# Webinar Information

## Audio
- To listen via computer: Select "Computer Audio"

- To listen via phone:
  - Call: +1 551 285 1373
  - Webinar ID: 160 859 6010
  - Passcode: 332349

- All participants automatically join on mute, with cameras off

- This webinar is being recorded and will be posted on the RCN website

## Technical Support
- Email: corey.martin.ctr@dot.gov

## Questions for Presenters
- Please type your questions in the Q&A box
- Cannot take application-specific questions
- Question may not be addressed, but will inform our FAQ's

# Agenda

- Welcome
- Logistics
- Regional Partnerships Concepts and Examples
- NOFO Overview and Eligibility Information
- Evaluation and Selection
- How to Apply
- Technical Assistance and Resources
- Q&A

# Presenter Introductions



**Andrew Emanuele**
Office of the Secretary
U.S. Department of Transportation



**Tameka Macon-Ryan**
Federal Highway Administration
U.S. Department of Transportation



**Kris Riesenberg**
Office of the Secretary
U.S. Department of Transportation



**Carolyn Mulvihill**
Office of the Secretary
U.S. Department of Transportation

# The Reconnecting Communities and Neighborhoods (RCN) 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



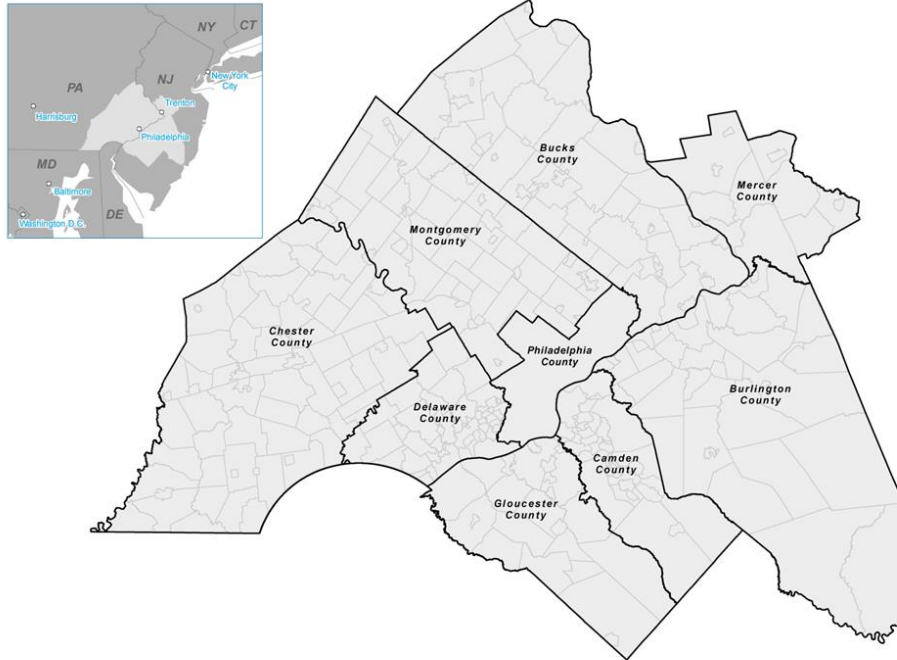Image source: US Department of Transportation
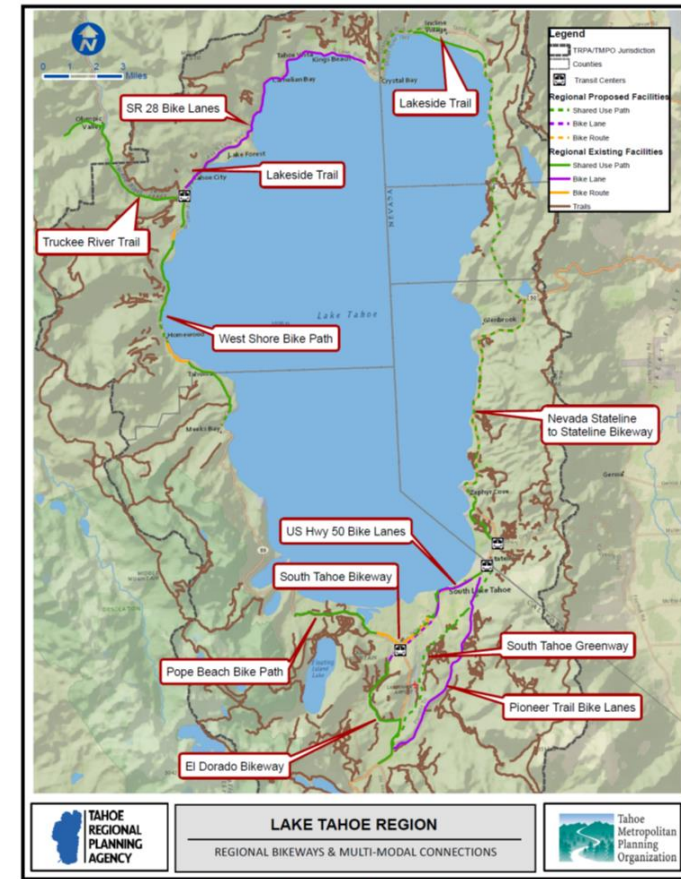
# Regional Partnerships

Delaware Valley Regional Planning Commission

Tahoe Region

# Partnerships to Root Projects in the Community

Benefits of partnerships:
- Ensure and reflect community buy-in
- Support multi-jurisdictional collaboration

Partnerships can involve multiple entities and take multiple forms. Some examples:
- A State DOT, city government, and several local community foundations propose the removal of a section of aging Interstate Highway and conversion to a new use.
- A Federally recognized Tribal government, several community-based organizations, and the rail operator seek funds to address a crossing over a rail yard.
- A County public works, County health department, public transportation provider, and State DOT apply for funds to install accessible pedestrian bridges to bus stops that can't be accessed without crossing the highway.
- A County public works department, several non-profits, and the State DOT apply to reconfigure a State Highway that bifurcates a small town.
- Multiple adjacent local governments and the rail operator submit a single application for a series of bundled projects that reconnects communities around the rail-line through retrofits and mitigation of the infrastructure.

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

# Regional Partnerships Challenge

**Importance of regional coordination in planning:**

- Issues like air pollution and transit access do not stop at state DOT or MPO boundaries. Regional coordination is needed.

- Planning in jurisdictional silos can interfere with essential coordination of regional transportation planning solutions, which can lead to project delays, process inconsistencies, and reduced freight reliability.

- Multijurisdictional planning combines many perspectives to improve coordination and implement effective planning across wide geographic areas.

- This helps state DOTs, MPOs and transit authorities work together to reduce project delivery times and enhance efficiency.

- Regional coordination leads to improved infrastructure, system operations, safety and economic performance, as well as reduced traffic congestion and more livable communities.

# Regional Project Examples

SunRail System Map

The East Central Florida Regional Planning Council was awarded $2,400,000 (HUD Sustainable Community Regional Planning grant) to develop transit as an economic catalyst: planning for sustainable and inclusive growth around East Central Florida's Sun Rail stations.
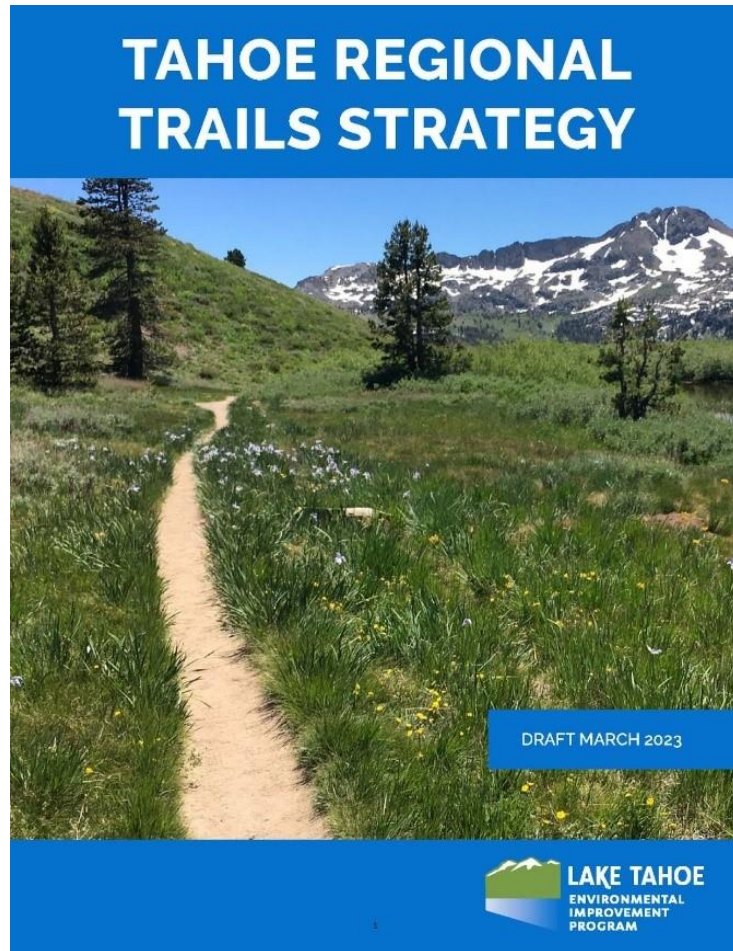
Partners: Central Florida Regional Transportation Authority, FDOT (District 5), Lake Sumter MPO, METROPLAN ORLANDO, Space Coast TPO, Volusia TPO, Creative Village Development, LLC, Shimberg Center for Housing Studies, University of Florida, Nonprofit Housing Roundtable of Central Florida, Orlando Health, Health Council of East Central Florida, myregion.org, Urban Land Institute

A vision for a connected and accessible trail network that spans land managed by numerous agencies and links Tahoe's backcountry, front country, and urban trail systems.

A coalition of partners developed the Strategy to take a basin-wide perspective to trail planning and building. The strategy serves as a blueprint for a connected and accessible trail network for Tahoe.

Partners: Tahoe Regional Planning Agency, Washoe Tribe of Nevada and California, USDA Forest Service Lake Tahoe Basin Management Unit, Tahoe Area Mountain Biking Association, Tahoe Fund, Tahoe Rim Trail Association, California State Parks, Nevada State Parks, California Tahoe Conservancy, and Achieve Tahoe.

# Regional Partnerships Challenge – Example of Project Type

The Chicago Transit Authority (CTA) received $118.5 million from the Federal Transit Administration's All Stations Accessibility Program grant program, to improve accessibility on the Irving Park, Belmont, and Pulaski Blue Line stations.



Copyright: Jacob G via Flickr



Copyright: Chicago Transit Authority

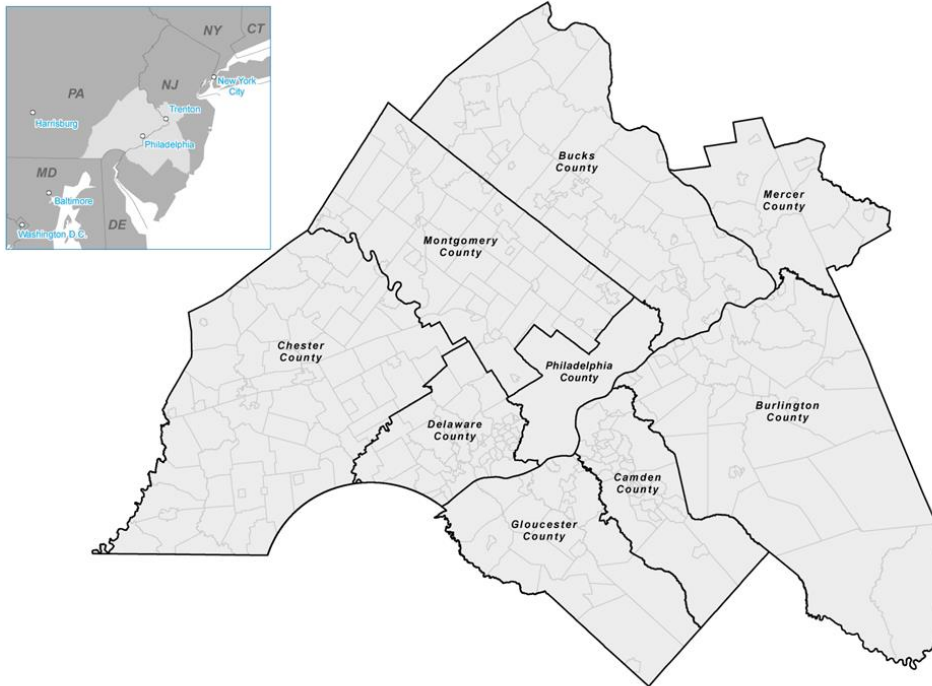Note: Regional Partnership projects are meant to address issues such as transit accessibility on a regional scale.

## DVRPC Regional Vision Zero 2050 Action Program



DVRPC was awarded $1.47 million from the Safe Streets and Roads for All (SS4A) for its Regional Vision Zero 2050 Action Program.

A regional effort, with all nine counties in the DVRPC region included as subrecipients of the award.

## What type of organization do you represent?

- State
- Local government
- Federally recognized Tribal government
- Metropolitan Planning Organization
- Nonprofit organization
- Transit Agency
- Transportation Facility Owner
- Federal government
- Consultant
- Other (insert in chat)

## Geographic area

- Northeast
- Southeast
- Midwest
- West
- Southwest

## Community type

- Urban
- Suburban
- Rural
- Tribal

## What is the approximate population of your community?

- <10,000
- 10,000–199,999
- 200,000–500,000
- >500,000

# RCN NOFO Is Now Open!
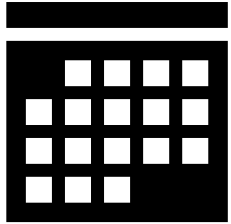
Notice of Funding Opportunity is now **OPEN**

**Grants.gov Opportunity Numbers**: DOT-RCP-FY23-01, DOT-NAE-FY23-01
**Assistance Listing**: 20.940 – Reconnecting Communities, 20.940 – Neighborhood Access & Equity
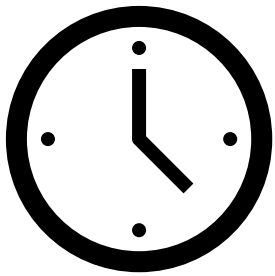
**APPLY** by Thursday, September 28, 2023, at 11:59 pm EDT
Submit at Valid Eval at these links:
- Community Planning Grants and Regional Partnerships Challenge Grants with Planning Activities
- Capital Construction Grants and Regional Partnerships Challenge Grants with Construction Activities

Additional resources at the Reconnecting Communities and Neighborhoods Website

Subscribe for updates!

# RCN Overview and Eligibility

## Reconnecting Communities Pilot (RCP) Program

- The BIL established the Reconnecting Communities Pilot Grant Program to provide funds for:
    - Restoring community connectivity through the removal, retrofit, mitigation or replacement of highways, roadways, or other infrastructure facilities that create barriers to mobility, access or economic development

- A total of **$1 billion** in grant funding is available through the RCP Program for FY 2022-26 for planning, construction and technical assistance.

- The primary goal of the RCP Program is to advance and support reconnection of communities divided by transportation infrastructure – with a priority on helping disadvantaged communities improve access to daily needs (jobs, schools, healthcare, grocery stores, and recreation).

## Neighborhood Access & Equity (NAE) Program

- The IRA established the Neighborhood Access and Equity Grant Program to provide funds for:
    - Context-sensitive projects that improve walkability, safety, and affordable access;
    - Planning and capacity building activities in disadvantaged or undeserved communities;
    - Mitigating or remediating negative impacts on the human or **natural environment** in disadvantaged communities from a surface transportation facility

- A total of **$3.16 billion** in grant funding is available through the NAE Program for FY 2022-26 for planning, construction and technical assistance.

- The primary goal of the NAE Program is to assist economically disadvantaged or undeserved communities for planning and construction activities.

- For FY23 OST is combining the NOFO for the Reconnecting Communities Pilot (**RCP**) and Neighborhood Access & Equity (**NAE**) grant programs

- USDOT has combined these two programs into a single NOFO to provide a more efficient application process. While they remain separate programs for the purposes of award, the programs share many common characteristics, including:

  - Aiming to improve access to daily needs such as jobs, education, healthcare, food, and recreation;
  - Fostering equitable development and restoration;
  - Reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

- The single NOFO will consider applicant eligibility for both programs

**RCP**　　**NAE**

**Reconnecting Communities and Neighborhoods (RCN)**

# Reconnecting Communities and Neighborhoods (RCN) Program

| Statutory Program | | Reconnecting Communities Pilot (RCP) Program<br><br>BIL § 11509 RCP | | Neighborhood Access and Equity (NAE) Program<br><br>23 USC 177 NAE | |
|---|---|---|---|---|---|
| | | Planning | Construction | Planning | Construction |
| **Set-Asides** | | No set asides | No set asides | 40% for Disadvantaged/ Underserved communities | 40% for Disadvantaged/ Underserved communities |
| **Award Size Requirement** | | Award Maximum of $2M | Award Minimum of $5M | No Award Minimum/ Maximum | No Award Minimum/ Maximum |
| **Cost Share Requirement** | | Max 80% Federal Grant Cost Share | Max 50% Federal Grant Cost Share (Max 80% with other Federal Sources) | Max 80% Federal Grant Cost Share (Higher for Disadvantaged Communities ) | Max 80% Federal Grant Cost Share (Higher for Disadvantaged Communities) |

# Three grant types under one combined NOFO:

### Grant #1: Capital Construction Grants
- Funds for reconnecting-focused projects
- Would include funding for projects focused on reducing environmental harm and improving access

### Grant #2: Community Planning Grants
- Funds for planning activities to support future construction projects
- Would allow for innovative community planning to address localized transportation challenges

### **Grant #3: Regional Partnerships Challenge Grants (NAE)**
- **Funds for projects to encourage regional collaboration and innovation among partners to address regional challenges (vs. one facility)**
- **Designed to collaboratively focus regions on equitable access and mobility challenges**

Eligible applicants for Regional Partnership Challenge Grants:

- State or territory of the United States

- Local government

- Political subdivision of a State

- Special purpose district or public authority with a transportation function

- Tribal government

- Metropolitan Planning Organization (MPOs)

- Nonprofit organization or institution of higher education that has entered into a partnership with another eligible entity

**Note:**
Regional Partnerships Challenge Grants allow partnerships with private entities or community partners.

While the eligible applicants may partner with them, only eligible parties may be the lead applicant.

- A Partnership of **two or more** entities is **required.** The lead applicant must be an eligible entity.

- **Planning:** NAE **encourages** the lead applicant to be the facility owner **OR** an eligible entity in a formal partnership with the facility owner

- **Construction:** NAE **requires** the lead applicant to be the facility owner **OR** an eligible entity in a formal partnership with the facility owner

- Applications may contain any combination of both Planning and Construction activities. If the project has **any** elements of construction, apply under capital

The Lead Applicant is considered the entity that submits the application

- **Multiple Facilities/Multiple Owners**
  - If applications relate to multiple facilities with multiple owners within a region:

    - Planning: NAE **encourages** the lead applicant to be an owner of one of the facilities **OR** an eligible entity in a formal partnership with the facility owners

    - Capital Construction: NAE **requires** the lead applicant to be an owner of one of the facilities **OR** an eligible entity in a formal partnership with the facility owners

    - Owners of **ALL** relevant facilities must be represented in Capital applications

**Formal partnerships should be demonstrated by an official signed letter or Memorandum of Understanding (MOU) between the parties**

- **Not Construction, but not Planning**
  - Proposed projects that don't include physical changes (nothing being built)
    - Example: free fare bus pilot on a bus line spanning multiple cities

  - **Apply under Capital**

  - Depending on your proposed project, in this case some applications will require less detailed information (E.G project readiness/environmental risk).

  - Simply make that clear when writing the application.

  - If you are still unclear or your project falls into a gray area, **apply under Capital**

# RCN Combined Funding - Availability and Award Amounts

| Statutory Program Elements | RCP FY23 | NAE FY23 |
|---|---|---|
| Community Planning Grants* | $50M | $135M |
| Capital Construction Funds* | $148M | Up to $2.57B* |
| **Regional Partnership Challenge Grants***<br>(DOT intends to award 3-5 Regional Partnership Challenge Grants) | N/A | **Up to $450M*** |

***USDOT reserves the right to not expend all funds in FY23.**

# Anticipated Regional Partnerships Challenge Awards

- Amount available: $450M

- DOT <u>anticipates</u> awarding **3-5 projects**
  - This is not a hard line, but a best guess
  - It depends on the quality of applications received

- Applications may be either Planning or Capital, or a combination of both

- **Given the nature of what is proposed, most awards will be Capital or a combination of Capital and Planning**

**NOFO Language**

*"In FY23, DOT **may** award up to $450M of NAE funds to support regional collaboration and innovation on the eligible activities under Community Planning or Capital Construction Grants. DOT **anticipates** awarding three to five Regional Partnerships Challenge Grants"*

Questions? Use the Q&A box.

# Eligible Transportation Facilities

## Eligible Facilities

"*Transportation facilities* that create barriers to community connectivity" due to high speeds, grade separations, or other design factors. This includes **barriers** to mobility, access, or economic development.  Think about barriers across the region.

"*Burdening facility*": a surface transportation facility that is a source of air pollution, noise, stormwater, heat, or other **burden** to a disadvantaged or underserved community.  Think about burdens across the region.

Important note:
- This information is specific to physical facilities. Regional Partnerships Challenge Grants may address issues other than physical changes to a facility.

Questions? Use the Q&A box.

# Regional Partnerships Challenge

IMPORTANT: **Eligible activities must tackle persistent, regional equitable access and mobility challenges.**

Eligibility for Regional Partnerships Challenge Grants is **extremely broad.** The following are examples of eligible activities (may be Planning, Capital, or a combination):

- Land use
- Zoning
- Transportation challenges (such as jobs, housing, and transit access),
- Extension of a transit line
- Traffic signal coordination
- Multi-jurisdictional trail construction
- Rural main street revitalization
- GHG Reduction

- ADA compliance across a regional transit network
- Fare free bus pilot on a bus line spanning multiple cities
- Addressing transit deserts
- Data collection and sharing
- Study and/or elimination of transit deserts
- Transit-oriented development

# Important!

## Activities must tackle persistent, regional equitable access and mobility challenges

- While eligibility under the Regional Partnerships Challenge is **extremely broad**, applications must show how the above is addressed.
- Examples shown today are just that – examples. Much more is eligible (including things we haven't even considered)
- If your narrative makes a case on improving the above, it should be competitive
- Agencies/groups working together across the region is a key consideration

# Examples of Barriers Created by Transportation Facilities

Eligible facilities are defined as *"transportation facilities **that create barriers to communities connectivity**"* due to high speeds, grade separations, or other design factors. This includes barriers to mobility, access, or economic development for a region.

**Examples of barriers that affect regions created by transportation facilities may include:**

- Facilities' volumes of traffic, high speeds, or designs creates unsafe conditions or difficulty in crossing.

- Facilities reduce access to everyday destinations.

- Grade separations, i.e., the facilities are above ground or below ground, creating physical barriers.

- Facilities are missing sidewalks or pedestrian crossings, creating barriers for some users.

- Facilities lack viable transit options in rural areas.

- Land use restrictions and other regulatory barriers

**Application narrative should describe how the transportation facilities create a barrier. See Merit Criteria, Section E.**

# Examples of Burdens Created by Transportation Facilities

NAE Grants define eligible facilities as "transportation facilities that are *a source of air pollution, noise, stormwater, heat, or other burden* to disadvantaged or underserved communities." In the case of the Regional Partnerships Grant, think of the examples on a regional scale.

**Examples of potential region-wide burdens on disadvantaged communities created by transportation facilities include:**

- The facilities volumes of traffic or lack of pedestrian/bicycle infrastructure inhibits multimodal transportation options.
- The facilities volumes of traffic creates noise impacts.
- The volumes or types of vehicles using a facility that create air pollution "hot spots," particularly in areas close to sensitive populations
- Facilities size or extent of paved surface creates a heat island effect or stormwater runoff issues.
- Facilities produces excessive noise pollution from concentrated vehicle operations.
- "Burdens" do not necessarily have to be from dividing facilities

**Application narrative should describe how the transportation facility creates a burden. See Merit Criteria, Section E.**

# Examples of Reconnecting Solutions

**Examples of removing, retrofitting, mitigating or replacing existing eligible facilities on a regional scale may include:**

- High-quality public transportation
- Infrastructure removal
- ADA Accessible Pedestrian walkways and overpasses
- Linear parks and trails / tree canopy cover improvement
- Roadway redesigns and complete streets conversions
- Traffic signal coordination
- Rails to Trails construction
- More!

Questions? Use the Q&A box.

Briefly describe a project your organization or community is considering developing an RCN application for.

Questions? Use the Q&A box.

# Regional Partnerships - Federal Cost Sharing and Local Match

**Award Amounts:** No grant minimums or maximums

**Cost Sharing:** Total Federal Assistance may not exceed 80% for standard grants and 100% for Disadvantaged Communities.

**Disadvantaged Communities:**

- Is economically disadvantaged, including an underserved community or a community located in an area of persistent poverty;

- has entered or will enter into a community benefits agreement with representatives of the community;

- has an anti-displacement policy, a community land trust, or a community advisory board in effect; or,

- has demonstrated a plan for employing local residents in the area impacted by the activity or project proposed under this section

## Local Match

Matching funds may include non-Federal sources such as:

- State funds originating from programs funded by State revenue.

- Local funds originating from State or local revenue-funded programs.

- Philanthropic funds.

- Private funds.

- In-kind or cash contributions.

DOT Navigator: Understanding Federal Match Requirements

www.transportation.gov/dot-navigator

## How is a partnership demonstrated?

Letters of support or a memorandum of understanding can demonstrate a partnership to advance the grant application into implementation. Letters of Support should be addressed to the Secretary of Transportation.

## How are does an applicant lead multiple jurisdictions with construction grants?

DOT encourages joint applications from place-based partnerships headed by a lead applicant. The lead applicant should demonstrate partnerships with facility owners in the various jurisdictions.

*Can an applicant apply for Regional Partnerships with Construction Activities Grant to prepare for construction?*

Yes, eligible Capital Construction activities include preliminary and detailed design activities and associated environmental studies; predevelopment/preconstruction; and permitting activities including the completion of the National Environmental Policy Act (NEPA) process.

*How does the application process differ for Regional Partnerships with construction activities grants where physical construction isn't proposed?*

For applications such as: fare free bus pilot on a bus line spanning multiple cities, the process and documentation is the same, but in some parts such as the Environmental Risk, the depth of documentation can be reduced.

## Can I apply for a Regional Partnerships Grant with Construction Activities and a Capital Construction Grant?

Yes, a separate application is needed for a Capital Construction and Regional Partnerships Challenge Grant with construction activities.

### Program Question

Please note, a project will be evaluated for eligibility for both programs unless the applicant wishes to opt-out of being evaluated for RCP or NAE, indicated by not selecting the respective program box.

**Please select one or both: [Check all that apply]**

- [ ] Reconnecting Communities Pilot Program
- [ ] Neighborhood Access & Equity Program

**Grant Type: [Check one]**

- ( ) Capital Construction Grant
- ( ) Regional Partnerships Challenge Grant with construction activities

*Valid Eval screenshot*

# Evaluation and Selection

DOT will evaluate proposals on:

- Alignment with **merit criteria:**
  1) Equity and Environmental Justice
  2) Access
  3) Facility Suitability
  4) Community Engagement and Community-based Stewardship, Management, and Partnerships
  5) Equitable Development
  6) Climate and Environment
  7) Workforce Development and Economic Opportunity
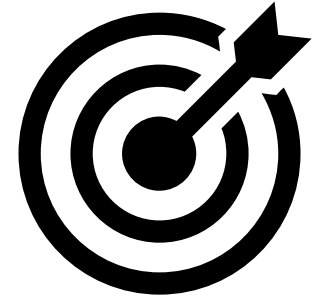
DOT will evaluate proposals on:

**Project readiness** in terms of:
- Project schedule, including any required approvals and permits
- Technical assessment of feasibility and capacity to deliver project
- Financial completeness
- Environmental risk and permitting (Capital Construction only)
  - NEPA class of action and status, public involvement, right of way acquisition plans, risk and mitigation strategies

When selecting grant awards, DOT may consider: benefits to economically disadvantaged communities; urban, rural, and Tribal balance; geographic diversity; and organizational diversity. DOT Secretary makes final selections for awards.

Applicants should use the Climate and Economic Justice Screening Tool (CEJST) to identify geographically defined disadvantaged or underserved communities.

To identify communities that are "located in an area of persistent poverty" or one of the other potential community types listed above, or to further assess burdens or assess and demonstrate benefits of a project, applicants may use the CEJST and/or one or more of the following tools:

1. EPA's EJSCREEN

2.  Areas of Persistent Poverty table for the County or Census tract level.

3. DOT's mapping tool for Historically Disadvantaged Communities
   - See Transportation Disadvantaged Census Tracts in ArcGIS Dashboards.

4. USDOT Equitable Transportation Community (ETC) Explorer

# How to Apply

# Application Deadline and Limit

- Applications are due by 11:59PM EDT on Thursday, September 28th, 2023
  - Submit through [Valid Eval](#)
  - Late applications will not be accepted

- A lead applicant may submit no more than
  - **Three** applications for **Community Planning Grants**
  - **Two** applications for **Capital Construction Grants**, and
  - **One** application for **NAE Regional Partnership Challenge Grants**.

- Applicants are <u>strongly encouraged</u> to make submissions in advance of the deadline.

# Valid Eval

Applications may now be submitted through **Valid Eval.**
Customer support for **Valid Eval** can be reached
at [support@valideval.com](mailto:support@valideval.com).

- **Community Planning Grants and Regional Partnerships Challenge Grants with planning activities:**
https://usg.valideval.com/teams/rcn_planning/signup

- **Capital Construction Grants and Regional Partnerships Challenge Grants with construction activities:**
https://usg.valideval.com/teams/rcn_capitalconstruction/signup.

# Unique Entity Identifier (UEI)

- All applicants **<u>must</u>** obtain a Unique Entity Identifier (UEI) through SAM.gov to apply for RCN grant opportunities through Valid Eval.
  - Valid Eval walks you through the process

- **The process of obtaining a UEI can take up to a month, so applicants are encouraged to apply for the UEI now.**

- **If you previously had a DUNS number, your UEI has already been created and is available to view in SAM.gov.**

- For more information, see https://sam.gov.

# Application Submission Attachments (Section D)

## Planning

- Application for Federal Assistance (SF-424)
- Budget Information for Non-Construction Programs (SF-424A)
- Assurances for Non-Construction Programs (SF-424B)
- Key Information Table (12 questions)
- Narrative (20-page limit)
- Budget w/ Match

## Capital

- Application for Federal Assistance (SF-424)
- Budget Information for Construction Programs (SF-424C)
- Assurances for Construction Programs (SF-424D
- Key Information Table (12 questions)
- Narrative (20-page limit)
- Budget w/ Match
- Environmental Risk

# Suggested Narrative Structure (Section D)

**For Regional Partnerships Challenge Applications (Planning and Capital):**

- **Overview:** Introduction, describe barriers, history and character of the community, and any other background information
- **Location & Map:** Location of the facility and a description of the surrounding community
- **Response to Merit Criteria**

**For Capital Construction Applications:**

- Environmental Risk **Summary**

**Format**
**Single Spaced**
**Times New Roman**
**20 pages**

**FAQ**
*Title/Cover Page & Table of Contents Do Not Count Toward the Limit*

**Do you plan to submit an application for this round?**

- Yes
- No
- Unsure

**If yes, what type of application will you submit?**

- Planning Grant
- Capital Construction Grant
- Planning Grant w/ Regional Partnerships
- Capital Construction Grant w/ Regional Partnerships

# Technical Assistance and Resources

# **Technical Assistance**

- Visit RCN Website for resources, FAQs, webinars, and case studies.

- Grant recipients, with a priority for those serving economically disadvantaged communities, will have access to further technical assistance coordinated through DOT's new Thriving Communities Program, in partnership with the U.S. Department of Housing and Urban Development (HUD) and other Federal agencies, to implement their projects.

- FAQ's will be developed from this and other upcoming webinars



Grants

Reconnecting Communities and Neighborhoods Grant Program

RCN – Announcement

RCN – Notice of Funding Opportunity

RCN – Webinars

RCN – How to Apply

Reconnecting Communities Institute

Reconnecting Communities Pilot Program ›

Neighborhood Access and Equity Grant Program ›

## Reconnecting Communities and Neighborhoods Grant Program

**Reconnecting Communities and Neighborhoods**
Reconnecting Communities and Neighborhoods (RCN) combines two programs to create more opportunities to create greater connections and remove barriers in the transportation system
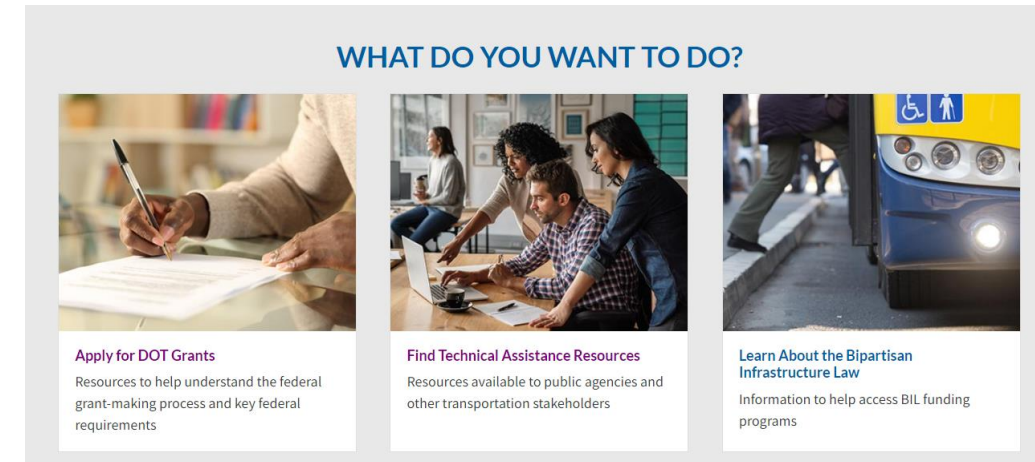
**RCN Combined NOFO**

The Office of the Secretary of Transportation (OST) has released a joint Notice of Funding Opportunity (NOFO) for the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs, which will combine two major discretionary grants into one NOFO. Together, this combined program will be known as the Reconnecting Communities and Neighborhoods (RCN) Program. While they remain separate programs for the purposes of award, the programs share many common characteristics, including:

# DOT Navigator

- Check the DOT Navigator!

- The website contains general information and specific tips on applying across all DOT grant programs.

- Includes searchable databases of Federal transportation discretionary grants and of available technical assistance resources

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

Questions? Use the Q&A box.



### WHAT DO YOU WANT TO DO?

**Apply for DOT Grants**
Resources to help understand the federal grant-making process and key federal requirements

**Find Technical Assistance Resources**
Resources available to public agencies and other transportation stakeholders

**Learn About the Bipartisan Infrastructure Law**
Information to help access BIL funding programs

### DOT Discretionary Grants Dashboard

The DOT Discretionary Grants Dashboard provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs. Designed with all communities in mind, the Dashboard identifies grant programs with rural and Tribal set-asides or match waivers available. The Dashboard also includes Federal grant programs outside of DOT that may be of particular interest to rural communities. An updated *Rural Grant Applicant Toolkit* will soon be published to help rural communities harness the Dashboard. The Dashboard is updated weekly.

The DOT Navigator is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.

Download CSV

**Eligible Activities** — Any —
**Eligible Applicants** — Any —
**Agency/Office** — Any —
**Transportation Type** — Any —
**Match Waiver** — Any —
**Rural Set-Aside** — Any —
**Tribal Set-Aside** — Any —
**Status** — Any —
**Keywords**

Apply

# Reconnecting Communities Institute (RCI)

- A technical assistance, peer learning and tool development program providing online and no-cost direct support

- Open to project sponsors pursuing funding for a reconnection project

- One-on-one technical assistance for RCN grant recipients and support for future applicants

- Launches in early September 2023

COMING SOON

Which parts of the application should DOT address in further detail on the RCN website or a future webinar?

Questions? Use the Q&A box.

# Q & A

# Fact Sheets with Key RCN Program Information

Fact sheets with program overviews are available at:

**RCP Fact Sheet:** [Reconnecting Communities Pilot (RCP) Program - Fact Sheets | Federal Highway Administration (dot.gov)](#)

**NAE Fact Sheet:** [NAE Fact Sheet | US Department of Transportation](#)

> **Application Deadline:**
> September 28, 2023, at 11:59 EDT



Image source: Adobe Stock

# Thank you for participating.

- We will post a recording and slides on the website soon

## [RCN Program Website](#)

Includes a link to the Notice of Funding opportunity (NOFO), Frequently Asked Questions, Additional Guidance, Resources, Webinars, and more.

## Application Information

- Applications are due Thursday, September 28, 2023, via Valid Eval

**Contact us:** [ReconnectingCommunities@dot.gov](mailto:ReconnectingCommunities@dot.gov)

Image source: Hands On Atlanta

Image source: FHWA

Source: FHWA

Image source: Jstock - stock.adobe.com