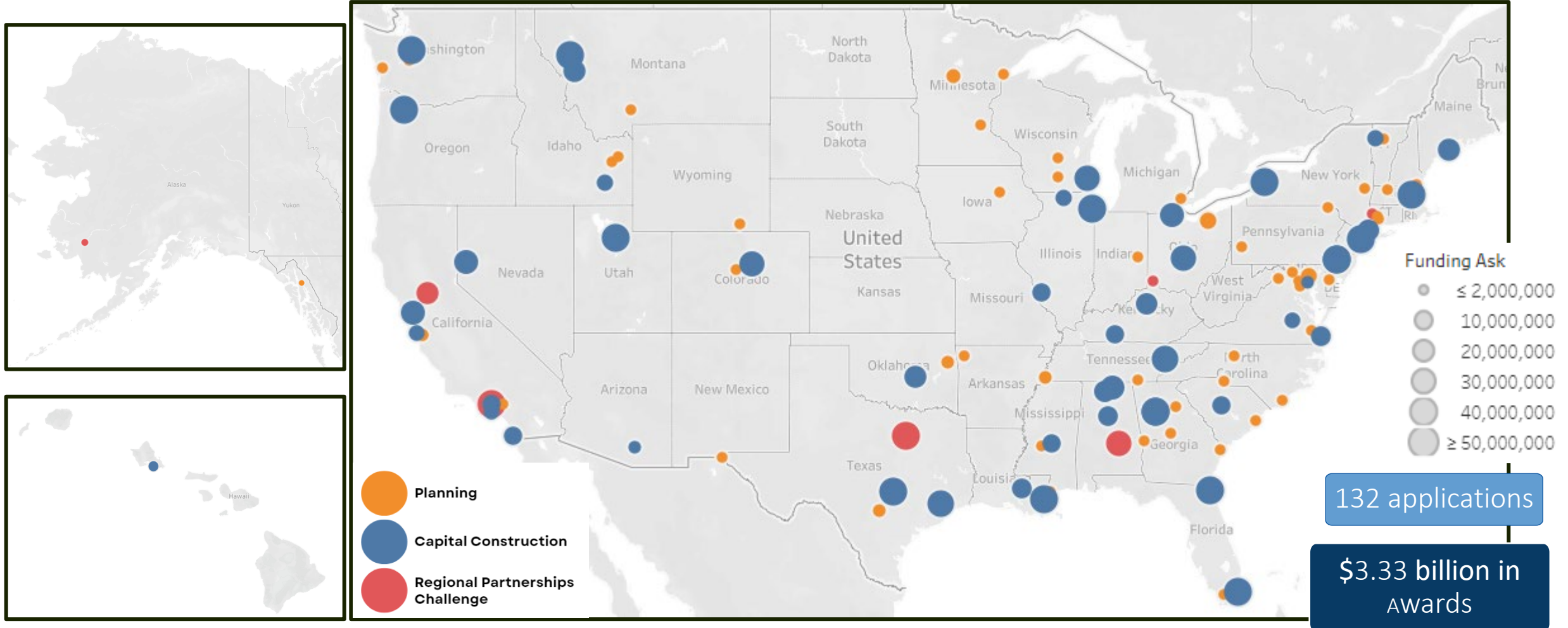


Looking Back: FY23 RCN - Awardees



U.S. Department
of Transportation

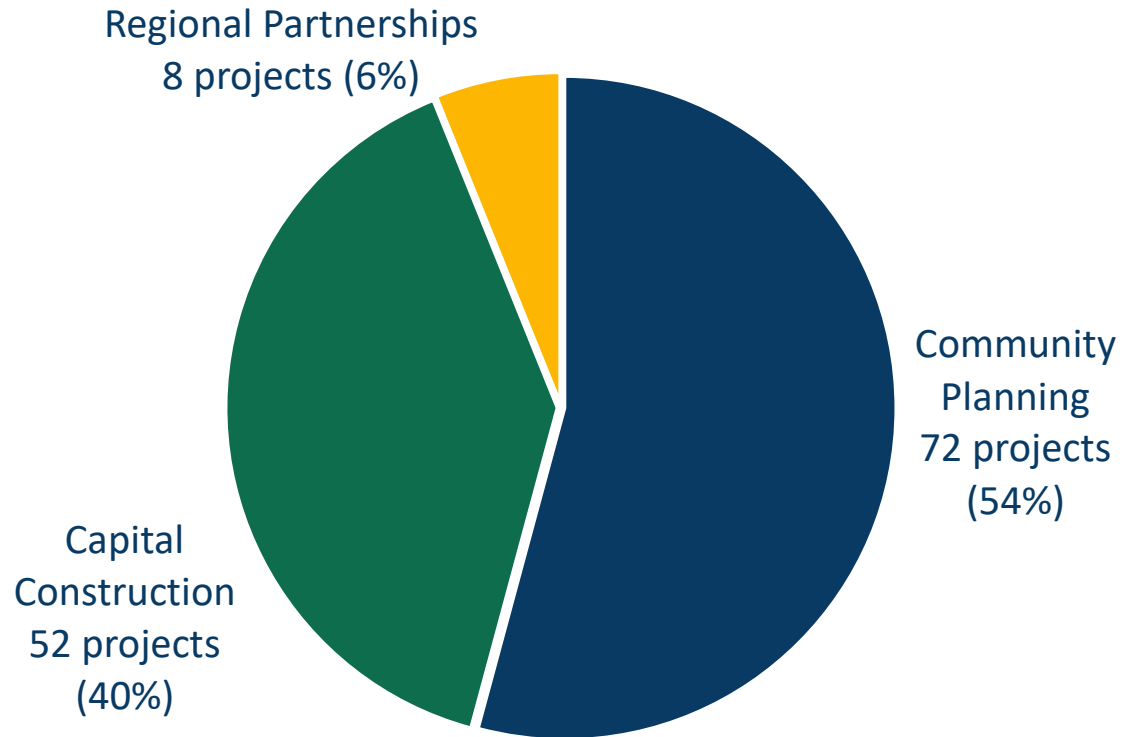
Awards from 41 states and DC



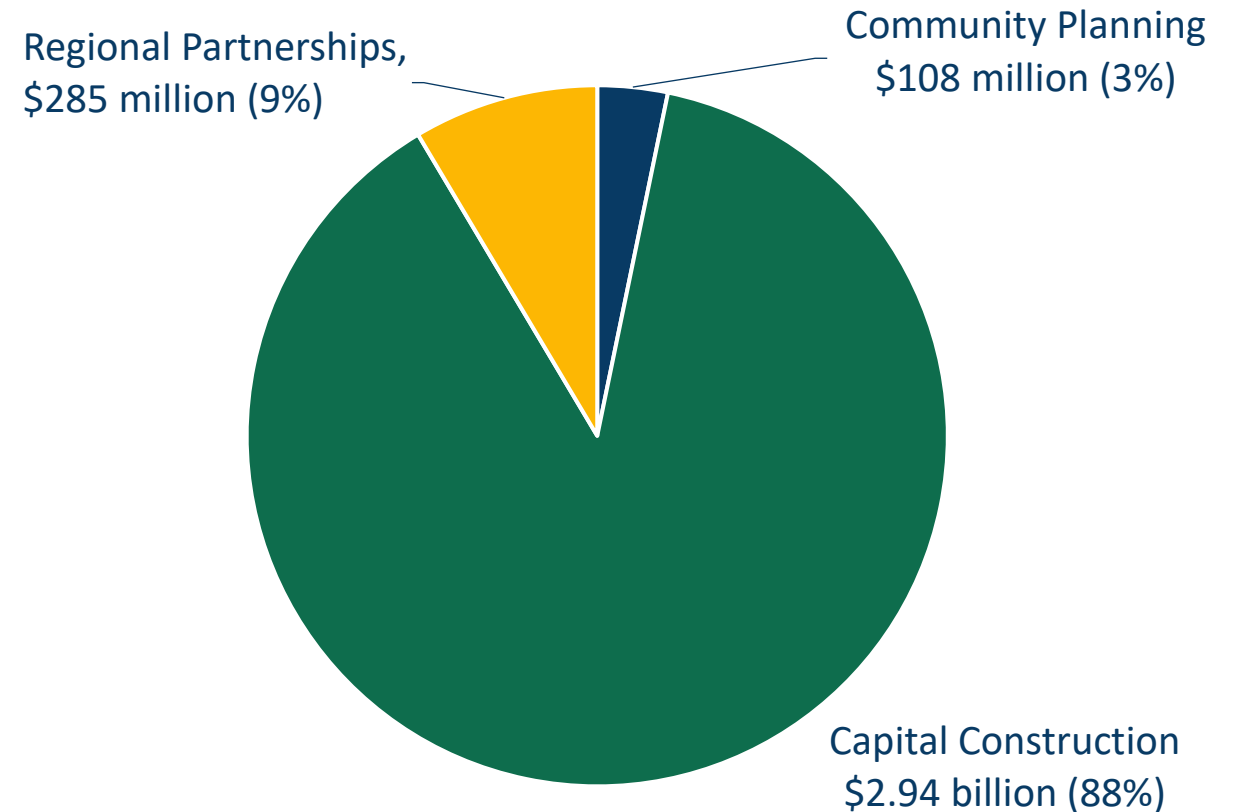


FY23 RCN Selected Awards: Projects/Funding by Grant Type

Number of Applications Awarded: 132



Application by Funding Amount: \$3.33 billion



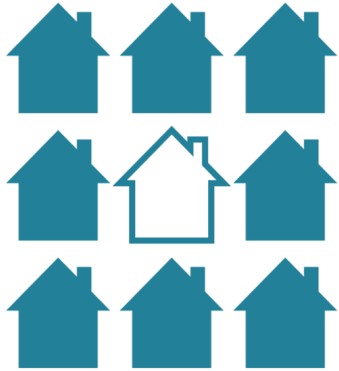
FY 2023 RCN Award Highlights



U.S. Department
of Transportation

97%

serve economically
disadvantaged communities



Created by Juan Pablo Bravo
from Noun Project

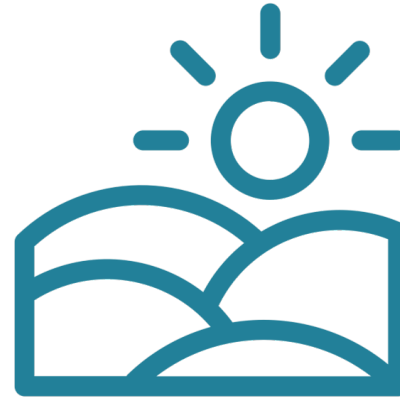
18%

of projects in are in
rural communities



Created by M. Oki Orlando
from Noun Project

5 projects
on Tribal lands



Created by Colourcreatype
from Noun Project

7 awards
to non-profit organizations



Created by Mrfa Studio
from Noun Project



Key Takeaways: Awarded Projects*

Land Use and Housing



Of all awarded projects...

99%

Mention **at least one** affordable housing or housing supply strategy

80%

Mention **at least two** affordable housing or housing supply strategies

31% Mention **transit-oriented development**

15% Mention **community land trusts**

26% Mention **inclusionary zoning**

10% Mention **by-right development of missing middle housing**

A significant body of research highlights how disadvantaged communities tend to have less access to and lower quality park systems.*

95%

Mention plans to improve access to or expand **green space**

Community Engagement



Of all awarded projects...

91%

Mention **at least one** community engagement topic

18%

Mention **at least two** community engagement topics

61% Mention a **Community Advisory Board**, a representative, community-based organization that oversees a project.

50% Mention a **Community Participation Plan**, a plan that facilitates meaningful engagement in planning, design, operations, and related land use decisions.

47% Provide strong evidence of being **community led**, meaning they were initially proposed, encouraged, or substantially informed by the community.

15% Mention a **community organization as an applicant or co-applicant**, a non-profit organization composed of community members and based in the project area.

Example Selections – Capital Construction

Capital Construction – The Chinatown Stitch: Reconnecting Philadelphia’s Chinatown

Philadelphia, PA - Award: \$159M



Conceptual Improvements for Phase 1 Chinatown Stitch

- Proposes to cover the existing below-grade Vine Street Expressway by constructing a **public park**.
- Also includes **traffic calming** along the local Vine Street travel lanes and a connection to the Reading viaduct rail park.
- Builds on the RCP FY22-funded planning process. Funds will be used for pre-construction and first phase of construction.

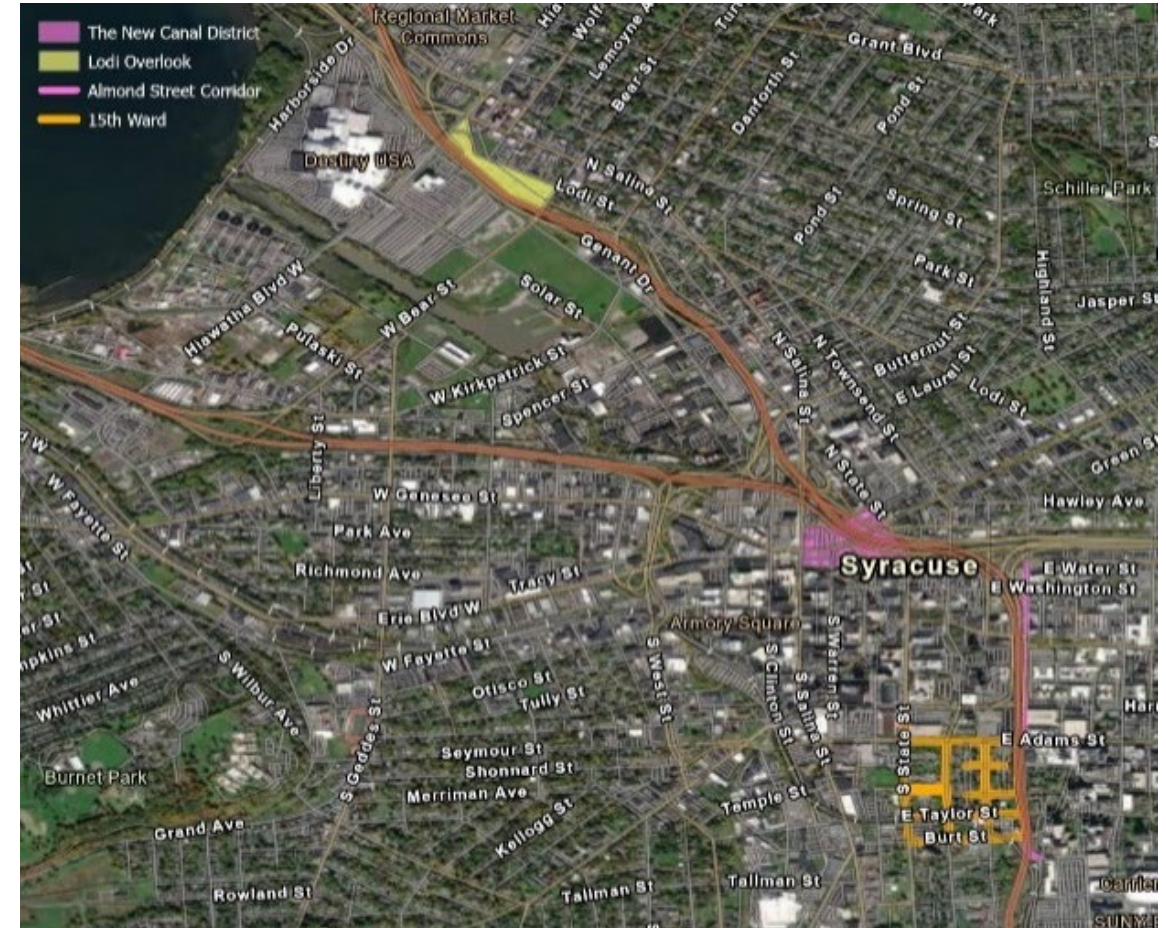


Example Selections – Capital Construction

Capital Construction – I-81 Connecting Syracuse

Syracuse, NY - Award: \$180M

- Will **enhance connections** and add active transportation and placemaking elements in the community, including sidewalks, bike paths, new shared use paths, and enhanced and new parks and public spaces. Will further **reconnect and reinvigorate the neighborhoods**.
- The complementary initiatives led by New York State Department of Transportation (NYSDOT) and the City of Syracuse will improve Almond Street, also referred to as the new BL 81, and other **multimodal improvements** along state and city streets.



Project Area

Example Selections – Community Planning

Community Planning – Reimagining the National Avenue Interchange

Milwaukee, WI - Award: \$2M

- Focuses on the disadvantaged Walker's Point neighborhood; currently divided by the I-94/43 National Avenue Interchange.
- Adjacent neighborhoods are 80% nonwhite with high poverty rates.
- Will identify and evaluate alternatives to **reconnect the neighborhoods** and address **safety and mobility** concerns.
- Builds upon **community engagement**; application included numerous letters of support from elected officials and local leaders.



National Ave Interchange Study Location Map

What is Different this Year? Reconnecting in FY24

Reconnecting Communities Pilot (RCP) Program

BIL § 11509 RCP

Planning

No set asides

Award Maximum of
\$2M

Max 80% federal
grant cost share

Must address a transportation facility that
creates a *barrier* to community connectivity.

Construction

No set asides

Award Minimum of
\$5M

Max 50% federal
grant cost share
(max 80% with other fed
sources)

Neighborhood Access and Equity (NAE) Program

23 USC 177 NAE

Planning

40% for
disadvantaged
communities

No Award
Minimum/Maximum

Max 80% federal
grant cost share
(disadvantaged
communities eligible for
more)

Can address a facility that is a barrier to
connectivity OR one that is an environmental
burden on a disadvantaged community.

Construction

40% for
disadvantaged
communities

No Award
Minimum/Maximum

Max 80% federal
grant cost share
(disadvantaged
communities eligible for
more)

Panel Discussion and Q&A with Successful Grant Recipients

Meet Our Panel



Xavier Lofton
Panel Moderator



Brenda Freije
Rethink Coalition, Inc.



**Jessica
Wagner**
Wisconsin Department
of Transportation



Karla Windsor
North Central Texas
Council of
Governments



Questions?



You can submit them through Q&A or Raise Your Hand.

Break

15 minutes

Focused Strategy Sessions

Focused Strategy Sessions

Overview of Session Topics

- Catalyzing Equitable Actions for Climate Change
- Eliminating Barriers and Enhancing Community Resilience
- Engaging Communities in Collaborative Planning
- Fostering Equal Access to Economic Opportunities

The Focused Strategy Sessions will last **1 hour and 40 minutes**. There will be four breakout groups—one for each topic. Choose one to begin, as you can change later.

Focused Strategy Sessions

Overview of Session Topics

- Catalyzing Equitable Actions for Climate Change
 - Addressing disproportionate negative environmental effects
 - Reducing transportation-related pollution
 - Anti-displacement climate strategies



Ann Steedly
Planning Communities



Teresa Townsend
Planning Communities



Focused Strategy Sessions

Overview of Session Topics

- Eliminating Barriers and Enhancing Community Resilience
 - Facility suitability
 - Removal of barriers to reconnect communities
 - Addressing current and future vulnerabilities



Ryan Wozniak
TYLin



Steve Davis
Smart Growth America



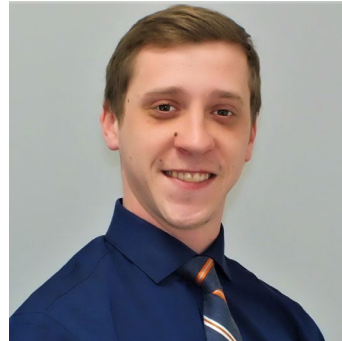
Focused Strategy Sessions

Overview of Session Topics

- Engaging Communities in Collaborative Planning
 - Community-centered planning
 - Fruitful partnerships
 - Reaching the most disadvantaged communities
 - Representation in planning



Deepa Srinivasan
Vision Planning and
Consulting



Andrew Estrain
Vision Planning and
Consulting



Focused Strategy Sessions

Overview of Session Topics

- Fostering Equal Access to Economic Opportunities
 - Equitable access to goods and services
 - Anti-displacement strategies
 - Inclusive economic development
 - Workforce development



Chris Forinash
Nelson\Nygaard

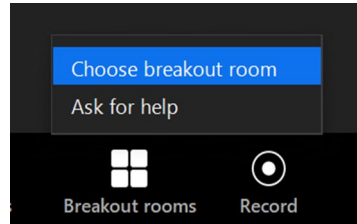


Focused Strategy Sessions

Agenda

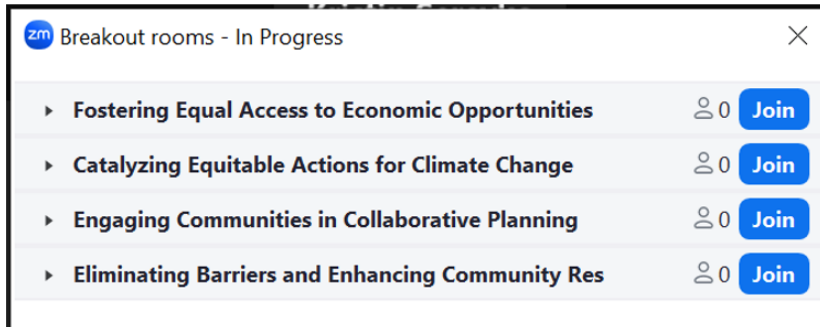
- **Welcome and Introductions (~10 minutes):** Participants introduce themselves in the Chat.
- **Overview of Topic (~30 minutes):** The subject-matter experts define the topic and explain how the topic has been applied in their work or in work that they have seen.
- **Q&A (~60 minutes):** Participants will be able to ask questions, share examples, and have an open discussion about projects and the grant application process.

Zoom Breakout Room Tips



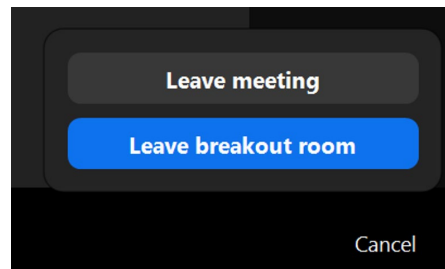
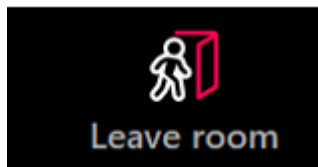
Join a Breakout Room:

Click **Join Breakout Room** from the meeting controls menu. Click **Choose Breakout Room** from the dropdown menu and a pop-up will open with options. Click **Join** to the right of the Breakout Room.



Change Breakout Rooms:

Click **Breakout Rooms** from the meeting controls menu. Click **Choose Breakout Room** from the dropdown menu and a pop-up will open with options. Click **Join** to the right of the Breakout Room.



Return to the General Session:

Click **Leave** from the meeting controls menu. Click **Leave Breakout Room**.

Catalyzing Equitable Actions for Climate Change

Merit Criteria #1: Equity and Justice40
Initiative

Merit Criteria #6.1: Climate Change
Mitigation and/or Adaptation and Resilience

July 19, 2024

Reconnecting Communities

Merit Criteria

- 1. Equity and Justice40 Initiative**
2. Access
3. Facility Suitability
4. Community Engagement and Community-based Stewardship, Management, and Partnerships
5. Equitable Development
- 6.1 Climate Change Mitigation and/or Adaptation and Resilience**
- 6.2 Workforce Development and Economic Opportunity
- 6.3 Planning Integration

Subject Matter Experts:

Catalyzing Equitable Actions for Climate Change



Certified



Corporation

This company meets high standards of social and environmental impact.



Teresa Townsend,
AICP
Chief Executive Officer



Ann Steedly, PE
Chief Financial &
Operations Officer

Purpose of Climate and Resilience Strategy Session

- Provide an understanding of the connections between climate change, Justice40 initiatives, and prospective project ideas.
- Share tips for **aligning climate and resilience efforts with Merit Criteria for grants.**
- Emphasize the **importance of addressing disproportionate negative environmental effects**, reducing transportation-related pollution, and selecting impactful **climate and resilience strategies.**
- Show **examples of relevant work** and answer participant questions.

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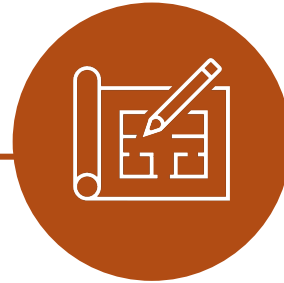


Connecting Climate & Resilience to Merit Criteria



Climate Planning Context

- GHG & Climate Resilience Context & Goals;
- Existing climate or related plans or processes;
- Alignment with specific plans listed in the NOFO.



Data Driven Assessment

- Application of best available data, including NOFO recommendations;
- Integration of Climate Equity Framework;
- Analysis of climate risks to surrounding communities, esp. frontline communities.



Climate & Resilience Strategies

- Reduce emissions and improve community climate resilience;
- Addressing climate risks and vulnerabilities;
- Co-benefits to communities.

Justice40 Initiative

Justice40 was an initiative established under Executive Order 14008 - Executive Order on Tackling the Climate Crisis at Home and Abroad.

It is a government-wide initiative with a goal of delivering 40 percent of the benefits of certain federal investments to disadvantaged communities that face burdens related to climate change, the environment, health, and economic opportunity.

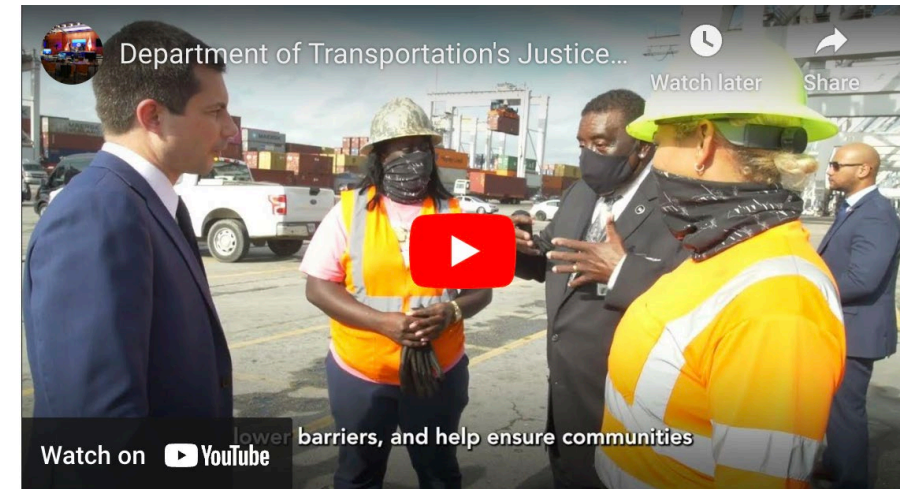
Historically Disadvantaged Communities include (a) certain qualifying census tracts identified as disadvantaged by the Climate and Economic Justice Screening Tool (CEJST) due to categories of environmental, climate, and socioeconomic burdens, and (b) any Federally Recognized Tribes or Tribal entities, whether or not they have land.

CEJST is a tool created by the White House Council on Environmental Quality (CEQ), that aims to help Federal agencies identify disadvantaged communities as part of the Justice40 Initiative to accomplish the goal that 40% of overall benefits from certain federal investments reach disadvantaged communities.



<https://www.transportation.gov/equity-Justice40>

<https://storymaps.arcgis.com/stories/44216217b2af403fb4225fc97ed0580c>



<https://www.youtube.com/embed/lhDVzE0DQFA>

What is Climate Equity?

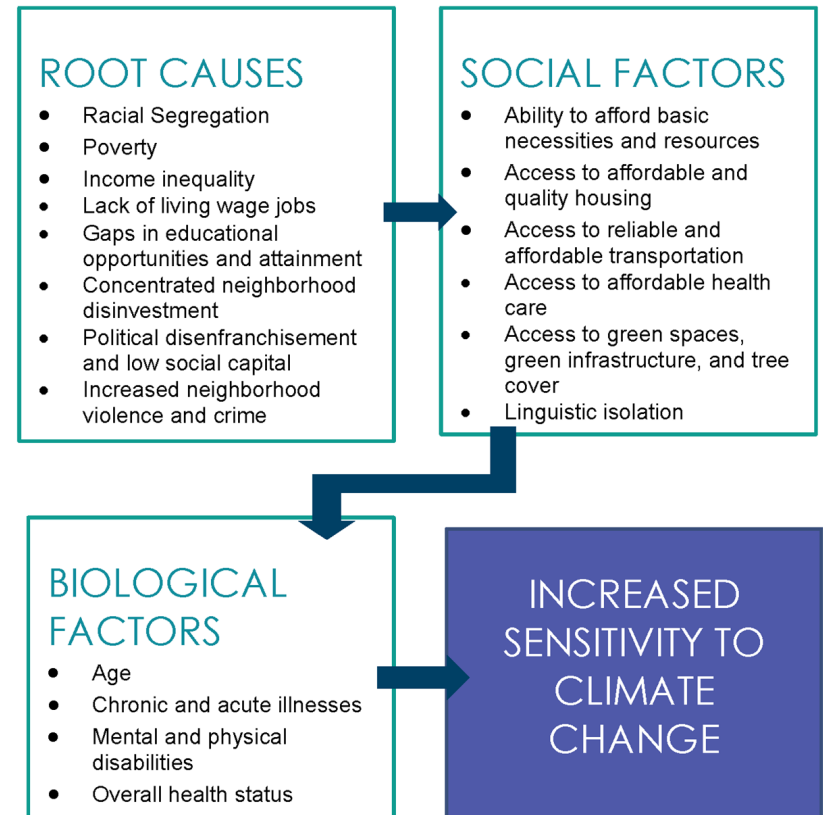
Climate equity is the goal of recognizing and addressing the unequal burdens made worse by climate change, while ensuring that all people share the benefits of climate protection efforts. Achieving equity means that all people—regardless of their race, color, gender, age, sexuality, national origin, ability, or income—live in safe, healthy, fair communities.

Climate Equity and Environmental Justice

Climate equity is a part of the overarching aim of environmental justice, which is a cornerstone of EPA's mission. Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Striving for climate equity is putting these same values into practice when tackling climate change impacts, and ensuring that everyone has equal access to resources and safe spaces.

-USEPA

Root Causes and Factors Affecting Sensitivity to Climate Change



Guide to Equitable, Community-Driven Climate-Preparedness Planning, 2017

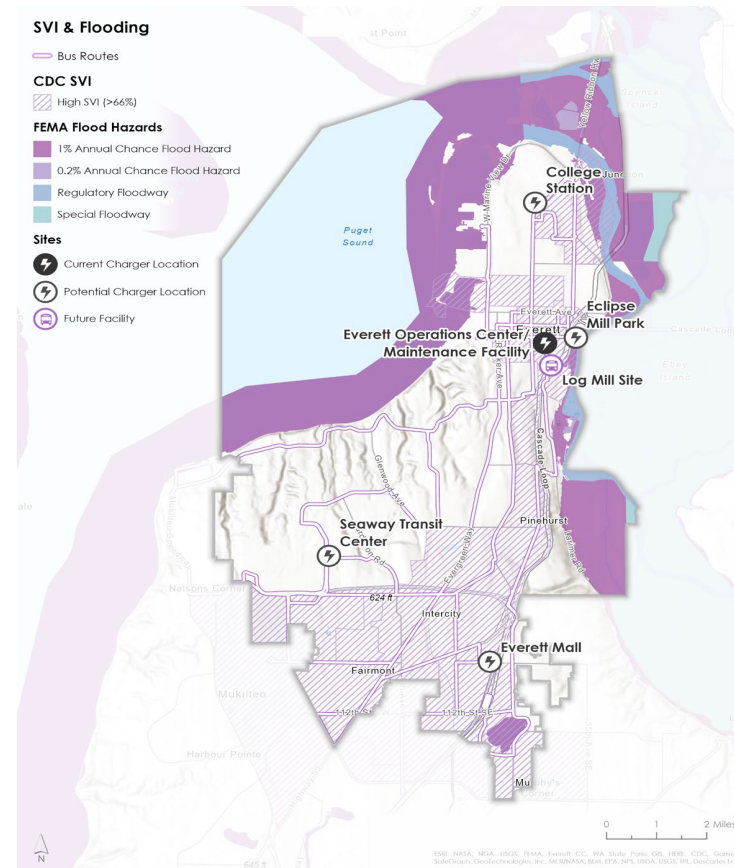
Climate Resilience and Adaptation

The capacity of a community, business, or natural environment to prevent, withstand, respond to, and recover from a disruption.

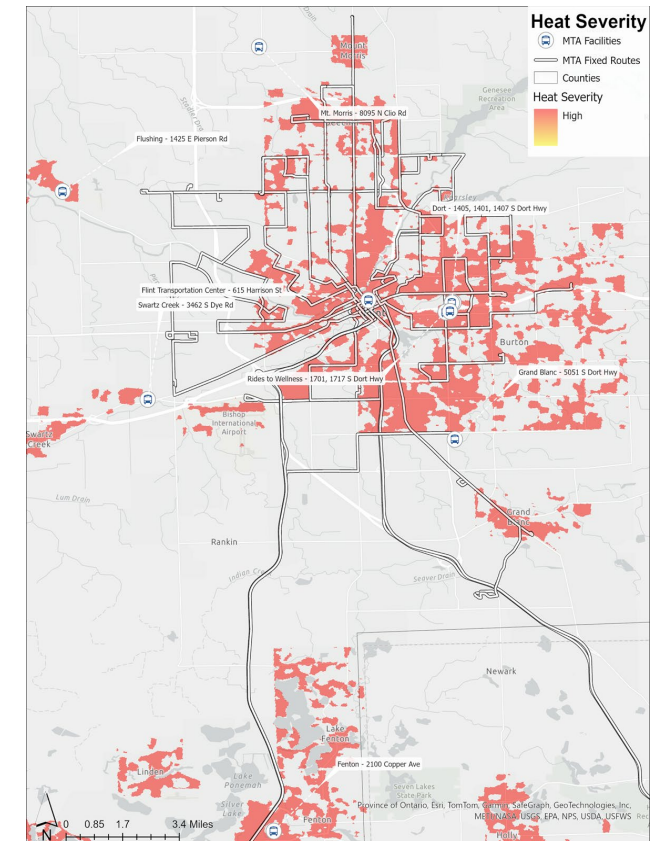
-U.S. Climate Resilience Toolkit, NOAA

Adaptive capacity

The ability of a person, asset, or system to adjust to a hazard, take advantage of new opportunities, or cope with change.



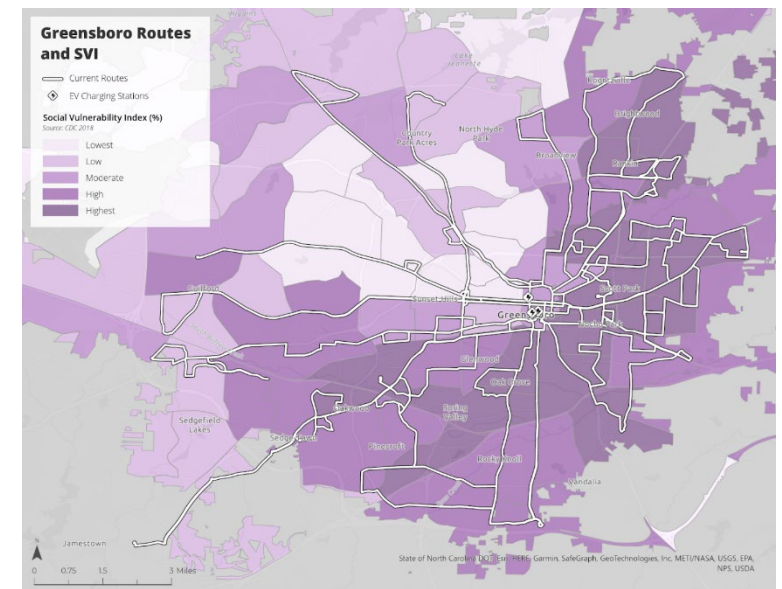
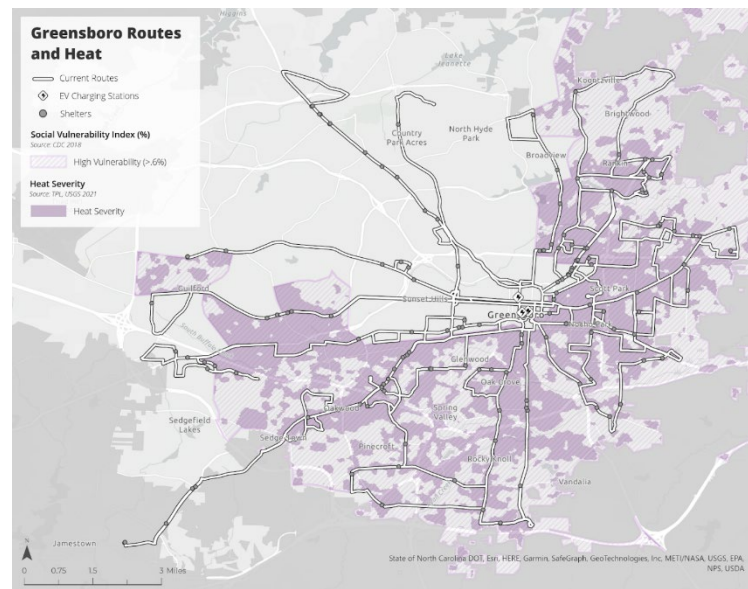
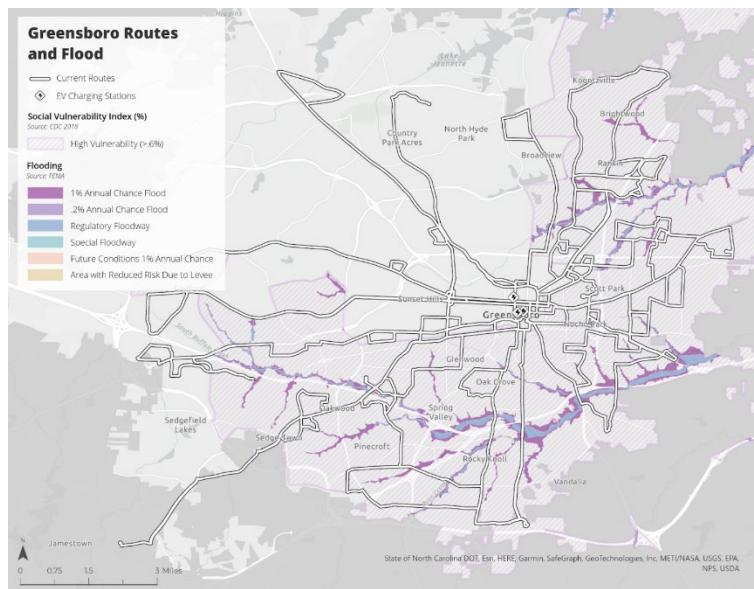
Source: Everett Transit, Washington, Fleet Electrification Transition Plan, 2023/Planning Communities



Source: Flint, Michigan Zero Emission Fleet Transition Plan, 2024/Planning Communities

Social & Environmental Resilience Elements

- Equitable distribution of facilities (routes, charging)
- Climate risks (heat, flooding)
- Social vulnerabilities

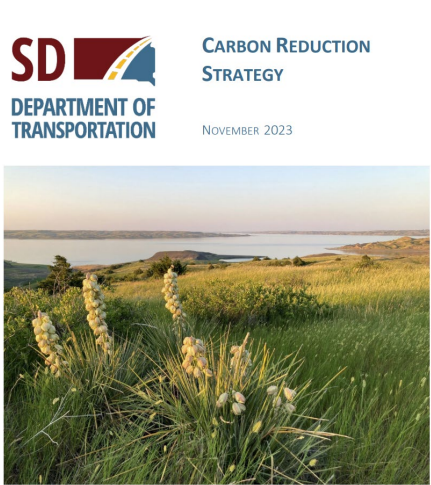
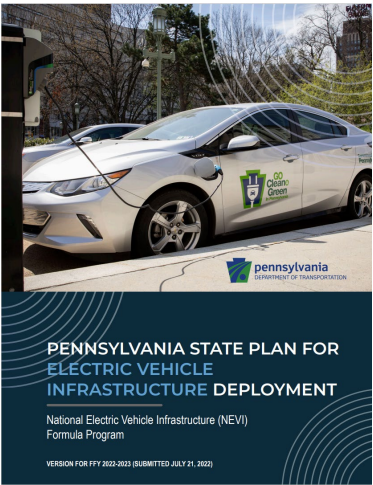
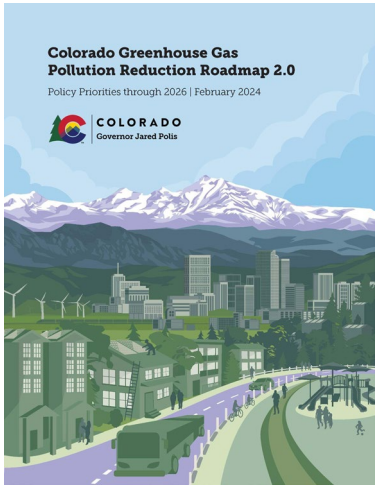
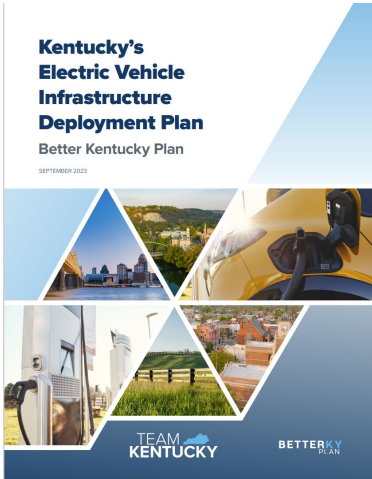
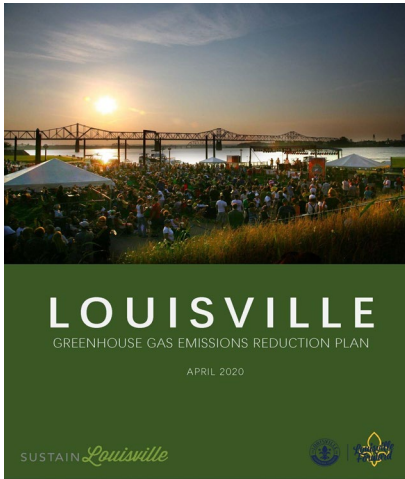
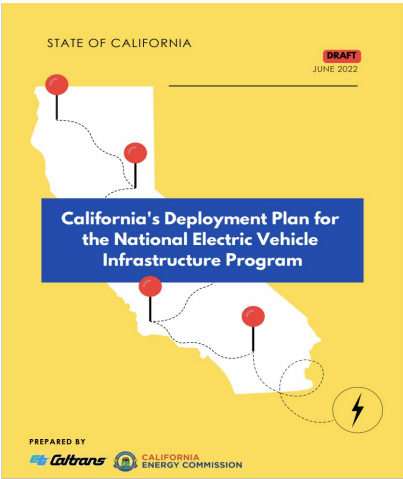
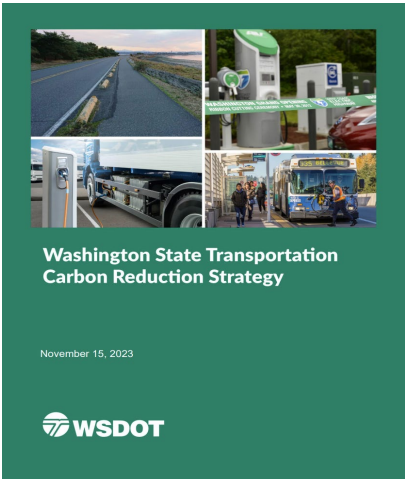
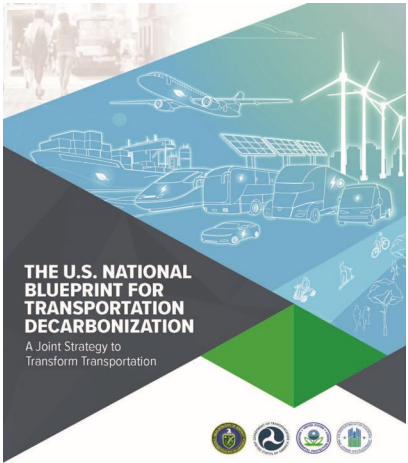


Source: Greensboro Transit Authority Zero Emission Fleet Transition Plan, 2023/Planning Communities

Many Types of Climate Equity Related Plans



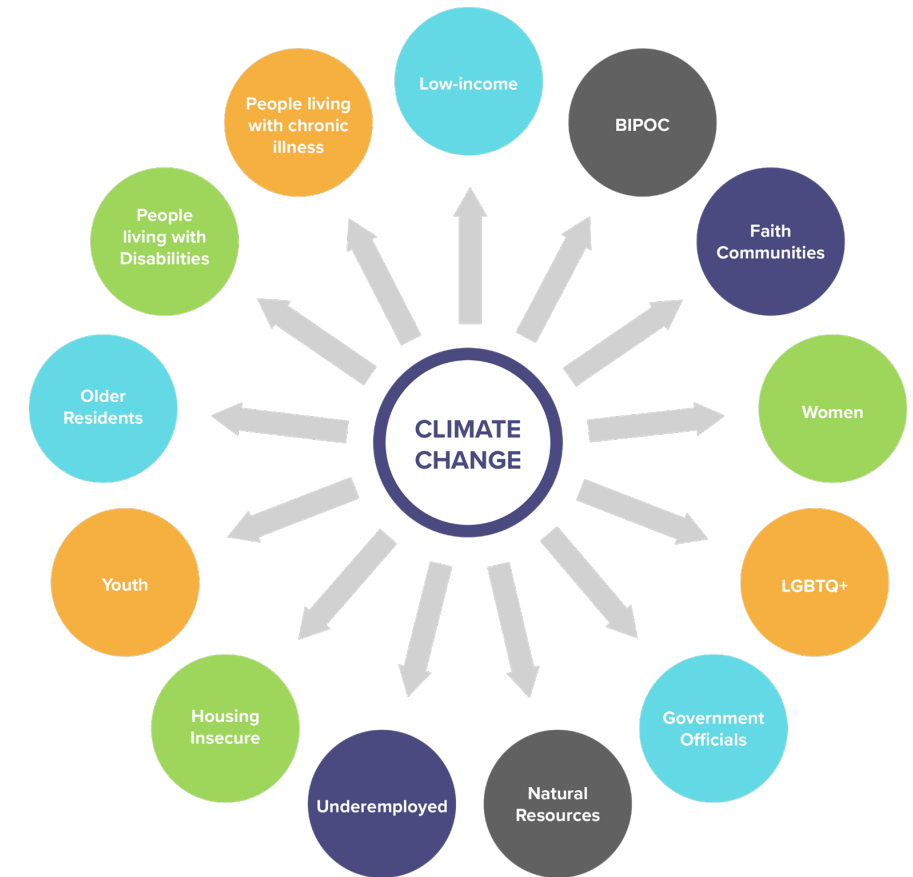
Example Plans Related to Merit Points



Relationship of Community Based Organizations (CBOs)

“CBOs work on a wide range of issues from the environment to health, housing, jobs, and other areas that may be impacted by climate change. They also serve a wide range of population groups, including people of color, low-wealth people, justice-involved people, seniors, persons with disabilities, youth and students, indigenous people, women, and the LGBTQI community. Many of these population groups are experiencing greater impacts from climate changes that are affecting our region.”

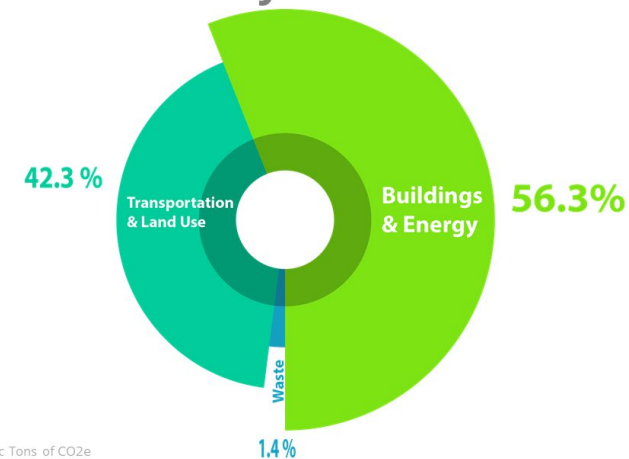
Source: Central Pines Regional Council : Climate Pollution Reduction Grant : CBO Toolkit, 2024/ Planning Communities



<https://experience.arcgis.com/experience/040997706fb448eb8acddf1a69402a2f/page/CBO-Toolkit/>

Greenhouse Gas Emissions (GHG) Goals & Forecasting

2014 Community-wide GHG Emissions



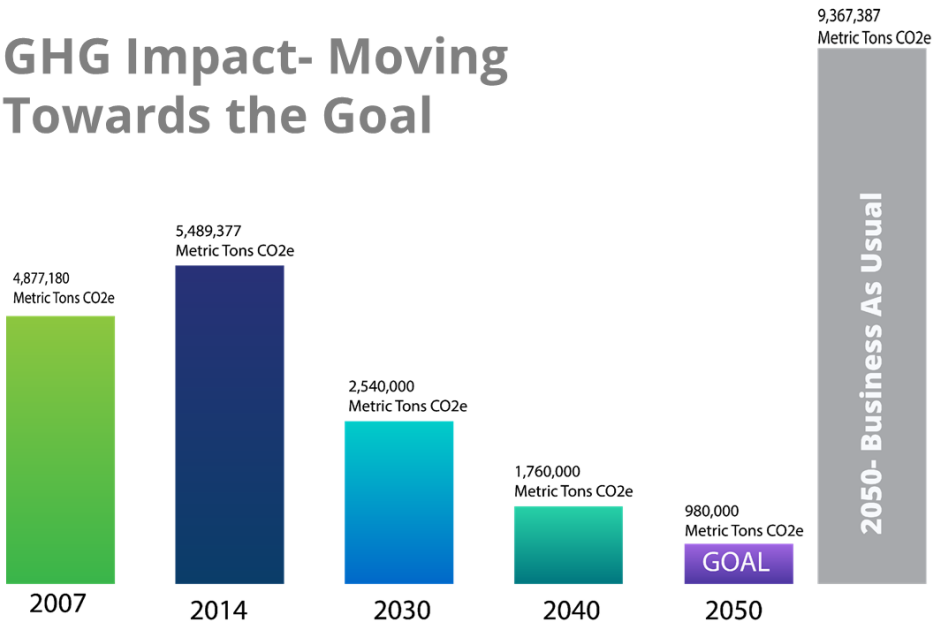
Total 5.5 Million Metric Tons of CO2e

Municipal & Community GHG Contributions



Total 5.5 Million Metric Tons of CO2e

GHG Impact- Moving Towards the Goal



ERG, Brailsford & Dunlavey, & Planning Communities: City of Raleigh Community Climate Action Plan Raleigh, NC Adopted 2021

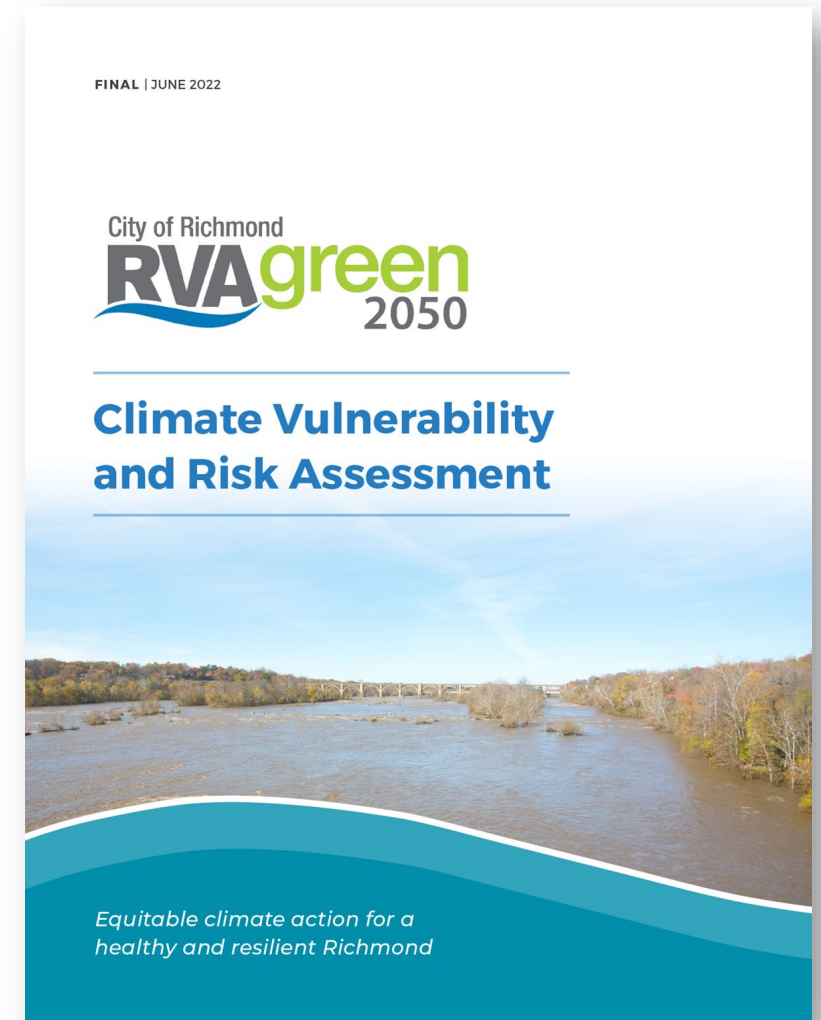
SME Example: City of Richmond Climate Vulnerability and Risk Assessment



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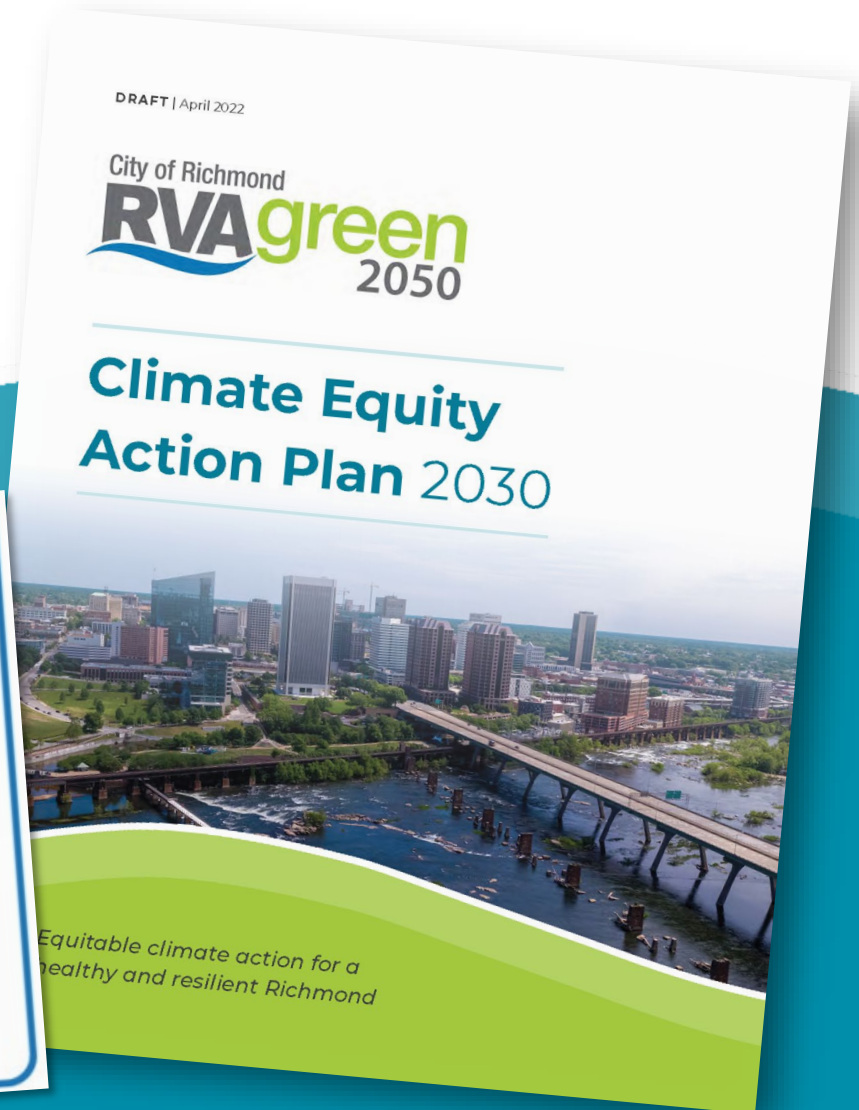
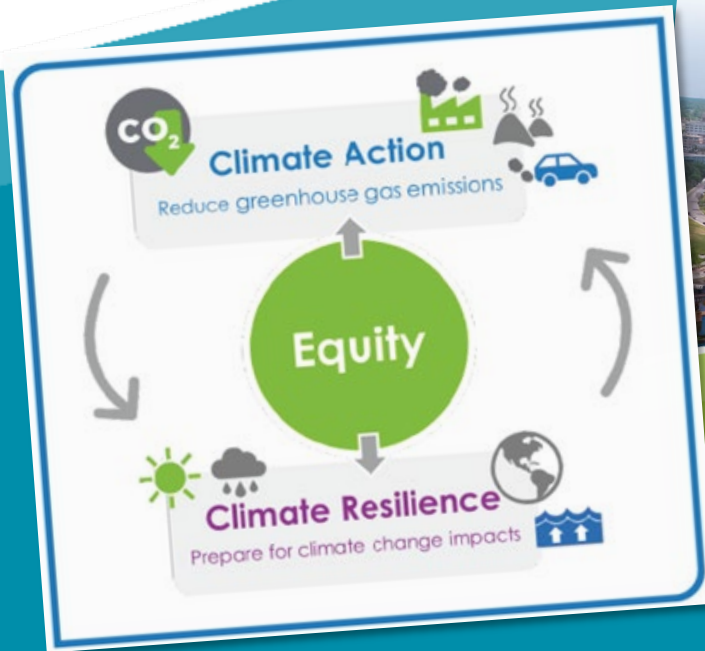


Source: City of Richmond, Virginia : Climate Vulnerability and Risk Assessment/Planning Communities

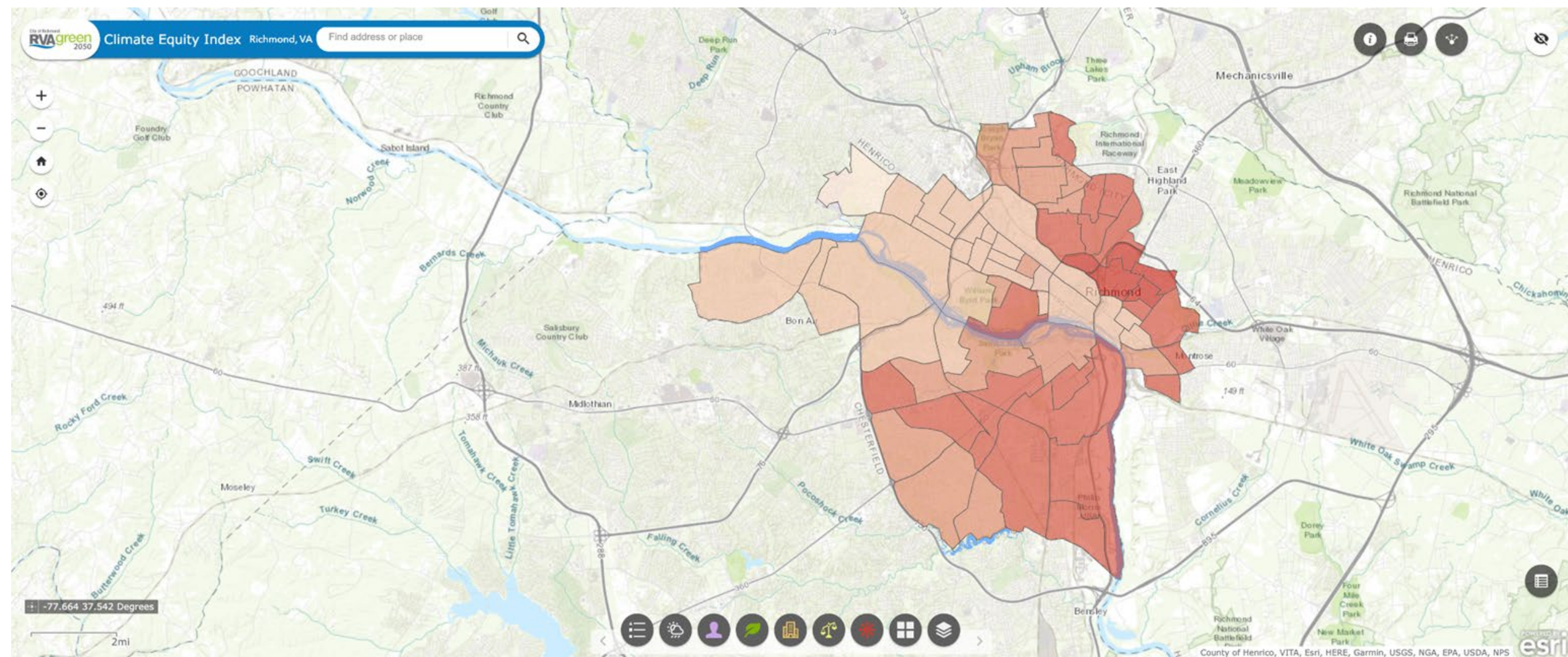


City of Richmond Climate & Resilience Planning Process

Source: City of Richmond, Virginia : Climate Vulnerability and Risk Assessment/Planning Communities



Climate Equity Index



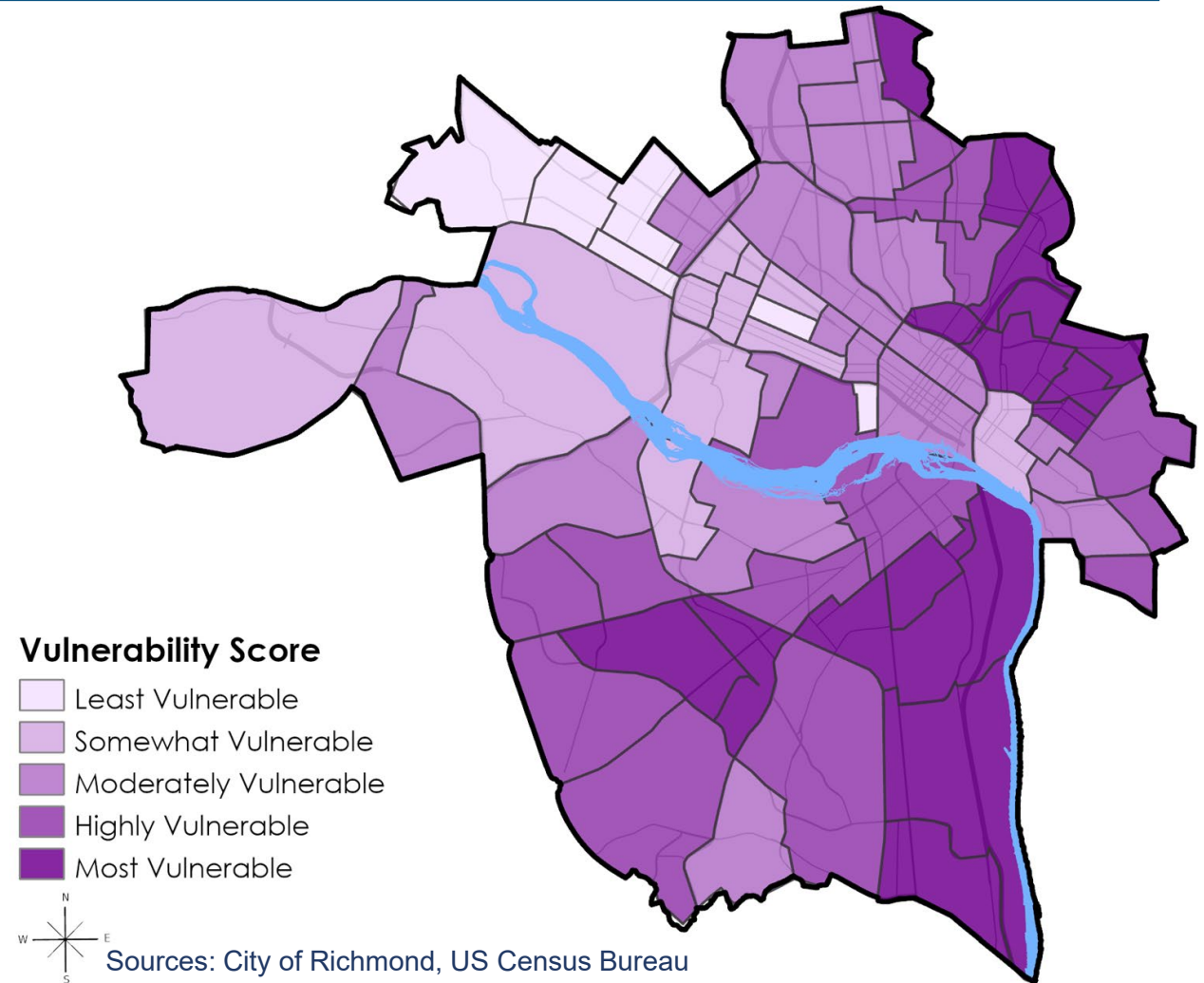
Note: The City of Richmond is currently updating the Climate Equity Index

Source: City of Richmond, Virginia : Climate Equity Index Tool

Social Vulnerability

RVAgreen 2050 Climate Equity Index (2019)

- Population Factors
- Health & Safety Factors
- Household Factors
- Income & Education Factors
- Housing & Transportation Factors



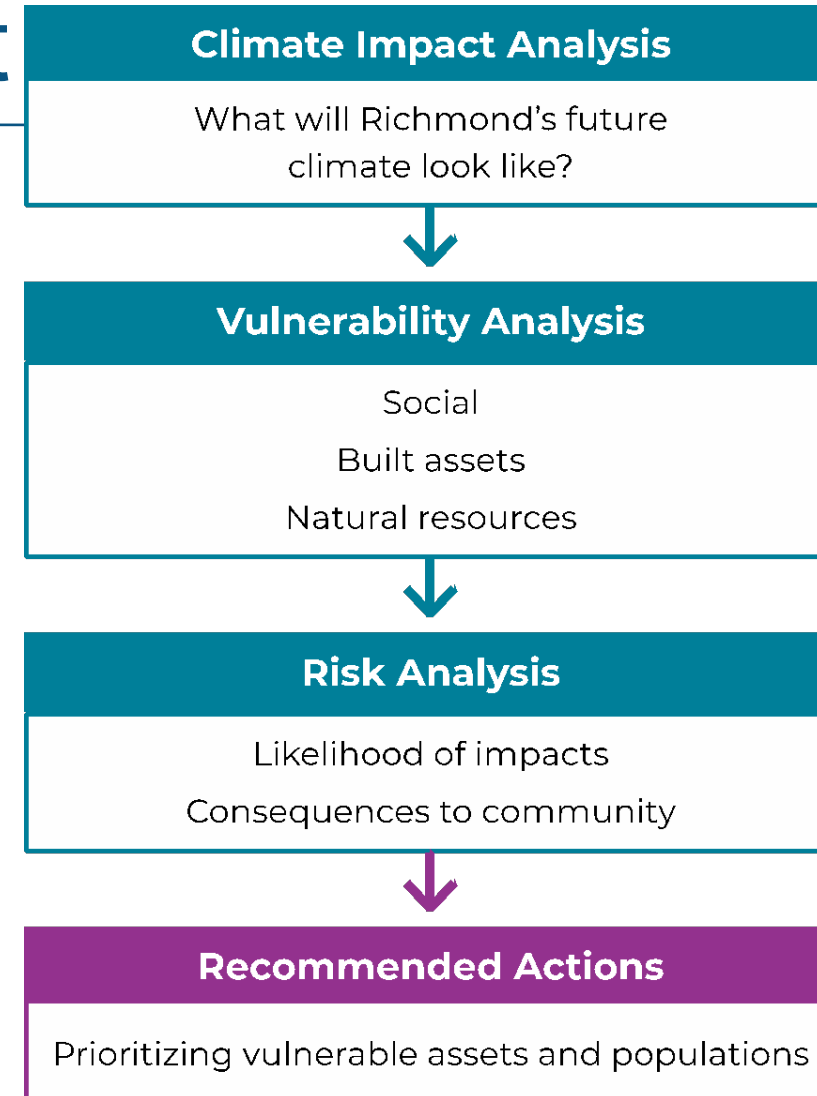
Sources: City of Richmond, US Census Bureau
City of Richmond, Virginia : Climate Vulnerability
and Risk Assessment/Planning Communities

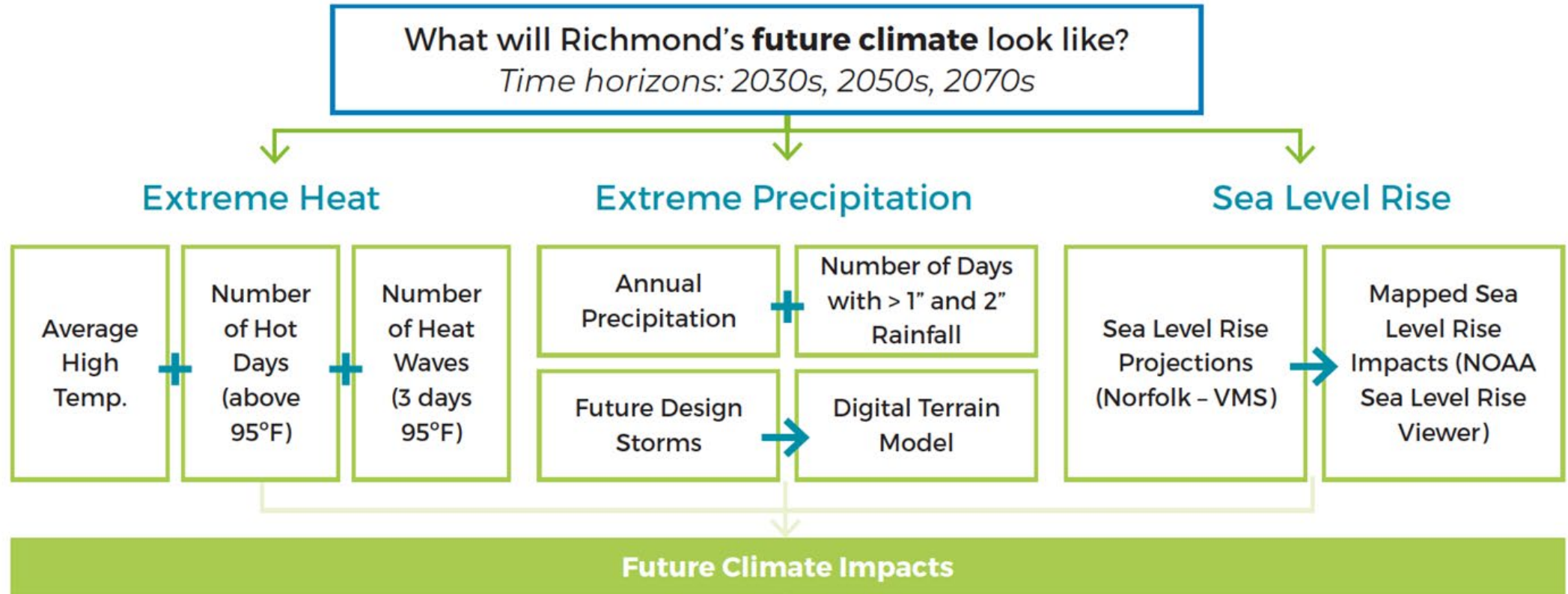
City of Richmond Climate Vulnerability and Risk Assessment

- Prioritize climate change risks and vulnerabilities for Richmond communities and natural and physical assets
- Integrate climate risks and vulnerabilities into RVAgreen 2050 and Climate Equity Action Plan 2030 implementation
- Share the process for selecting, mapping, and analyzing social and physical vulnerability and risk indicators
- Document the data-driven and science-based collaboration with the Richmond community in the process
- Provide a sound, replicable assessment methodology



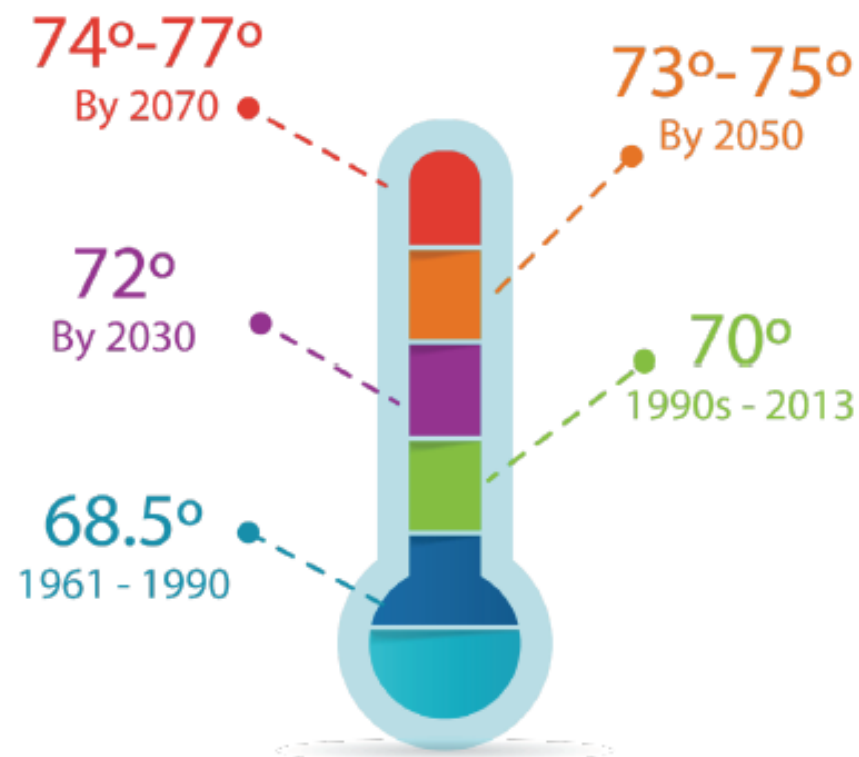
Source: City of Richmond, Virginia : Climate Vulnerability and Risk Assessment/Planning Communities





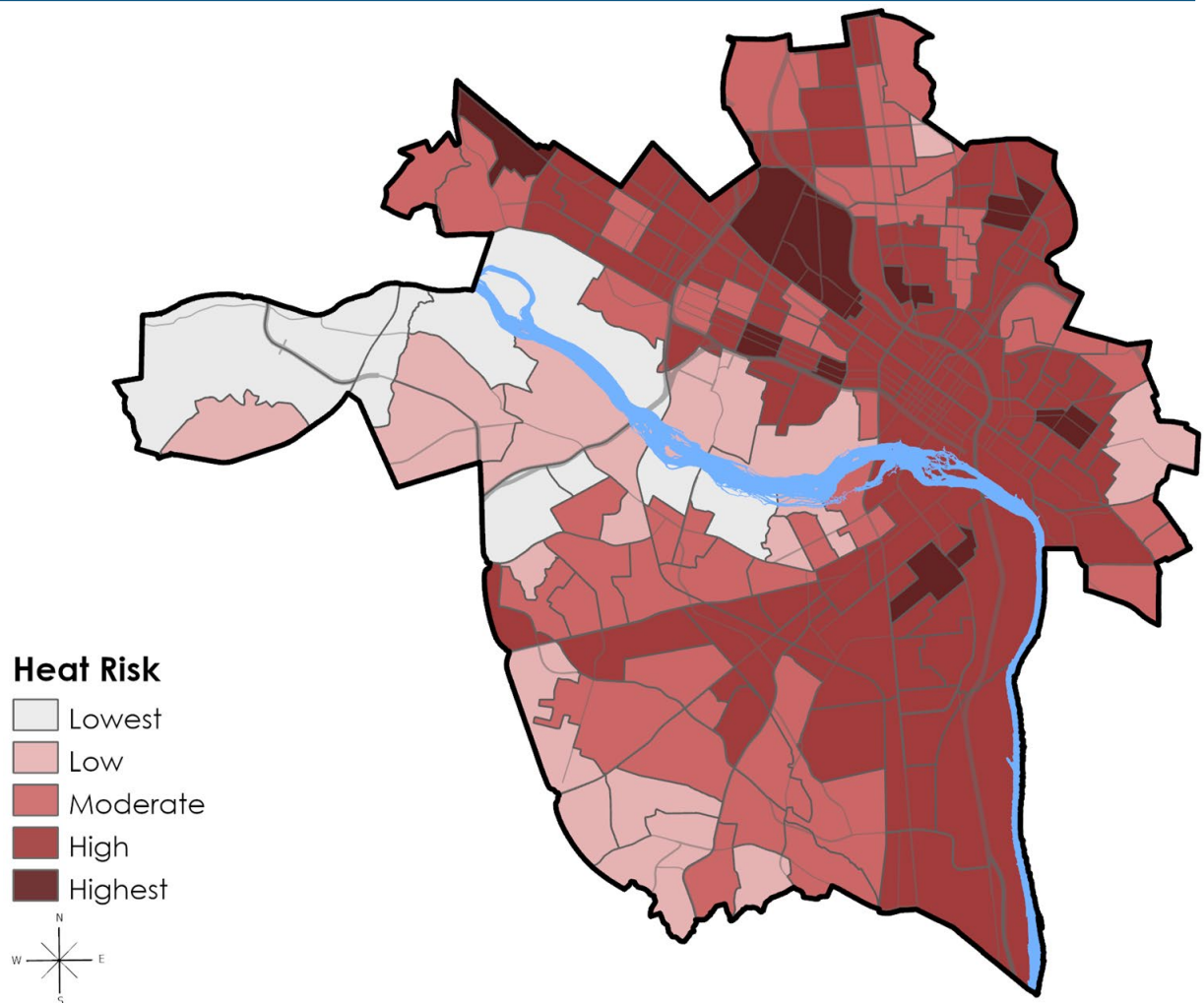
Extreme Heat

Annual Average High Temperature Increase



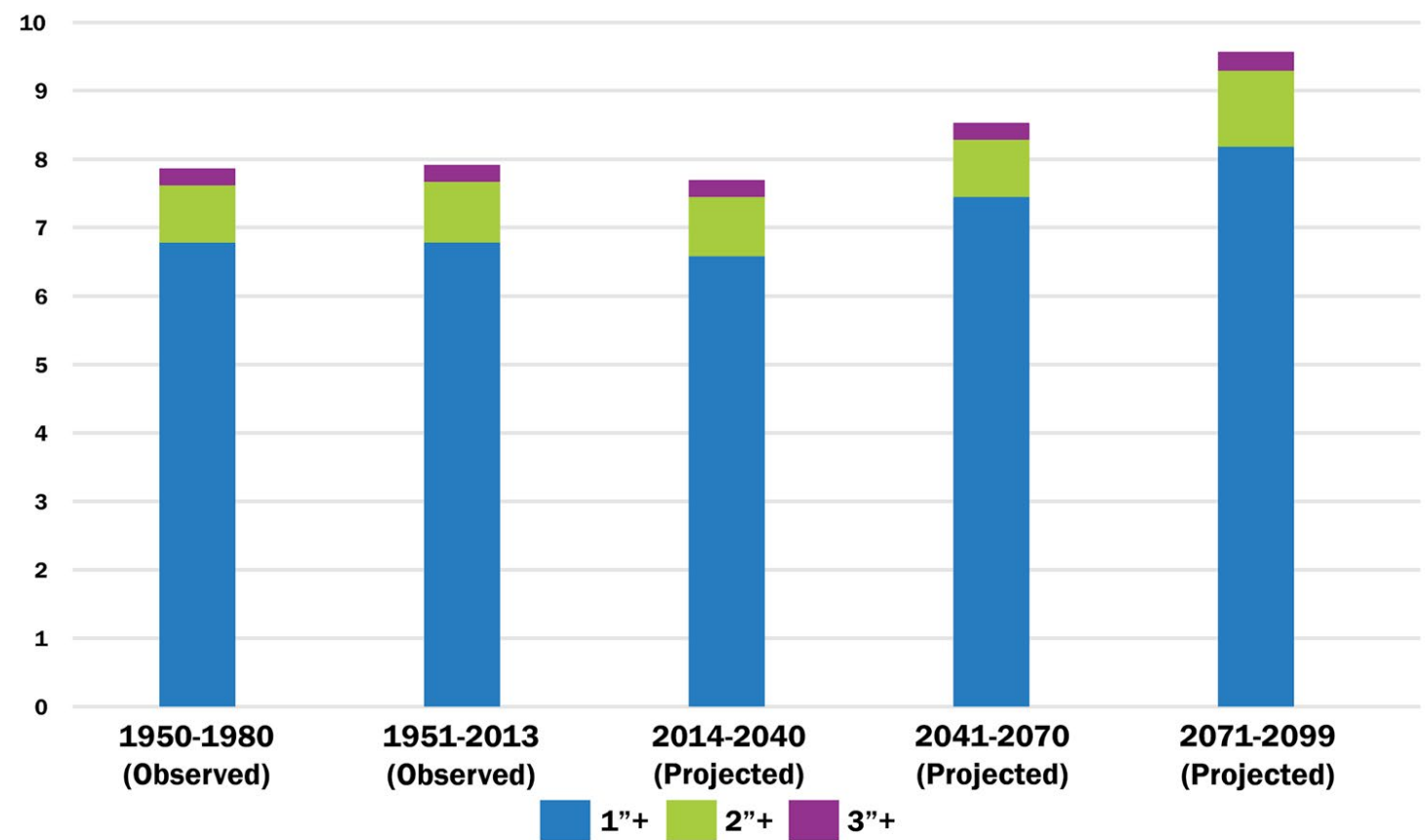
Future temperature ranges reflect lower and higher global emissions scenarios. Source data for the graphic: U.S. Climate Resilience Toolkit

Source: City of Richmond, Virginia : Climate Vulnerability and Risk Assessment/Planning Communities



Data Source: City of Richmond, Drexel University

Extreme Precipitation



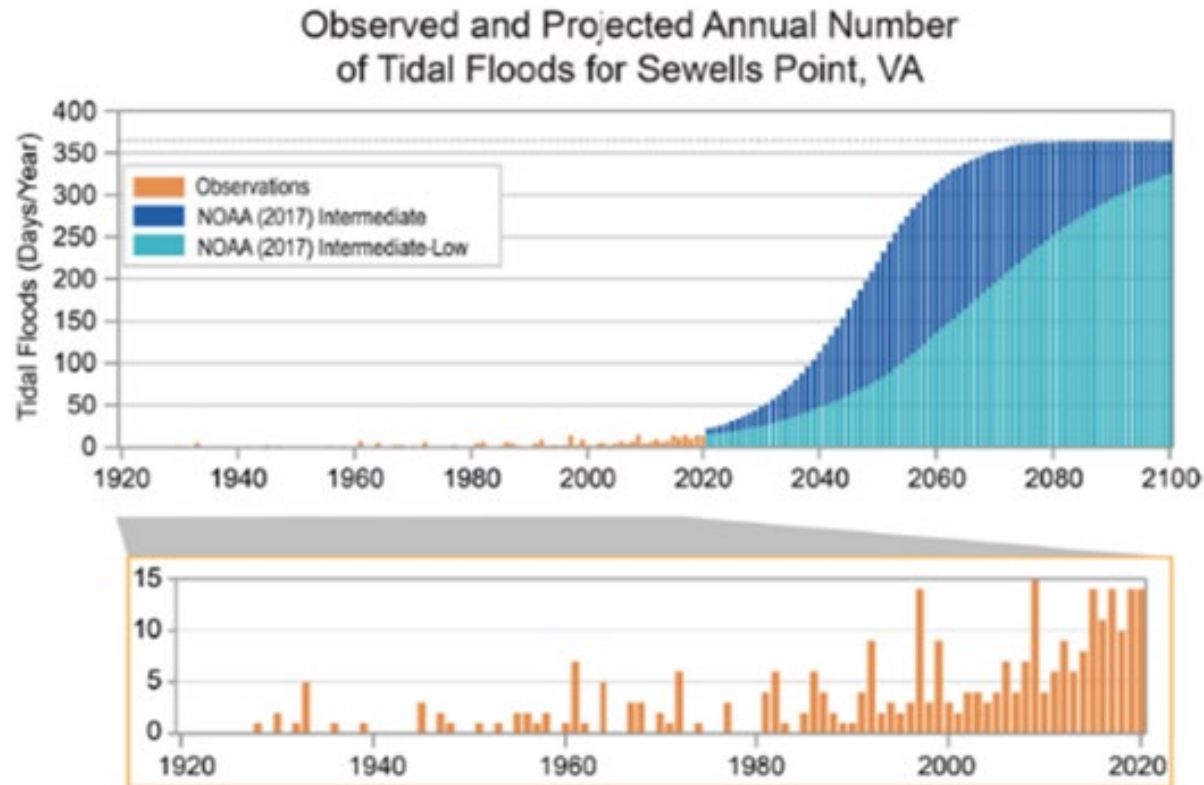
Historic and Projected Annual Days with >1, >2, >3 inches of Precipitation in Richmond

Season	2050s	2080s
Winter (Dec-Feb)	11.3%	15.2%
Spring (Mar-May)	3.8%	5.9%
Summer (Jun-Aug)	4.6%	5.1%
Fall (Sep-Nov)	0.7%	0.8%

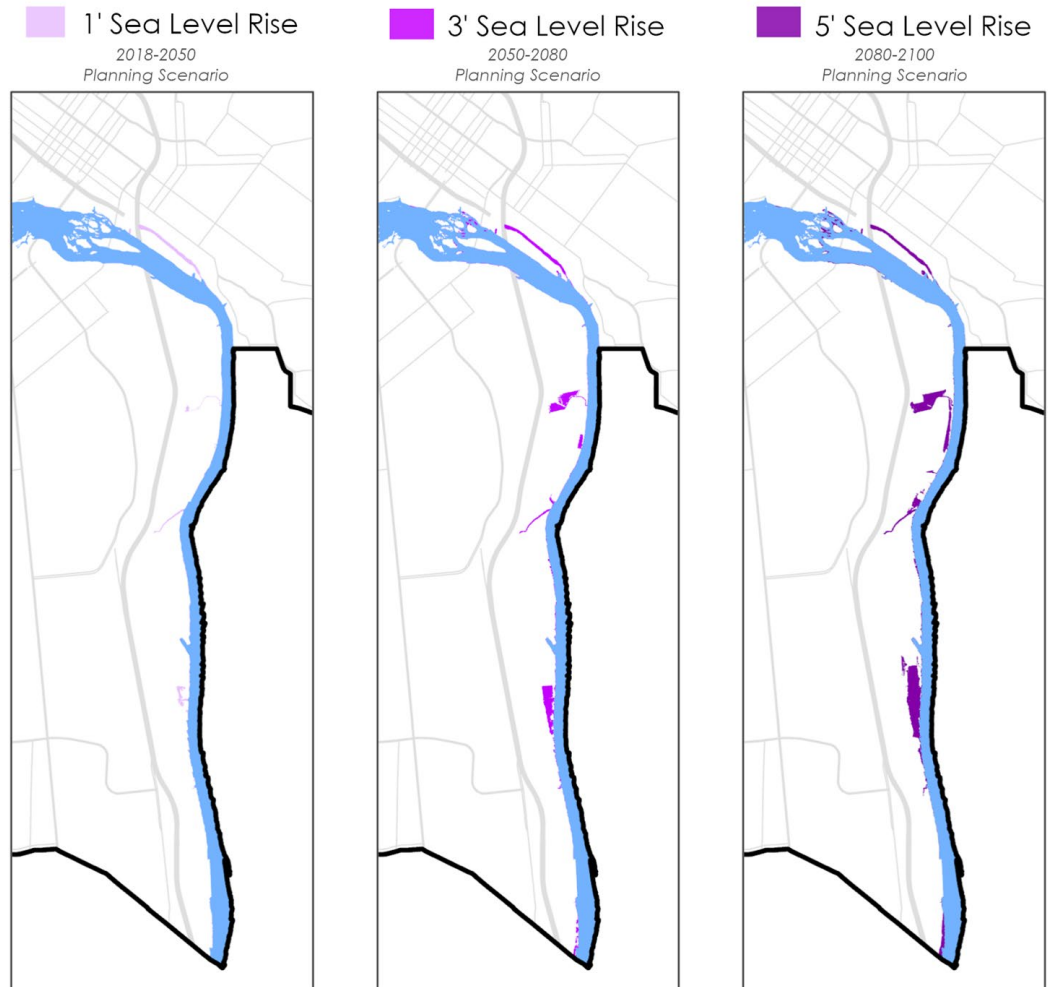
Increases in seasonal precipitation over historical conditions (Delta Change Factors) for Richmond

Data Source: City of Richmond, Drexel University
Source: City of Richmond, Virginia : Climate Vulnerability and Risk Assessment/Planning Communities

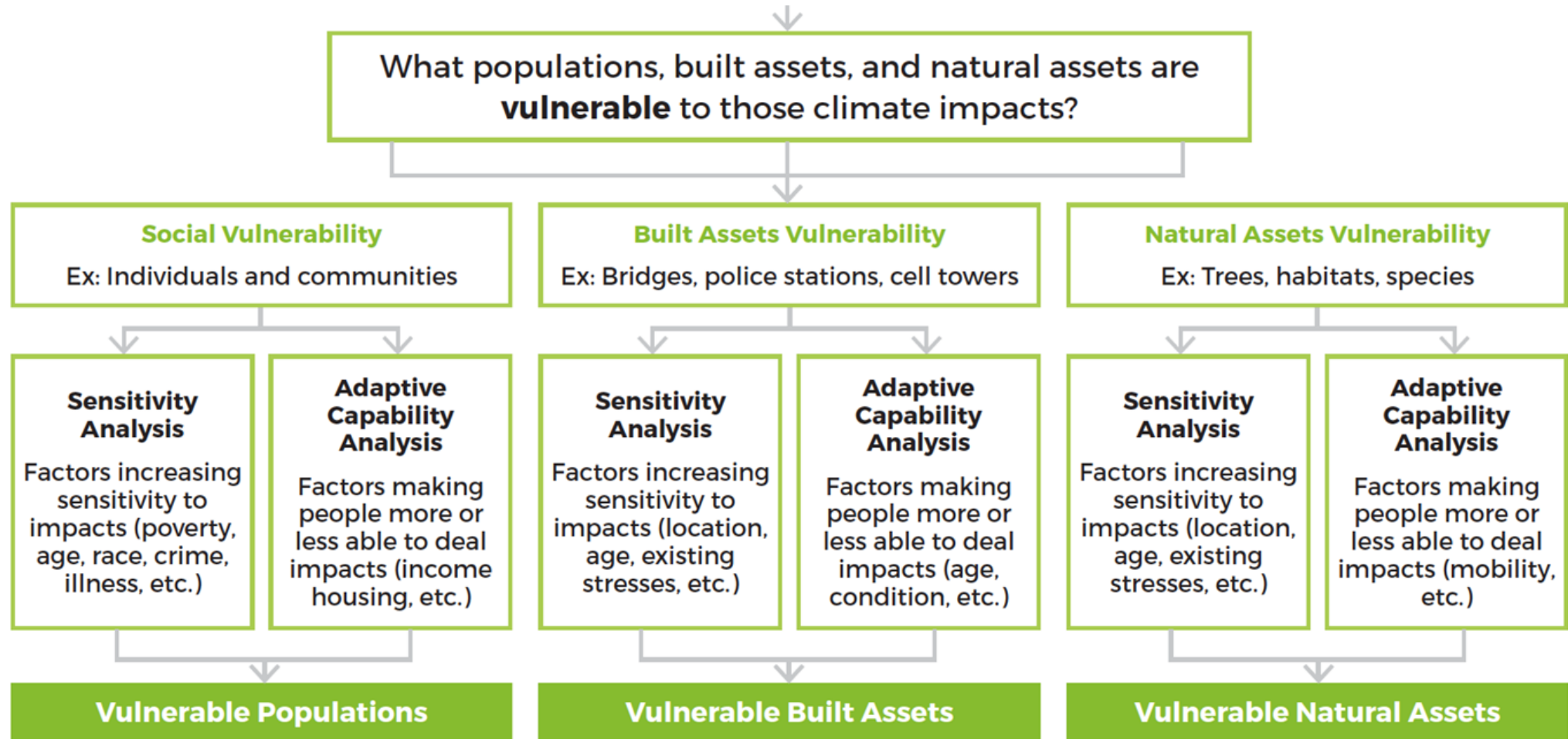
Sea Level Rise



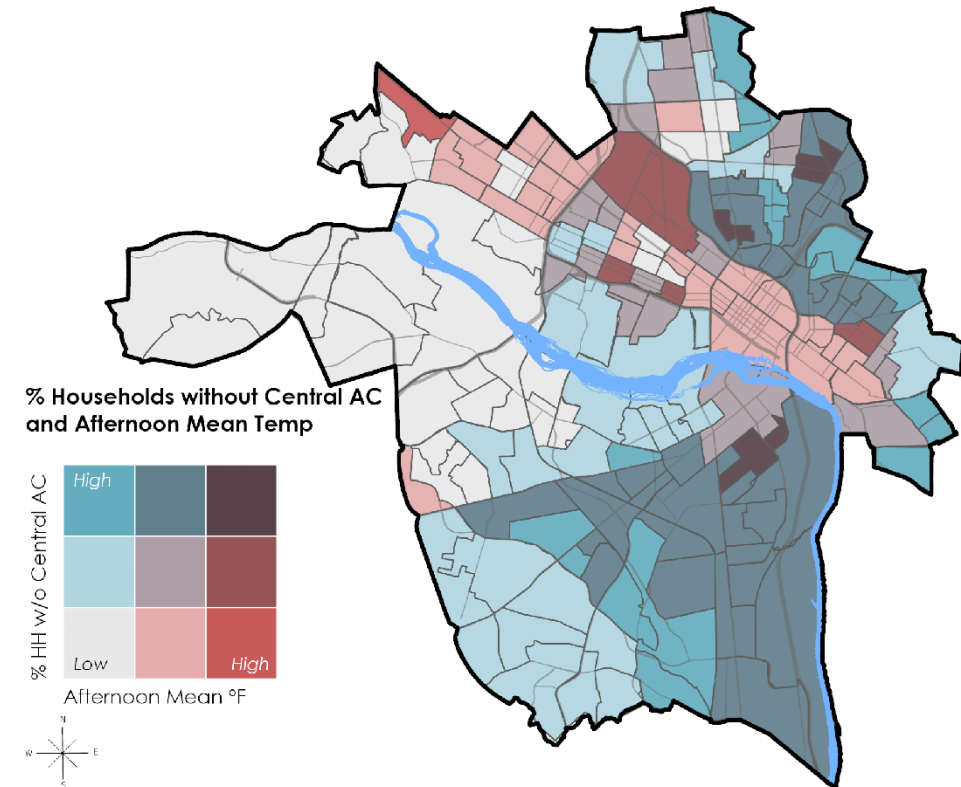
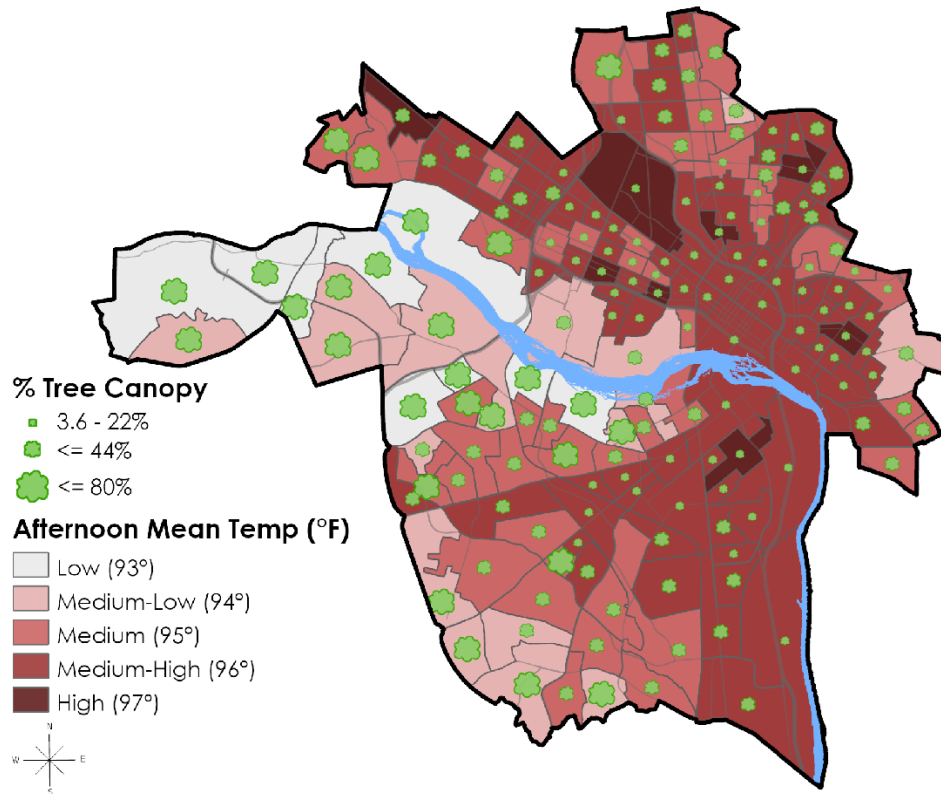
Number of tidal flood days per year observed (orange bars) and projected for lower emissions (light blue) and higher emissions (dark blue) scenarios for Sewell Point, VA



Data Sources: City of Richmond, NOAA
Source: City of Richmond, Virginia : Climate Vulnerability and Risk Assessment/Planning Communities



Heat Vulnerability & Risk



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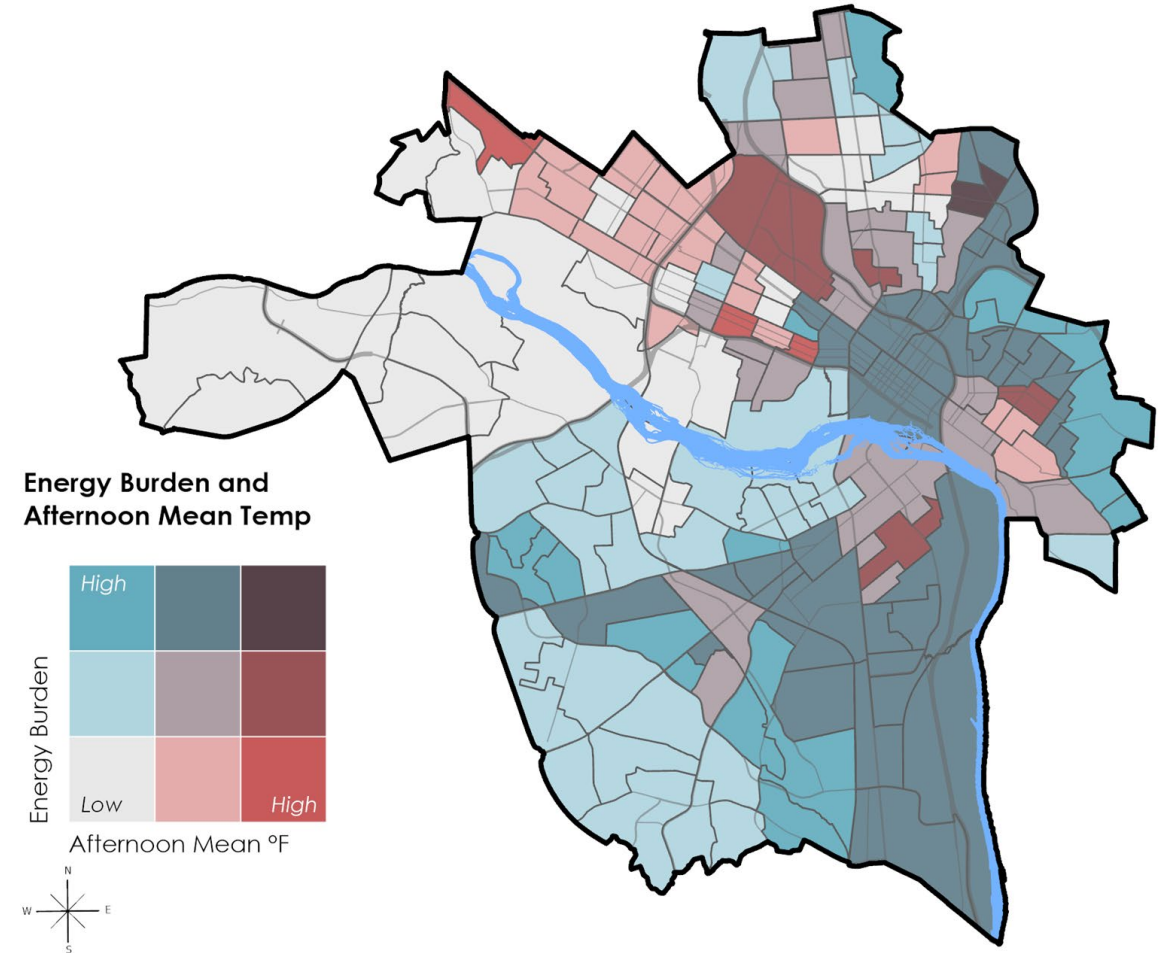
City of Richmond
RVAgreen
2050

Data Sources: City of Richmond, US Census Bureau

Source: City of Richmond, Virginia : Climate Vulnerability and Risk Assessment/Planning Communities

Heat Vulnerability & Risk

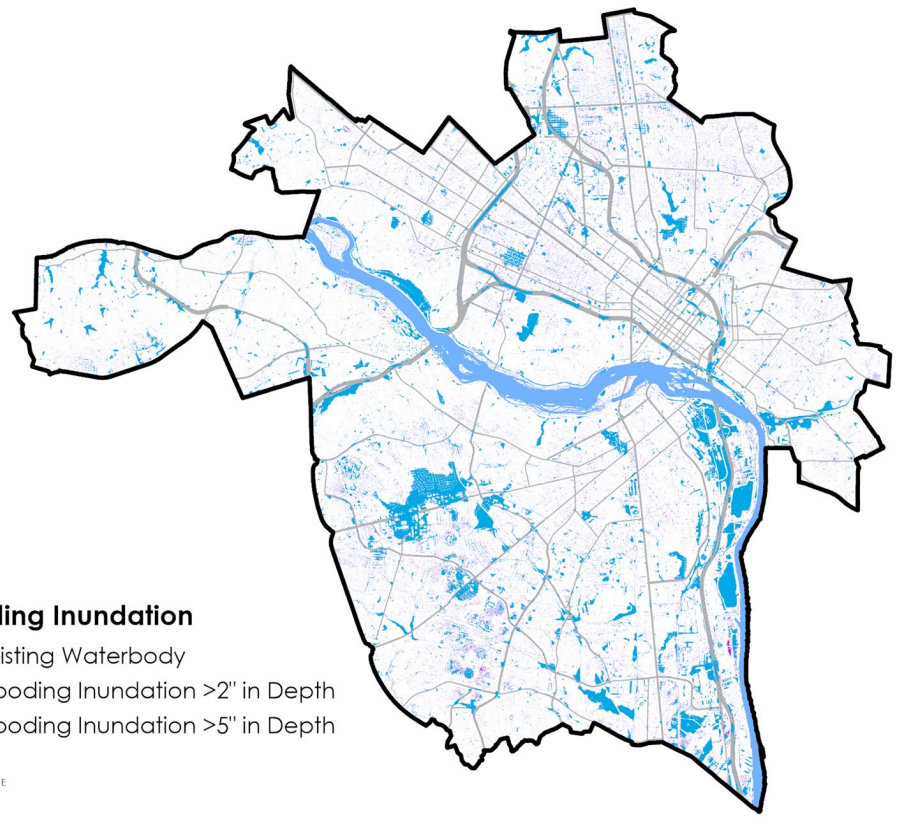
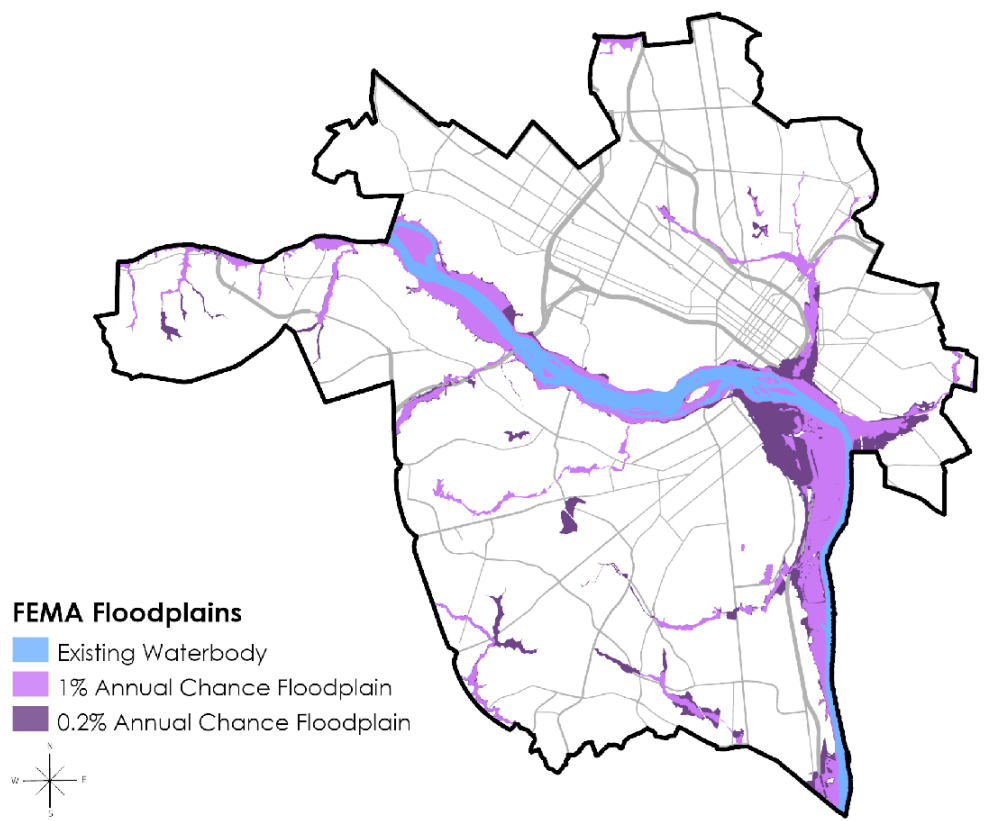
- Cooling demand / electric supply demand
- Power outages and supply drops (brownout)
- Urban Heat Islands
- Poor air quality
- Community health and public safety
- Limits to operating speed on rail lines
- Vegetation and native plant impacts, affecting runoff and combined sewer overflows



Data Sources: City of Richmond, US Census Bureau

Source: City of Richmond, Virginia : Climate Vulnerability and Risk Assessment/Planning Communities

Flooding Vulnerability & Risk

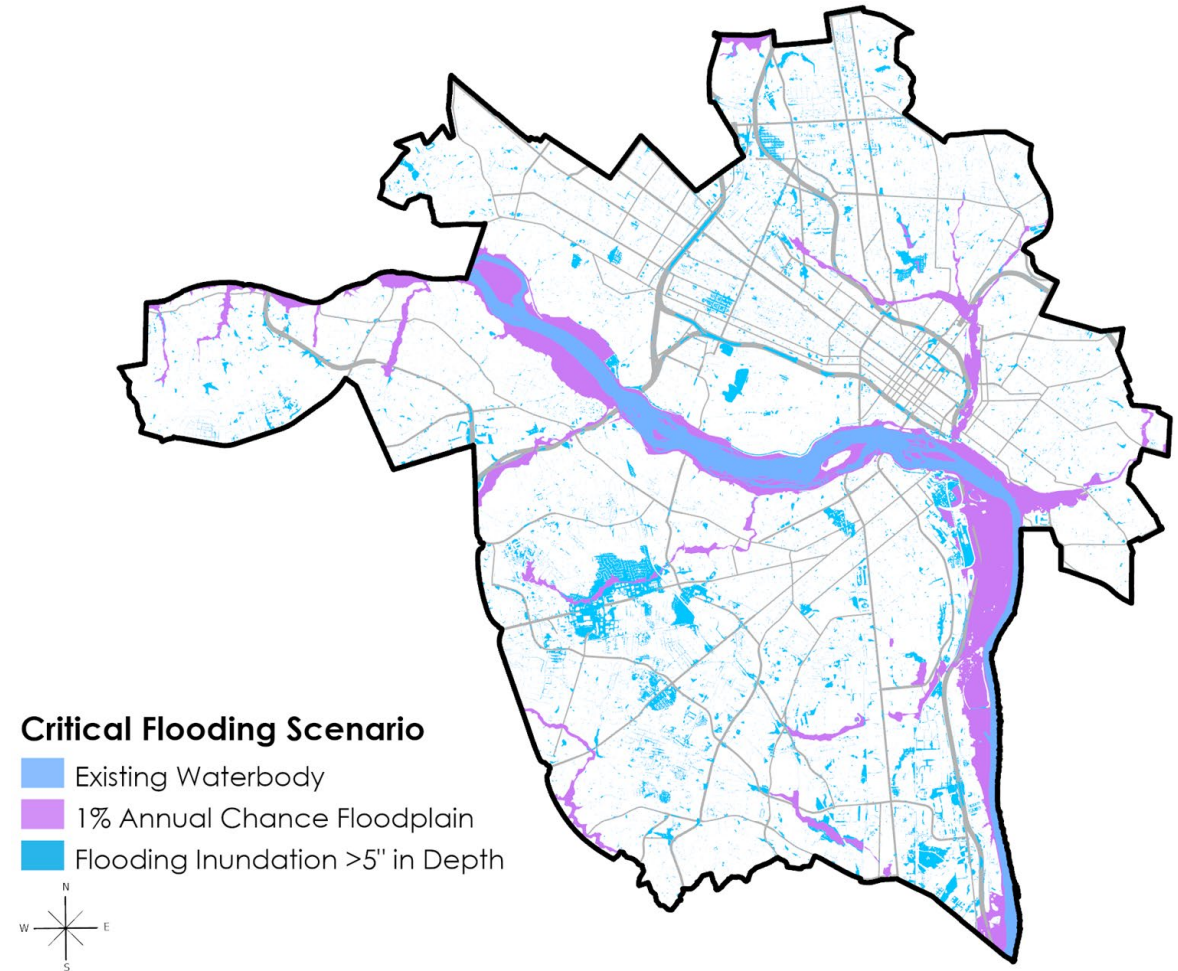


Sources: City of Richmond, Esri, FEMA

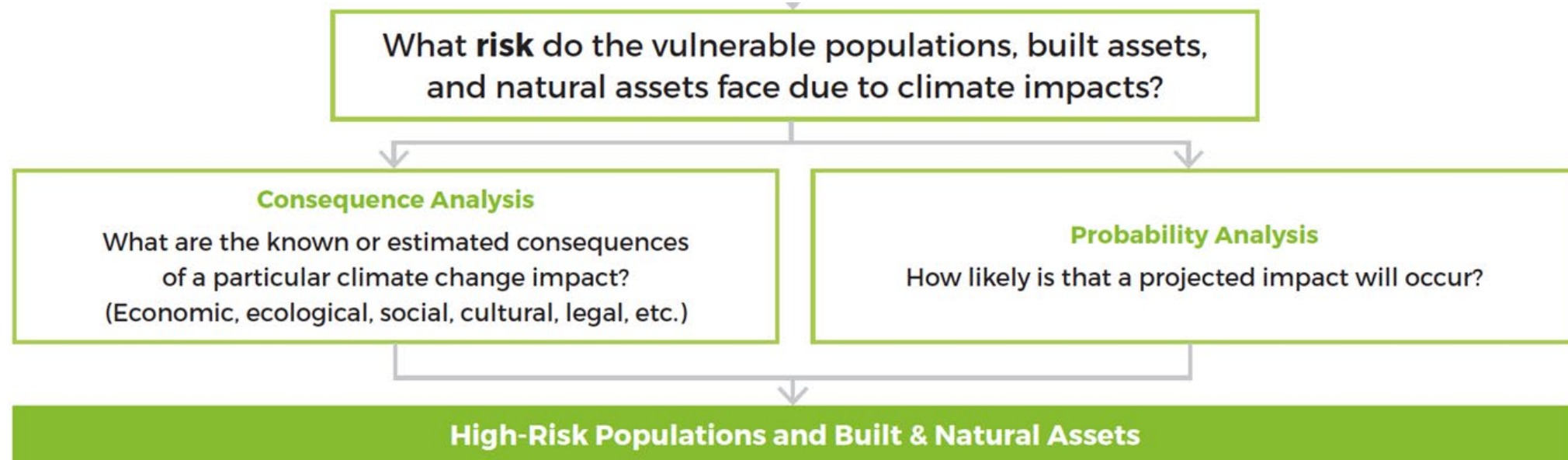
Source: City of Richmond, Virginia : Climate Vulnerability and Risk Assessment/Planning Communities

Flooding Vulnerability & Risk

- Flood damage to properties, buildings, and equipment
- Flooding of area roadways
- Storm power outages
- Disruptions to public safety operations and emergency response
- Combined sewer system backups and wastewater overflow into local waters
- Sea level rise along the James River and tributaries
- Habitat impacts from permanent water level or quality changes



Data Sources: City of Richmond, Esri, FEMA
Source: City of Richmond, Virginia : Climate Vulnerability and Risk Assessment/Planning Communities



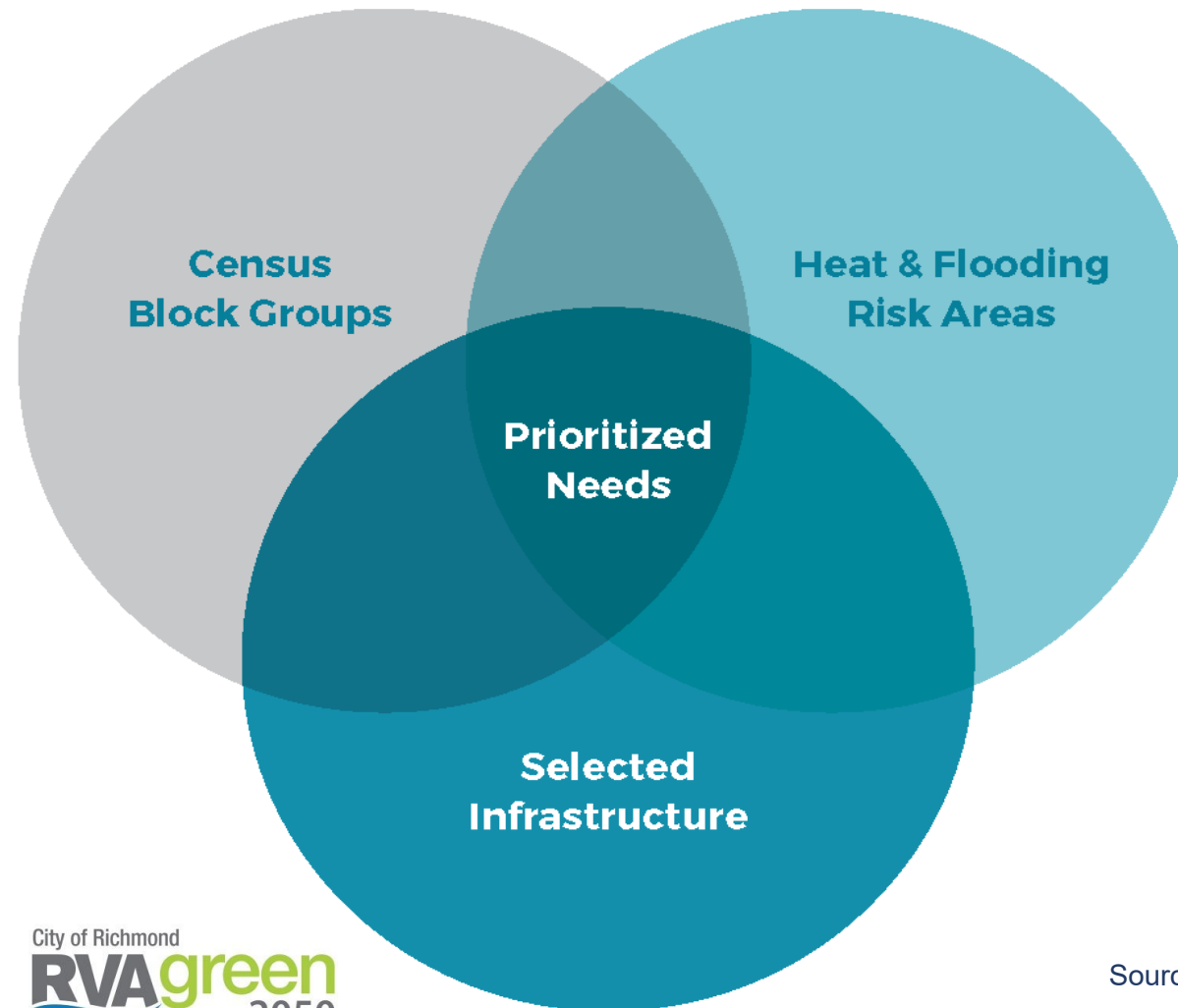
Vulnerability & Consequence Scoring

	Heat Risk	Flood Risk	Consequence
Communications Infrastructure	Medium	Medium	Medium
Community Buildings	Med-High	Med-High	Med-High High
Education	Medium High	Medium Med-High	Medium Med-High
Health and Social Services	Medium Med-High	Med-High	Med-High
Historic	Med-High High	Med-High High	Medium Med-High
Economic Development and Planning	Medium Med-High	Med-High High	Medium Med-High
Energy Infrastructure	Med-Low High	Low High	Low Med-High
Food System Assets and Resources	Med-High	Med-High	Med-High
Government Facilities	Med-High	Med-High	Med-High
Parks and Open Spaces	Med-High High	Med-High High	High
Public Housing Resources	High	High	High
Public Safety and Emergency Response	Medium Med-High	Med-High	Med-High
Stormwater and Sewer Infrastructure	Medium	High	High
Waste Management Infrastructure	Medium	Med-High High	Med-High High
Water Supply Infrastructure	Medium Med-High	Med-High High	High

	Heat Risk	Flood Risk	Consequence
Transportation Infrastructure			
Roads and Bridges	Medium	Med-High	Med-High
Bike/Ped	Med-High	Med-High	Med-High
Rail and Transit	Medium	Med-High	Med-High
Marine	Med-Low	Med-High	Med-High
Airport	Med-High	Med-High	Med-High
Natural Assets			
Parks and Open Spaces	Med-High	Med-High	High
Terrestrial Habitat	Med-High	Med-High	High
Trees & Vegetation	Med-High	Med-High	High
Water Bodies	Med-High	Med-High	High

Source: City of Richmond, Virginia : Climate Vulnerability and Risk Assessment/Planning Communities

Developing Priority Planning Areas

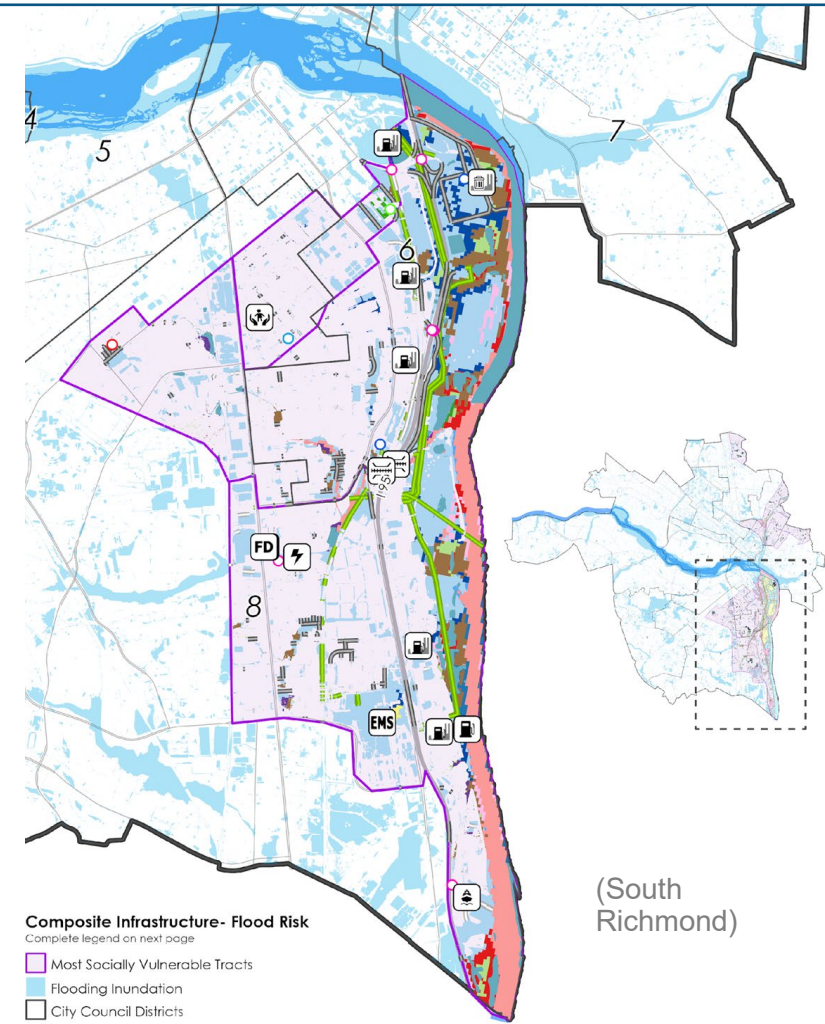
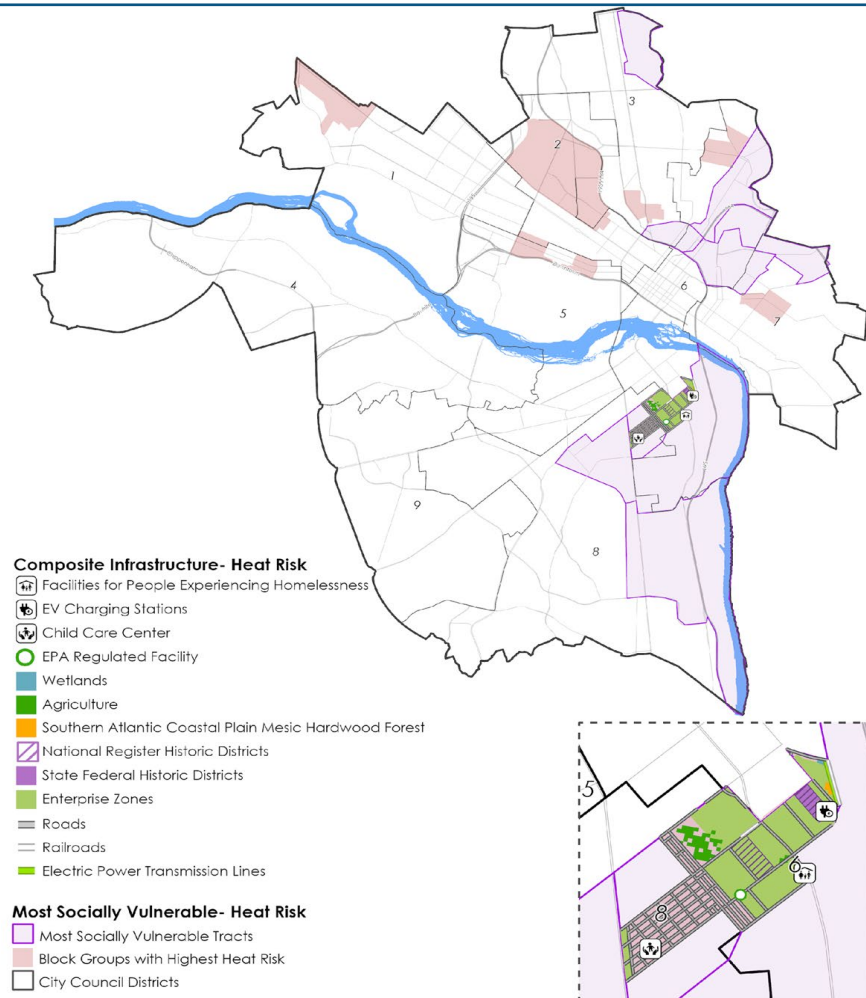


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City of Richmond
RVAgreen
2050

Source: City of Richmond, Virginia : Climate Vulnerability
and Risk Assessment/Planning Communities

Priority Planning Areas: Heat & Flood Risk



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SUSTAINABILITY

City of Richmond
RVAgreen
2050

Data Sources: City of Richmond, US Census Bureau
Source: City of Richmond, Virginia : Climate Vulnerability
and Risk Assessment/Planning Communities

Equity Data, Tools & Resources

- EPA's EJSCREEN - <https://www.epa.gov/ejscreen>
- DOT's Equitable Transportation Community Explorer, - <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/Homepage/>
- Climate and Economic Justice Screening Tool, - <https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>
- FHWA's Screening Tool for Equity Analysis of Project - <https://maps.dot.gov/fhwa/steap/>

Explore the map

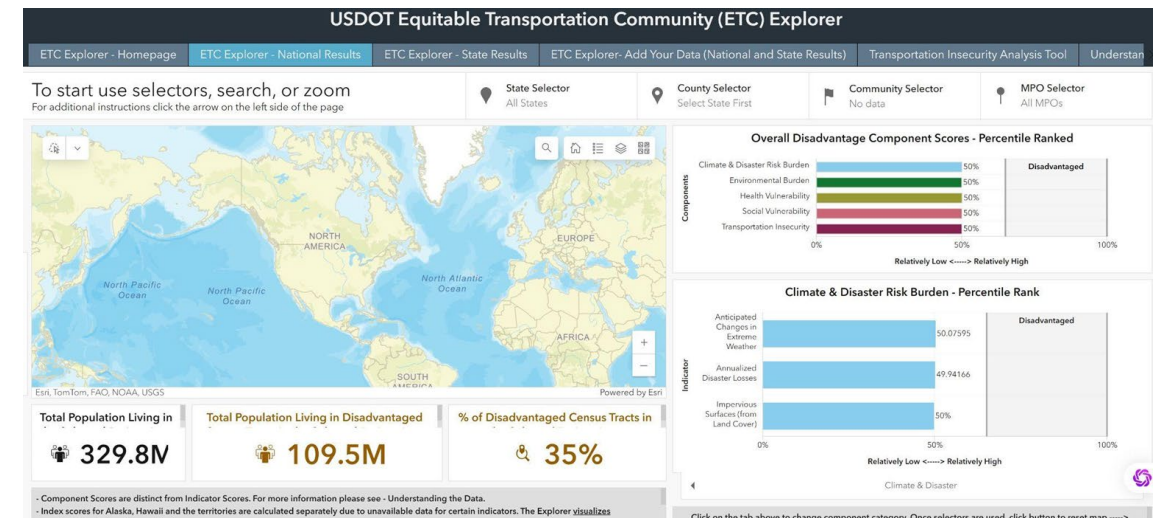
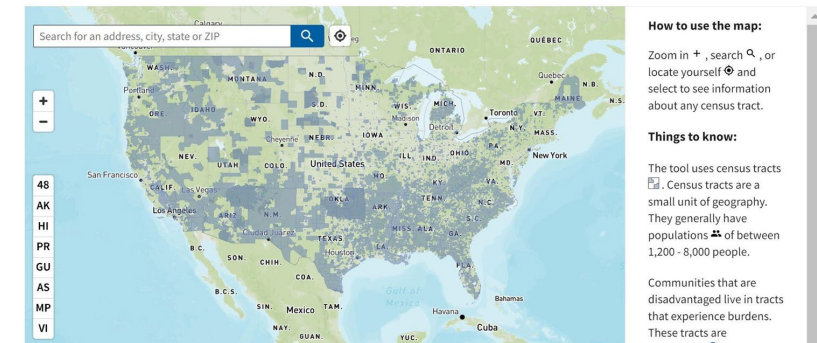
Share data sources with CEJ

Census tracts that are overburdened and underserved are highlighted as being disadvantaged on the map. Federally Recognized Tribes, including Alaska Native Villages, are also considered disadvantaged communities.

Zooming in and selecting shows information about each census tract.

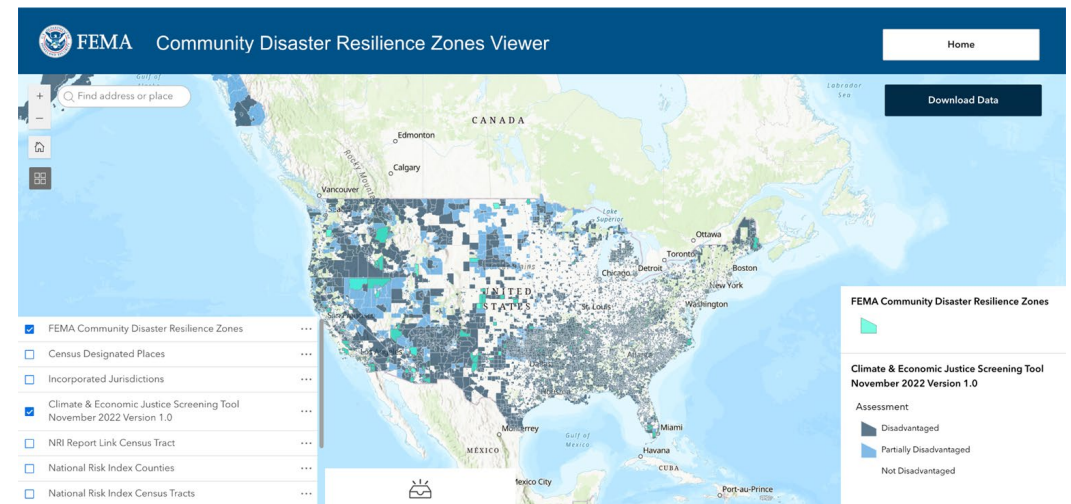
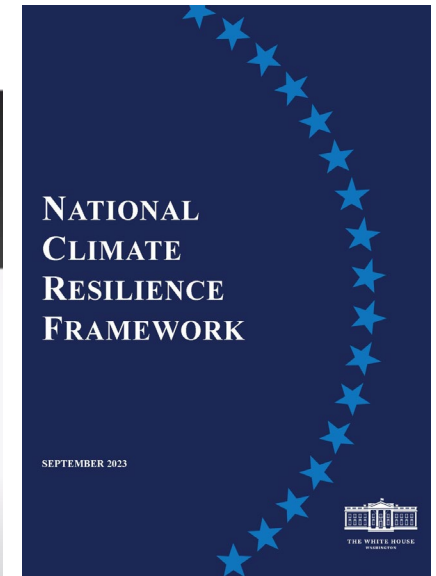
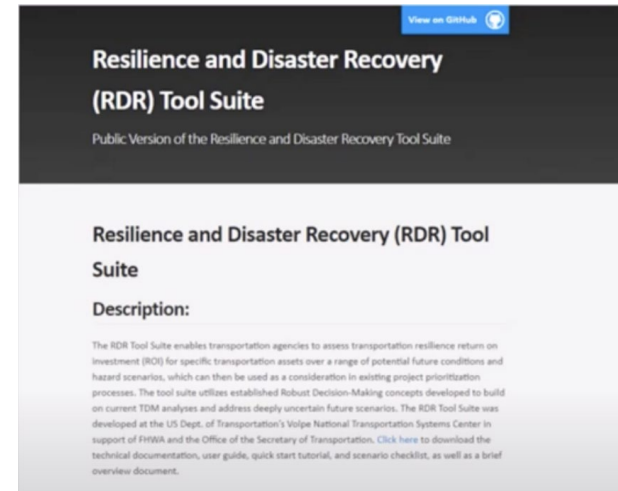
Get the data

Download the data with documentation and shapefile from the [downloads](#) page.



Resilience Tools & Resources

- USDOT and Federal Data Resources - <https://www.transportation.gov/priorities/climate-and-sustainability/climate-adaptation-resources-and-tools>
- Resilience and Disaster Recovery (RDR) Tool Suite - <https://volpeusdot.github.io/RDR-Public/>
- National Climate Resilience Framework - <https://www.whitehouse.gov/wp-content/uploads/2023/09/National-Climate-Resilience-Framework-FINAL.pdf>
- FEMA Community Disaster Resilience Zones - <https://www.fema.gov/flood-maps/products-tools/national-risk-index/community-disaster-resilience-zones>

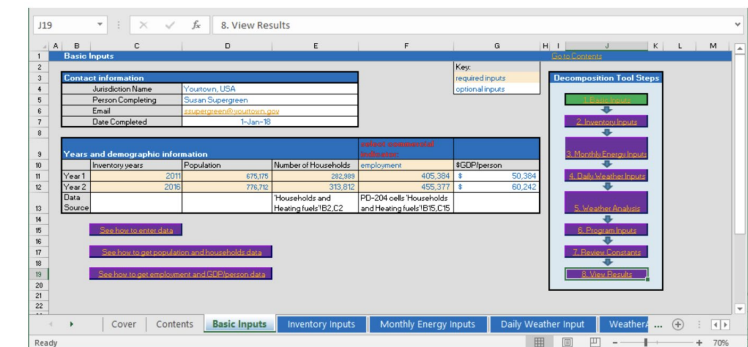


GHG Tools & Resources

- Avoided Emissions and Generation Tool (AVERT) Web Edition version from the U.S. Environmental Protection Agency.
<https://www.epa.gov/avert>
- ICLEI Greenhouse Gas Contribution Analysis <https://icleiusa.org/ghg-contribution-analysis/>
- Global Warming Potential (GWP) data from the IPCC's Fifth Assessment Report
 - <https://www.ipcc.ch/assessment-report/ar5/>
 - https://ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf

State, Local, and Tribal GHG Inventory Tools

- <https://www.epa.gov/statelocalenergy/state-inventory-and-projection-tool>
- <https://www.epa.gov/statelocalenergy/local-greenhouse-gas-inventory-tool>
- <https://www.epa.gov/statelocalenergy/tribal-greenhouse-gas-inventory-tool>



GHG Tools & Resources

Surface Transportation

- MOVES - <https://www.epa.gov/moves/latest-version-motor-vehicle-emission-simulator-moves>
- CMAQ Emissions Calculator Toolkit - https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/
- VisionEval - <https://visioneval.github.io/about.html>
- Infrastructure Carbon Estimator - https://www.fhwa.dot.gov/environment/sustainability/energy/tools/carbon_estimator/

The screenshot displays the CMAQ Emissions Calculator Toolkit interface. The top header includes the CMAQ logo and the title "Emissions Calculator Toolkit". The main title of the tool is "On-Road Alternative Fuel Vehicle Fleet Purchase & Restricted Access Alternative Fuel Infrastructure". A brief description states: "This calculator will estimate the reduction in emissions when purchasing alternative fuel vehicles to replace a conventional fuel vehicle fleet and/or the change in mileage to new restricted access alternative fuel infrastructure, if applicable. Alternative fuel transit buses and transit bus refueling infrastructure are included in the Transit Bus Upgrades & System Improvements tool." The interface is divided into a "Navigator" on the left and an "INPUT" section on the right. The Navigator lists three options: "On-Road Alternative Fuel Vehicle Replacement & Restricted Infrastructure", "Restricted Infrastructure", and "Unrestricted Infrastructure". The "INPUT" section contains a "User Guide" link and a "Reset Inputs" button. It is organized into two main categories: "Fleet Purchase" and "Infrastructure". The "Fleet Purchase" section includes questions (1) through (8) with corresponding input fields. The "Infrastructure" section includes questions (9) through (13) with corresponding input fields. The "Fleet Purchase" section also includes a "Project Components" section with checkboxes for "Alt Fuels Fleet Purchase" and "Restricted Access Infrastructure". The "Infrastructure" section includes a "Fleet Activity" section with checkboxes for "Vehicle Miles Traveled (VMT)" and "Vehicle Population".

CMAQ Emissions Calculator Toolkit

On-Road Alternative Fuel Vehicle Fleet Purchase & Restricted Access Alternative Fuel Infrastructure

This calculator will estimate the reduction in emissions when purchasing alternative fuel vehicles to replace a conventional fuel vehicle fleet and/or the change in mileage to new restricted access alternative fuel infrastructure, if applicable. Alternative fuel transit buses and transit bus refueling infrastructure are included in the Transit Bus Upgrades & System Improvements tool.

Navigator

- On-Road Alternative Fuel Vehicle Replacement & Restricted Infrastructure
- Restricted Infrastructure
- Unrestricted Infrastructure

INPUT [User Guide](#) [Reset Inputs](#)

(1) What is your project evaluation year?

(2) Which components does your project incorporate?
Only answer questions specific to project components. If both components are chosen, answer Questions 1-8 and 12-13.

☐ Alt Fuels Fleet Purchase
☐ Restricted Access Infrastructure

Questions 1-8
Questions 1-2 & 9-13

Fleet Purchase

(3) What type of vehicle(s) are you replacing?

(4) What is the model year of the vehicle(s) you are replacing?

(5) Which conventional fuel are you replacing?

(6a) What type of activity data do you have?
Note: You must enter at least one value for transit bus activity

☐ Vehicle Miles Traveled (VMT)
☐ Vehicle Population

(6b) Please input the total annual activity and population expected for your new alternative fuel vehicle fleet

Annual Miles Traveled by Fleet
 Fleet Population (# of Vehicles)

(7) What is the model year of the alternative fuel vehicle(s) to be purchased?

(8) What fuel will the new vehicle(s) use?

Infrastructure

(9) What type of vehicle(s) will be fueled at this new infrastructure?

(10) What model year are your alternative fuel vehicle(s)?

(11) Which alternative fuel does the vehicle(s) use?


(12) Will the distance to your primary fueling facility increase or decrease after developing new infrastructure?

(13) Please enter the anticipated change in total fleet annual VMT to fuel at the new fueling infrastructure. Change in Vehicle Miles Traveled

GHG Tools & Resources


Multimodal Transportation

- FTA Transit Bus Electrification Tool version 1
<https://www.transit.dot.gov/regulations-and-programs/environmental-programs/fta-transit-bus-electrification-tool>
- Public Transportation Greenhouse Gas Emissions Estimator
<https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/ftas-transit-greenhouse-gas-emissions-estimator>
- Electric Vehicles - AFLEET Tool - <https://greet.anl.gov/afleet>
- Aviation - AEDT - <https://aedt.faa.gov/>
- Maritime- SAFE-T - <https://www.safet.io/>

AFLEET Online 

Home Payback On-road Payback Off-road TCO


Vehicle Info **Fuel Prices** Fuel Options


Vehicle Type  Passenger Car

State Alabama

Quantity 1 vehicle(s)

Vehicle Mileage 12,400 mi/year

Powertrains to Compare 

<input type="checkbox"/> Powertrain	Fuel Economy (MPGGE) 	Purchase Price (\$/vehicle)	Maintenance (\$/mi)
<input checked="" type="checkbox"/> Gasoline	30.7	20,000	0.15
<input type="checkbox"/> Diesel	36.8	27,000	0.23
<input type="checkbox"/> HEV	45.7	22,000	0.14
<input type="checkbox"/> PHEV	53.4	27,000	0.13
<input type="checkbox"/> EREV	44.2	33,000	0.13
<input type="checkbox"/> EV	118.2	37,000	0.09
<input type="checkbox"/> FCV	65.7	50,000	0.09
<input type="checkbox"/> B20	36.8	27,000	0.23
<input type="checkbox"/> B100	36.8	27,000	0.23
<input type="checkbox"/> RD20	36.8	27,000	0.23
<input type="checkbox"/> RD100	36.8	27,000	0.23
<input type="checkbox"/> E85	30.7	20,000	0.15
<input type="checkbox"/> LPG	30.7	26,000	0.15
<input type="checkbox"/> CNG	29.2	27,000	0.15

Creating Equitable Climate & Resilience Actions



City of Raleigh Community Climate Action Plan Raleigh, NC Adopted 2021/Planning Communities

Confirm Goals and GHG Emissions Baselines

Chapel Hill Climate Goals

The Town of Chapel Hill is committed to reducing Greenhouse Gas (GHG) emissions at the Community-wide level and for Town operations.

Governor Roy Cooper issued an executive order in support of the Paris Agreement in 2018. The order commits to reducing statewide GHG emissions to 40% below 2005 levels by 2025.

Town & Community Goals

40-50%
reduction by 2030

net-zero
by 2050

80%
clean, renewable energy by 2030

100%
clean, renewable energy by 2050

What is clean, renewable energy?

Renewable energy is derived from natural processes that are regenerative over short periods of time or cannot be depleted such as geothermal or solar. Clean energy comes from renewable energy sources that do not generate emissions.

What is net zero?

Net zero means achieving a balance between emissions produced and emissions taken out of the atmosphere. Another term for net zero is "carbon neutral". Net zero relies on improved efficiency to greatly reduce energy needs until they can be met by renewable energy sources.

Town of Chapel Hill Climate Action and Response Plan

6

Greenhouse Gas (GHG) Inventory

What is a GHG Inventory?


A GHG inventory evaluates the current emissions within a community. Periodic GHG inventories allow communities to track their progress towards emissions goals. The inventory also establishes a baseline that is used to evaluate the effectiveness of potential mitigation and adaptation actions.

Two GHG inventories were prepared for Chapel Hill. The first assesses emissions at a community wide level, and the second focuses on emissions resulting from municipal actions. See the appendices for additional information about the sources of GHGs in our community.

What standards guide the GHG Inventory process?

The GHG inventory follows the U.S. Community GHG protocol developed by ICLEI Local Governments for Sustainability. The calculations meet the standard reporting requirements defined by the Global Protocol for Community Scale Emissions Inventories. These protocols provide standards methods for estimating emissions from specific sources and activities.

For more details on the Town and Community GHG Inventory, visit the full GHG inventory in the appendices.



Municipal GHG Emissions by Sector

52.5%	Vehicle Fleet
21.2%	Facilities
15.8%	Employee Commute
7.1%	Streetlights & Traffic Signals
3.3%	Solid Waste
0.1%	Water

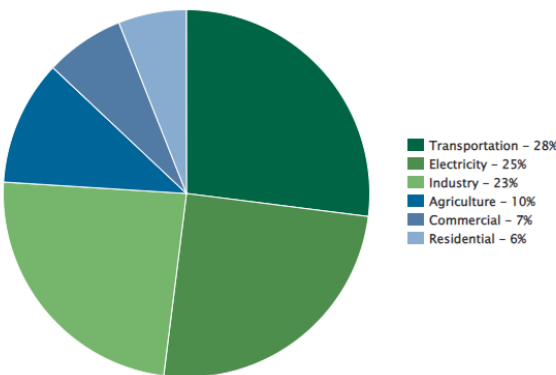
Community GHG Emissions by Sector

60.21%	Buildings
34.63%	Transportation
4.23%	Waste
0.93%	Wastewater
0.71%	Water

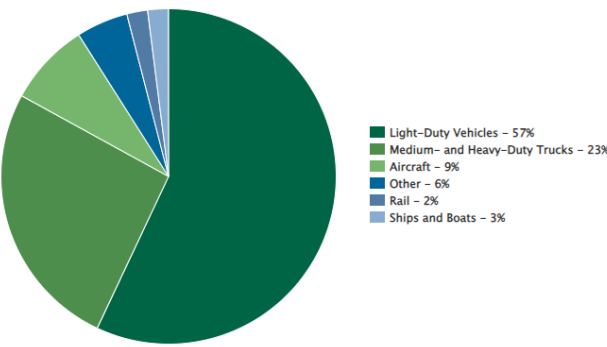
Town of Chapel Hill Climate Action and Response Plan

14

2022 U.S. GHG Emissions by Sector



2022 U.S. Transportation Sector GHG Emissions by Source

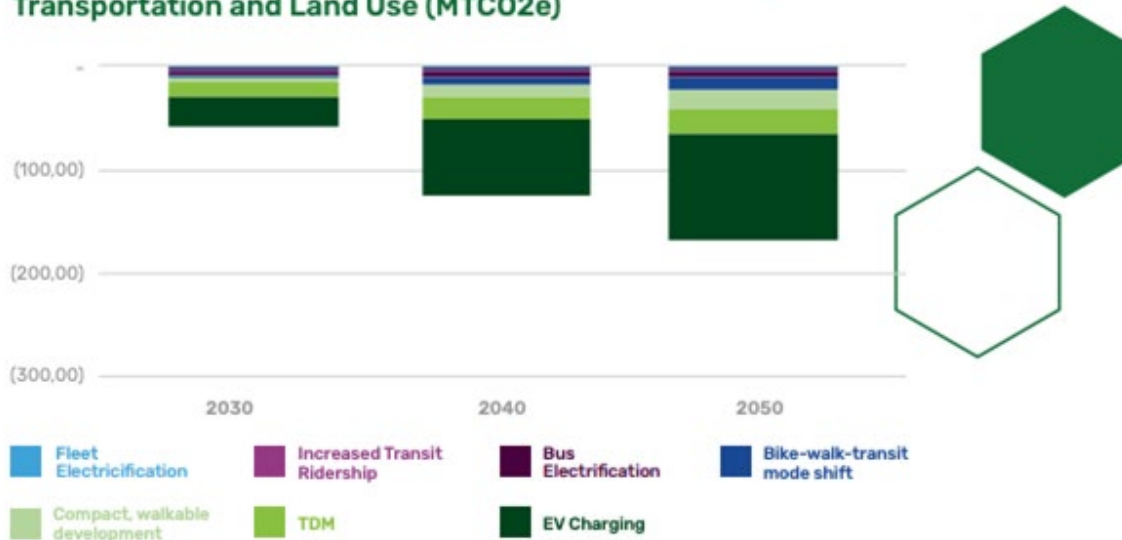


Fast Facts: U.S. Transportation Sector Greenhouse Gas Emissions - 1990 –2022, U.S. EPA (2024)

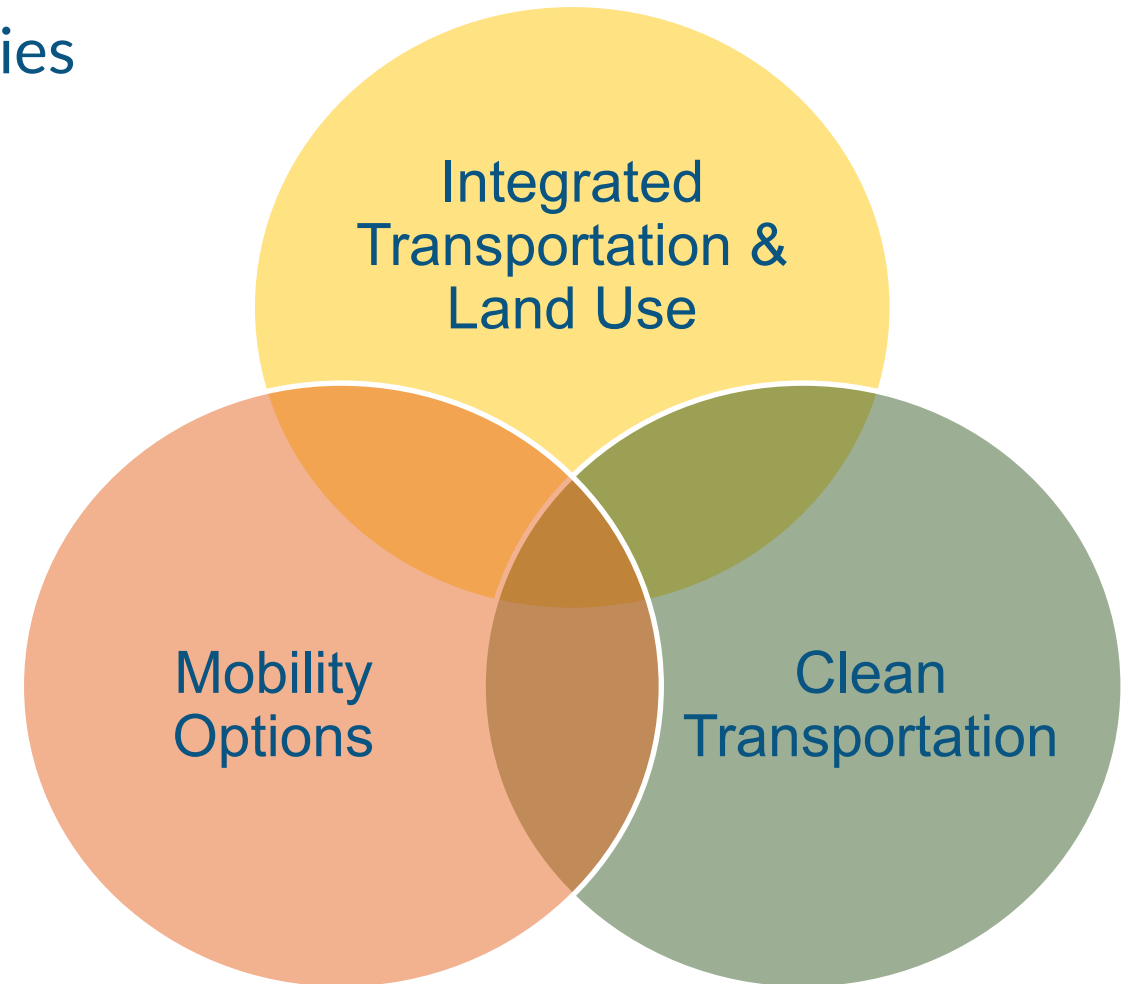
Climate Action and Resilience Strategies

- Address Main GHG Contributors/Categories
- High Impact Strategies (GHG)
- Cross Cutting Actions
- Resilience and Adaptation Measures

Forecast GHG Emissions Reduction Potential from Top Actions for Transportation and Land Use (MTCO₂e)



Chapel Hill Climate Action and Response Plan, Adopted 2021/
Planning Communities



Adapted from DOT Navigator Climate Checklist (2024) -
<https://www.transportation.gov/grants/dot-navigator/checklist-strong-climate-change-mitigation-adaptation-and-resilience-grant>

Mitigation: Strategies to Reduce Transportation Emissions

Convenient



Improve Community Design
and Land-use Planning

Efficient



Increase Options to Travel
More Efficiently

Clean



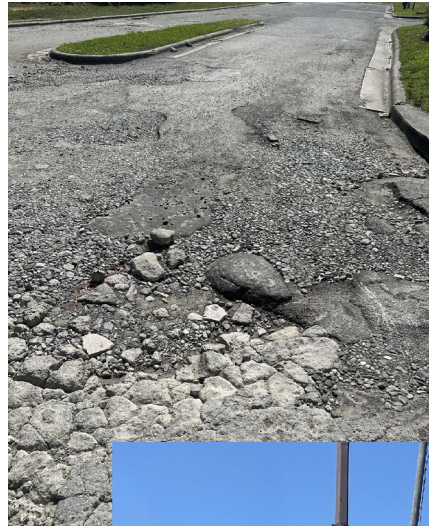
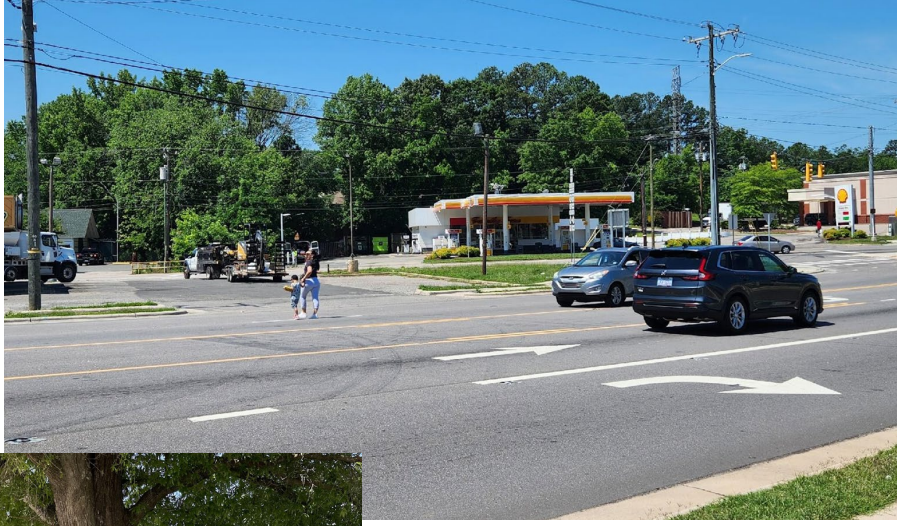
Transition to Zero Emission
Vehicles and Fuels

Mobility Solutions

Energy-efficient, convenient,
accessible, affordable travel options

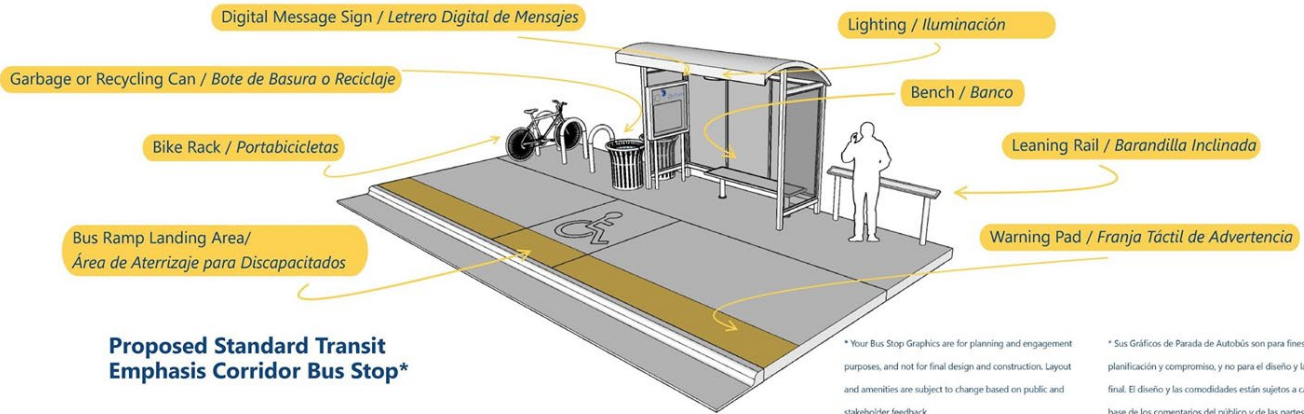
- Enhanced Public Transportation;
- Active Transportation and Micromobility;
- Transportation Demand Management;
- Operational improvements;
- Enhanced movement of freight and goods (rail, intermodal, cargo bikes, logistics).

Barriers to Climate and Community Connections



Photos: Gray Johnston, Planning Communities

Equitable Transit and Development



HOLLOWAY STREET: SAFE ACCESS TO DURHAM'S BUSIEST TRANSIT ROUTE

Connecting Safe, Dignified and Healthy Multimodal Infrastructure in Historically Disadvantaged Communities



RAISE GRANT APPLICATION
2024 | URBAN AREA | FEBRUARY 26, 2024



Benefit – Cost Analysis

Submitted by the
City of Durham, North Carolina to the
United States Department of Transportation

Integrated Transportation and Land Use

Coordinate community design and
land use planning

- Compact, walkable, bikeable development;
- Accessible jobs, shopping, schools, amenities, community facilities and services;
- Pedestrian and bicycle network Improvements;
- Eliminate parking requirements, reduce impervious surfaces;
- Nature-based solutions.

Reconnecting Communities & Nature

Green Alleys in L.A.



Photos: Annie Bang, 2016 © The Trust for Public Land

Community Action & Ownership

Equipo Verde: Allies for Alleys



Converting Parking to a Community & Climate Enhancement in NYC



Photos: © The Trust for Public Land

Clean Transportation

Sustainable, emissions-reducing

- Fuel / energy sources (electric vehicles/charging, sustainable biofuels, hydrogen);
- Zero emission fleets transition;
- Renewable energy sources;
- Incorporate RE and carbon-reducing uses in facilities and rights-of-way (e.g. solar);
- Lower embodied carbon materials and construction.



Zero Emission Fleet Transition Plan

APRIL 2023

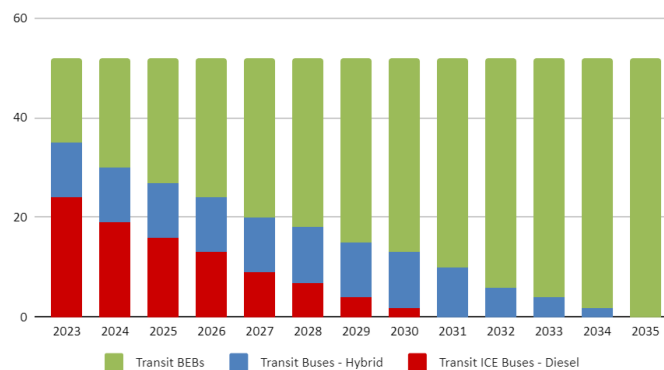
PREPARED BY



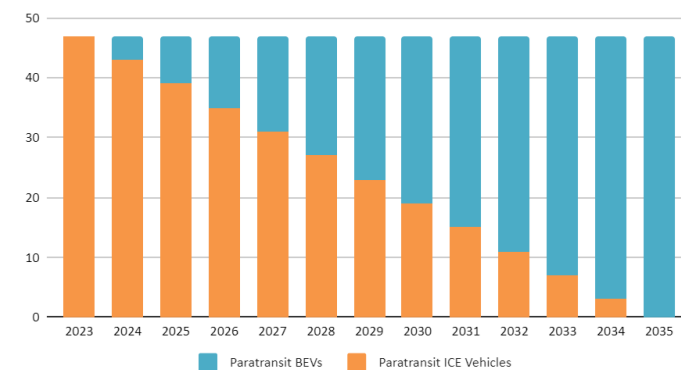
Fleet Transition in Greensboro - Battery Electric & Renewables

- Moving to battery electric buses & paratransit by 2035
- Integrated with GoBoro long range mobility planning
- \$22M 2024 FTA Low No grant award

Transit Fleet Composition - Base Scenario



Paratransit Fleet Composition - Base Scenario



Pathway to Zero



2011

City introduces
hybrid-electric buses

2016

Duke awards grant
for electric charging

2018

First BEBs
put into service

2022

17 BEBs in operation;
FTA and NCDEQ (VW)
grants received for 4 more

2023

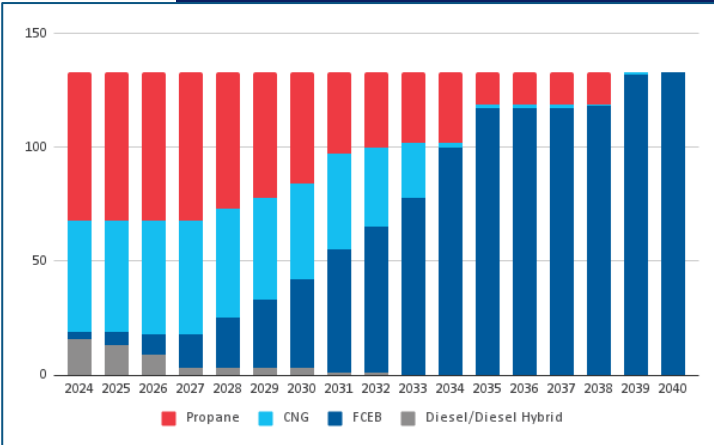
Complete ZEFTP
and continue to put new BEBs
into operation

2024-2035

Implement ZEFTP and transition
for fixed route and paratransit fleets

Blending a Hydrogen & Battery Electric Future in Flint

- MTA an early leader in clean transit
- Integrated updates to fixed route and county-wide demand response transit planning
- Centered on equity and workforce



Zero Emission Fleet Transition Rollout Plan

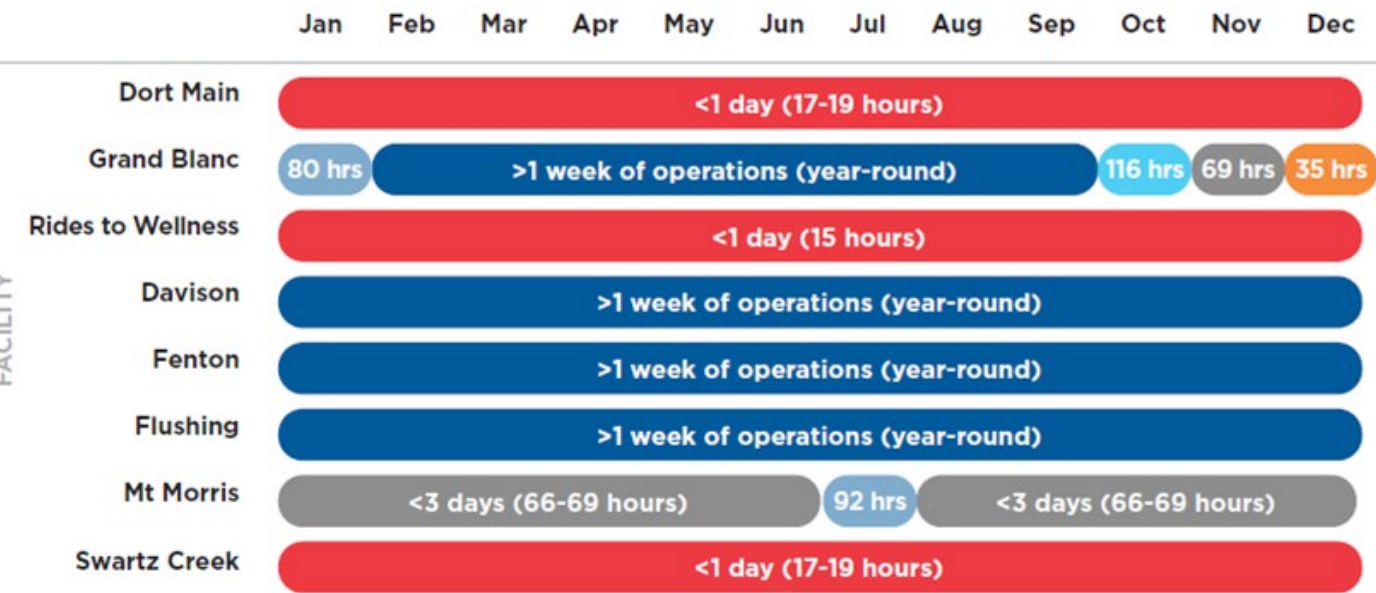
JUNE 2024

PREPARED BY



Transportation and Community Resilience

Demand-Response Operations During Grid Outage

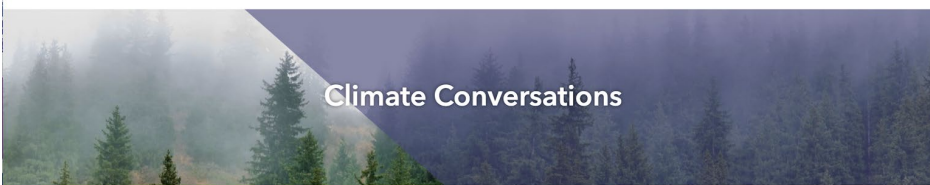


Solar Potential



Mass Transportation Authority Zero Emission Fleet Transition Rollout Plan, 2024/Planning Communities



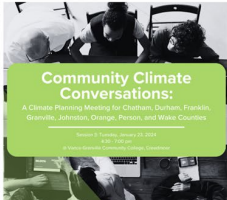

Integrating Community Outreach into Climate Actions




Climate Conversations

Community Climate Conversations

Community Climate Conversations were recently held in four locations across the region. This page highlights information shared in the conversations. See below to learn more about climate change, its impacts to our region, and the greatest sources of our greenhouse gas (GHG) contributions. Explore each of the specific topic areas and share your thoughts about actions we should take throughout our 8-county region to reduce GHG emissions and air pollution.



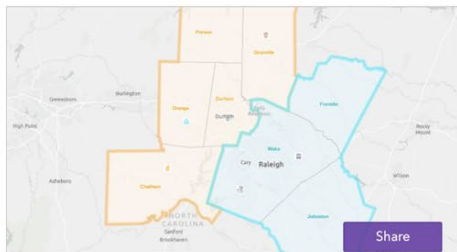


Community & Climate Priorities Survey

[Survey Link](#)

Community & Climate Priorities

Share the Community and Climate Priorities Survey with your members to better understand community needs and provide valuable input into the Climate Action Plans!



Climate Connections Tip Sheet for Equitable Engagement

[Share](#)

Share your ideas on a map!

Have an idea on how to reduce climate pollution by improving transportation, buildings, waste, industry, or agriculture, forestry and land use? We want to hear about it!

Central Pines Regional Council CPRG Engagement, 2024

Key Climate Terms Glossary

[Download](#)
▼ en español

Glossary of Terms

Use the glossary to learn definitions of key climate terms.



Climate Connections Tip Sheet for Equitable Engagement

[Download](#)
▼ en español

Climate Connections Tips

Tips and resources for equitable engagement practices, messaging, and communications.



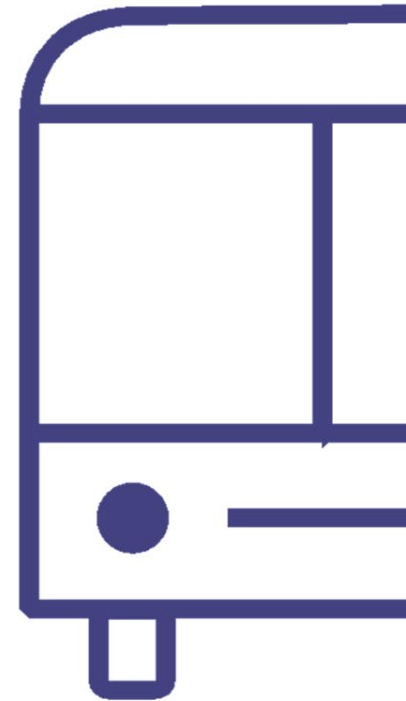
Transportation

In North Carolina, more than a third of our GHG emissions come from transportation when we burn gasoline, diesel, and other fossil fuels, which also creates air pollution. Reducing the amount we drive and using alternative fuels and modes can reduce this.

The following are some example tactics for addressing climate pollution in the transportation sector - and we want to hear your ideas too!

TACTICS

- Increase electric vehicles (EVs) in public fleets
- Promote electrification of corporate fleets
- Increase private use of electric vehicles (EVs) and expand public charging infrastructure
- Expand public transit options
- Expand biking as a transportation choice (ex: more/ safer bike lanes, bike racks, connections)
- Improve walkability of our communities
- Reduce vehicle idling
- Maximize options for rideshare
- Increase "micromobility" options (such as bike share, electric bikes, and scooters)
- Promote alternative commuting options (ex: work from home, transit subsidies, shuttle or carpool options)



Community Co-Benefits of Climate Actions

Community health & wellbeing	Ease traffic congestion
Stronger economy	Energy supply reliability and choices
Cleaner air	More affordable energy options for all
Less waste	Expanded transportation choices

ERG, Brailsford & Dunlavey, & Planning Communities: City of Raleigh Community Climate Action Plan Raleigh, NC Adopted 2021



MTA Community Benefits

- Skilled, in-demand job opportunities
- Support educational opportunities
- Support tourism and regional investment
- Increase accessibility of ZEVs in community
- Healthier workplace
- Better air quality

Mass Transportation Authority Zero Emission Fleet Transition Rollout Plan, 2024/Planning Communities

Key Benefits of Taking Action

Many wider benefits will result from our community taking climate action, sometimes referred to as "co-benefits". Several co-benefits are highlighted for the proposed actions which focus on climate equity and the overall wellbeing and sustainability of our community.



Public Health

Improving our community's health and well-being as climate action improves environmental conditions.



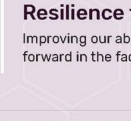
Equity/Climate Justice

Addressing inequities in climate change burdens on vulnerable community members and achieving an equitable distribution of climate action benefits.



Regional Partnerships

Working collaboratively across the region to take action.



Resilience to Stressors

Improving our ability to bounce back and bounce forward in the face of climate change.

Town of Chapel Hill Climate Action and Response Plan

19

Chapel Hill Climate Action and Response Plan, Adopted 2021/Planning Communities

Thank You / Q&A

Teresa Townsend, AICP

Chief Executive Officer

Ann Steedly, PE

Chief Financial and Operations Officer

Eliminating Barriers and Enhancing Community Resilience

Merit Criteria #2 and #3: Access & Facility Suitability

July 19, 2024

Presenters



Ryan Wozniak
Senior Transportation
Planner

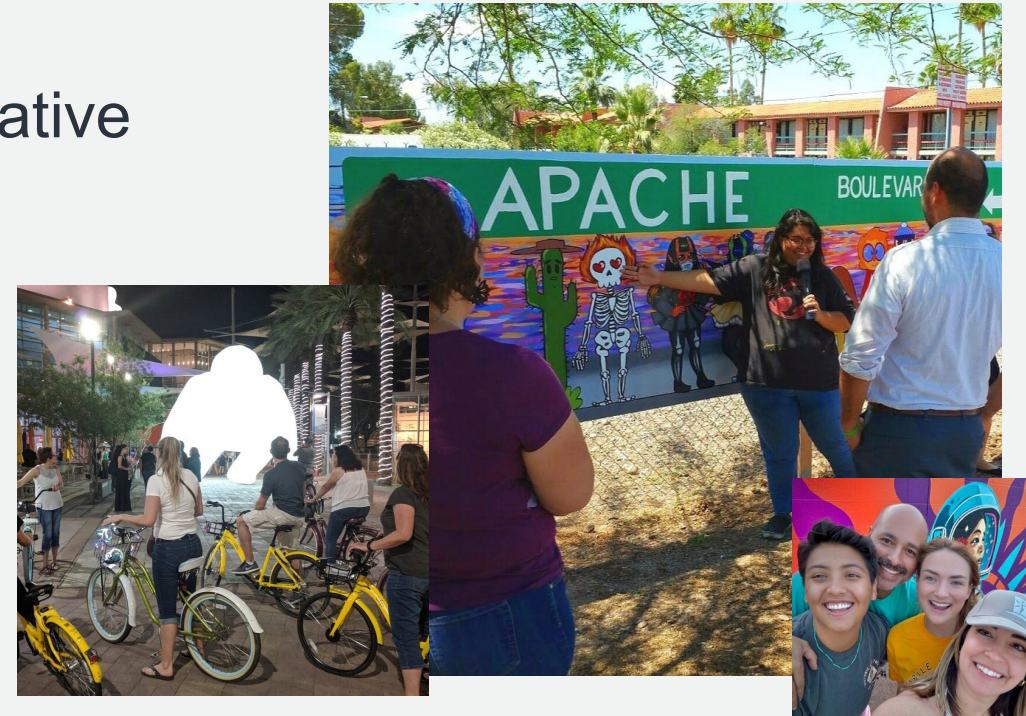


Steve Davis
Transportation Strategy

This document is based upon work supported by the Office of the Secretary of Transportation under contract number 47QRAD20DU148. Any opinions, findings, and conclusions or recommendations expressed in this publication are those of the author(s) and do not necessarily reflect the views of the Office of the Secretary of Transportation.

Agenda

1. Partnerships Above All
2. Alignment for Compelling, Collaborative Narrative
3. Language Matters, History Matters
4. Problem Definitions Matter
5. Supportive Concept Development
6. Examples of Relevant Work
7. Wrap for Compelling Grant Writing
8. Question and Answer



Images from RAIL CDC.

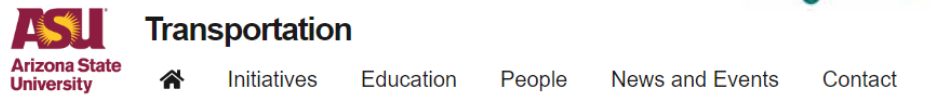
Equity work is teamwork

- Ambitious and innovative work requires diverse partners work to cultivate authentic Tempe Transit Oriented Development (TOD) neighborhoods.
- Comprehensive planning efforts intersect yielding compelling, well-informed, competitive projects/programs.
- Inputs / Planning:



Heat Action Planning Guide

FOR NEIGHBORHOODS OF GREATER PHOENIX



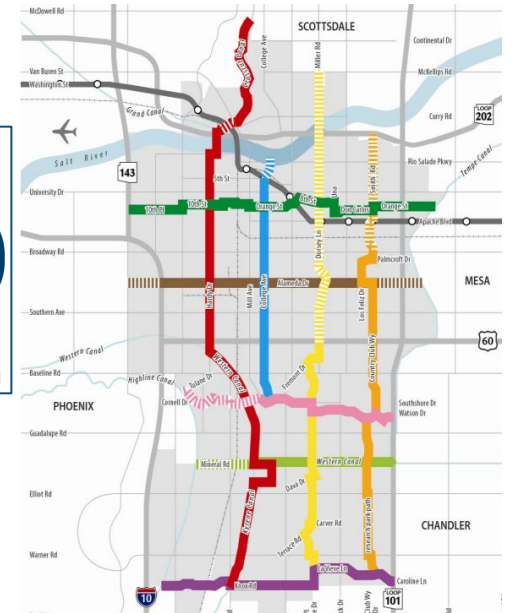
Tempe: 20-Minute City

Sponsors

City of Tempe

Summary

The City of Tempe has declared a goal of making available daily needs, excluding commutes, reachable within 20 minutes of all its residents. ASU students (undergraduate and graduate) worked closely with faculty advisors and Tempe officials to analyze accessibility in the city by bicycle, foot, and transit. The city will use the analyses to support and improve the design of plans for climate, sustainability, and transportation.



Equity work is teamwork

- Ambitious and innovative work requires diverse partners work to cultivate authentic Tempe TOD neighborhoods.
- Comprehensive planning efforts intersect yielding compelling, well-informed, competitive projects/programs.
- **Outcomes / Implementation:**



Maddie Mercer, MSUS • 2nd
Neighborhood Resilience Coordinator, City of Tempe Sustainability & ...
5d • Edited •

Follow ...

The **City of Tempe** Sustainability & Resilience Division is **#hiring!**

The City of Tempe is hiring several temporary positions that will help advance the city's community greening efforts through the new "Growing Together" initiative, which aims to promote equitable urban cooling by expanding the urban forest canopy through several community-led programs. This initiative -- funded by the **USDA Forest Service** and the **Arizona Department of Forestry and Fire Management**-- will include a tree stewardship program that empowers Tempe residents to lead greening efforts in their own neighborhoods, a school greening program that involves working with school district staff to plant and maintain trees on school campuses, and two food forest pilot projects that will provide both shade and food access. Below are the position descriptions and instructions to apply:

- Community Greening Program Coordinator (<https://lnkd.in/ebAT-Vgy>)
- Community Tree Steward Program Champion (<https://lnkd.in/eBw6QvMs>)
- School Greening & Grounds Maintenance Specialist (<https://lnkd.in/eG3jbG-U>)
- School Greening & Grounds Technician (<https://lnkd.in/ebAbYxjx>)



City of Tempe, AZ

Community Partners: RAIL CDC and Pinnacle Prevention

State: Arizona

Community of Practice: Complete Neighborhoods

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

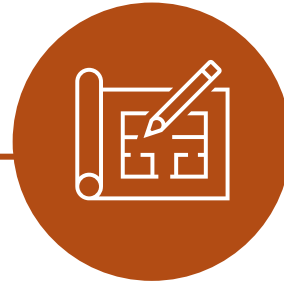


The Progression



Program for Community Organization and Capacity-Building

- Well-qualified NPOs/NGOs* with clear missions can be effective partners for local governments and agencies.
- Collaborate to host events and new programs to build trust with people closest to the local problems.



Communities with Organized Leaders and Effectively Plan

- Organized people close to problems and disparately impacted have important insights to their needs.
- Documenting the scale of those needs provides evidences and cost estimates and funding sources.



Prepared Communities are Compelling and Competitive Communities

- Well-prepared plans and design concepts feed vital information into Capital projects that are highly competitive for funding.
- Support from organized, local representation makes the proposal more compelling.

* NPO = Not for Profit Organization, NGO = Non-Governmental Organization



Eliminating Barriers and Enhancing Community Resilience

Access, Burdens, and Barriers

Access, Barriers, and Burdens

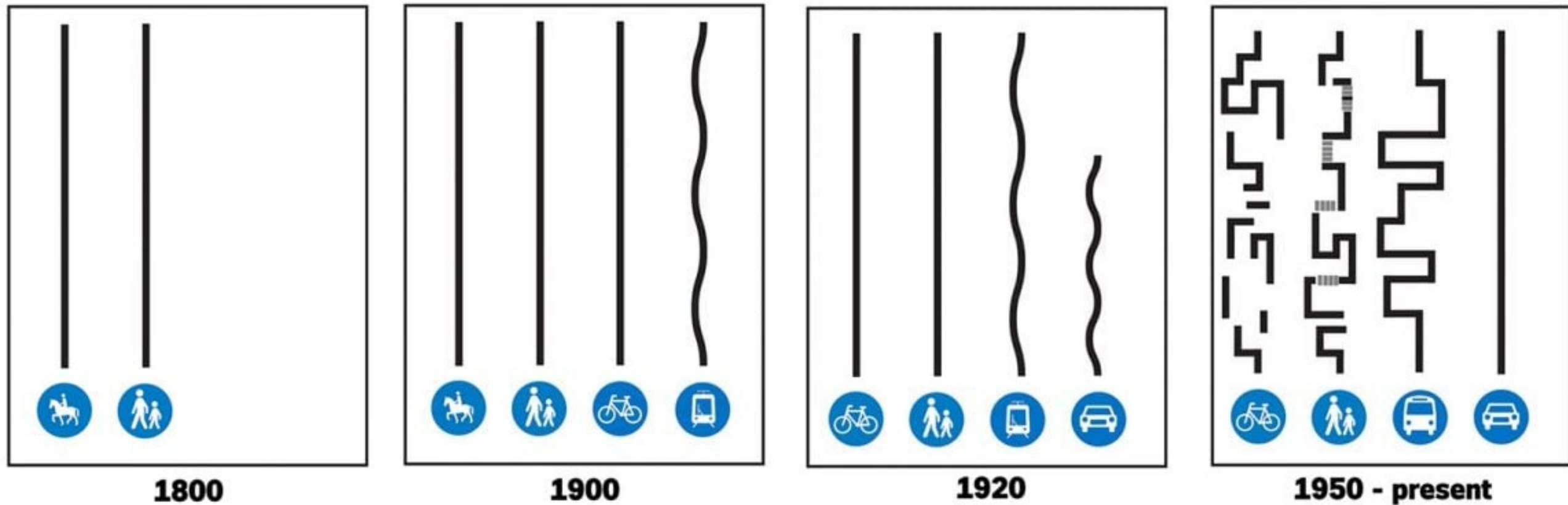


// —
*"Transportation gives us the freedom
our nation was founded
upon....without reliable and resilient
transportation, more people will end
up in poverty, and fewer will be able to
improve their lives."*
-- Nuria Fernandez, FTA Administrator

FTA = Federal Transit Administration

Image sourced from USDOT website.

A Short History of Traffic Engineering



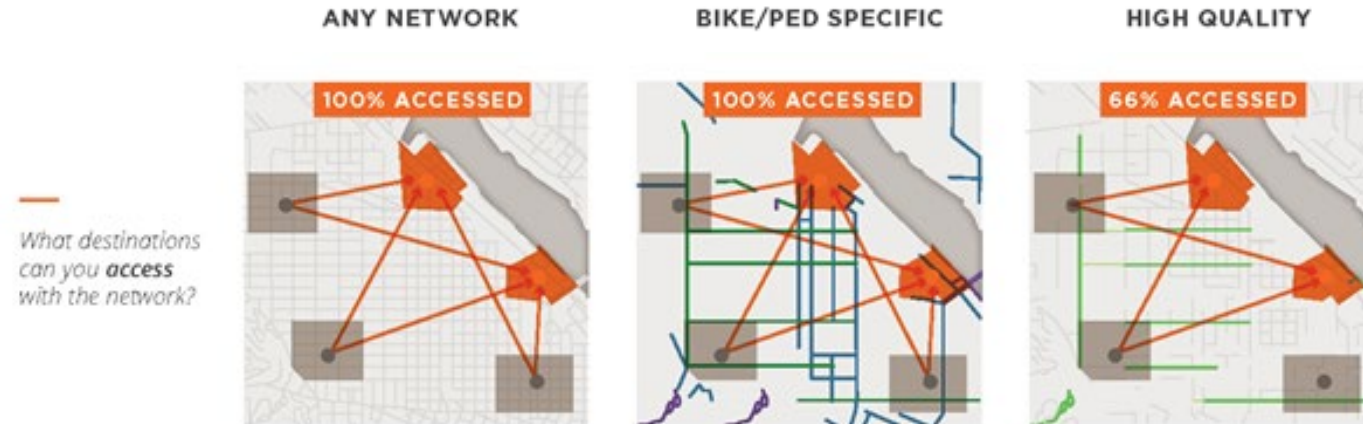
COPEN
HAGEN
IZE
EU
Copenhagenize Design Co.
2013

Source: Copenhagenize; https://commons.wikimedia.org/wiki/File:A_Short_History_of_Traffic_Engineering.png

Problem Definition: Know Your “Why”

Investigate sources of problems that lead to a compelling narrative. Example: Access.

- What is *access*?
 - How is it measured?
- Is *access* the standard priority of all transportation projects?
 - No. Why not?
- Who has *access*? And why?
 - [US DOT Equitable Transportation Community \(ETC\) Explorer](#) and [Justice40 at USDOT](#) initiatives helps understand and identify inequities across transportation systems.
 - Recommended reading: *Measuring Transportation. Traffic, Mobility, and Accessibility*. 1 March 2011. Todd Litman, VTPI.



Project Concept: Not Yet Funded

Fresh example of how US DOT grants inform a Project Assessment Report



Images from concept developed for Tempe AZ through the Design Assistance Program supported by Maricopa Association of Governments.

BIKE/PED OVERPASS

Location: Tempe, Arizona

Historic access barrier: Union Pacific Railroad (UPRR) divides a low-stress north-south bike boulevard. (UPRR = Eligible Facility)

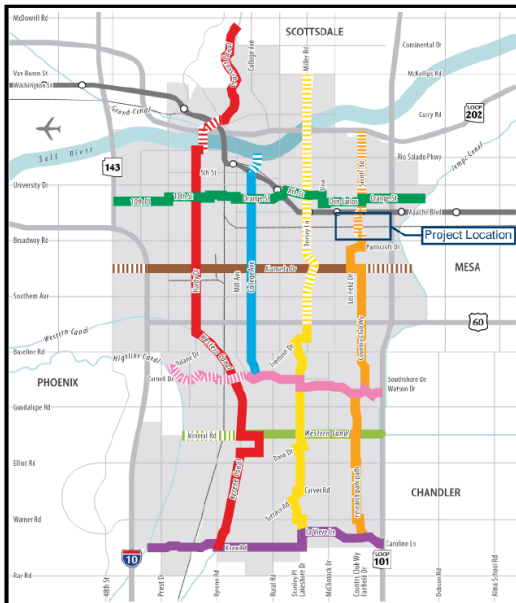
- ✓ There's a growing intentional community advocating for safer everyday bikeways in this part of the city.
- ✓ There are aligned NGOs active in in this community.
- ✓ There are aligned organized residents seeking these solutions in this community.

Location, Context, History, Goals

Narrative Basics: Quick Review

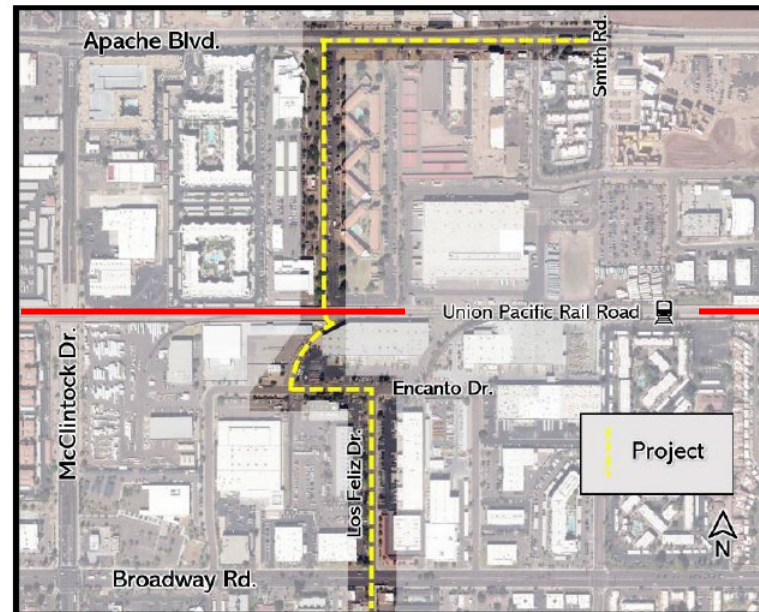
VICINITY MAP

Highlight the barrier and the project's system-impact improvements.



PROJECT LIMITS

Fully planned and project assessment recommended.



CAPITAL PROJECT EXAMPLE

- Previous steps: Transportation Plan adopting a bike boulevard plan
- Win funding for studies and concept
- Preferred alignment studied
- Concept development (15% design)
- Community Engagement throughout

Images from concept developed for Tempe AZ through the Design Assistance Program supported by Maricopa Association of Governments.

Problem Definition Related to the Eligible Facility

Refer to USDOT definitions

Related: Facility Suitability

- Note: *Eligible Facility* that is the existing barrier (not the project).
- Describe how the facility, if not addressed, is a threat to access and further exacerbates historic disparities.
- Contrast how a project improves, and the *degree* it improves, the access.
- Tie these barriers and improvements to the community long impacted by the *eligible facility*.

Example: Safe Routes to School disrupted by the eligible facility

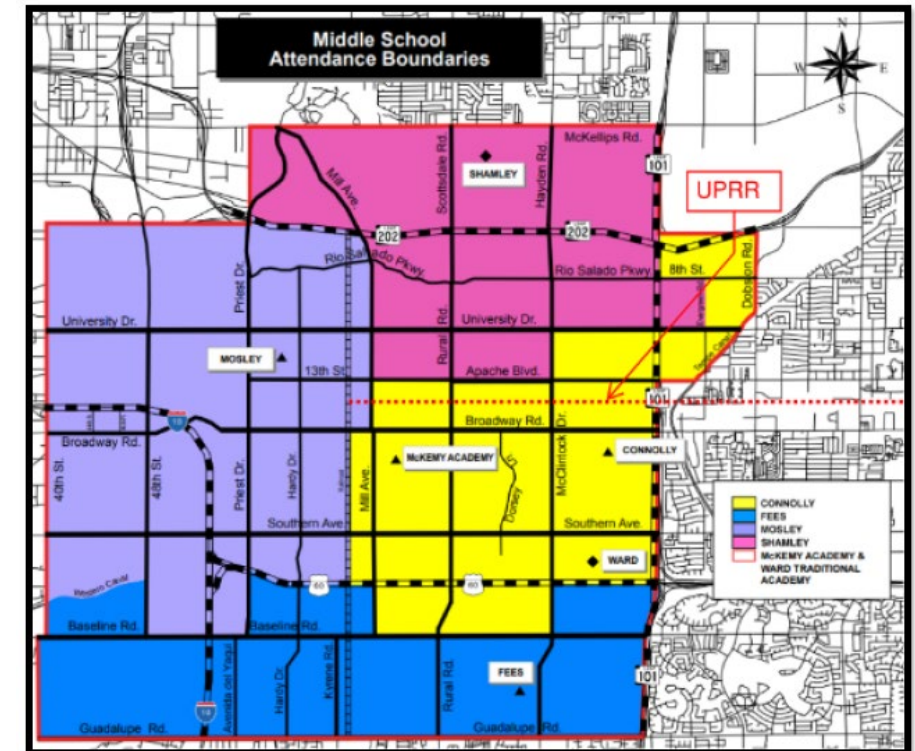
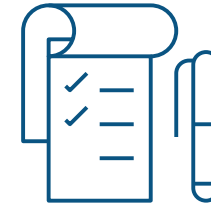


Image Source: Tempe Schools Middle School Boundaries Map

Add more data to ETC data

USDOT Equitable Transportation Community (ETC) Explorer – Use Case



Supplement Data

- ✓ Cost burdens
- ✓ Safety

○ Access at 12%?



Further analysis: hostile roadway conditions (👎) serves access routes poorly aligned with the city's bike boulevard plan; roads lacking dedicated bikeways.

Route selection for transportation bike access is important to this narrative.



Examples of Relevant Work

Sample Projects and Facility Suitability

Examples of Relevant Work

Sample Projects



SR 520 Montlake Seattle, WA

Builds a new, **three-acre lid** covering the highway in Montlake that will include regional transit stops and open green space. East of the lid, a **bicycle and pedestrian bridge** will be constructed over SR 520.



Buffalo Skyway Removal Buffalo, NY

Realigns the existing transportation network and freeway interchange and bridge to support existing and planned recreational, mixed-use, and waterfront development in the Buffalo Outer Harbor and Inner Harbor areas. The project will also address the safety, operational, and capacity deficiencies of the highway connections that serve economic development areas and local communities within South Buffalo.



Kalamazoo and Michigan Avenues Kalamazoo, MI

This FY2022 grant recipient (\$22M) will help reconnect a predominantly Black neighborhood with the Central Business District in Kalamazoo, Michigan, by replacing a high-speed four-lane street with a safer, two-way street with bus and bike infrastructure.

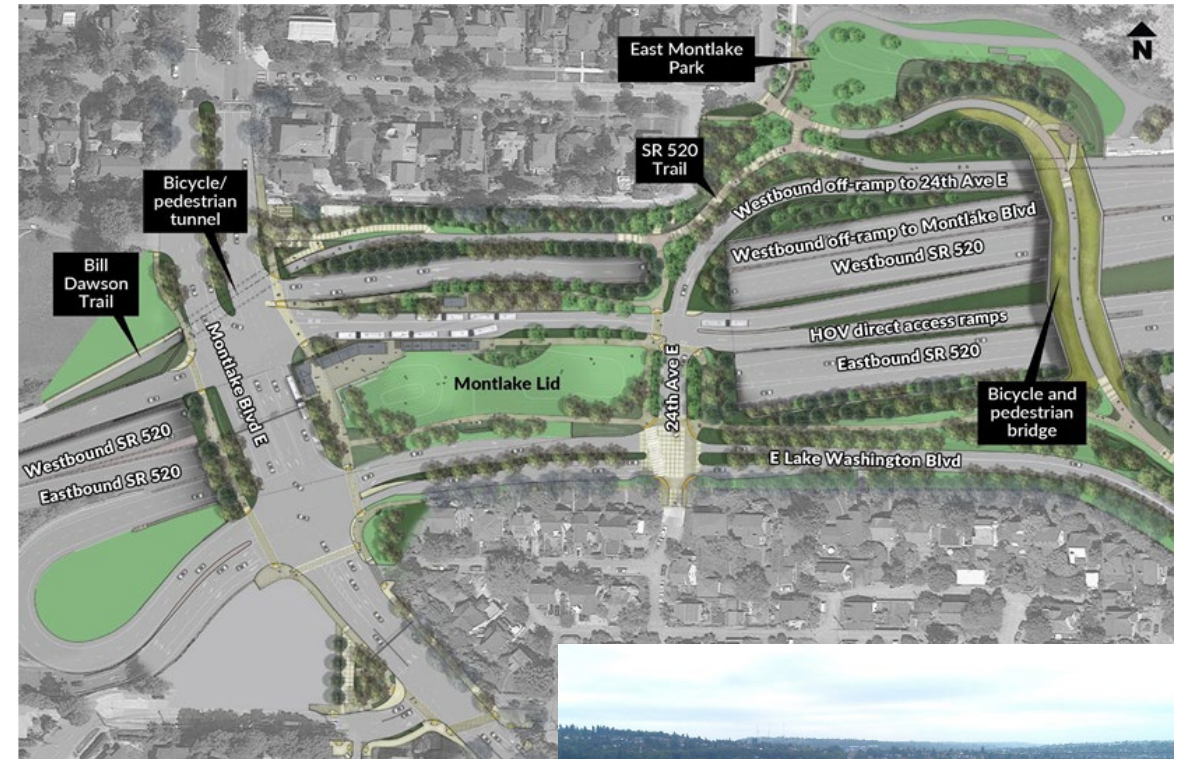
SR 520 Montlake | Seattle, WA

Early contributors to this project moving forward:

- Seattle has benefitted from long-term commitments to an integrated transportation system.
- Equitable and inclusive engagement processes.
- Strong elected leadership aligned with the cause of repairing divisive transportation infrastructure.

Project to achieve:

- 3-acre park, transit service, bike/ped paths, and safety enhancements.
- Mitigates division constructed in the 1960s.
- Mitigates traffic noise.



Images from Washington State Department of Transportation presentation from June 2024.

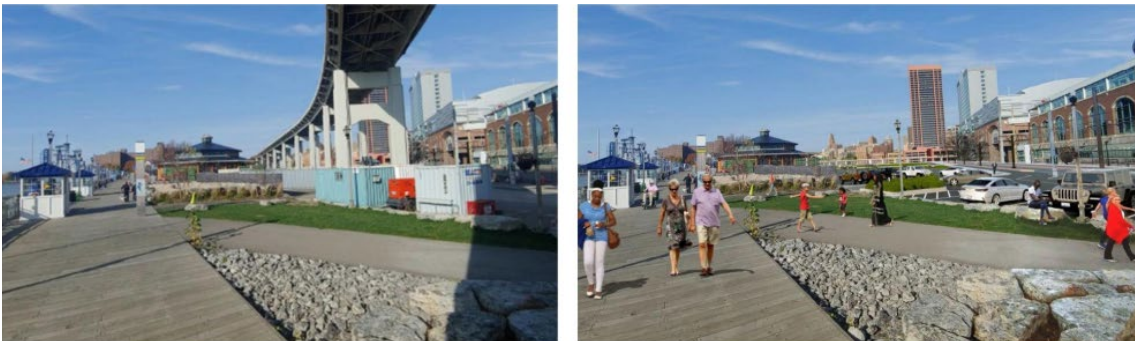


Buffalo Skyway Removal | Buffalo, NY

The initial study explored various concepts and long-held debate.

The project is paused, but the preferred alternative offers:

- Constructing 2.6 miles of new roadway with improvements for biking, walking, and safer speeds.
- Constructing 7 new bridges.
- Removing 3 bridges that impede 45 acres of waterfront spaces for recreation and development.



Leading to progress:

- 10+ years of advocacy.
- Congress for New Urbanism included the idea in its “Freeways Without Futures” campaign.
- Coordination with the Greater Buffalo Niagara Regional Transportation Council (GBNRTC).
- Significant Social, Economic, and Environmental Studies to shape measures of success for Transportation.

Images from concept developed for NYDOT

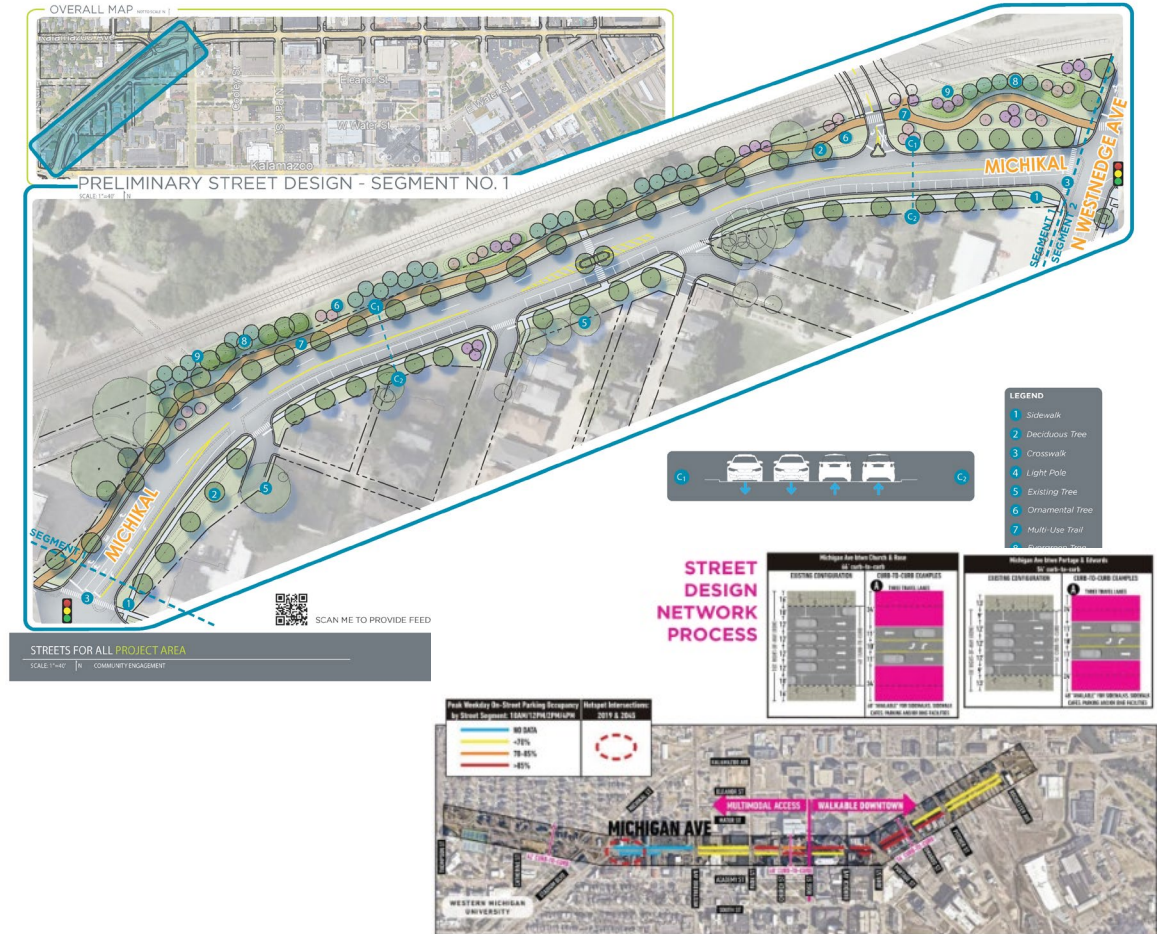
Kalamazoo & Michigan Aves | Kalamazoo, MI

Early contributors to this project moving forward:

- Shift in transportation safety priority.
- Recognition of redlining and inequitable impacts to predominantly Black neighborhood with barriers to access to the central business district.
- Partnering with community leaders, community-based organizations, institutions, local business, government leaders, and more.

Project to achieve:

- Conversion from one-way to two-way traffic with traffic calming.
- Direct routes for improved access for all.
- Safer crosswalks and traffic signals.



Images from City of Kalamazoo Project website.
<https://www.imaginekalamazoo.com/projects/streetsforall/>

Engaging Communities in Collaborative Planning

Merit Criteria #4 and #6.3: Community Engagement and
Community-based Stewardship, Management, and
Partnerships & Planning Integration

July 19, 2024

Reconnecting Communities

Merit Criteria

1. Equity and Justice40 Initiative
2. Access
3. Facility Suitability
- 4. Community Engagement and Community-based Stewardship, Management, and Partnerships**
5. Equitable Development
- 6.1 Climate Change Mitigation and/or Adaptation and Resilience
- 6.2 Workforce Development and Economic Opportunity
- 6.3 Planning Integration**

Agenda

1. Engaging Communities in Collaborative Planning | 30 Minutes
 - General Review
 - Notice of Funding Opportunity (NOFO) Considerations
2. Questions and Discussion | 60 Minutes

Deepa Srinivasan, AICP, CFM

- Founder and President of **Vision Planning and Consulting**;
- Over 20 years of experience in program management, policy consultation, project development/ implementation.
- Over 25 years of experience in community/land use planning, stakeholder engagement, and public outreach.
- Certified Planner with the American Institute of Certified Planners (AICP);
- Certified Floodplain Manager (CFM);
- Graduate of the Goldman Sachs 10,000 Small Business Program;
- Fellow of the Coalition for Disaster Resilient Infrastructure (CDRI).



Andrew Estrain

- Serves as a senior project manager, engagement specialist, and community planner at **Vision Planning and Consulting**.
- Over 5 years of experience in program management, project development/ implementation;
- Over 10 years of experience in community and strategic planning, stakeholder engagement, and public outreach;
- Has worked with local, state, and Federal partners on stakeholder engagement and planning-centric projects and activities;
- Specializes in a diverse range of engagement and outreach activities (interviews, focus groups, workshops, charettes, surveys, etc.);
- Fellow of the Coalition for Disaster Resilient Infrastructure (CDRI).



Engaging Communities in Collaborative Planning

What are good ways to engage with others to have them learn about and participate in a community project?

Meetings (In-Person/Virtual)

- Workshops/Charrettes
- Visits/Tours
- Open Houses/Office Hours

Regular Communications

- Email & Post Mail
- Articles/Press Releases
- Newsletters
- Flyers, Posters, Signs

Digital Engagements

- Websites/Apps
- Social Media
- Surveys & Polls
- Blog Posts
- Podcasts

Partnerships

- Advisory Groups
- Boards/Commissions
- Senior Leadership Teams

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- Social Media
- Surveys & Polls
- Blog Posts
- Podcasts



Tungilik, CC0, via Wikimedia Commons

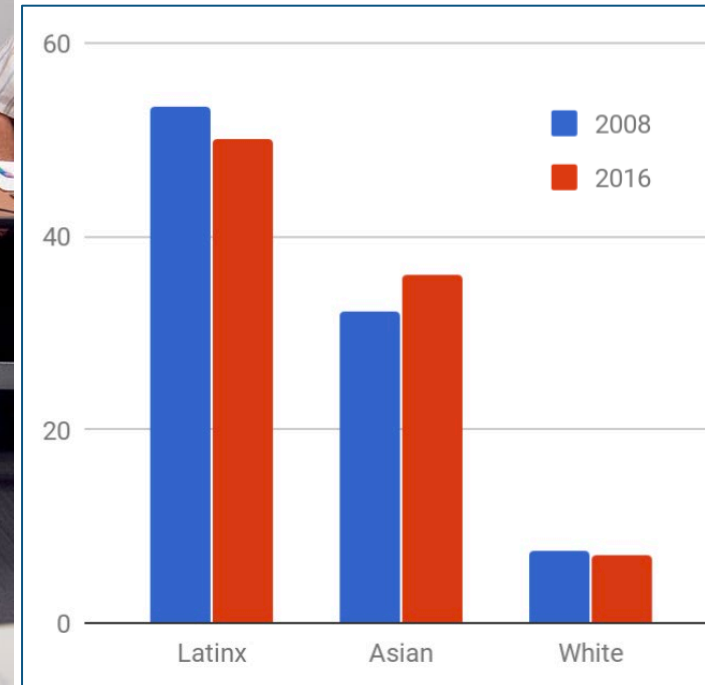


Engaging Communities in Collaborative Planning

What are good ways to engage with others to have them learn about and participate in a community project?

Partnerships

- Advisory Groups
- Boards/Commissions
- Senior Leadership Teams



Engaging Communities in Collaborative Planning

What is collaborative planning?

SHARED GOALS

Development of a shared vision and goals that value other perspectives and points of view

OPEN COMMUNICATION

Communication channels that are open and transparent helping to support those who have historically been marginalized

CONFLICT RESOLUTION

Using a consensus-based approach to resolve conflicts collectively rather than overpowering a smaller group

COLLABORATION

Inclusion of different points of view and of people from various backgrounds to try to overcome cultural and economic differences

Example

2021 Maryland Hazard Plan Mitigation Update

Core Work:

1. Workshop facilitation
2. Plan development
3. Public outreach & education
4. Survey development



PROJECT SUMMARY

- Developed a comprehensive stakeholder engagement strategy to garner participation from three different stakeholder groups – State departments/agencies; County/Local jurisdictions; and NGO and academic organizations.
- Helped develop a new “Virtual Room” to provide a public-facing online “home” for all outreach materials, presentations, maps, surveys, and project documentation.
- Designed an online mapping exercise for stakeholders to identify “trouble spots”.
- Developed an online survey to capture each participant's current, resources, programs, and data available.

Example

2021 Virginia Coastal Resilience Master Plan

Core Work:

1. Stakeholder engagement
2. Survey development
3. Workshop facilitation
4. Consensus building
5. Public outreach



PROJECT SUMMARY

- Developed a public survey to capture input from underserved and marginalized communities and the general public.
- Received over 1,300 responses on the open public survey that remained open over a 3-month period.
- Developed survey for centralized stakeholders, including coastal planning districts, local and tribal governments, businesses, universities, and military installations.
- Received 100 responses on the centralized survey from eight Planning District Commissions and over 30 local governments.
- Engaged with 1,900+ stakeholders via surveys, webinars, virtual and in-person workshops, and public meetings.

Example

2024 Columbia Association (CA) Five-Year Strategic Plan

Core Work:

1. Strategic planning
2. Stakeholder engagement
3. Community development
4. Public involvement



PROJECT SUMMARY

- Developed a Strategic Plan that fostered the involvement of the Board of Directors, senior staff, external stakeholders and partners, and the community residents and visitors.
- Engaged with stakeholders to build consensus on how to create a strong, measurable, and strategic path moving forward.
- Developed a public survey to capture the viewpoint on what the public desires from CA and the community.
- Developed a survey marketing strategy for dissemination of the survey, resulting in over 1,100 responses over one (1) month.
- Engaged with the senior leadership team, community village boards, community partners, and the Board of Directors via interviews, in-person/virtual meetings, and workshops.

Example

2024 Maryland 10-Year Economic Development Strategic Plan

Core Work:

1. Strategic planning
2. Stakeholder engagement
3. Document Review
4. Economic Development



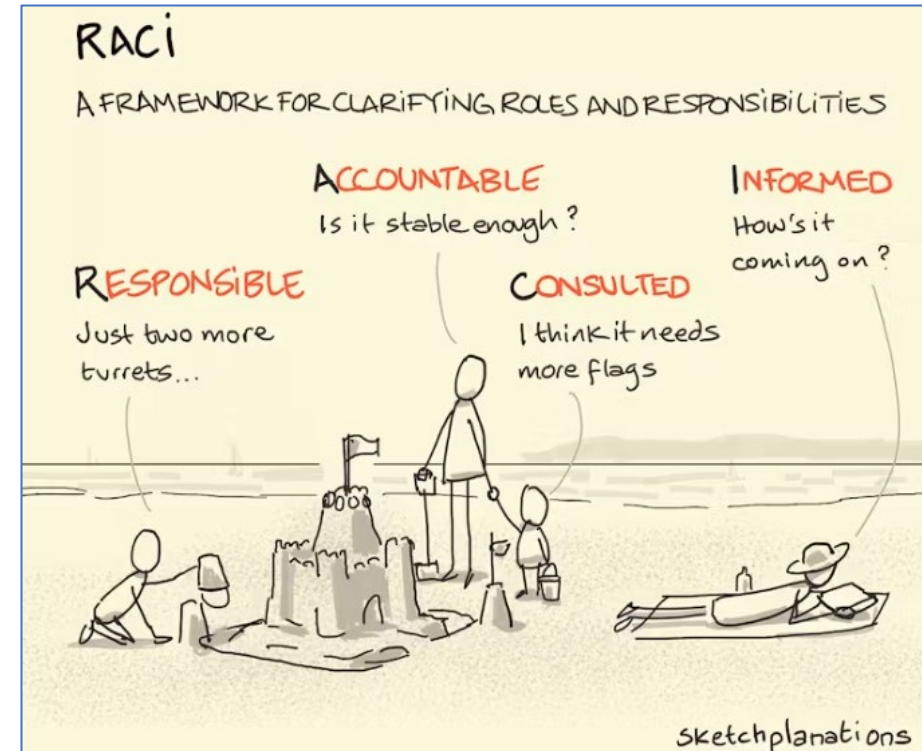
PROJECT SUMMARY

- Supported the Maryland Department of Commerce and the MD Economic Development Commission (MEDC) to develop a Strategic Plan and economic development strategy for the State of Maryland.
- Implemented a stakeholder engagement strategy that included 17 one-on-one interviews, eight topical focus groups, six regional workshops, three MEDC in-person/virtual meetings, and a digital survey with 185 responses.
- Stakeholders included: State agencies, Chambers of Commerce, community organizations, business owners, local economic development organizations, and academia.
- Resulted in engaging with approximately 300 economic development stakeholders around the State.

Engagement Involvement

Consider the level of engagement and the acronym RACIN

<u>R</u>esponsible	Someone directly responsible for completion of tasks/decisions
<u>A</u>ccountable	Someone who has authority and a yes/no veto on decisions, yet not involved in all aspects of the projects
<u>C</u>onsulted	Someone with knowledge that is consulted on decisions, sometimes providing feedback
<u>I</u>nformed	Someone not directly involved but kept in the loop
<u>N</u>ot Engaged	One not responsible/accountable with no need for formal



Notice of Funding Opportunity (NOFO) Considerations

#4: Community Engagement and Community-based Stewardship,
Management, and Partnerships (NOFO page 23)

Merit Criteria (NOFO page 23)

#4: Community Engagement and Community-based Stewardship, Management, and Partnerships

1 OF 6

Should demonstrate:

Meaningful, culturally appropriate engagement with community members most impacted by the existing transportation facility



EXAMPLE

An application to improve community connections where a major road cuts through the community demonstrates that the community that was severed by the previous transportation change is heavily involved, supportive of the proposal, and is part of the decision making.

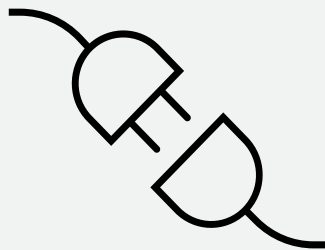
Merit Criteria (NOFO page 23)

#4: Community Engagement and Community-based Stewardship, Management, and Partnerships

2 OF 6

Should demonstrate:

Reconnection or mitigation of burdens that redress inequities to benefit economically disadvantaged communities



EXAMPLE

An application demonstrates that a community most impacted by the current transportation system propose changes that have the potential to improve the physical environment to create a more welcoming and safe location with likely benefits that will improve life for nearby residents and to nearby businesses.

Merit Criteria (NOFO page 23)

#4: Community Engagement and Community-based Stewardship, Management, and Partnerships

3 OF 6

Should demonstrate:

Formal, substantiated partnerships



EXAMPLE

An application could demonstrate that the team has signed commitment letters from five most-impacted organizations along a transportation corridor, a financial commitment of \$200,000 from the city, and letters of support from elected officials.

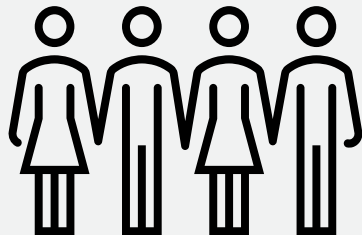
Merit Criteria (NOFO page 23)

#4: Community Engagement and Community-based Stewardship, Management, and Partnerships

4 OF 6

Should demonstrate:

**Oversight of
a representative community advisory
group or board overseeing community-
developed priorities and initiatives**



EXAMPLE

An application that demonstrates that a local advisory group of 10 people comprised of four organizations has met once a month for over a year to develop a vision and shared goals for the transportation corridor.

Merit Criteria (NOFO page 23)

#4: Community Engagement and Community-based Stewardship, Management, and Partnerships

5 OF 6

Should demonstrate:

Community-based stewardship



EXAMPLE

An application to improve the safety of a transportation corridor that includes a well-established neighborhood organization that holds events along the corridor to highlight cultural ties and to bring attention to safety efforts demonstrating local, environmental, and/or existing financial stewardship.

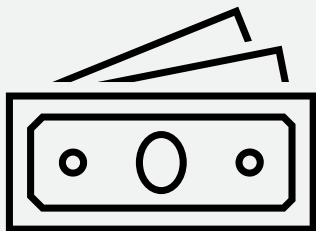
Merit Criteria (NOFO page 23)

#4: Community Engagement and Community-based Stewardship, Management, and Partnerships

6 OF 6 (FOR CAPITAL
CONSTRUCTION GRANTS)

Should demonstrate:

Committed resources outlining funding commitments from Federal and non-federal sources.



EXAMPLE

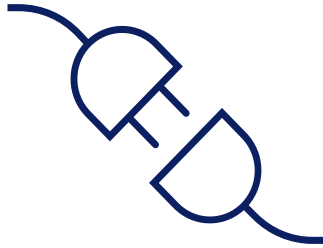
An application defines and describes detailed funding commitments that are reflected in the budget, such as below.

Income	Source
\$200,000	State DOT Funding
\$200,000	City Match
\$100,000	Private Donations
\$500,000	Federal Funding Request
\$1,000,000	Total

Merit Criteria Summary



**Engagement with
those most
impacted**



**Community
reconnection**



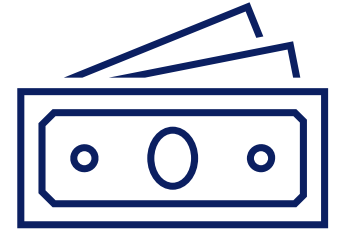
**Formal
partnerships**



**Overseeing
board**




**Community-
based
stewardship**



**Committed
resources
(for capital
grants only)**

Definitions (NOFO page 37)

Term	Definition
Economically Disadvantaged Community	The area has been identified on the Climate and Economic Justice Screening Tool or another identified tool.

 Climate and Economic Justice
Screening Tool

Explore the map Methodology & data ▾ About ▾ Contact

Share data sources with CEQ



Explore the map

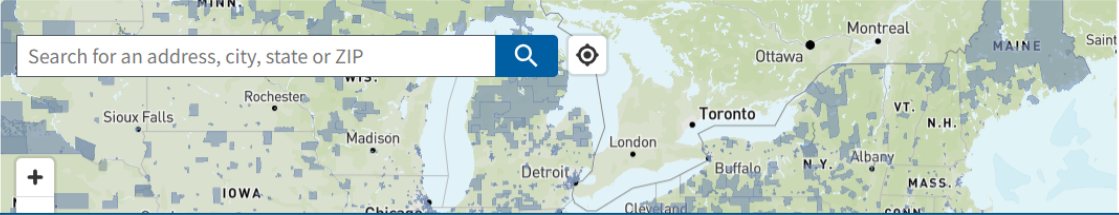
Census tracts that are overburdened and underserved are highlighted as being disadvantaged on the map. Federally Recognized Tribes, including Alaska Native Villages, are also considered disadvantaged communities.

Zooming in and selecting shows information about each census tract.




Get the data

Download the data with documentation and shapefile from the [downloads](#) page.



How to use the map:

Zoom in , search , or locate yourself  and select to see information about any census tract.

Climate and Economic Justice Screening Tool

<https://screeningtool.geoplatform.gov/>

Search for an address, city, state or ZIP

Tract information
Number: 11001009501
County: District of Columbia
State: District of Columbia
Population: 7,368

Tract demographics
Race / Ethnicity ([Show](#) ▾)
Age ([Show](#) ▾)

Identified as disadvantaged?
YES

This tract is considered disadvantaged because it meets more than 1 burden threshold **AND** the associated socioeconomic threshold.





[Send feedback](#) ↗

Environmental Justice Screening & Mapping Tool


EPA EJScreen EPA's Environmental Justice Screening and Mapping Tool (Version 2.3)


[EJScreen Website](#) | [Mobile](#) | [Glossary](#) | [Help](#) | [Contact Us](#)

Please note: Territory data (except Puerto Rico) is not available as comparable to the US. It is only comparable to the territory itself by using the 'Compare to State' functionality. Likewise, some of the indicators may not be available for territories.



☒ Compare to US ☐ Compare to State

 Environmental Burden Indicators

 Socioeconomic Indicators

Demographic Index

Supplemental Demographic Index

People of Color

Low Income


Unemployment Rate


Limited English Speaking


Less Than High School Education


Under Age 5


Over Age 64

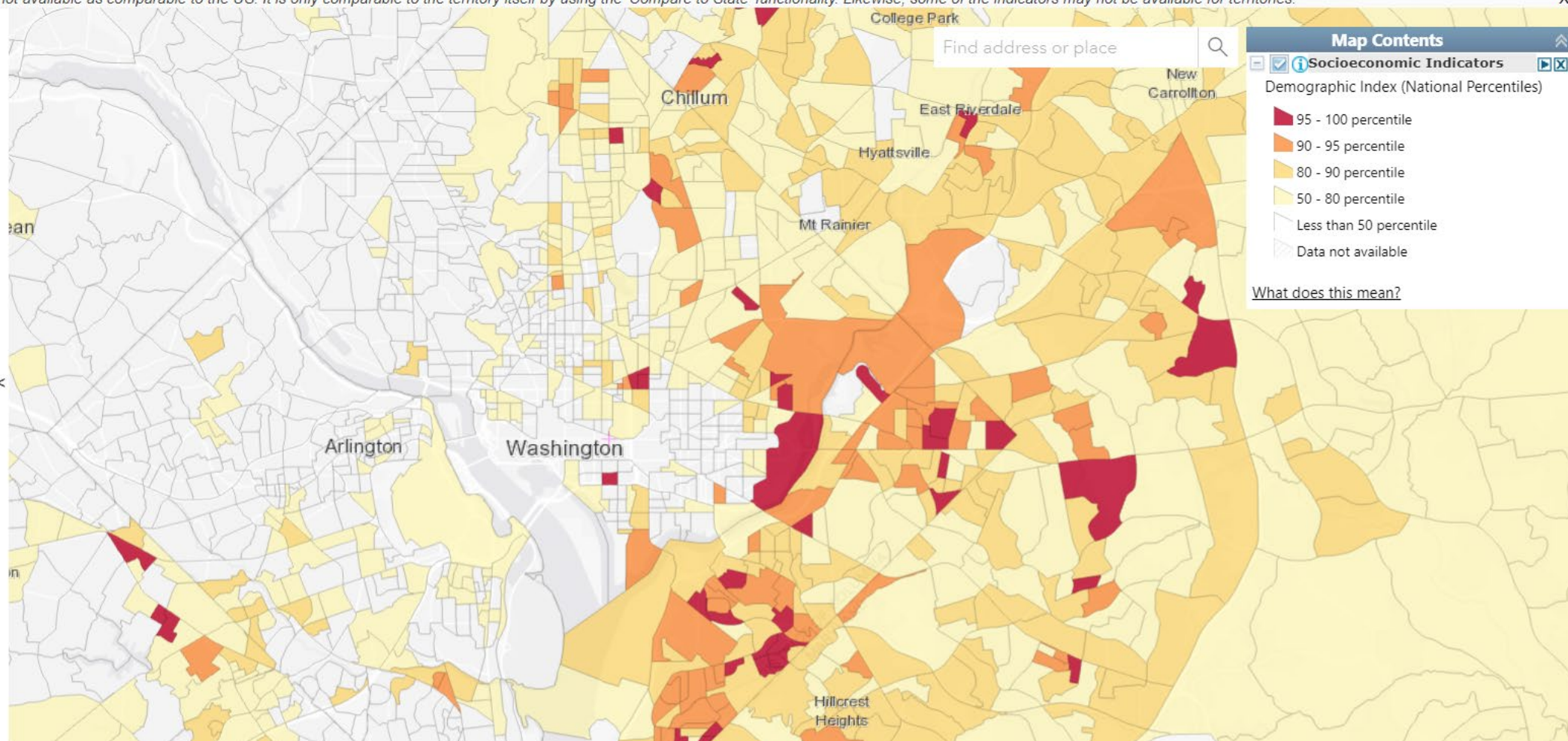
 Environmental Justice Indexes

 Supplemental Indexes

 Climate Change

 Health Disparities

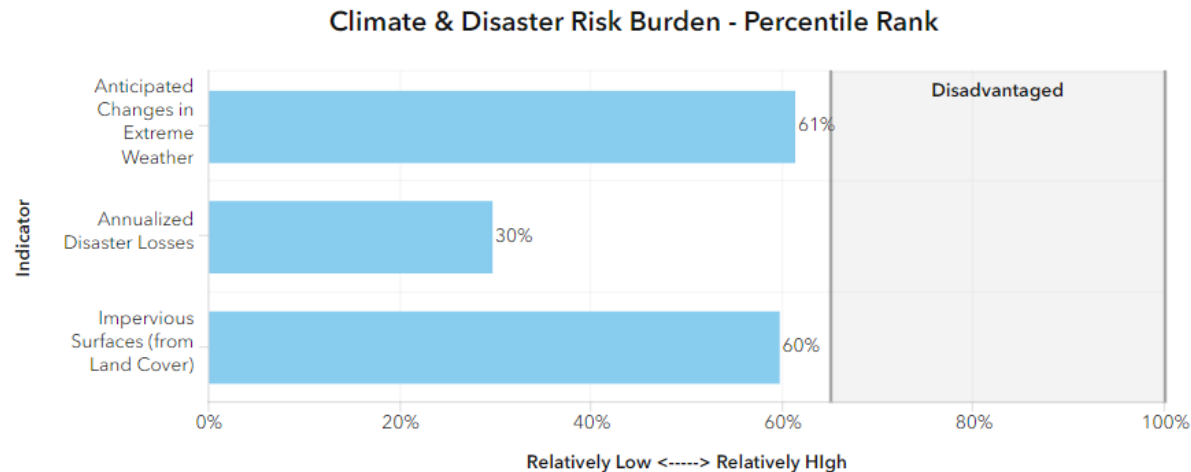
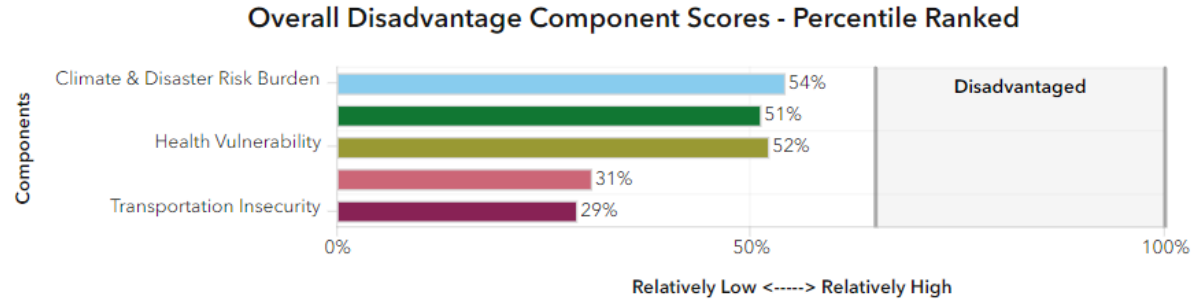
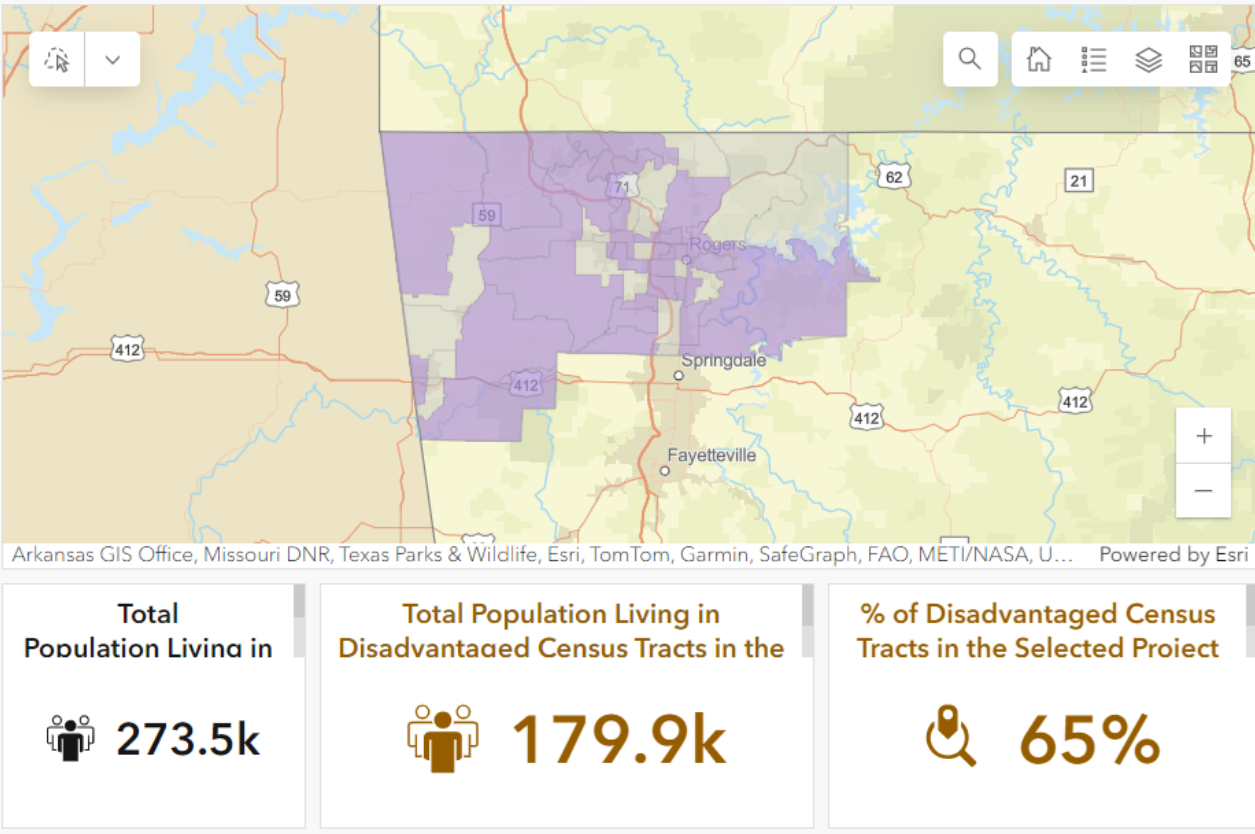
 Critical Service Gaps




The Areas of Persistent Poverty Table

A. State	B. County	C. Census Tract Name	E. APP - COUNTY Meets ...	F. APP - CENSUS TRACT ...	G. HDC - CENSUS TRACT
Alabama	Autauga County	Census Tract 201	No	No	No
Alabama	Autauga County	Census Tract 202	No	No	Yes
Alabama	Autauga County	Census Tract 203	No	No	No
Alabama	Autauga County	Census Tract 204	No	No	No
Alabama	Autauga County	Census Tract 205	No	No	No
Alabama	Autauga County	Census Tract 206	No	Yes	No

Equitable Transportation Explorer





Screening Tool for Equity Analysis of Projects





Screening Tool for Equity Analysis of Projects (STEAP)
FHWA Office of Planning, Environment, & Realty


beta v.24.07.01


 Launch Tool


 Layers

 Legend

 Basemap

 Street/Road View

 Reset

 Help

Address or Place

DOT Disadvantaged Census Tracts

1 of 2

Transportation Insecurity (percentile)

93.1

Health Vulnerability (percentile)

45.5

Environmental Burden (percentile)

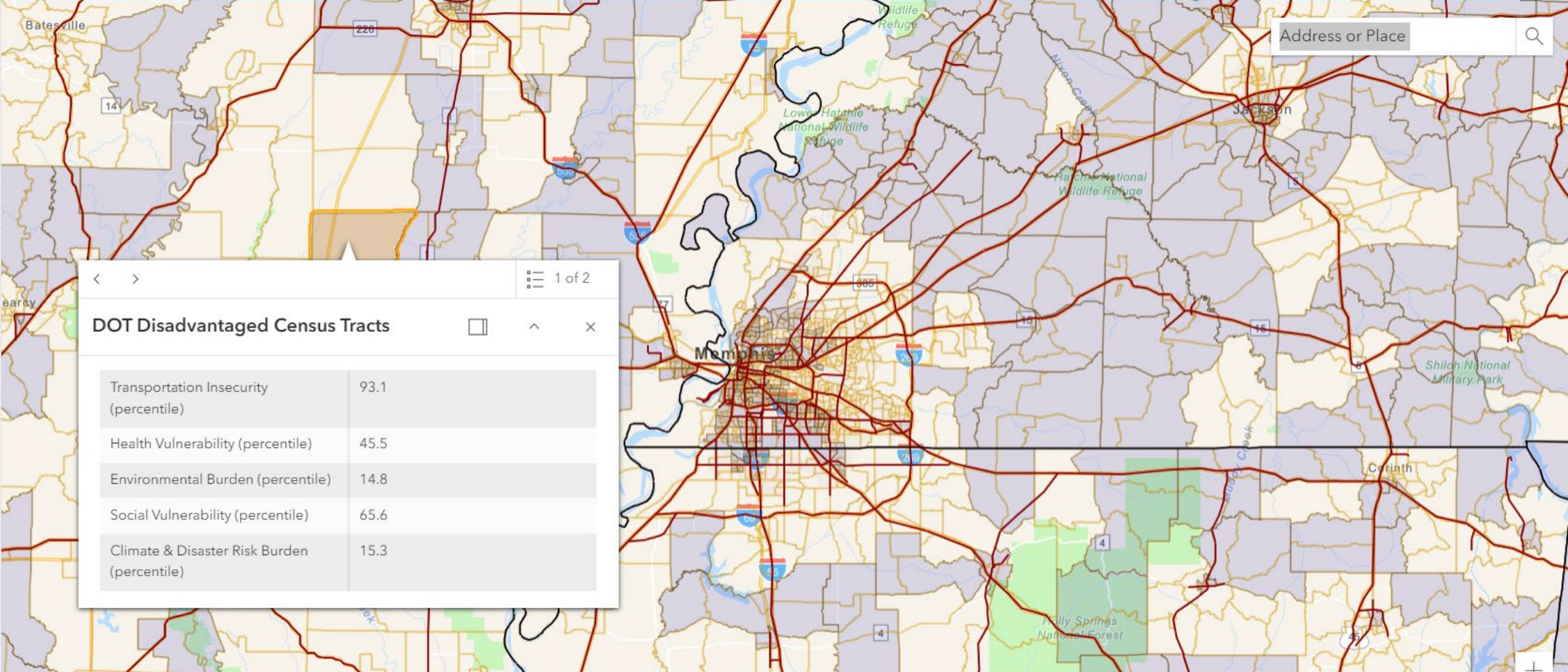
14.8

Social Vulnerability (percentile)

65.6

Climate & Disaster Risk Burden (percentile)

15.3



Reconnecting Communities Institute (RCI) | RCI@dot.gov

142

Definitions (NOFO page 37)

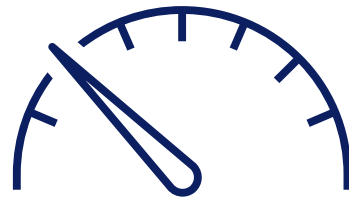
Term	Definition
Community Advisory Board	A Community Advisory Board shall be composed of representatives of the community , community-serving nonprofits, owners of businesses that serve the community, or labor organizations that represent workers that serve the community.
Underserved Communities	Refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.”

Consideration: Review NOFO definitions and complete the application with language that is consistent with and responsive to the definitions.

Performance Measures (NOFO page 63)

Secondary Performance Measures

- Types and amounts of community engagement taken place
- Number of types of organizations involved in the project
- Number of residents/business owners engaged
- Number of public meetings/outreach activities
- Number of survey responses



Engaging Communities in Collaborative Planning

Summary

- Consider the wide spectrum of community engagement
 - Begin early and establish long-term partnerships
- Highlight relevant levels of engagement
 - RACIN: Responsible, Accountable, Consulted, Informed, Not Engaged
- Respond to the NOFO Merit Criteria to be responsive to the grant
 - The six criteria that will rank your grant submittal against others
- Note other considerations of the NOFO
 - Definitions
 - Performance measures

Thank You / Q&A

Deepa Srinivasan, AICP, CFM

Andrew Estrain

Vision and Planning Consulting

Fostering Equitable Access to Economic Opportunity

Merit Criteria #5 and #6.2: Equitable Development & Workforce
Development and Economic Opportunity

July 19, 2024

Reconnecting Communities

Merit Criteria

1. Equity
2. Access
3. Facility Suitability
4. Community Engagement and Community-based Stewardship, Management, and Partnerships
- 5. Equitable Development**
 - 6.1 Climate Change Mitigation and/or Adaptation and Resilience
 - 6.2 Workforce Development and Economic Opportunity**
 - 6.3 Planning Integration

Equity

- Does the project address past harms?
- Are potential project benefits distributed equitably?

Key Resources

- **Climate and Environmental Justice Screening Tool**: Highlights overburdened communities regarding pollution, climate, health, housing, and transportation.
- **Screening Tool for Equity Analysis of Projects**: Interactive mapping tool for screening of potential project locations in the US to support Title VI and environmental justice.
- **Divided by Design (Smart Growth America)**: Details historic inequities from highway development and the resulting effects of the current transportation network.

Access

- How/ to what degree will the project improve mobility?
- How/ to what degree will the project improve safety and connectivity for all?
- Must provide safe accommodations for all
- Must integrate into adjacent land uses

Key Resources

- **[Guidebook for Measuring Multimodal Network Connectivity \(USDOT\)](#)**: Presents methods for measuring walking and bicycling performance and activities and using them in decision making.
- **[Access to Jobs and Workers Via Transit tool \(EPA\)](#)**: This tool integrates data on employment and transit availability to highlight neighborhood accessibility.

Equitable Development

- Incorporate anti-displacement strategies including
 - Value capture
 - Assistance for renters and legacy homeowner and small businesses
 - Preservation
 - Rehabilitation and expansion of affordable housing
 - Affordable commercial spaces

Key Resources

- **A Playbook for Equitable Economic Development (International Economic Development Council)**: A research assistance initiative on identifying structural racism and implementing equitable policies.
- **Arts and Planning Toolkit (Metropolitan Area Planning Council)**: Tools and strategies to help planners advance arts and culture as a catalyst for and an essential part of community development.
- **Equitable Transportation Community Explorer (USDOT)**: Interactive web application that uses data to explore the cumulative burden communities experience as a result of underinvestment.

Workforce Development and Economic Opportunity

- Fosters inclusive economic development
- Incorporates local contracting opportunities

Key Resources

- **Urban Opportunity Agenda (CNT)**: Provides tools for leaders to see the potential for sustainability strategies to reduce poverty by creating jobs and lowering the cost of living.
- **Construction Program Guide (US DOT)**: Resource hub compiles regulations, policies, guidance, and training for Federal-aid construction programs.
- **Planning for Transportation Together (NADO)**: This report showcases case studies illustrating collaborative efforts between state and local partners that create jobs and improve quality of life.



Fostering Equitable Access to Economic Opportunity

Examples

Equity

An equity framework underscores disproportionate impacts to marginalized communities and supports more equitable decision and policy-making

- **Reconnect South Park (Seattle, WA)**
 - Reconnect South Park is a community-led environmental justice initiative to envision the future of State Route (SR) 99 to support the thriving of the people that live and work in the Duwamish Valley.
 - This portion of SR-99 is redundant and underutilized. In place of the highway could be more housing, habitat, youth, and local businesses.
 - Efforts began in 2023 to gather input, evaluate the impacts of SR-99, and create a vision plan that portion of the highway.



Credit: [Reconnect South Park, Annual Report \(2023\)](#)

Equity

Community vision to revitalize Rondo while defending it from gentrification and displacement

- **Reconnect Rondo, (Saint Paul, MN)**
 - 80% of Saint Paul's African American community lived in Rondo – severed by I-94 construction
 - In 1983 organizers hosted Rondo Days Festival to commemorate the neighborhood
 - In 2015, MnDOT issued formal apology
 - Commemorative Plaza plans spurred community organizing on Reconnect Rondo concept and non-profit was formed in 2017
 - Concept would reconnect 4 city blocks over I-94
 - 2023 received Reconnecting Communities Planning Grant



Credit: Architectural rendering courtesy Design by Melo and Visuals by James, [Reconnect Rondo](#).

Access

Replacement of a highway with a community grid, reconnecting neighborhoods with new and improved streets

- **Inner Loop East and North (Rochester, NY)**
 - I-490 Inner Loop was conceived in the 1950's after intense population growth, the population of Rochester has since declined by close to 100,000 people
 - The Eastern Segment of the Expressway was right-sized to a two-way boulevard
 - Improvements include wide, tree-lined sidewalks, smaller blocks, signalized intersections and operations and circulation changes to better connect infill development
 - NYS has committed an additional \$100 million to expanding the community grid transformation to Inner Loop North



Credit: [Bloomberg](#), [Kim Smith Photo](#)

Equitable Transit-Oriented Development

While TOD encourages market supported development along transit corridors, ETOD uses proactive actions that ensure everyone—especially historically marginalized communities of color—benefits from transit connectivity.

- **Cap Metro ETOD (Austin, TX)**

- CapMetro was awarded \$3.15m from FT to produce to develop and ETOD Plan
- Strategies for equitable development include:
 - A ETOD Housing Fund to preserve affordable housing and address development financing gaps
 - Land Acquisition for Affordable Housing
 - Community Land Trusts to increase the supply of home ownership opportunities for low-income households
 - Expansion of tax abatement programs
 - Capacity building to support the development of neighborhood organizations
 - ETOD Overlay
 - Soft density by right



Credit: Nelson\Nygaard & Perkins&Will, CapMetro, Executive Summary (2023)

Equitable Affordable Housing Development

- **Corazón Del Valle (CDV) Los Angeles, CA**
 - CDV will be home to 176 households across 2 phases.
 - ½ of all units will be set as permanent supportive housing, and the remaining will be general affordable units
 - The building will house a neighborhood clinic operated by the San Fernando Community Health Center
 - Serves as a model for environmentally friendly design, amidst the extreme heat and other climate risks in the region



106

Solar Panels Installed

41k

Kilowatt-Hours Of
Electricity
Generated/Yr*

221

Solar Collectors
Installed

241k

Thermal Kilowatt-
Hours Of Energy
Saved/Yr*

220

Trees Planted

558k

Gallons Of Water
Redirected/Yr*

4

Non-Tax Credit-
Funded Spaces

11

Spaces With
Economically
Integrated
Populations*

Credit: *Holos Communities*

Equitable Development

Seeks to meet the needs of overburdened communities through projects that address poverty, health, and other disparities while fostering vibrant communities.

- **Westside Future Fund's Anti-Displacement Tax Fund (Atlanta, GA)**

- Counteracts financial burden of rising land values from neighborhood improvement on legacy residents.
- Westside Future Fund is a local NGO that uses philanthropic funds to bridge the difference between current and rising property taxes so that residents can afford to stay in their homes.



Credit: [*Congress for New Urbanism, Dhiru Thadani.*](#)

Workforce Development and Economic Opportunity

Inclusive economic development such as MWBE local contracting opportunities and community liaisons, or land use and policy to encourage equity-oriented development patterns for disadvantaged groups

■ KentuckianaWorks | Kentuckiana Builds

- A six-week construction trade pipeline program focused primarily on placing people of color and women in the construction sector
- Relaunched in 2016 with an explicit focus on increasing the number of Black Louisvillians in construction jobs.
- KentuckianaWorks and the City of Louisville have several joint major capital investment initiatives planned together
- Kentuckiana Builds has adopted a model of coordinating with local contractors to create a pipeline of underrepresented construction workers in both union and non-union positions.



Credit: [Kentuckiana Builds](#)

Workforce Development and Economic Opportunity

Award winning adaptive reuse project in a thriving, African American community in the South Side of Chicago

- **Auburn Gresham Quality of Life Plan (Chicago, IL)**
 - Auburn Gresham is a mixed-income neighborhood in the South Side of Chicago
 - The Quality of Life Plan highlights different strategies to support the community so all residents and visitors can thrive
 - The Healthy Lifestyle Hub was a recommendation in the Plan to provide and promote health & wellness
 - The Hub includes a pharmacy, doctor's office, bank, restaurant, and a teaching kitchen



Workforce Development and Economic Opportunity

OKCID intends to create a place where people can live, work, play and stay in Oklahoma

- **The Oklahoma City Innovation District (OKCID)** is an industry hub fostering community and collaboration by connecting research and health institutions in North OKC
- Development in the district is supported by the MAPS 4 Innovation District Connectivity Master Plan and Land Use and Strategic Development Plan



Credit: [Oklahoman](#), photo of Sandino L. Thompson

The Henrietta B. Foster Center renovation will focus on new and existing small businesses and entrepreneurship opportunities for surrounding residents.

Workforce Development and Economic Opportunity

A unique small business incubator that offers affordable commercial spaces to participating local businesses.

- **Beltline Atlanta Marketplace, (Atlanta, GA)**
 - The Atlanta BeltLine is one of the largest, most wide-ranging urban redevelopment programs in the U.S. converting 22 miles of unused railway into a network of public parks, multi-use trails, transit, and affordable housing
 - The BeltLine was a grassroots initiative that started as a student recommendation to city officials in 2001
 - Atelier 7 Architects designed shipping containers for participating small businesses.
 - Participating businesses also have access to support services in addition to help them launch their own brick-and-mortar location



Credit: [Atlanta BeltLine Marketplace](#)

Thank You / Q&A

Christopher Forinash, Nelson\Nygaard

RCI Planning Level Cohort Lead

Break

15 minutes

Focused Strategy Sessions

Report Out

- What did you discuss in your group?
- What was something that you learned in the session?
- What were some questions that were still left unanswered?

“Open Mic”



Any Questions, Comments,
or Feedback?



You can submit them through Q&A or Raise Your Hand.

Closing Remarks

Closing Remarks

- Today we discussed...
- Next Steps
 - Register for additional entry level TA offerings
 - **Grant Writing Clinics**
 - August 16, 12:00-5:00pm EDT
 - September 13, 12:00-5:00pm EDT
 - **Office Hours**
 - July 25, 12:00pm-6:00pm EDT
 - August 22, 11:00am-6:00pm EDT
 - September 16, 11:00am-6:00pm EDT
 - Check out the RCI Resource Library



Thank You

Contact Information:

RCI@dot.gov