

NATIONAL  
ACADEMIES

Sciences  
Engineering  
Medicine

**TRB** TRANSPORTATION RESEARCH BOARD

# TRB Webinar: Power of Partnerships to Improve Transportation Decision-Making

*May 1, 2024*

*2:00 – 3:30 PM*



# PDH Certification Information

1.5 Professional Development Hours (PDH) – see follow-up email

You must attend the entire webinar.

Questions? Contact Andie Pitchford at [TRBwebinar@nas.edu](mailto:TRBwebinar@nas.edu)

*The Transportation Research Board has met the standards and requirements of the Registered Continuing Education Program. Credit earned on completion of this program will be reported to RCEP at RCEP.net. A certificate of completion will be issued to each participant. As such, it does not include content that may be deemed or construed to be an approval or endorsement by the RCEP.*



# AICP Credit Information

1.5 American Institute of Certified Planners Certification  
Maintenance Credits

You must attend the entire webinar

Log into the American Planning Association website to claim your  
credits

Contact AICP, not TRB, with questions

# Purpose Statement

This webinar aims to advance the state of the practice in partnership development with traditional and nontraditional partners, including developing relationships with community-based organizations that represent underserved constituents participating in transportation planning and projects.

# Learning Objectives

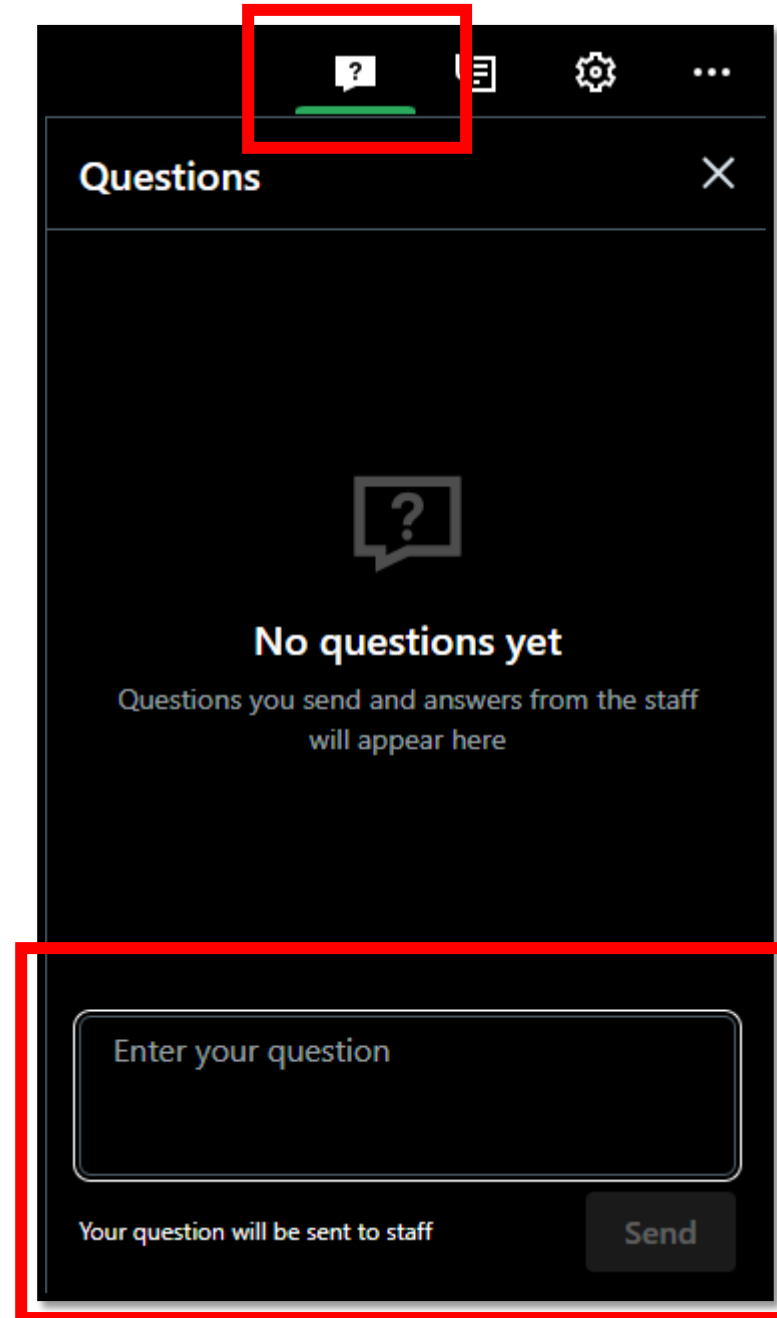
At the end of this webinar, you will be able to:

- Build successful partnerships using practical tactics that will lead to better public participation and improved community trust
- Determine partnership objectives, be accountable in commitments, seek community benefit, and understand common issues in engagement of community-based organizations
- Use essential partnership strategies to establish trust and build rapport with potential partners



# Questions and Answers

- Please type your questions into your webinar control panel
- We will read your questions out loud, and answer as many as time allows



# Today's presenters



Veronica Murphy  
[Veronica.Murphy@dot.nj.gov](mailto:Veronica.Murphy@dot.nj.gov)  
*New Jersey DOT*



Sarah Elizabeth McCullough  
[smcc@ucdavis.edu](mailto:smcc@ucdavis.edu)  
*University of California, Davis*



Chandra Ward  
[Chandra-ward@utc.edu](mailto:Chandra-ward@utc.edu)  
*University of Tennessee, Chattanooga*



Mariia Zimmerman  
[mariia.zimmerman@dot.gov](mailto:mariia.zimmerman@dot.gov)  
*USDOT*



Faith Hall  
[Faith.Hall@dot.gov](mailto:Faith.Hall@dot.gov)  
*Federal Highway Administration,  
USDOT*

The background features a collage of elements: on the left, overlapping semi-transparent circles in shades of teal, grey, and red; on the right, a photograph of a bicycle with a brown seat and handlebars, set against a backdrop of trees with autumn foliage in warm tones. The text is centered on a white rectangular area.

# Historically Underserved Communities in Transportation Planning

Dr. Sarah Reboloso McCullough

**UCDAVIS** FEMINIST RESEARCH INSTITUTE





## WHY ENGAGE?

- Recognition of neglect
- Disconnect between traditional planning practices and community
- Results in more effective planning and better use of investment



# DECIDE ANNOUNCE DEFEND





“

The way that planning typically works is that you put a notice on a board that says this is happening. If you want to engage on this, come down to city hall, which is probably nowhere near where that post is. And tell us your feelings about something we've already decided on.



I believe that everyone who does transportation work is a good person. You don't get into this to make the big bucks, right? I literally think people who are in this industry do it because they want to help people and because they care and because they're passionate because they want to do the right thing...But then I think because people are so well meaning and are such good people and are so deeply rooted to that image of themselves, there's something particularly sensitive about them in this space that when you... It's not even push them. When you say, "Oh, really...", it is really tough for them.





Reframe the narrative  
Know the context  
Take action



Individual Problem:

Communities don't  
trust transportation  
professionals

**Systemic deficit:**

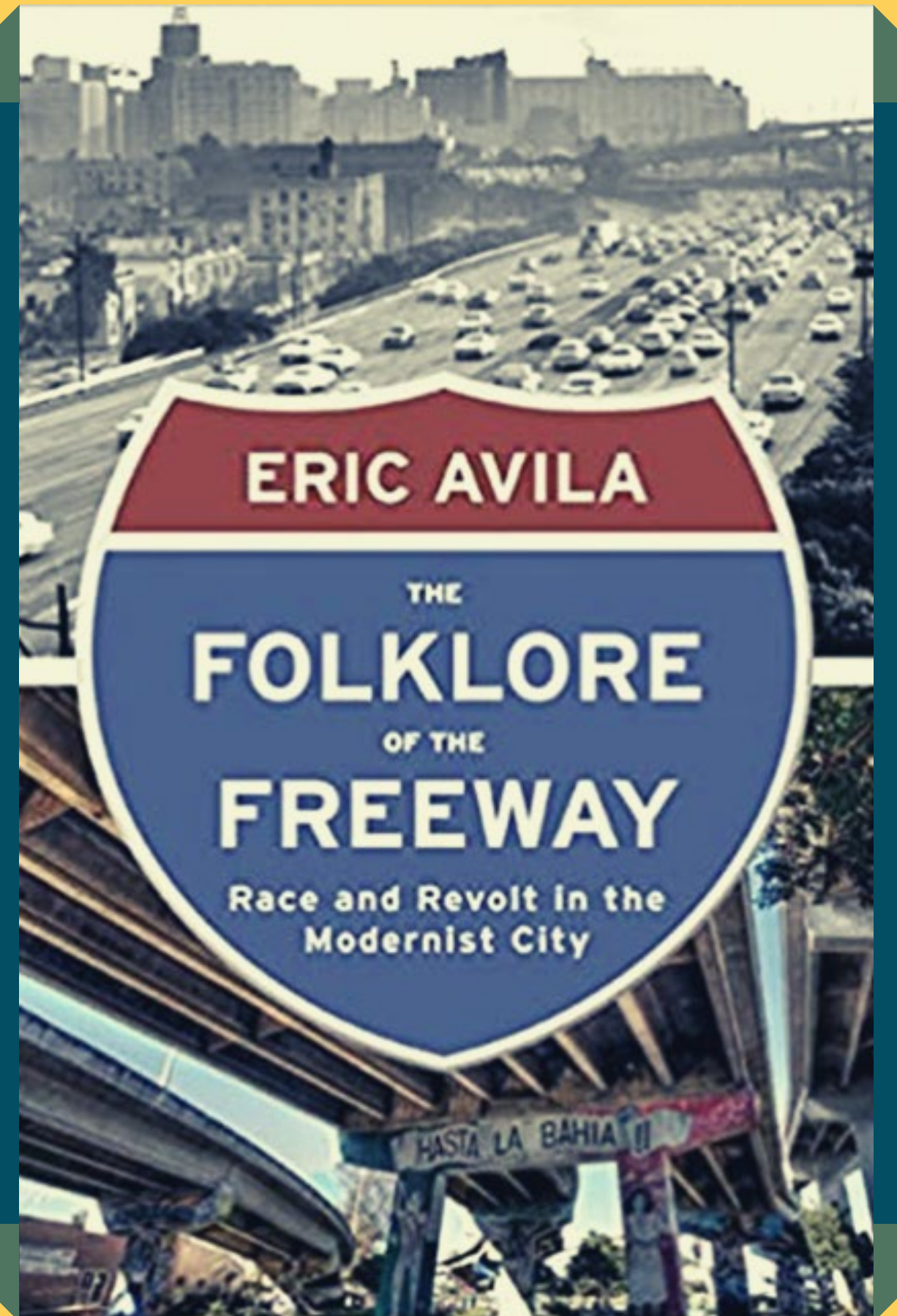
**Histories of neglect**



**UC DAVIS**  
Feminist Research  
Institute



# KNOW LOCAL TRANSPORTATION HISTORIES





## BAYVIEW / HUNTER'S POINT

- Historically Black neighborhood
- Environmental injustices
- Poor transportation infrastructure





Individual Problem:

Underrepresentation  
in transportation  
profession

**Systemic deficit:**

**Profession is pushing  
people out**



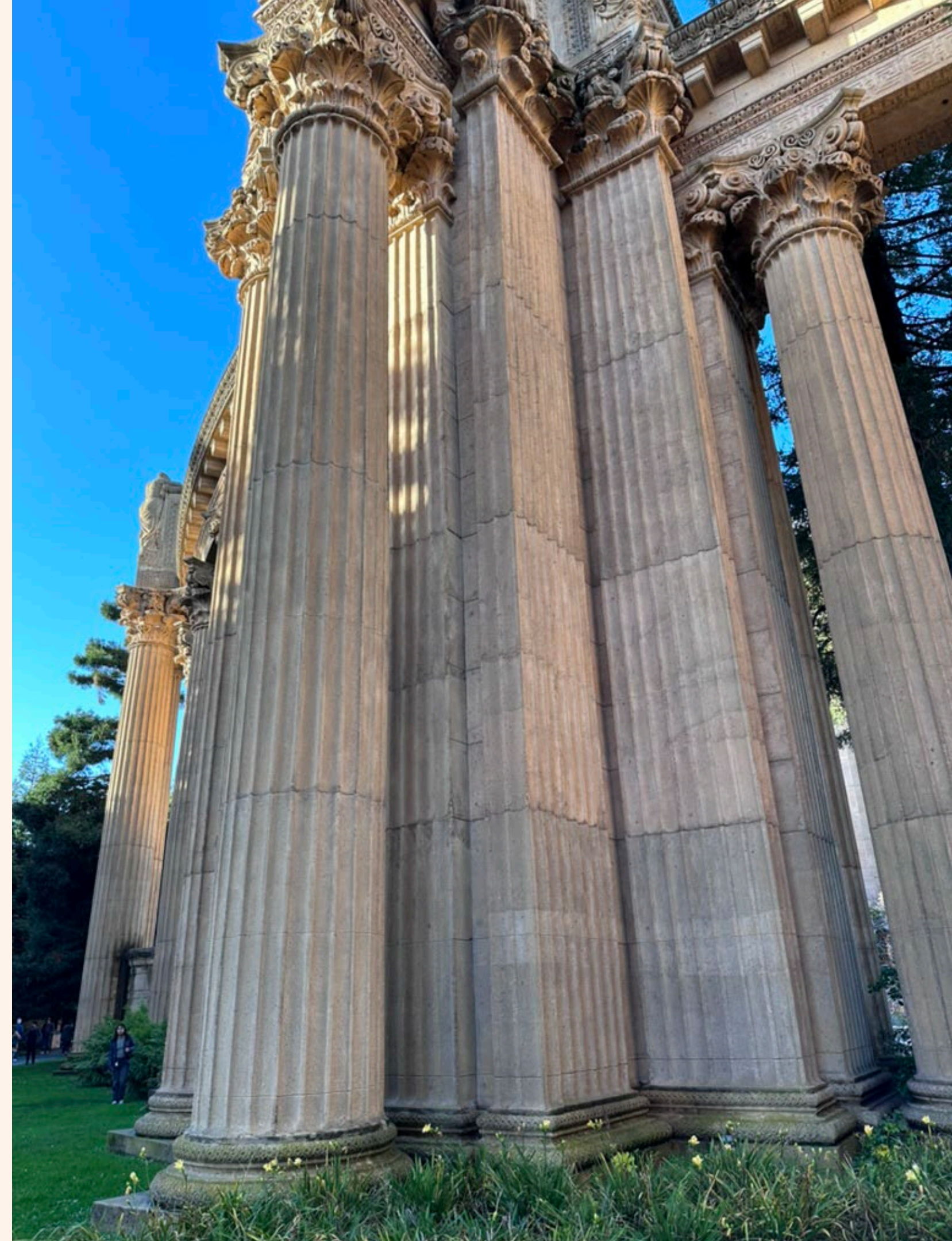


# LACK OF DIVERSITY

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Historical origins of  
engineering

Exclusion in academia







Another thing that I'm seeing now in a lot of these Department of Transportation and transit agencies is they're hiring folks of color, which is awesome, but they are not creating the conditions nor the power-making authority to actually create a change that moves towards equity and social justice.

EMPOWER  
BLACK,  
INDIGENOUS,  
HISPANIC  
PROFESSIONALS





Individual Problem:

People just complain  
and don't bring  
solutions

**Systemic deficit:  
Problems are  
decades/centuries in  
the making**

# ENVIRONMENTAL INJUSTICE





# CAREWORKERS NEGLECTED

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9-5 commuter-centric

Norms of car safety

Lack of infrastructure to  
support essential trips





# RESPECT COMMUNITY ORGANIZING







You engage the CBOs because they have this constituency, and they have this point of view. Then you tell them, “In order to come in, you have to leave your point of view at your door. Just give us your constituency.”

Communities =  
“hard to reach”

Transportation

professionals =

“hard to reach”





# BUDGET FOR ENGAGEMENT





I think most people assume that community engagement is easy, or it's low cost or free, and nothing could be further from the truth. In fact, when you're engaging, especially communities that are low income, or communities that are predominantly communities of color, it actually requires a lot more resources.



PARTNERS  
NOT  
CONSULTANTS





We were kind of expecting community-based organizations to be totally on-board with carrying the water for the city and the plan, and to immediately go out and start organizing meetings for us to present at, but it turned out we needed a few more additional meetings to get on the same page and talk about their expectations, their concerns, and really build a certain level of trust at the outset before they were comfortable going out and using their name and their reputation to build meetings or host meetings on our behalf.



Individual Problem:

Communities don't  
follow proper  
process

**Systemic deficit:**

**Process is not  
transparent**

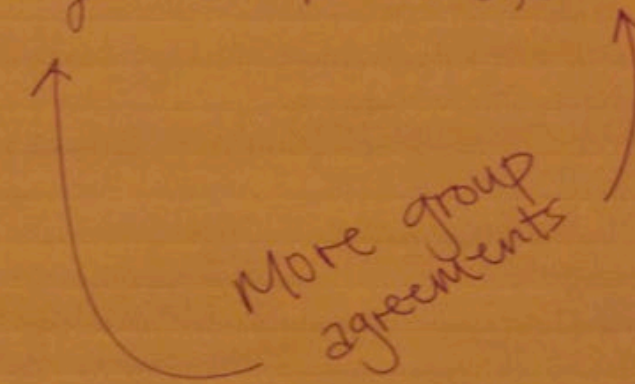
# TRANSLATE TECHNICAL JARGON

Seek to understand before being understood  
take space make space

be conscious

having permission to share others' experiences

Curiosity - OK to ask Qs





“

Transparency means being able to explain technical things in a way that's actually accessible because the technical jargon we use is a way of gate-keeping people from knowledge.

Without people being able to make an informed decision, it's not consensual. Consent is a big part of that in a larger picture. Withholding information is non-consensual.

Traditional story:

Communities need  
outreach and  
education

# Cultural humility

Transportation professionals can  
learn from communities



# COMMUNITIES ALREADY INNOVATE

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Black Panthers doing Public Health



Environmental justice advocates assessing toxins in their community and health impacts



ADDRESS YOUTH  
DEVELOPMENT







It's just given me a whole new perspective. I always used to just look at my environment, and think, 'I don't like that, but what can I do? It is what it is.' Now I look at it as, 'I don't like that and here's what I can do about it.'



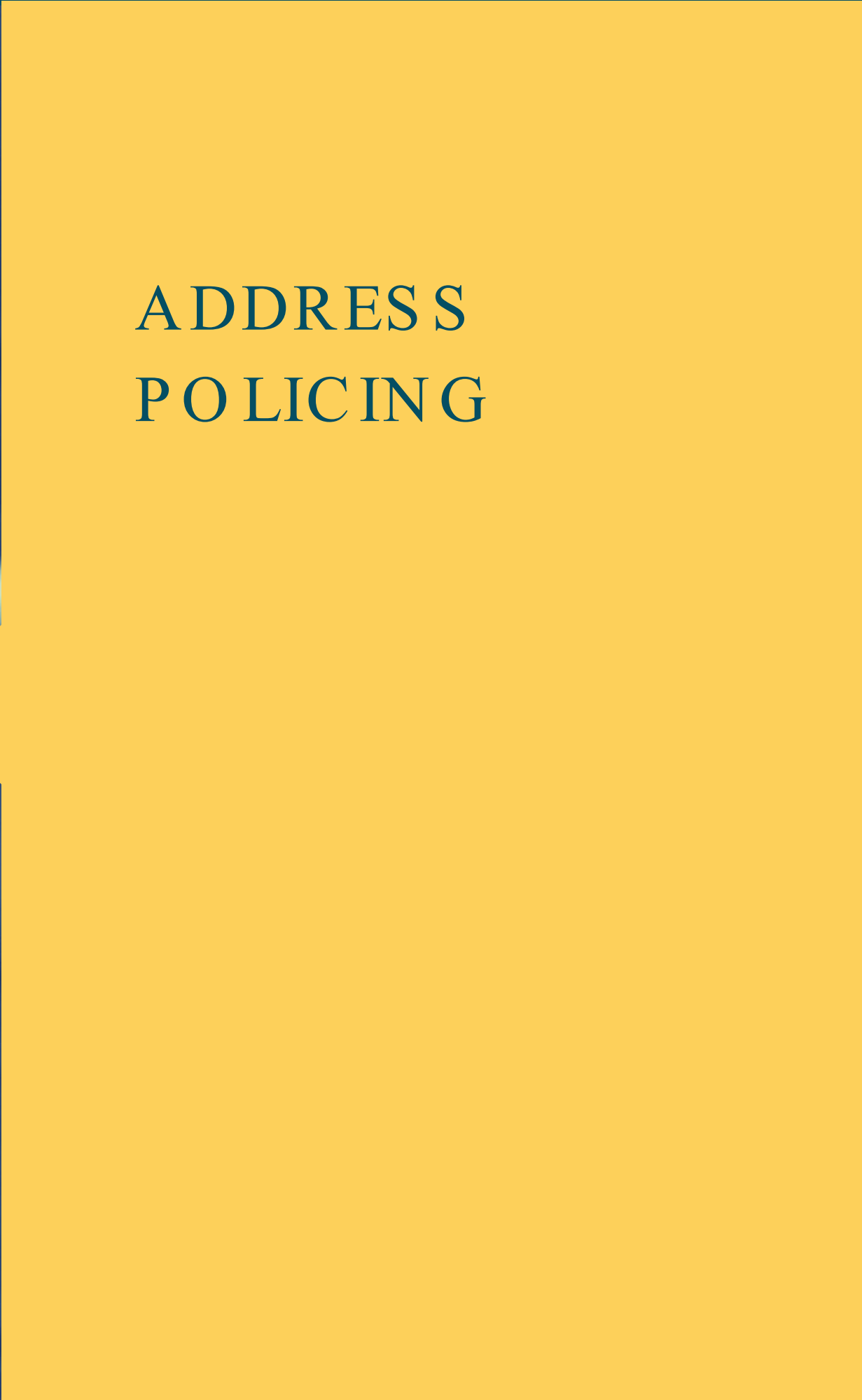
ADDRESS  
DISPLACEMENT







ADDRESS  
POLICING





# CONTINUE COLLABORATION





## INCLUDE COMMUNITY

- In final report writing
- In implementation







## COLLABORATE THROUGH IMPLEMENTATION

- Communicate regularly, even when there is no immediate action taking place
- Have an agreement for how implementation will occur in partnership with the community
- Use local labor as is possible
- Line up funding in advance



“

Community engagement is in everything that you are doing, and so what that looks like depends on what your organization is, who you are personally, how comfortable you are...I will just say this, there is going to be a lot of failures, but you can grow and learn from that. You have to have thick skin.

# THANK YOU!

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WEBSITE

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# The Power of Partnerships to Improve Transportation Decision-Making

## Transportation Research Board

### May 1<sup>st</sup>, 2024

Dr. Chandra Ward, Assistant Professor of Sociology and Director of Community Engagement





# The Importance of Deep, Intentional Engagement

Collaboration and public engagement are paramount to successful transportation projects, and transformational partnerships have the potential to increase positive transportation outcomes.



# Terminology

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MOBILITY = Access. Having transportation options that you can count on to get you where you need to go. Getting to places necessary for living a healthy life.

*-MobilityLab.Org*

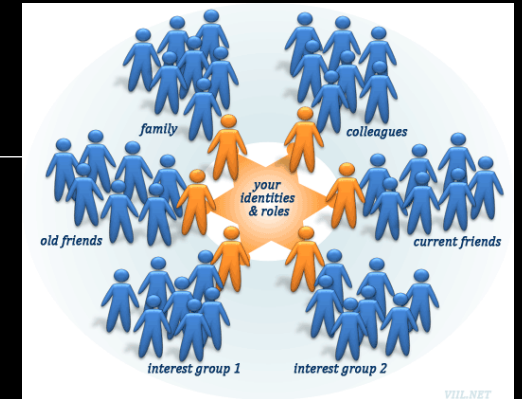




# MOBILITY = OPPORTUNITY

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- Employment
- Healthy foods
- Health care
- Entertainment and Recreation
- Social obligations and expansion of social networks



# Status Quo? Transit Agencies' Community Engagement

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The status quo for many transit agencies is simply to comply with Title 6 of the Civil Rights Act.

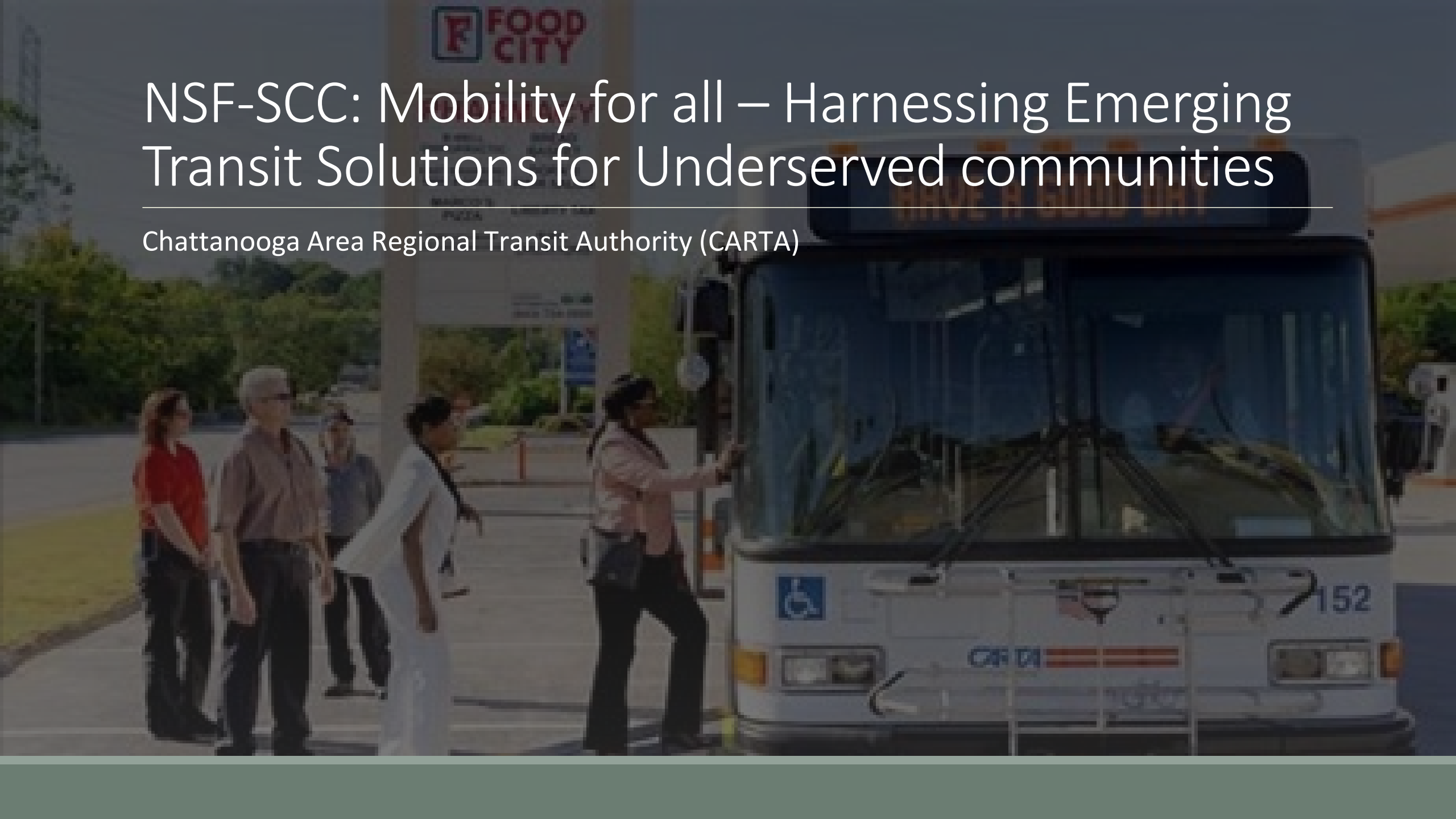
- Posting on their social media.
- Online “townhalls.”
- On-board surveys every few years.
  - Perhaps funding is lacking for adequate engagement.

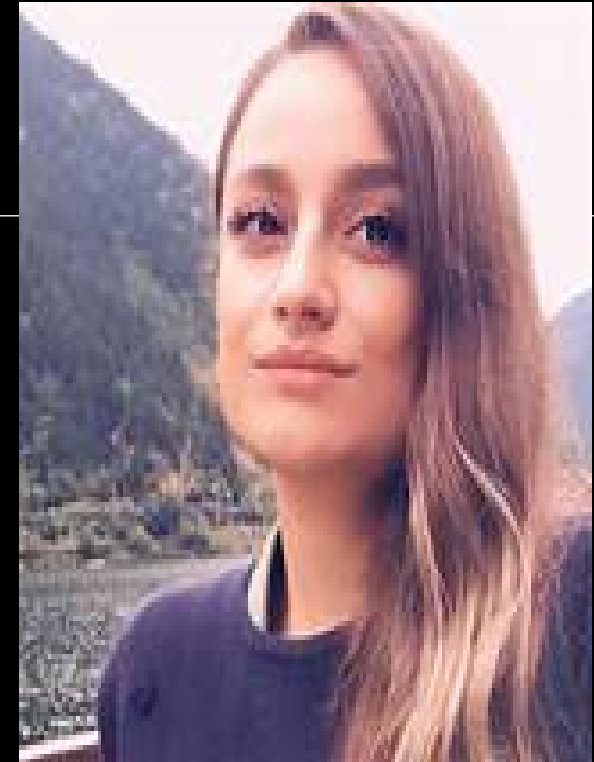




# NSF-SCC: Mobility for all – Harnessing Emerging Transit Solutions for Underserved communities

Chattanooga Area Regional Transit Authority (CARTA)





Our Team:

Chandra Ward, PhD. - UTC

Paul Speer, PhD. – Vanderbilt University

Shadi Tehrani Omidvar. – Vanderbilt University



This project takes a unique approach in implementing this kind of innovative transit through:

- 1) Having an engagement team from start to finish in the project process.
  - 2) Leveraging social relationships to understand what residents need from a on-demand transit option,
- AND
- 3) To encourage adoption and use of this nascent transit alternative.



# Focus Groups

Community priorities and transit related priorities.





# PHASE 1

## What do we already know?

Compile existing data from Transit agencies to assess what has already been done.

## Begin outreach

- Community Centers
- Schools
- Public Housing
- Faith Communities



# PHASE 2

## Relational Approach

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### Qualitative focus groups and interviews:

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- ❖ Listening for the community problems and challenges shared.
- ❖ Identify community 'leaders' – those who have deep networks, understand relationships within their communities, and who are motivated to improve conditions not just for themselves but for the communities they are in relationship with.





## PHASE 3

Using key findings from focus groups and interviews across multiple community settings, we will develop a brief survey of broader community needs to present to the technical team as they Refine their designs.



People as not  
just data points,  
but co-creators



What do we do with these data?



How does the public feedback shape  
the final alternative?



Barriers exist

Unreasonable, "hostile"  
community

Financial constraints

Governmental constraints



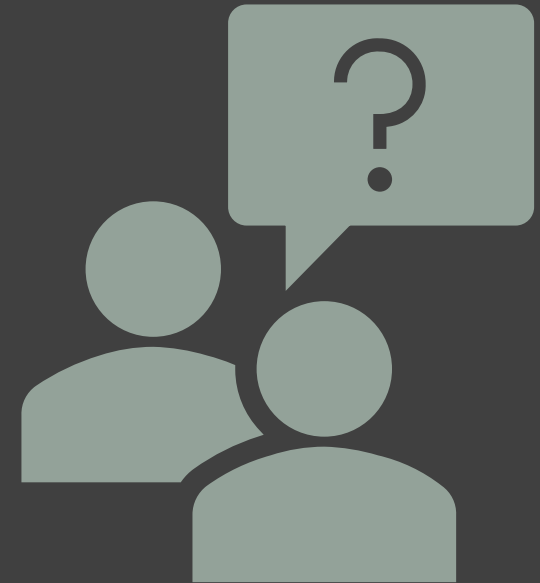
# Why Would Transit Agencies Want to Do This Kind of Engagement?

Question to transit agencies: What does your organization value?

- Efficiency?
- Increased levels of adoption?

If you are not embedded in the community you serve (regardless of SES), engaging the community, talking to customers, collecting deep data, you risk *decreased* rider capture, and *decreased* efficiency.

- Examples: UT Chattanooga MOCS express
- AI enabled technology must be responsive to the needs of the community, not the assumptions of the coder.
- Does your transit agency employ community engagement beyond surveys?
- How can your community be not only data points, but co-creators in making a transit system that works for the community?



Dr. Chandra Ward, Director  
of Community Engagement  
at the Center for Urban  
Informatics and Progress

Contact me:  
Chandra-  
Ward@UTC.edu

 THE UNIVERSITY OF TENNESSEE  
CHATTANOOGA

 **CUIP** Center for Urban  
Informatics & Progress







U.S. Department  
of Transportation  
**Federal Highway  
Administration**



# Transportation Research Board

## Power of Partnerships to Improve Transportation Decision-Making

### May 1, 2024

**Mariia Zimmerman**

Strategic Advisor for Technical Assistance & Communities Solutions  
Office of the Secretary, USDOT

**Faith Hall**

Community Planner  
Livability Team, FHWA, USDOT

# AGENDA



- DOT's Commitment to Equity and Power of Community
- Technical Assistance and Funding Opportunities
- Elevating Meaningful Public Involvement as Standard Practice
- Examples of Community-Supportive Partnerships

# PRIORITIZING PEOPLE



- For the first time, the U.S. Department of Transportation (DOT) has centered Equity as a **Department-wide strategic goal** via our [FY 2022-2026 Strategic Plan](#).
- This is a critical step to institutionalizing equity across the Department’s policies and programs, with the aim of **reducing inequities across our transportation systems and the communities they affect**.
- DOT published an updated [Equity Action Plan](#) in February 2023 that highlights work that DOT will undertake across five focus areas – **wealth creation; power of community; proactive intervention, planning, and capacity building; expanding access; and institutionalizing equity** – to expand access and opportunity to all communities ***while focusing on underserved, overburdened, and disadvantaged communities***.





# DOT EQUITY ACTION PLAN



“Ensuring equity and accessibility for every member of the traveling public is one of the Department of Transportation’s highest priorities.”

– Secretary Pete Buttigieg



# DOT ADVISORY COMMITTEE ON TRANSPORTATION EQUITY

## **Mission**

- Address equity, connectivity, and access challenges faced by individuals and communities.

## **DOT-ACTE Partnership**

- The ACTE will make recommendations that provide timely, comprehensive, inclusive advice on transportation-related public policy issues that advance equity in transportation and help the Agency to achieve its Equity Objectives.

## **The Committee will -**

- Provide independent advice and recommendations to the Secretary to inform the Department's efforts to implement the Equity Action Plan and Strategic Plan.

# POWER OF COMMUNITY



## METRICS:

- All 50 State DOTs and Top 100 MPOs adopt a quantitative equity screening component to their S/TIP development process by 2030.
- 90% of DOT funding recipients have a DOT-approved and publicly available Community Participation Plan and Title VI Plan by 2026.

## Barriers to equity:

- Status quo thinking
- One-size-fits-all methods
- Lack of accountability

**WHOLE-OF-GOVERNMENT EQUITY OBJECTIVES:** Civil Rights, Environmental Justice

**COLLABORATING AGENCIES:** Environmental Protection Agency, Council on Environmental Quality, Department of Justice



# COMMUNITY TOUCH POINTS



## Opportunities to Elevate the Power of Community

- Technical Assistance examples
  - DOT Navigator
  - Thriving Communities Program and Reconnecting Communities Institute
  - Meaningful Public Involvement Guide and trainings
- Funding examples
  - Merit criteria within discretionary grant programs: engagement, partnerships
  - Use of Federal funds for public involvement
  - Metropolitan and Statewide Transportation Planning program and guidance

# DOT NAVIGATOR – ONE STOP SHOP



## Search Technical Assistance Resources

At DOT, “technical assistance” includes programs, processes, and resources that provide targeted support to a community, region, organization, or other beneficiary to help them access and deploy federal funding and build local capacity to develop, design, and deliver transportation plans and projects.

View and search the table below to find existing technical assistance resources and programs funded or managed by DOT that can provide deeper levels of assistance, technical information, best practices, and training.

Keywords

▼ Advanced options

Stakeholder Type(s)	Resource Type(s)	Transportation Mode(s)
Select All	Select All	Select All
<input type="checkbox"/> Contractor	<input type="checkbox"/> Direct Support	<input type="checkbox"/> Air (airports, aviation, drones)
<input type="checkbox"/> Local Government	<input type="checkbox"/> Fact Sheet	<input type="checkbox"/> Bicycle
<input type="checkbox"/> Other	<input type="checkbox"/> Grant	<input type="checkbox"/> Electric or Autonomous Vehicles
<input type="checkbox"/> Regional/Metro Planning Orgs (MPO)	<input type="checkbox"/> Guidance Document	<input type="checkbox"/> Highway
<input type="checkbox"/> State DOT	<input type="checkbox"/> Report	<input type="checkbox"/> Intelligent Transportation and Data Systems
<input type="checkbox"/> Transit Agency	<input type="checkbox"/> Resource Center	<input type="checkbox"/> Micromobility (bike share, scooters, etc.)
<input type="checkbox"/> Tribal Government	<input type="checkbox"/> Toolkit	<input type="checkbox"/> Pedestrian
<input type="checkbox"/> U.S. Territory	<input type="checkbox"/> Training	<input type="checkbox"/> Ports
	<input type="checkbox"/> Video/Webinar	<input type="checkbox"/> Railway
		<input type="checkbox"/> Transit

**Apply**

<https://www.transportation.gov/dot-navigator>

The screenshot shows the DOT Navigator website interface. At the top is the U.S. Department of Transportation logo and navigation links for 'ABOUT DOT', 'PRIORITIES', and 'CONNECT'. Below the navigation is a hero banner with a background image of people walking and a cyclist. The banner text reads: 'DOT Navigator' and 'The DOT Navigator is a resource to help communities understand how to apply for grants, and plan for and deliver transformative infrastructure projects and services.' A red button says 'LEARN MORE ABOUT THE DOT NAVIGATOR'. Below the banner is a section titled 'Spotlight on Technical Assistance Resources' with a link to a 'searchable list of technical assistance resources'. Three resource cards are displayed: 'BIL Funding Guidance for Local and Tribal Agencies', 'Funding Safety for All through Complete Streets Networks', and 'Bipartisan Infrastructure Law (BIL) Launchpad'.

## THRIVING COMMUNITIES NETWORK

- Facilitates a **whole-of-government approach** to federal coordination of place-based technical assistance
- **Interagency partnership** between 11 Federal agencies



## THRIVING COMMUNITIES PROGRAM

- DOT has provided over **\$44 million to 13 National and Regional Capacity Builders** to support **176 communities** across the country in FYs 22 and 23
- Capacity Builders provide **technical assistance, planning, and capacity building** support to under-resourced and disadvantaged communities
- Capacity Builders **partner** with communities to **co-design** support programs
- Goal to build lasting capacity in communities for **long-term success**





# RECONNECTING COMMUNITIES INSTITUTE (RCI)

*Center for learning on restoring and reconnecting communities that have been harmed, isolated, and cut off from opportunity by past transportation choices*

- Capacity building through **group and peer-based virtual leaning**, and **one-on-one assistance** to participants.
- **Support available to:**
  - States, local and tribal governments, metropolitan planning organizations, and nonprofit organizations
  - Reconnecting Communities award recipients
  - Prospective or unsuccessful applicants
- **Support includes:**
  - Project scoping and development, including meaningful public involvement
  - Travel demand modeling
  - Equitable development and community-wealth building strategies
  - Project funding and financing
  - Design and preliminary engineering
  - Data collection and performance metrics

*“Now, with the new Reconnecting Communities Institute, we are providing communities tailored assistance to plan great locally-led transportation improvements, apply for funding, and deliver their projects.”*  
- Secretary Pete Buttigieg

# MEANINGFUL PUBLIC INVOLVEMENT

- A **set of promising practices** to help practitioners across *all modes* of transportation incorporate meaningful public involvement into each stage of the transportation decision-making process and project lifecycle.
- A **guide** to help USDOT funding recipients meet the requirements of Title VI of the Civil Rights Act of 1964, the National Environmental Policy Act of 1969, planning regulations, and other existing requirements.
- A **product** of [USDOT's Equity Action Plan](#) to help individuals and communities have a greater voice in transportation decisions affecting them.



View the Guide and sign up for trainings! <https://www.transportation.gov/public-involvement>

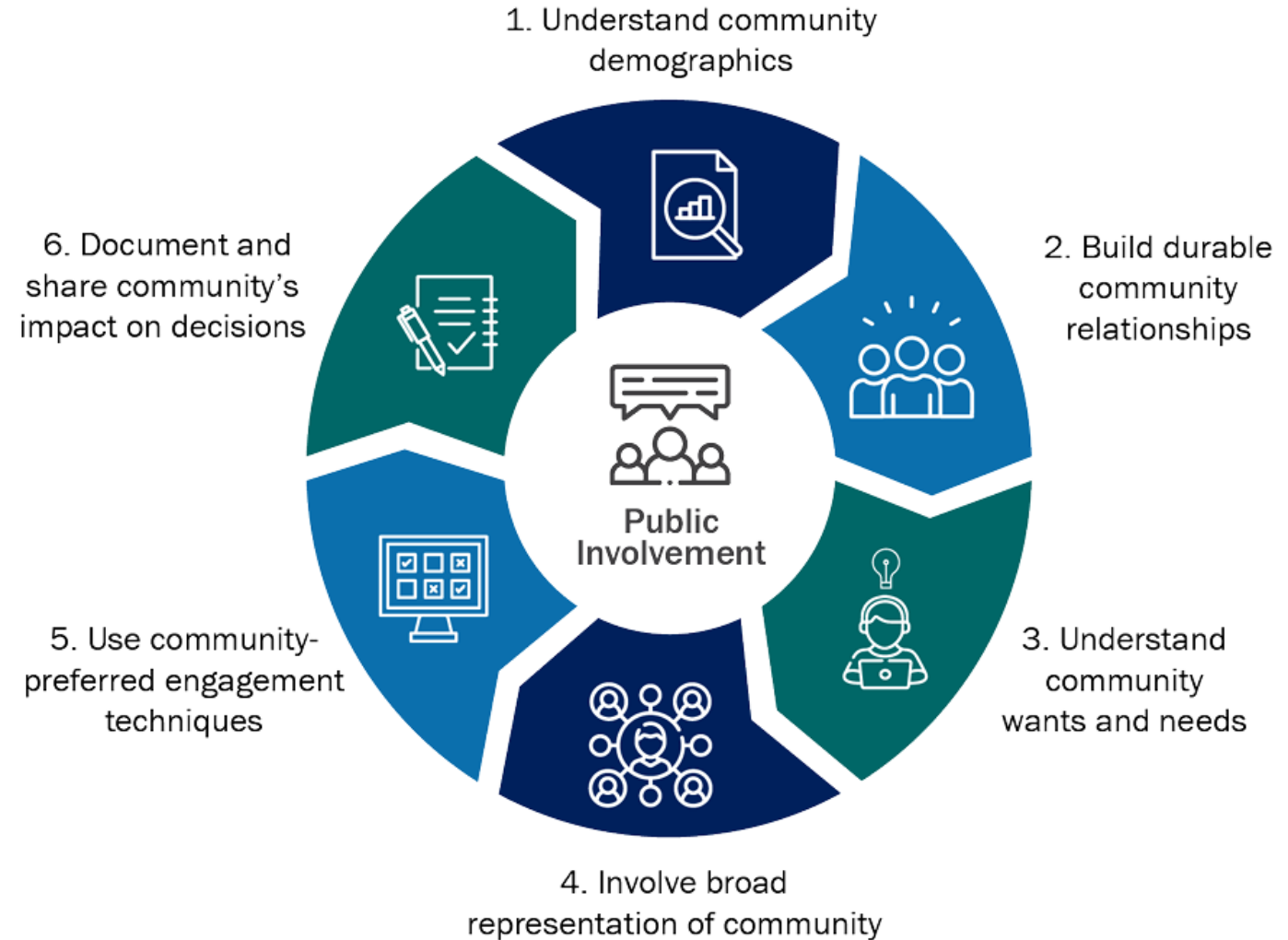
# MEANINGFUL PUBLIC INVOLVEMENT

Meaningful public involvement is a process that **proactively** seeks full representation from the community, **considers public comments and feedback**, and **incorporates that feedback** into a project, program, or plan when possible.

The impact of community contributions encourages early and continuous public involvement and brings diverse viewpoints and values into the transportation decision-making process.

- USDOT Promising Practices

[Public Involvement | US DOT](#)





# UPDATES TO THE GUIDE (NOVEMBER 2023)

A new section addresses frequently asked questions on *Using Federal Funds for Meaningful Public Involvement Activities*, such as:

- Can I include public involvement activities in my **grant application budget**?
- What are some ways to **fund public involvement** activities with Federal transportation funds?
- Can **program funds** be used to pay for public involvement activities?
- When are costs for public involvement **activities necessary, reasonable, and allocable**?
- Are there **restrictions** on the use of program funds for public involvement activities?
- Can Federal transportation funds be used for **virtual public involvement** activities?

Discussed in Appendix C of the Meaningful Public Involvement Guide, See also: [DOT Navigator - Use of DOT Funds for Public Involvement FAQ](#)

# USE OF DOT FUNDS FOR PUBLIC INVOLVEMENT

Public involvement and participation activities are eligible expenses for most USDOT programs, both **formula** and **discretionary** grant programs.

The most frequently used source of funding for public involvement activities in planning are statewide and metropolitan planning funds provided through Federal transportation planning formula funds.

Programs funds can be used to pay for public involvement activities that make participation accessible for **often-underrepresented community members**.

Activities include **incentives, stipends, translation, interpretation, and Braille documents**.

Discussed in Appendix C of the Meaningful Public Involvement Guide, See also: [DOT Navigator - Use of DOT Funds for Public Involvement FAQ](#)

# NECESSARY, REASONABLE, AND ALLOCABLE COSTS

**Costs for public involvement activities are necessary** if, without the expense, the Federal award could not be completed.

**A cost is “reasonable”** if, at the time the decision is made, to spend funds, under the circumstances a prudent person would spend money on the item.

**A cost is allocable to a Federal award** if the expenses can connect to the activities of the award based on the benefits it provides.

**NOTE:** Please see restrictions on the use of funds and differences between public involvement and public relations.

*See: 2 CFR Part 200, Subpart E*

Discussed in Appendix C of the Meaningful Public Involvement Guide, See also: [DOT Navigator - Use of DOT Funds for Public Involvement FAQ](#)



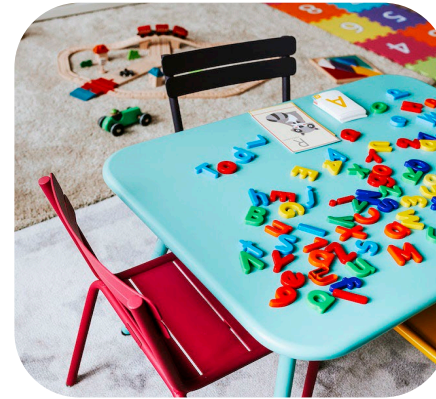
# ILLUSTRATIVE EXAMPLES



Hiring Community-Based Organizations



Providing Food at Public Meetings



Providing Childcare at Public Meetings



Providing Financial Incentives or Reimbursements for Participation

Please contact the *FAA Regional Office, FHWA Division Office, FTA Regional Office, FRA Regional Office, NHTSA Regional Office, PHMSA Regional Office*, or other applicable USDOT field offices in your state with questions about specific programs or activities, and to confirm alignment with other legal requirements. Find transportation contacts near you: <https://www.transportation.gov/grants/dot-navigator/transportation-contacts-near-you>

# Partnership Spotlights



# FHWA IS INSTITUTIONALIZING EQUITY IN ALL PHASES



Source: FHWA, Companion Resource for A Process from “Cradle to Grave,” August 2012



# FHWA VIRTUAL PUBLIC INVOLVEMENT INITIATIVE (VPI)



## Agency engagement in over 35 States:

Practitioner toolkit

Video case studies: Documentaries, VPI Conversations

Webinars

Workshops

Source: [https://www.fhwa.dot.gov/planning/public\\_involvement/vpi/](https://www.fhwa.dot.gov/planning/public_involvement/vpi/)

## VPI Conversations

### Spotlight – Chicago Metropolitan Agency for Planning

Small community grants to inform CMAP's On To 2050 planning process and pull in perspectives from disinvested communities.

#### Features:

- Focus on low-income residents and residents with limited English proficiency
- Partnered with six community organizations
- Covered translation services, staffing, and meeting expenses
- Partners presented material and shared results

*Source: VPI Conversations*

# FHWA/FTA TRANSPORTATION PLANNING CAPACITY BUILDING

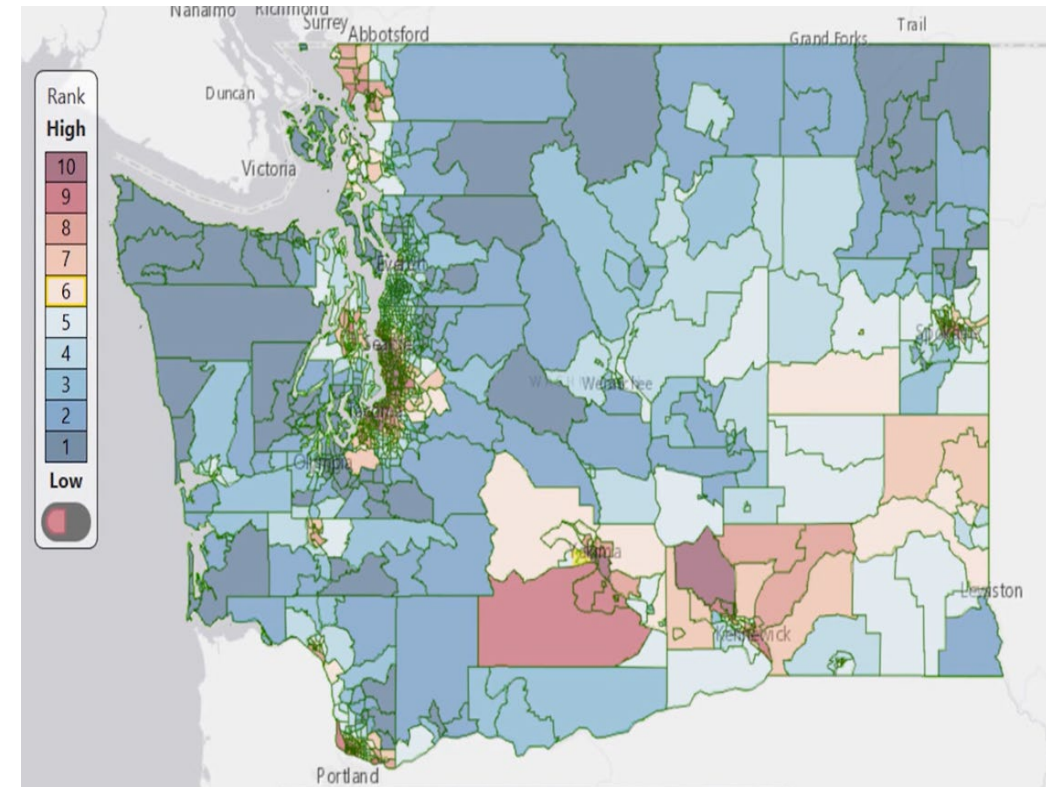
## Spotlight – Washington State Department of Transportation

WSDOT partnered with Western Washington University’s Center for Economic and Business Research (CEBR) on an equity research study broadly exploring WSDOT’s equity practices and operations to address:

1. Equitable Compensation in Property Acquisition
2. Equity of Highway Construction Program Investments
3. Workforce Representation
4. Distribution of Benefits for Transportation Investments

## As a result, WSDOT created a new:

- DEI Plan
- Community Engagement Plan (currently under review by the Washington State Environmental Justice Council),
- Title VI programming that supports additional equity initiatives.



Source: [Washington Environmental Health Disparities Map](#)

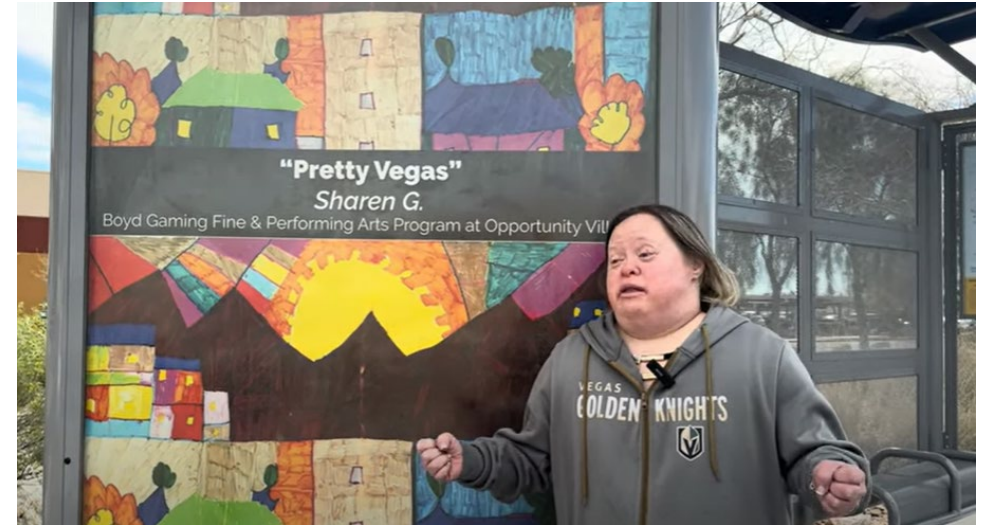
Source: [Equity in Transportation - FHWA / FTA Transportation Planning Capacity Building Case Studies](#)



# FTA INNNOVATIVE COORDINATED ACCESS AND MOBILITY



Source: NADTC



Source: RTC

Spotlight – Regional Transportation Commission (RTC) of Southern Nevada received a grant for a mobile travel training unit bus.

[Driving Inclusivity: RTC Launches Mobile Training Center with local community leaders and partners \(youtube.com\)](https://www.youtube.com/watch?v=...)

**Partners:** Opportunity Village (nonprofit supporting people with intellectual disabilities), Clark County School District, Veterans services, and 14 HUD senior housing facilities



Source: NADTC

Source: <https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants>



# FHWA ENVIRONMENTAL EXCELLENCE AWARDS - 2022

## Telling the Rest of the Story: Incorporating Indigenous Perspectives in Public Transportation Projects



Spotlight – Vrooman Road Bridge reconstruction, project area crosses Tribal ancestral lands in the Grand River Valley.

### **Agencies Awarded:**

- Ohio Department of Transportation
- Seneca Nation of Indians
- FHWA Ohio Division

### **Project Contributors:**

- Delaware Nation
- Miami Tribe of Oklahoma
- Pokagon Band of Potawatomi
- The Shawnee Tribe
- Cleveland Museum of Natural History
- Ohio History Connection

Source: Ohio Dept. of Transportation

Source: [https://www.fhwa.dot.gov/environment/environmental\\_excellence\\_awards/eea\\_2022/](https://www.fhwa.dot.gov/environment/environmental_excellence_awards/eea_2022/)

# RECONNECTING COMMUNITIES & NEIGHBORHOODS

## Spotlight – The Chinatown Stitch: Reconnecting Philadelphia’s Chinatown

*Philadelphia, PA - Award: \$159M, Capital Construction*



Conceptual Improvements for Phase 1 Chinatown Stitch

- **Partners:** The City of Philadelphia, Philadelphia Chinatown Development Corporation (PCDC), PennDOT, and the John S. and James L. Knight Foundation, and donors.
- 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.



# TIGER 5

## Spotlight – Inner Loop East Transformation

*Rochester, NY* - Award: \$17M, Capital Construction

Reconstructed a segment of the Inner Loop into a “complete street” flanked by mixed-use redevelopment.

### Removal:

- Early below-grade 1960s expressway infrastructure,
- 4,400 ft. of 4 to 6 lanes of expressway,
- Three federal-aid bridges, two structurally-deficient.



Rochester Inner Loop Map. Source: FHWA



**BEFORE**

Source: Google Street View

2014



**AFTER**

Source: Google Street View

2023



# Thank you!

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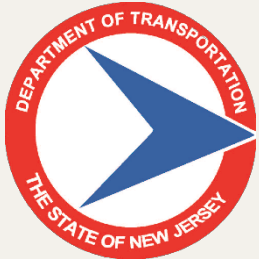
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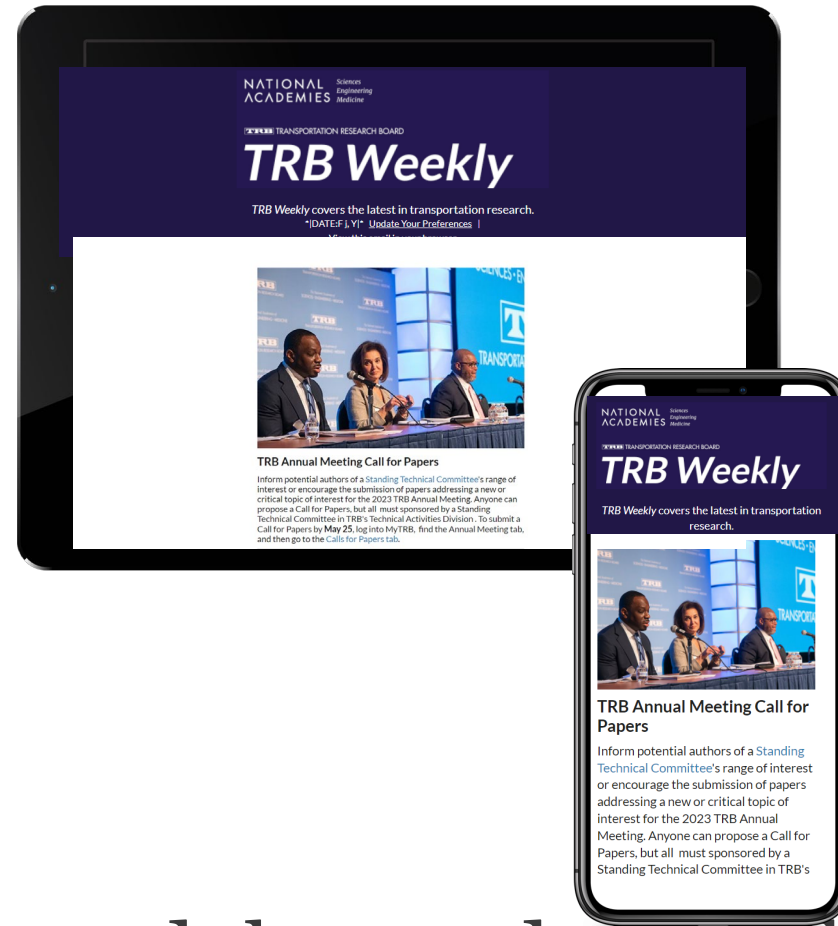


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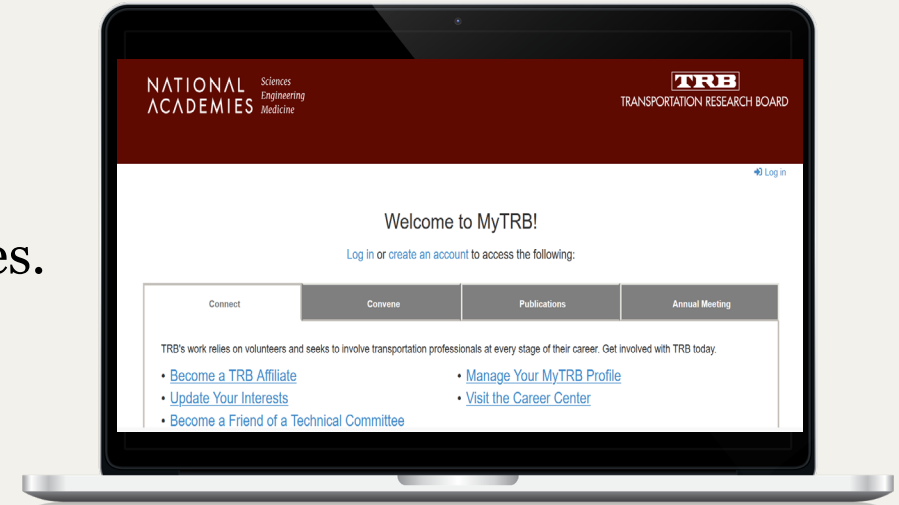


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