

"INTERESTED IN APPLYING" WEBINAR

Reconnecting Communities Pilot (RCP) Program
Overview for Prospective Applicants
July 9, 2024





Webinar Information

Audio

- To listen via computer:
Select "Computer Audio"
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Webinar ID: 161 100 5251
Passcode: 869887
International numbers available:
<https://usdot.zoomgov.com/join/1611005251>
- All participants automatically join on mute, with cameras off
- This webinar is being recorded and will be posted on the [RCP website](#)

Technical Support

- Email: webconferencing@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
- Opening Remarks
- NOFO Overview and Eligibility Information
- Evaluation and Selection
- How to Apply
- Technical Assistance and Resources
- Q&A



City of Philadelphia (2023), Reconnecting Communities and Neighborhoods Grant Application



Presenter Introductions



Mariia Zimmerman

Principal Deputy Assistant
Secretary for Transportation
Policy
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Transportation



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Office of the Secretary
U.S. Department of
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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

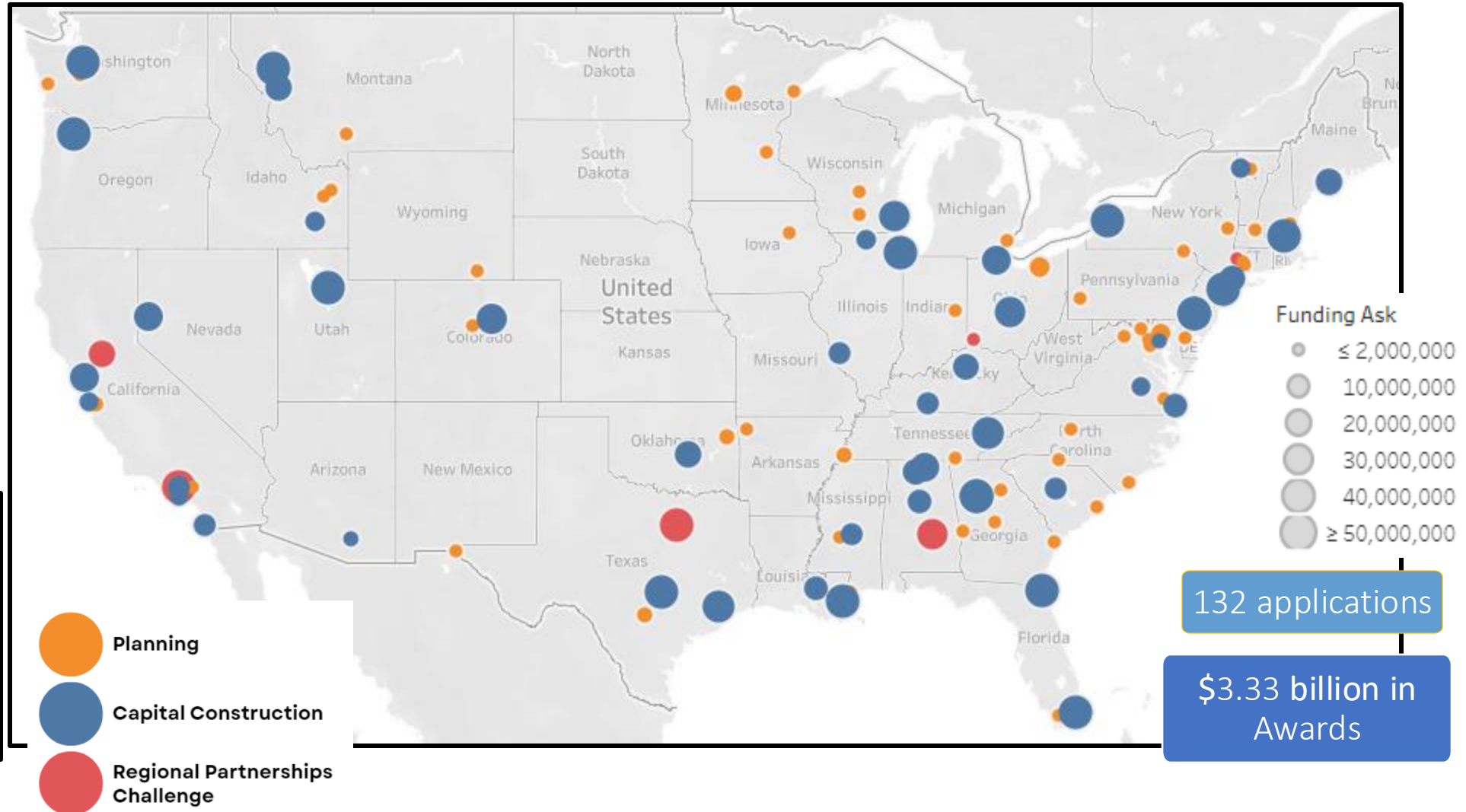
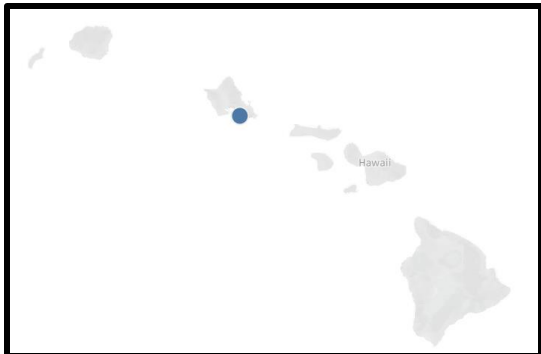


The Secretary announcing Reconnecting Communities awardees in Buffalo, NY.
Image source: US Department of Transportation



Reconnecting Communities and Neighborhoods (RCN) FY23

Awardees from 41 states and DC





Reconnecting Communities and Neighborhoods (RCN) FY23

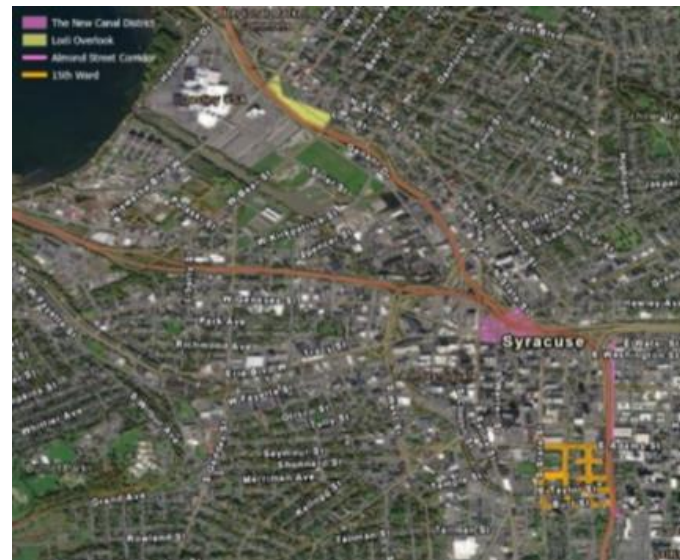
132 Awards Totaling \$3.33 Billion

- **97%** Serve economically disadvantaged communities.
- **18%** are in rural areas
- **5** projects are on Tribal lands
- **7** awards went to nonprofit organizations



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

Philadelphia, PA - Award: \$159M



Capital Construction – I-81 Connecting Syracuse

Syracuse, NY - Award: \$180M

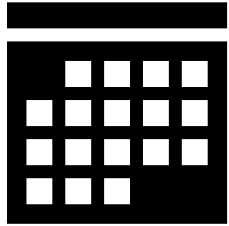


Community Planning – Reimagining the National Avenue Interchange

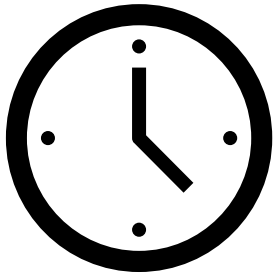
Milwaukee, WI - Award: \$2M



RCP NOFO Is Now Open!



The FY24 Reconnecting Communities Notice of Funding Opportunity is now **OPEN**



APPLY by Monday, September 30, 2024, at 11:59 pm EDT

Submit at Valid Eval at these links (expected soon, but not yet available as of 7/9):

- [Community Planning Grants](#)
- [Capital Construction Grants](#)



Additional resources at the [Reconnecting Communities Pilot Program Website](#)

Subscribe for updates!



Reconnecting Communities Pilot Overview



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

- All NAE funding has all been awarded. Program will be RCP only moving forward. This brings numerous changes to our FY24 NOFO.
- \$607M remaining for FY24-FY26, **all of which will be available under this NOFO.**

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

- So, what is different this year?



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)



Reconnecting Communities Pilot Eligibility



RCP Grant Types

Two grant types in the RCP NOFO:

Grant #1: Community Planning Grants

Funds the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; public engagement; and other transportation planning activities.

Grant #2: Capital Construction Grants

Funds projects to remove, retrofit, mitigate, or to replace an existing eligible facility with a new facility that reconnects communities.



Getty Images



Eligible Lead Applicants

Community Planning Grants

- a State
- a unit of local government
- a Tribal government
- a Metropolitan Planning Organization
- a non-profit organization

Capital Construction Grants

- Owner(s) of the eligible facility proposed in the project for which all necessary feasibility studies and other planning activities have been completed; or
- An eligible Community Planning Grant applicant may submit the application in partnership with the facility owner to carry out the proposed project.



Getty Images

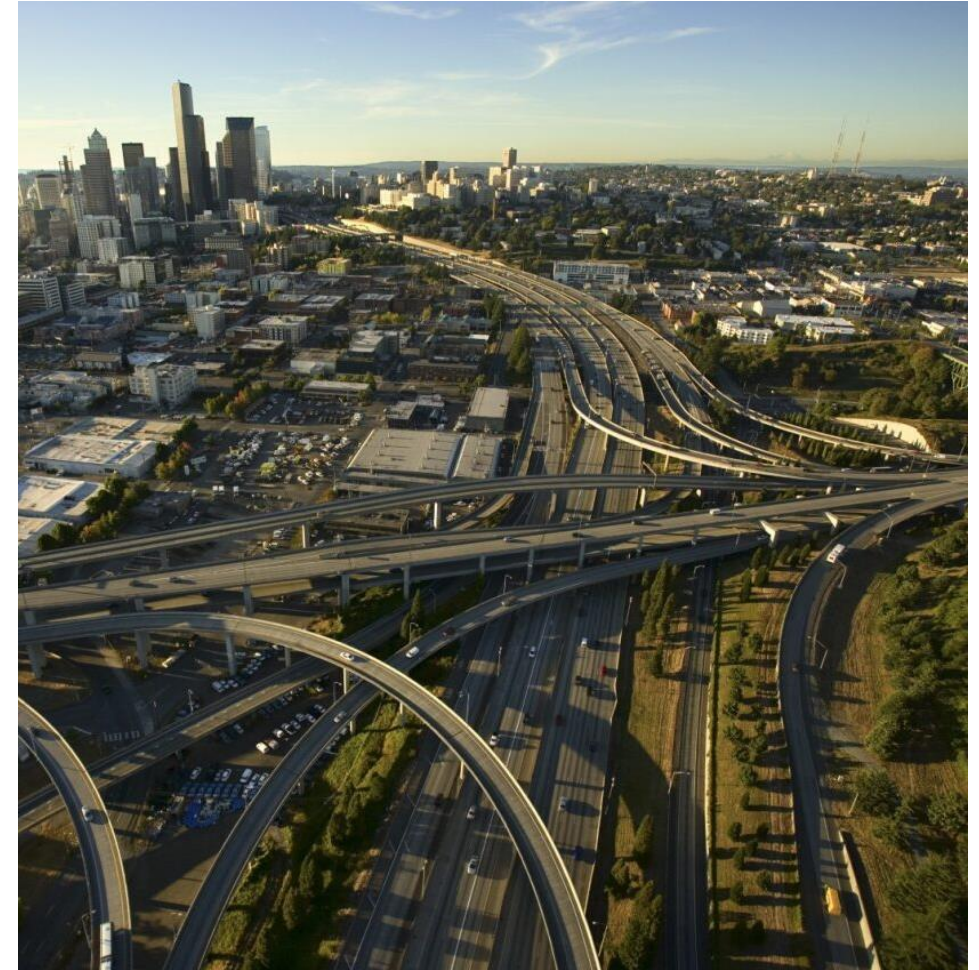


RCP Eligible Transportation Facilities

The proposed project must address an “eligible facility.”

- Definition: A highway or other surface transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development due to high speeds, grade separations, or other design factors.
- Examples: Limited access highways, viaducts, any other principal arterial facilities, and other facilities such as transit lines and rail lines.

As a reminder, RCP projects must address a *dividing* facility. Facilities that are environmental burdens are no longer eligible.



Getty Images



Examples of Reconnecting Solutions

Examples of removing, retrofitting, mitigating or replacing an existing, eligible facility may include:

- Infrastructure removal
- ADA Accessible Pedestrian walkways and overpasses
- Capping and lids
- Linear parks and trails
- Roadway redesigns and complete streets conversions
- Main street revitalization
- More!



Questions? Use the Q&A box.

Getty Images



Eligible Activities: Planning Grants

- **Planning studies** to assess the feasibility of removing, retrofitting, or mitigating an existing eligible facility to reconnect communities.
- **Public engagement activities**, including community visioning or other place-based strategies for public input and meaningful involvement into project plans.
- **Other planning activities** in advance of the project, such as:
 - Conceptual and preliminary engineering, or design and planning studies that support the environmental review for a construction project.
 - Associated needs such as locally-driven land use and zoning reform, transit-oriented development, housing supply, or other necessary planning activities as put forth by the applicant that do not result in construction.



Adobe Stock



Eligible Activities: Capital Construction Grants

- Preliminary and detailed design activities and associated environmental studies;
- Preconstruction;
- Construction;
- Permitting activities including the completion of the National Environmental Policy Act (NEPA) process;
- The removal, retrofit, or mitigation of an eligible facility;
- The replacement of an eligible facility with a new facility that restores community connectivity;
- Meaningful public involvement throughout the project delivery process;
- Delivering community benefits and the mitigation of impacts identified through the NEPA process or other planning and project development for the capital construction project.



Adobe Stock



RCP Federal Cost Sharing and Local Match

Award Amounts:

- Planning Grants: No more than **\$2M**
- Capital Construction Grants: No less than **\$5M**

Cost Sharing: Total Federal Assistance may not exceed 80%.

• **Planning Grants:**

- Grants may not exceed 80% of the total project cost.
- Recipients contribute 20% local matching share.

• **Capital Construction Grants:**

- Grants may not exceed 50% of total project cost.
- Applicants may use other Federal assistance to partially satisfy the match up to 80%.
- Recipients contribute 20% local matching share.

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.

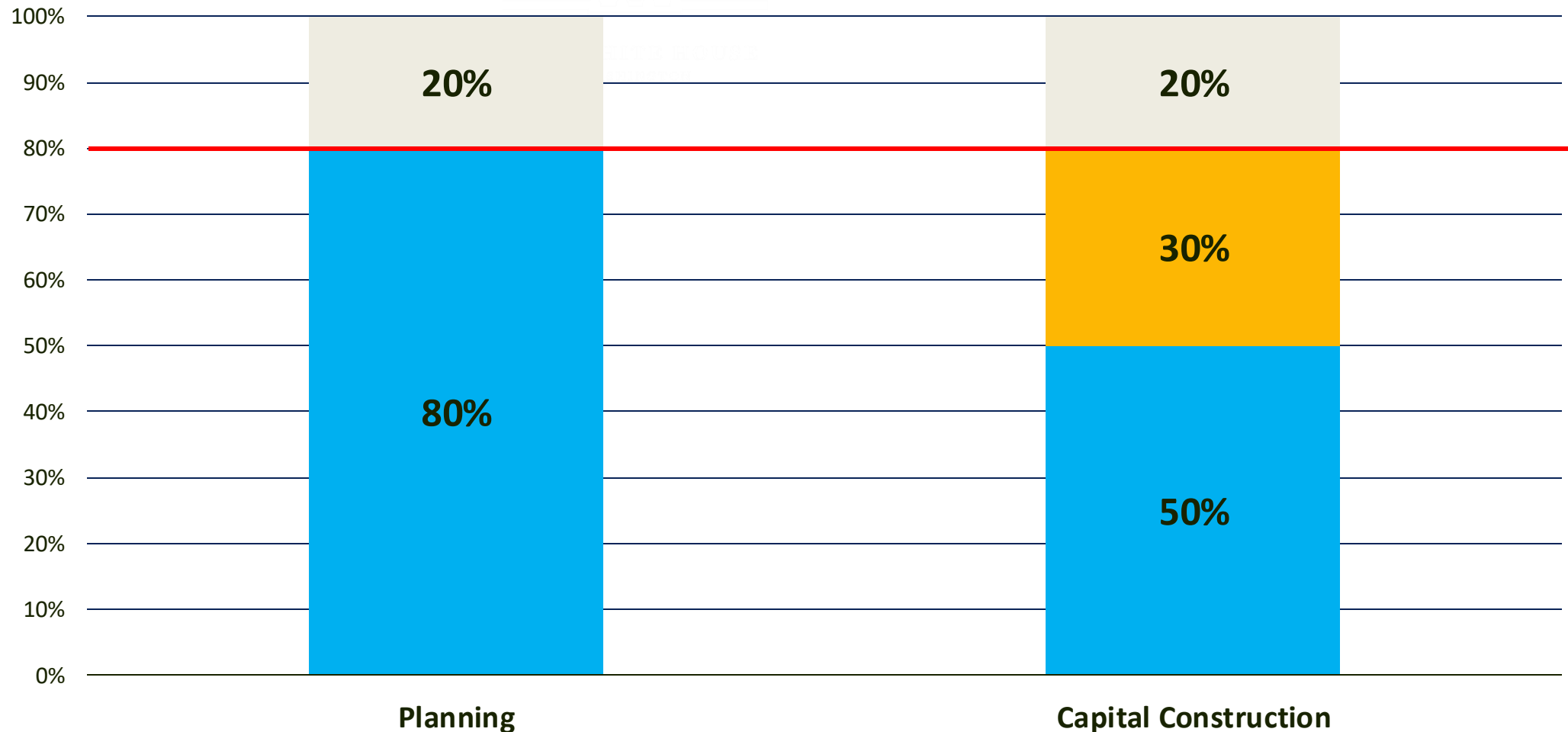
[DOT Navigator: Understanding Federal Match Requirements](https://www.transportation.gov/dot-navigator)

www.transportation.gov/dot-navigator

RCP Federal Cost Sharing and Local Match

Max. Federal Awards and Min. Local Match as a Percentage of Total Project Cost

RCP Award Other Federal Funds Local Match



NOTE:

Total Federal Assistance may NOT exceed 80% of total project costs.

FAQ available online.



Evaluation and Selection



Project Evaluation and Selection

DOT will evaluate proposals on:

- Alignment with **merit criteria**:
 1. Equity and Justice40
 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



USDOT

Please join our July 23 Webinar to learn more about the Merit Criteria!



Project Evaluation and Selection Continued

DOT will evaluate proposals on:

- **Project readiness** in terms of:
 - Technical assessment of feasibility and capacity to deliver project
 - Financial completeness
 - Environmental risk and permitting (Capital Construction only)
- **Benefit Cost Analysis** (RCP Capital Construction only)



USDOT

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



Project Readiness

- Planning grant applications will be reviewed for technical capacity and financial completeness
- Construction grant application will be reviewed for technical capacity, financial completeness, and environmental risk
 - Status of design, right-of-way, environmental review (NEPA), and permitting.
- Should demonstrate the applicant's ability to meet the recommended program obligation deadline (**September 30, 2027, for FY 2024 RCP funding**).
- Changes from last year:
 - NOFO provides more details on recommended elements for the readiness narrative
 - Recommended outline document is available on the RCP website

Please join our August 20th Capital Construction Webinar to learn more about the project readiness requirement.



Benefit Cost Analysis (Capital Construction Only)

- **DOT will consider the project's costs and benefits through a well-supported BCA analysis results.**
- Applications should:
 - Provide the technical basis of the BCA sufficient to allow DOT to reproduce the analysis
 - Include a summary of BCA and results in the Project Narrative
- Many of aspects of reconnecting solutions, such as connectivity, community benefits, and quality of life, are difficult to quantify, therefore, applicants may discuss these types of benefits qualitatively
- For additional guidance and resources, visit [Benefit-Cost Analysis Guidance for Discretionary Grant Programs | US Department of Transportation](#)

Please join our August 20th Capital Construction Webinar to learn more about BCA requirements, discuss methodologies, and review project-specific examples.

Applicants can find our FY22 BCA-specific webinar [here](#).



Merit Criteria: Planning and Capital Construction (Section E)

#1 Equity and Justice40 Initiative

Planning and Construction applications should address:

- The harmful historic or current policies (e.g., displacement, segregation, exclusionary zoning), existing socioeconomic disparities, environmental disparities (e.g. burdens and risks, lack of access to greenspace), and the needs of the surrounding community.
- The degree to which the project will distribute benefits equitably, using tools like [EPA's EJSCREEN](#), [the DOT's Equitable Transportation Community Explorer](#), [the Climate and Economic Justice Screening Tool](#), and [FHWA's Screening Tool for Equity Analysis of Projects](#).
- Priority consideration will be given to projects that support the goals of the Justice40 initiative.

Construction applications should also address:

- Construction-related displacement and a robust mitigation plan.
- Other negative construction impacts and mitigation measures.



Merit Criteria: Planning and Capital Construction (Section E)

#2 Access

Planning and Construction applications should address:

- Degree to which the project will improve mobility and access to restore community connectivity
- Degree to which the project will provide transportation options to increase safe mobility and connectivity for all.
- Safe accommodation for all users and seamless integration with the surrounding land use, character, and context.

Construction applications should also address:

- Existing feasibility studies provide a basis for better access to daily destinations.
- Proposed land use changes or increased density requirements are accommodated.

FHWA Guidebook for Measuring Multimodal Network Connectivity [[Multimodal Connectivity - Publications - Bicycle and Pedestrian Program - Environment - FHWA \(dot.gov\)](#)] is a helpful resource to measure access benefits.



Merit Criteria: Planning and Capital Construction (Section E)

#3 Facility Suitability

Planning and Construction applications should address:

- Eligible facility currently presents significant barriers to access, mobility, and economic development and is poorly suited to the community.
- A highway, including a high-speed roadway, street, or parkway, or other surface transportation facility, such as a rail line that divides a community. Proposes to remove, retrofit, mitigate, or replace with a new facility that improves mobility and provides transportation options suitable to the local community.
- The project addresses current and projected obstructions or problems that, if left unimproved, will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, public health, or economic growth.

Construction applications should also address:

- Impacts to goods movement, both regional and local, that uses the eligible facility.



Merit Criteria: Planning and Capital Construction (Section E)

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

Planning and Construction applications should address:

- Creation of a Community Participation Plan.
- Community-centered approach.
- Formal partnerships that reflect ties to adjacent community.
- Representative place-based management: community advisory group or advisory board, community land trust, community benefits agreements.

Applications from community-based organizations or non-profits from the community demonstrate community-based stewardship by their nature.

Construction applications should also address:

- Funding and financing from partners and (non-) Federal sources.
 - This can include DOT formula funding, State or local funding, in-kind support, philanthropic contributions, public and private financing, and private sector funds.



Merit Criteria: Planning and Capital Construction (Section E)

#5 Equitable Development

Planning and Construction applications should address:

- Community restoration, stabilization, and anti-displacement strategies.
- Implements or plans to implement community-supported approaches beyond the transportation infrastructure.
- Supports a Local/Regional/State Equitable Development Plan.

Construction applications should also address:

- How the proposed project will encourage public and private investments to support greater commercial and mixed-income residential development near public transportation, along rural main streets or in walkable neighborhoods.

*Capital Construction applications will be evaluated on the degree to which land use policies are enacted that support development of lower-cost housing units and reduce regional displacement pressures in the local jurisdiction where the project is located. Please include information on the percent of residential land in the area that allows for ADUs, duplexes, triplexes, and quadruplexes by right.



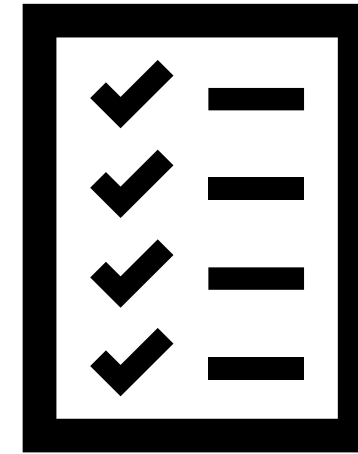
Merit Criteria Scoring

A Note on Scoring

The next three merit criteria will be weighted differently than the previous 5.

The first 5 merit criteria all represent 1/6 of a project's total score in the merit stage of review. The final 3 criteria each constitute approximately 5% of a project's total score.

The final 3 merit criteria have thus been assigned the numbers 6.1, 6.2, and 6.3





Merit Criteria: Planning and Capital Construction (Section E)

#6.1 Climate Change Mitigation and/or Adaptation and Resilience

Planning and Construction projects should:

- Significantly reduce GHG emissions in the transportation sector; and
- Incorporate evidence-based climate resilience measures or features.

The NOFO contains much more information on how to score highly on this criterion, including by demonstrating that the project:

- Uses climate data sets, including [USDOT and other federal resources](#), to assess the climate-related vulnerability and risk of the project;
- Advances objectives in the [National Climate Resilience Framework](#);
- incorporates [nature-based solutions](#) / [natural infrastructure](#);
- is included in a [Resilience Improvement Plan](#) or similar plan;
- benefits communities most vulnerable to climate change impacts, such as FEMA-designated [Community Disaster Resilience Zones](#)
- And more!



Merit Criteria: Planning and Capital Construction (Section E)

#6.2 Workforce Development and Economic Opportunity

Planning and Construction applications should address:

- Inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.
- The incorporation local contracting opportunities.

Construction applications should also demonstrate:

- Good-paying jobs with the free and fair choice to join a union, strong labor standards, pro-active anti-discrimination and anti-harassment plans, project labor agreements, workplace rights notices, training and placement programs, and local hiring and procurement preferences, particularly for underrepresented workers and individuals with convictions.
- High-quality workforce development programs.

Applicants are encouraged to use [Grant Application Checklist for a Strong Transportation Workforce and Labor Plan \(PDF\) | US Department of Transportation](#) in responding to this criterion.



Merit Criteria: Planning and Capital Construction (Section E)

#6.3 Planning Integration

Planning and Construction applications should demonstrate that:

- The location is identified in a study prioritizing economic development, or mobility and access to daily destinations for economically disadvantaged communities.
- The transportation barrier or project location is identified in a transportation plan or associated planning documents.
- The project location is identified in a STIP, TIP, or equivalent programming document.
- Adopted Reconnecting Communities' policies or priorities such as: expand affordable transportation options for economically disadvantaged communities.
- A MPO, State DOT, or regional planning representative endorses the application with a letter of support.



How to Apply



Application Deadline and Limit

- Applications are due by 11:59PM EST on Monday, September 30th, 2024
 - Submit through Valid Eval (expected soon, but not yet available as of 7/9)
 - Late applications will not be accepted
- A lead applicant may submit no more than **Three Total Applications**
- Applicants are strongly encouraged to make submissions in advance of the deadline.



Applications will be submitted through **Valid Eval. Links are expected to open soon, but are not yet available.**

Customer support for **Valid Eval** can be reached at support@valideval.com.

- **Community Planning Grants:**
https://usg.valideval.com/teams/rcp_community_planning_fy24/signup
- **Capital Construction Grants:**
https://usg.valideval.com/teams/rcp_capital_construction_fy24/signup



Unique Entity Identifier (UEI)

- All applicants **must** obtain a Unique Entity Identifier (UEI) through SAM.gov to apply for RCP 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)

For Planning and Capital Construction Applications:

- Standard Forms
 - SF-424
 - Planning Grants: SF-424A, SF-424B
 - Capital Construction Grants: SF-424C, SF-424D
- Key Information Table (completed in Valid Eval)
- Narrative (address Merit Criteria)
- Budget w/ Match

For Capital Construction Applications Only:

- Environmental Risk
- Benefit Cost Analysis



Suggested Narrative Structure (Section D)

For Planning and Capital Construction Applications:

- **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:** This should be a detailed section with each merit criterion receiving its own header. Make it as easy as possible for reviewers to give you a high score!
 - Make sure to address each topic outlined in the NOFO. Don't leave any potential points on the table.



Suggested Narrative Structure (Section D) - Construction

For Capital Construction Applications:

- Environmental Risk **Summary**
- Benefit Cost Analysis **Summary**
- [Visit here for FY22 BCA webinar/slides](#) (bottom of page)

Please join our August
20th Capital Construction
Webinar to learn
more about Environmental
Risk and BCA requirements!

Page Limits:

Single Spaced

- Planning:
max. **12 pages**
- Capital
Construction:
max. **20 pages**



Technical Assistance and Resources



Reconnecting Communities Institute



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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**.

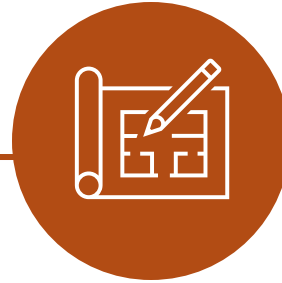


Who Can Receive Support



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 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 Capital grant.



Capital Level

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

When Support Will Be Available

Summer 2024

- Launch RCI, begin accepting TA participants.
- Provide early support, aligned with FY24 Notice of Funding Opportunity (NOFO).

Fall 2024

- Deliver individual and group TA.
- Provide early peer-to-peer learning opportunities through the Community of Practice.
- Conduct outreach and gather grantee stories.

Early 2025

- Deliver individual and group TA.
- Provide peer-to-peer learning opportunities through the Community of Practice.
- Conduct outreach and gather grantee stories.

Pre-Intake Technical Assistance

SUMMER 2024

- No-cost, virtual 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.

Grant Writing Clinics



About the Grant

An overview and highlights of the RCP Program grant opportunity.



Best Practices

A panel discussion and Q&A with successful grant recipients from previous funding cycles.



Strategy Sessions

Breakout rooms will cover grant application topics, and subject-matter experts will answer questions.

Office Hours

- Ask experts about the RCP Program grant application.
- Sessions will be focused on specific topics, building from discussions in the previous grant writing clinic.



Resource Library

Access

**Climate
Change
Mitigation**

**Community
Engagement**

**Equitable
Development**

**Equity
and Justice40**

**Facility
Suitability**

**Planning
Integration**

**Workforce
Development**

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.

Group Technical Assistance

Group TA features expert-led instruction with peers from the same TA cohort.

Examples of offerings include:

- Panel discussions.
- Workshops.
- Strategy sessions.



Individual Technical Assistance

CORE CURRICULUM

Consists of learning modules centered on:

- Community engagement.
- Equitable engagement and outcomes.
- Environmental review and permitting.
- Grant administration.

CUSTOMIZED SUPPORT

Based on a community's needs, support may include:

- Meetings with subject-matter experts.
- Recommendations on data, tools, and resources.

TOPICS

- Financing and funding.
- Community engagement.
- Partnerships.
- Environmental review.
- Community advisory board development.
- And more!

Community of Practice

Working Groups

Peer Exchange

Summits

Community-Led
Webinars

Thank You!

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.





Technical Assistance

- Visit [RCP Website](#) for resources, FAQs, webinars, and case studies.
- [FAQ's](#) can also be found online and will be updated as necessary.
- Visit the [Reconnecting Communities Institute](#) site for more information

Reconnecting Communities and Neighborhoods Grant Program

Reconnecting Communities Pilot Program FY24 NOFO is now live and is due September 30, 2024. NAE funding is not available for this funding round as all NAE funds were expended during the FY23 grant cycle. Please read refer to the FY24 NOFO for more information.

Reconnecting Communities Pilot (RCP) Program Overview

The Office of the Secretary of Transportation (OST) has released an FY24 Notice of Funding Opportunity (NOFO) for the Reconnecting Communities Pilot (RCP) program. This is a continuation of two previous rounds of RCP Funding in FY22 and FY23. The RCP Program focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster equitable development and restoration, and provide technical assistance to further these goals.

Funding for this fiscal year is a combined allocation of FY 2024, 2025, and 2026. **Up to \$607 million is available for planning, capital construction, and technical assistance.** The funding will be implemented as appropriate and consistent with the priorities in Executive Order 14052.

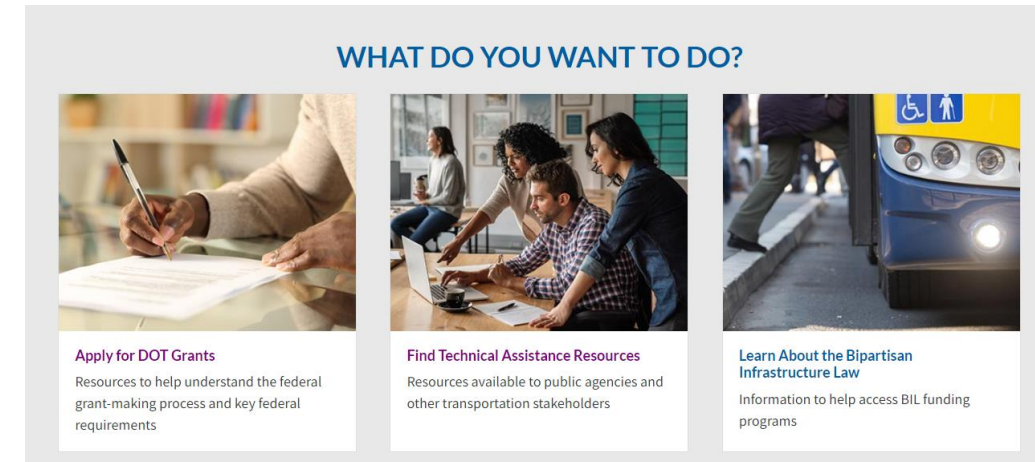
The Department will prioritize grant funding applications that demonstrate the following characteristics:



- 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.



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		Eligible Applicants	
<input type="text" value="- Any -"/>		<input type="text" value="- Any -"/>	
Agency/Office		Transportation Type	
<input type="text" value="- Any -"/>		<input type="text" value="- Any -"/>	
Match Waiver	Rural Set-Aside	Tribal Set-Aside	Status
<input type="text" value="- Any -"/>	<input type="text" value="- Any -"/>	<input type="text" value="- Any -"/>	<input type="text" value="- Any -"/>
Keywords			
<input type="text"/>			
<input type="button" value="Apply"/>			



Q & A



Thank You

Thank you for participating.

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

[RCP 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 Monday, September 30, 2024, via Valid Eval

Contact us: ReconnectingCommunities@dot.gov



Image source: Hands On Atlanta



Image source: FHWA

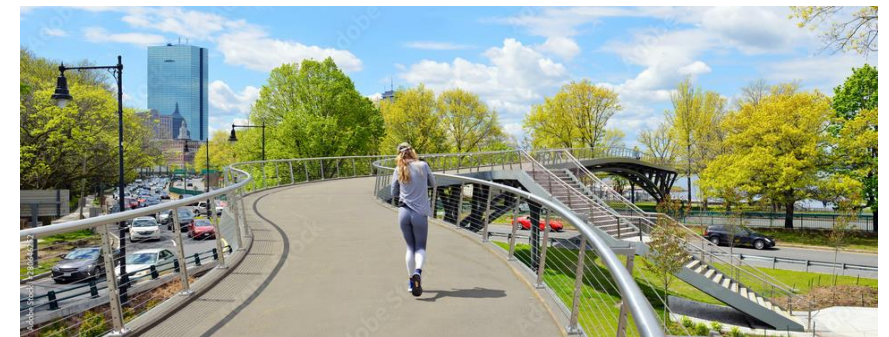


Image source: Jstock - stock.adobe.com