

# CAPITAL CONSTRUCTION WEBINAR

Reconnecting Communities Pilot (RCP) Program  
August 20, 2024





# Agenda

- Welcome
- RCP Overview
- Evaluation and Selection
- Project Readiness
- Benefit-Cost Analysis
- How to Apply
- Technical Assistance and Resources
- Q&A



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



# Presenter Introductions



**Andrew Emanuele**

Acting Program Manager,  
Reconnecting Communities  
Pilot Program



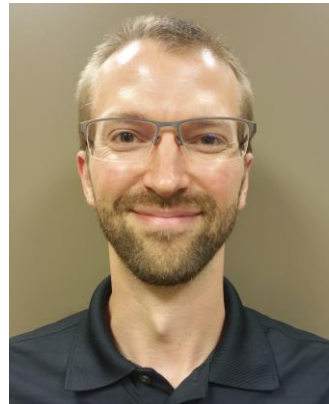
**Jordan Riesenbergh**

Economist  
Office of the Secretary



**Isabella Creatura**

Program Analyst,  
Reconnecting Communities  
Pilot Program



**Ian Chidister**

Environmental Specialist  
Office of the Secretary

# 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 is designed to ensure."

- Secretary Buttigieg

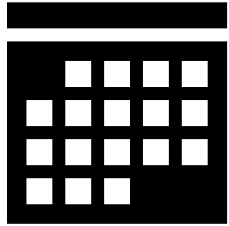


The Secretary announcing Reconnecting Communities awardees in Buffalo, NY.  
Image source: US Department of Transportation

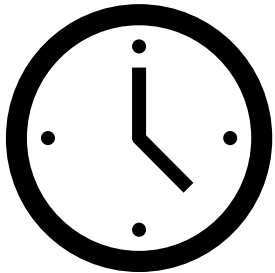




# RCP NOFO Is Now Open!



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:

- [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.**

	Already awarded		To be awarded in FY24	
Fiscal Year	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)



## Previous RCP Webinars

This webinar is for Capital Construction applicants, and will primarily focus on the **Project Readiness** and **Benefit-Cost Analysis** components of the Capital Construction application.

**For detailed information on the merit criteria, please watch our Merit Criteria Webinar**

**For resources specific to Tribal communities, view our Tribal Webinar.**

**For broad information about the FY24 Reconnecting Communities Pilot program, check out our "Interested in Applying" General Webinar**

**A Rural/Nonprofit Webinar will be held on August 27!**

**All webinars can be found on the [RCP Website](#)**



# 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 [visit our website](#) to view a recording of our Merit Criteria Webinar for more info!



# Project Evaluation and Selection Continued

DOT will also 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: Environmental Risk Overview





# Project Readiness – Background

- Required for Capital Construction grants (*not* for Planning applications).
- Primary focus: describe status of design, environmental / permitting, right-of-way, and project's ability to meet recommended obligation deadline (9/30/27).
- Should be integrated with project narrative and supported by attachments / appendices as necessary.
- New guidance document available (on RCP "How to Apply" webpage)  
<https://www.transportation.gov/policy-initiatives/reconnecting-communities/rcp-project-readiness-guidance>
- See NOFO section D.2.iv.

The screenshot displays the U.S. Department of Transportation website. The header includes the USDOT logo, the text "U.S. Department of Transportation", and navigation links for "ABOUT DOT", "PRIORITIES", and "CONNECT". A search icon is also present. The main content area is titled "Reconnecting Communities Pilot (RCP) Program" and includes a sidebar with links: "How to Apply", "RCP Eligibility Check List", "Awarded Projects", "Neighborhood Access and Equity Grant (NAE) Program", "Grant Implementation", and "Reconnecting Communities Institute". The "How to Apply" link is highlighted. The main content area is titled "Reconnecting Communities Pilot (RCP) How to Apply" and includes a section "Preparing Your Application" with a list of steps: 1. Learn about the RCP grant program, 2. Review USDOT's grants resources, 3. Read the application instructions, and 4. Fill out the required Standard Forms (SF). The "Fill out the required Standard Forms (SF)" step includes sub-points for Application for Federal Assistance (SF-424), Disclosure of Lobbying Activities (SF-LLL), and Standard Forms for Community Planning applicants only (Budget Information for Non-Construction Programs (SF-424A) and Assurances for Non-Construction Programs (SF-424B)). It also includes Standard Forms for Capital Construction applicants only (Budget Information for Construction Programs (SF-424C) and Assurances for Construction Programs (SF-424D)). The "Review BCA and Project Readiness Guidance below" step includes links to "Benefit-Cost Analysis Guidance for Discretionary Grant Programs" and "Project Readiness Guidance for RCP FY2024".

U.S. Department of Transportation

ABOUT DOT ▾ PRIORITIES ▾ CONNECT ▾

Reconnecting Communities Pilot (RCP) Program

How to Apply ▾

How to Apply

RCP Eligibility Check List

Awarded Projects ▾

Neighborhood Access and Equity Grant (NAE) Program ▾

Grant Implementation ▾

Reconnecting Communities Institute

## Reconnecting Communities Pilot (RCP) How to Apply

### Preparing Your Application

- **Learn about the RCP grant program:** Review the RCP website and Notice of Funding Opportunity to determine if your project is a good fit for the program. The Frequently Asked Questions page provides common programmatic questions.
- **Review USDOT's grants resources:** [The DOT Navigator](#) is a resource to help communities determine ways to apply for grants, and to plan for and deliver transformative infrastructure projects. For rural communities, we also encourage you to visit the [Rural Opportunities to Us Success \(ROUTES\)](#) initiative site.
- **Read the application instructions:** Carefully follow the requirements described in the application instructions. If your application does not include the required components in the instructions, it will not be considered.
- **Fill out the required Standard Forms (SF)** (forms can be found [here](#)).
  - Application for Federal Assistance (SF-424)
  - Disclosure of Lobbying Activities (SF-LLL)
  - Standard Forms for [Community Planning](#) applicants only:
    - Budget Information for Non-Construction Programs (SF-424A)
    - Assurances for Non-Construction Programs (SF-424B)
  - Standard Forms for [Capital Construction](#) applicants only:
    - Budget Information for Construction Programs (SF-424C)
    - Assurances for Construction Programs (SF-424D)
- **Review BCA and Project Readiness Guidance below:** (For construction applications)
  - [Benefit-Cost Analysis Guidance for Discretionary Grant Programs](#)
  - [Project Readiness Guidance for RCP FY2024](#)



# Project Readiness – Narrative Outline

## A. Overview

## B. Location & Map

## C. Response to Merit Criteria



## D. Project Readiness / Environmental Risk

## E. Benefit Cost Analysis

## F. Supporting Appendices / Attachments

- Narrative should not exceed 20 pages (not including appendices / attachments)
- Following the recommended outline will make it easier for application reviewers to understand and assess readiness



  Connecting Pearl Highlands to Opportunity Project	
<b>Table of Contents</b>	
1. PROJECT OVERVIEW .....	1
2. PROJECT LOCATION AND MAP .....	7
3. RESPONSE TO MERIT CRITERIA .....	8
4. PROJECT READINESS .....	17
5. BENEFIT COST ANALYSIS (BCA) .....	20
<b>Appendices</b>	



# Narrative Section A. Overview

- High level summary of the proposal
- Background information on the applicant (and any partners)
- History and character of the community relevant to understanding the transportation needs
- Description of the relevant existing conditions and transportation facilities
- Description of transportation needs, barriers, and harms (with supporting data)
- Detailed description of proposed improvements and how they address needs.
  - Logical termini / independent utility
  - Related projects / connected actions (as applicable)



## History and Character of the Albina Community

The project area is located in the Historic Lower Albina neighborhood (Albina). Because of race-based redlining, racial steering, and other discriminatory housing policies and practices well into the second half of the twentieth century, Albina for decades was one of the few places Black Portlanders could live or own property. Despite discrimination and disinvestment, a flourishing and affordable community district emerged. Black-owned homes, small businesses, houses of worship, and community anchors lined well-connected and walkable streets (Figure 4).

Beginning in the 1950s, decades of successive waves of transportation investments including the construction of I-5, urban renewal efforts, public policies, and various redevelopment efforts displaced thousands of Black and working-class residents from Albina. Fragmented, many community members moved to areas of the region with worse amenities; those who remained suffered the burdens of an auto-centric environment.

Today, Albina is home to some of Portland's most dynamic civic and entertainment venues, where a diversity of people come together. That said, it is also an area where some of the city's most conspicuous challenges converge: inequitable development surrounded by parking lots; disjointed and dangerous streets; a lack of affordable housing; and the lasting legacy of harms to the community.

Albina continues to be the cultural heart for many Black Portlanders. [Albina Vision Trust](#) (AVT), a community partner, was created in 2015 to counteract the forced displacement of Black Portlanders by leveraging restorative redevelopment to heal the scars of past harms. AVT's work toward a more equitable future in Lower Albina represents one of the largest equitable development efforts in America—a comprehensive, district-level strategy working across sectors to restitch the neighborhood, rebuild wealth, and reclaim place in the community.



Figure 4: Historic photos of N Broadway through the project area (top) and a row of residential homes in Lower Albina (bottom)

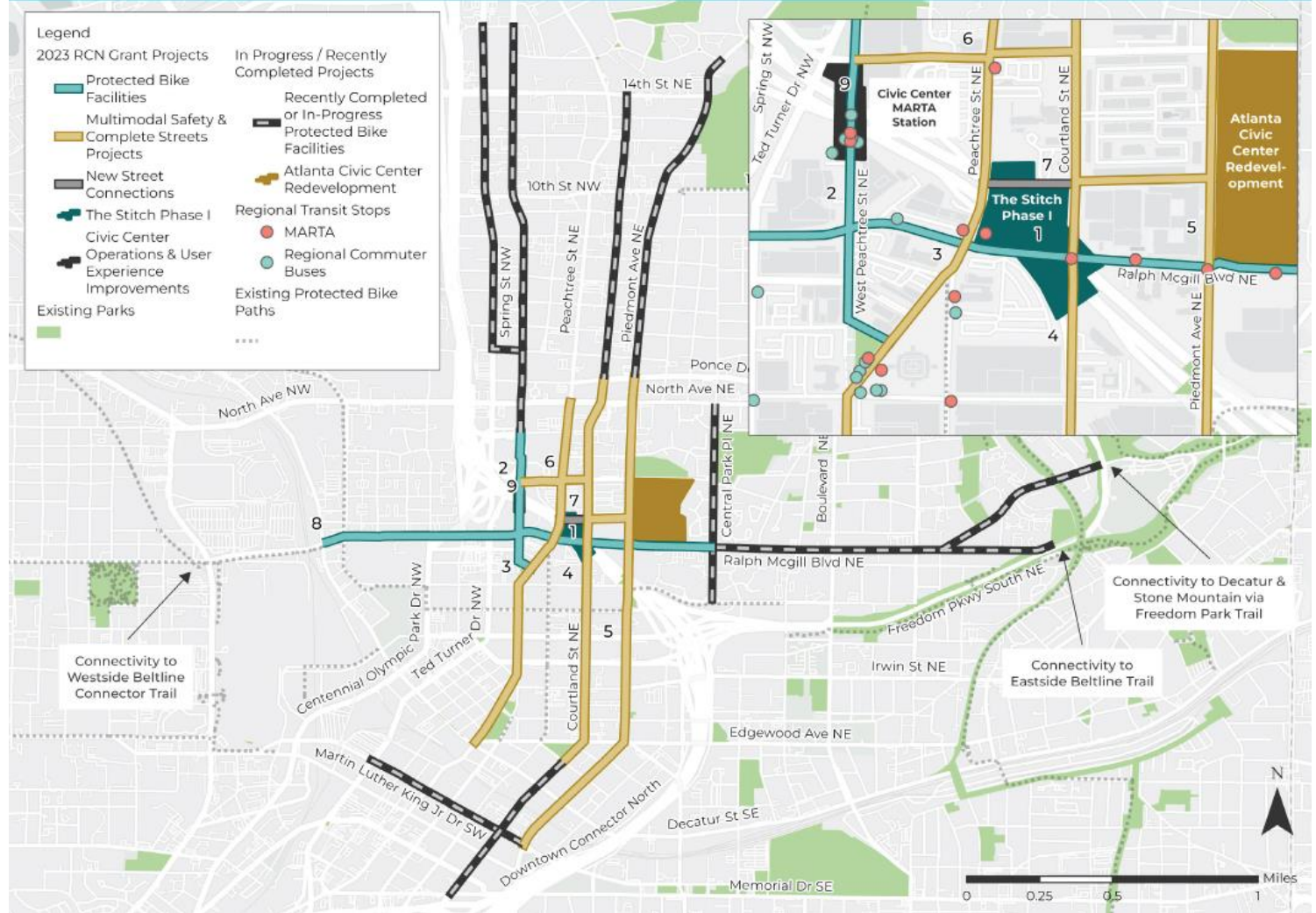




## Narrative Section B. Location & Map

- Maps & figures should illustrate:
  - General project area
  - Existing facilities
  - Proposed improvements
  - Transportation needs, barriers, and harms
- Best Practices:
  - Reference specific maps and figures in the narrative
  - Label transportation facilities mentioned in the narrative
  - Append or attach supplemental maps and figures

**FIGURE 3. The Stitch – Proposed 2023 RCN Projects**



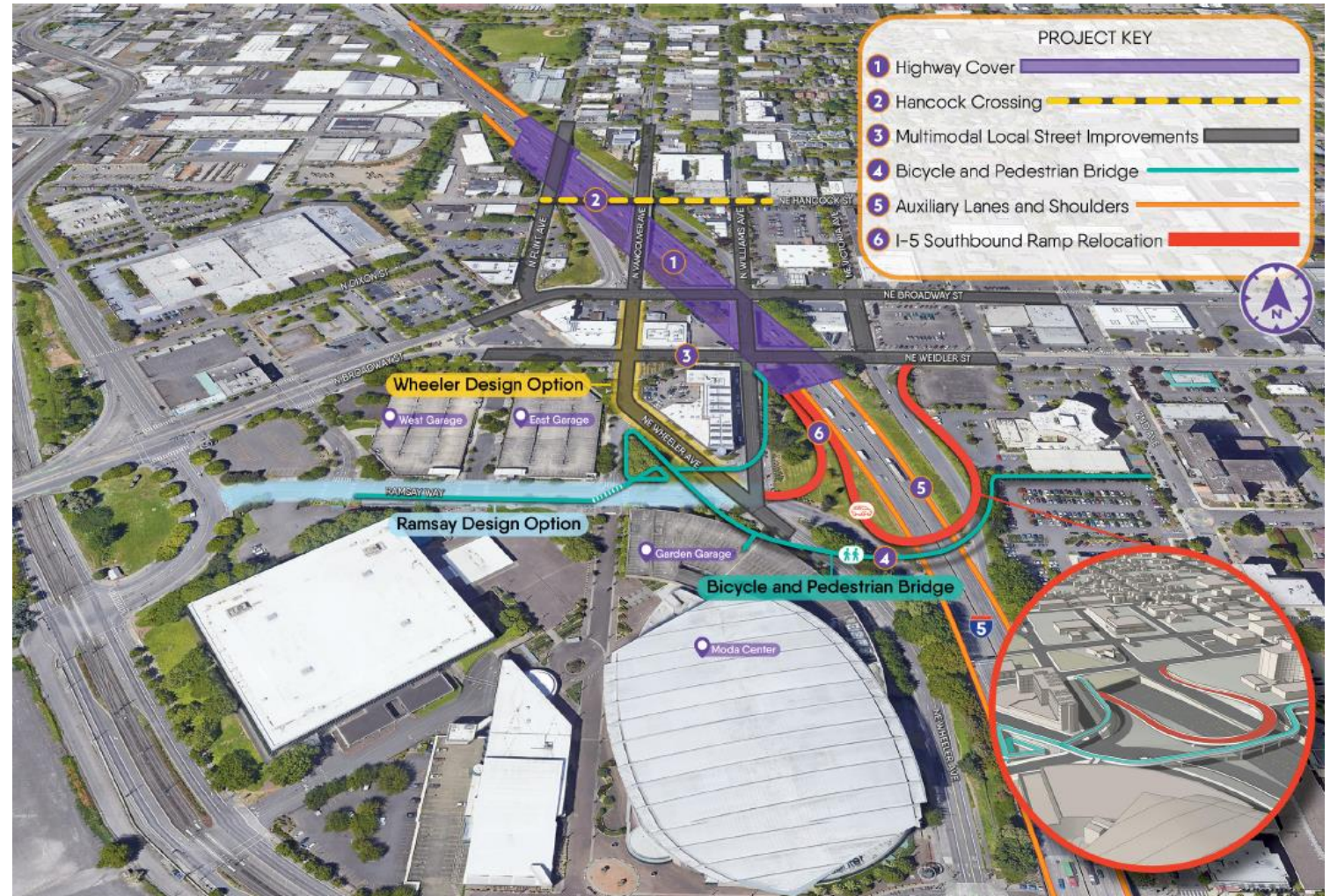




# Narrative Section D. Project Readiness / Environmental Risk

## D. Project Readiness

1. Planning & Constructability
2. Proposed Schedule
3. NEPA & Permitting
4. Project Support
5. Risk & Mitigation



ODOT FY23 NAE Application



# Narrative Section D. Project Readiness / Environmental Risk

## D. Project Readiness

### 1. Planning & Constructability

2. Proposed Schedule
3. NEPA & Permitting
4. Project Support
5. Risk & Mitigation

Figure 1: Conceptual rendering of the project's highway cover



ODOT FY23 NAE Application

- Project listed in STIP / TIP / TTIP / TAM Plan as applicable (*statutory requirement*)
  - Yes: link or attach relevant pages
  - No: describe plans and schedule for adding project
- Consistency with other plans (local, regional, statewide, etc.)
- Status of design (percent)
- Status of right-of-way acquisition (if required)
- Unique project delivery or construction methods?
- Multiple project phases or related projects?





# Narrative Section D. Project Readiness / Environmental Risk

## D. Project Readiness

1. Planning & Constructability

### **2. Proposed Schedule**

3. NEPA & Permitting

4. Project Support

5. Risk & Mitigation

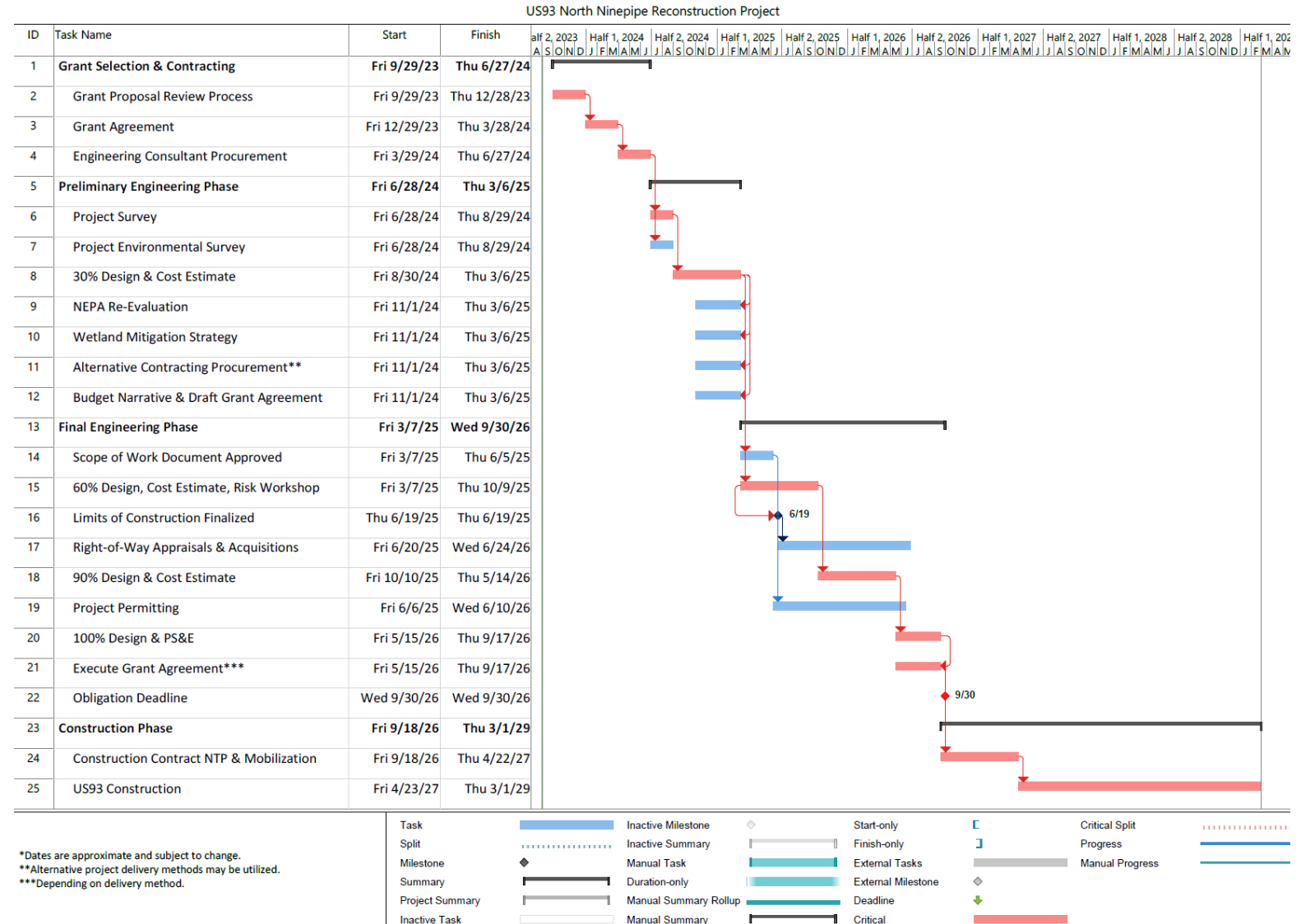
- List achieved or anticipated completion dates (month and calendar year) for the following milestones:
  - Preliminary design (start & end)
  - NEPA process (start & end)
  - Permits/approvals (start & end)
  - Project listing in STIP / TIP/ TTIP/ TAM Plan
  - Final design (start & end)
  - ROW acquisition (start & end)
  - Finalization of grant agreement
  - Obligation of grant funds
  - Construction (start & end)
- **Recommended obligation deadline for FY 2024 RCP funds is September 30, 2027**



# Narrative Section D. Project Readiness / Environmental Risk

## D. Project Readiness

1. Planning & Constructability
- 2. Proposed Schedule**
3. NEPA & Permitting
4. Project Support
5. Risk & Mitigation

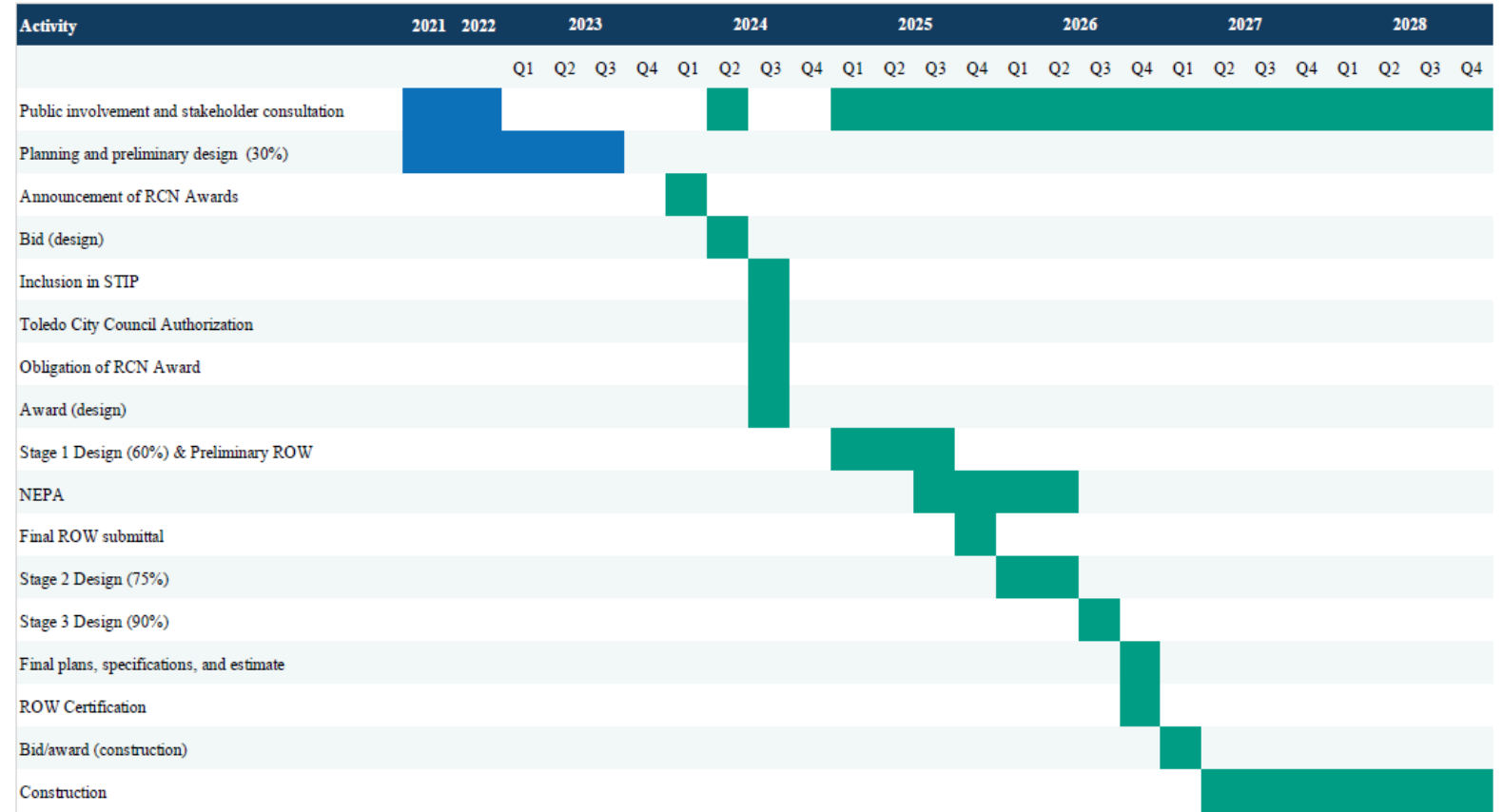




# Narrative Section D. Project Readiness / Environmental Risk

## D. Project Readiness

1. Planning & Constructability
- 2. Proposed Schedule**
3. NEPA & Permitting
4. Project Support
5. Risk & Mitigation



City of Toledo FY23 RCN Application



# Narrative Section D. Project Readiness / Environmental Risk

## D. Project Readiness

1. Planning & Constructability
2. Proposed Schedule
- 3. NEPA & Permitting**
4. Project Support
5. Risk & Mitigation



Confederated Salish and Kootenai Tribes & MDT FY23 RCN Application

- National Environmental Policy Act compliance details including:
  - Class of action (CE, EA, or EIS)
  - Brief summary of impacts and proposed mitigation
  - Status, anticipated completion date, and foreseeable challenges
  - Attach, append, or link NEPA documentation (if available)
- Local, state, and/or federal permits or approvals: status, anticipated completion dates, and foreseeable challenges
- Summarize coordination with DOT and other agencies relevant to NEPA and permitting
- If NEPA is complete, is a reevaluation needed due to project changes and/or the passage of time?



# Narrative Section D. Project Readiness / Environmental Risk

## D. Project Readiness

1. Planning & Constructability
2. Proposed Schedule
3. NEPA & Permitting
- 4. Project Support**
- 5. Risk & Mitigation**



City of Milwaukee FY23 RCN Application

- Summarize public and agency involvement process during project development.
- Highlight efforts to engage disadvantaged communities & affected communities.
- Summarize key feedback from stakeholders, including:
  - The public and affected communities
  - Elected officials and bodies
  - Other entities (businesses, community organizations, advocacy groups, etc.)
  - Federal, state, or local agencies
- Attach documentation of support (letters of support or commitment, resolutions, etc.).
- Summarize key risks and mitigation strategies; describe effects on project schedule.



## Narrative Section F. Supporting Appendices / Attachments

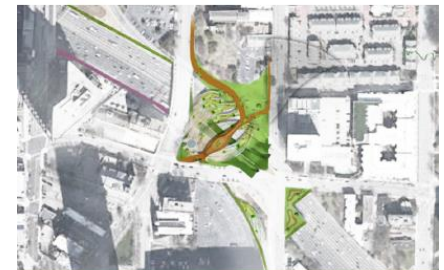
- Summarize and reference key supporting material in the readiness narrative.
- Include as appendices to the narrative, separate attachments, or hyperlinks.
- Examples of relevant attachments:
  - Documentation of preliminary environmental screening and needs studies
  - Draft or final NEPA document (if available)
  - Correspondence with key stakeholders demonstrating support
  - Additional maps, figures, and graphics illustrating existing conditions, needs to be addressed, and proposed improvements.
  - Relevant excerpts from planning and programming documents (e.g., STIP / TIP / TTIP / TAM Plan)
  - Detailed project schedule and risk analysis documentation



A 2004 conceptual rendering of an expanded Mayor's Park



An illustrative site plan view from the Imagine Downtown plan identifying an expanded Mayor's Park along Peachtree Street



Identification of 'cap' along Peachtree Street from the I-75/85 Connector Transformation Vision





# Project Readiness: Environmental Risk Best Practices & Considerations



## Project Readiness – Best Practices

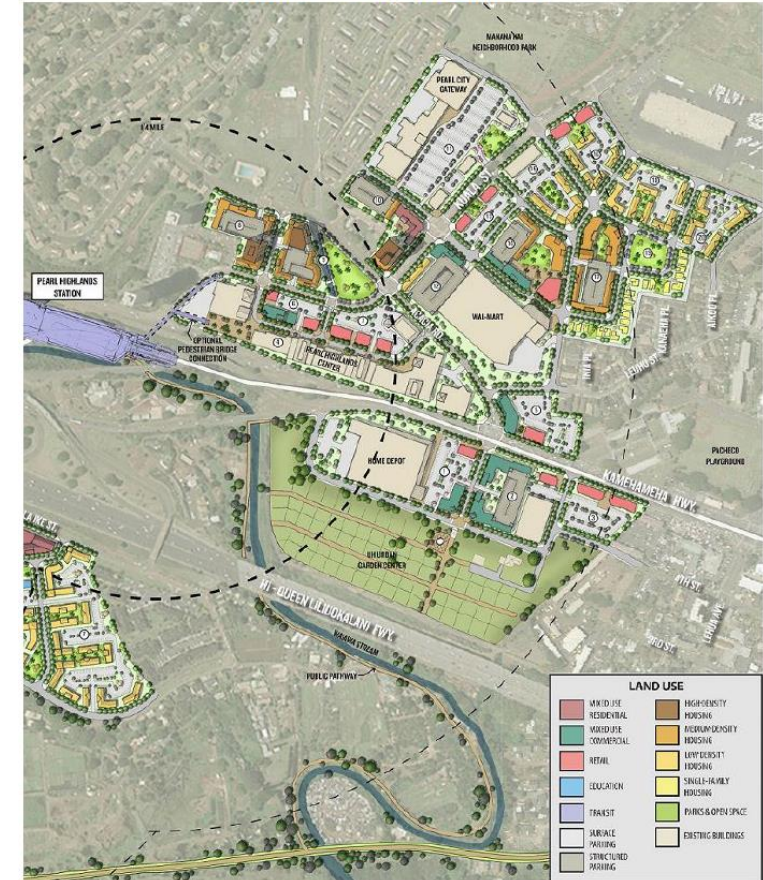
- ✓ Follow the recommended narrative outline.
- ✓ Update application materials used in prior years or for other programs.
- ✓ Upload final versions of narrative and supporting documents.
- ✓ Clearly label maps and figures, and reference them in the narrative.
- ✓ Ensure that hyperlinks work and that referenced attachments are included.
- ✓ Ensure consistency of dates and other key information throughout the application.
- ✓ Summarize and append or attach information that exceeds page limits.
- ✓ Attach evidence of coordination with partner agencies and key stakeholders.
- ✓ If a key requirement (e.g., NEPA process, permitting) is not complete, describe your plans and schedule for completion.



# Readiness Considerations – NEPA not yet started

- Have you conducted any preliminary screening (desktop or field studies) for environmental impacts?
- Do you have experience with DOT (or other federal) NEPA requirements? Will a consultant and/or partner (e.g., a State DOT) be assisting with NEPA compliance?
- Have you coordinated with USDOT or a State DOT on the likely NEPA class of action and environmental requirements?
- Have you conducted any preliminary outreach to agencies with permits or approvals?
- Are you seeking to use grant funding for design, NEPA, permitting, or other project development activities prior to construction?
- Have you developed a schedule with sufficient time for the NEPA process and permitting? Is there allowance to accommodate unanticipated delays?

Figure 4 Pearl City Land Use

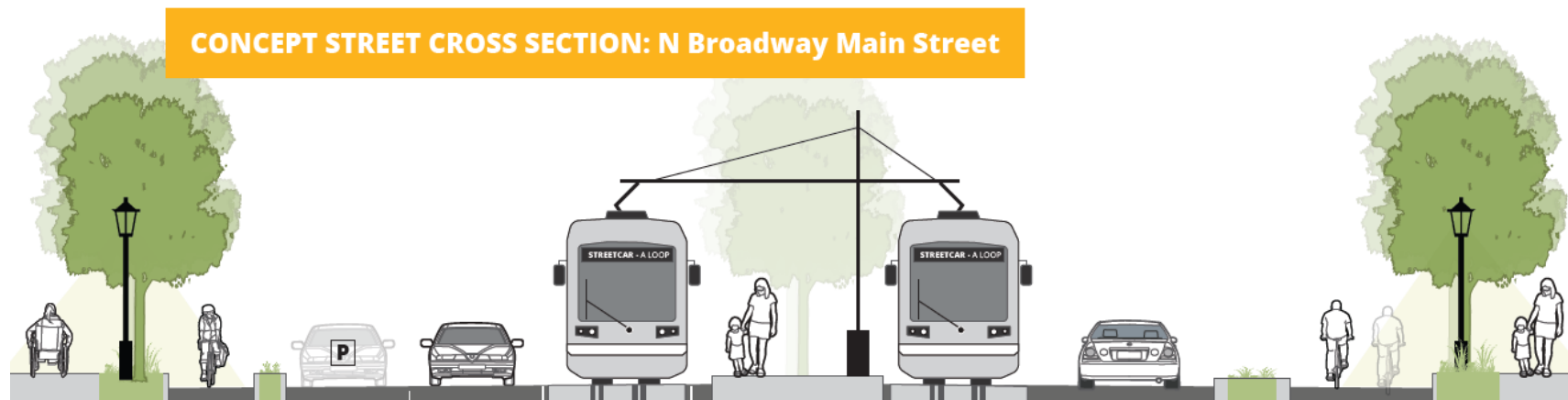


City & County of Honolulu FY23 RCN Application



# Readiness Considerations – NEPA underway or complete

- Have you described the remaining steps and schedule for completing the NEPA process?
- Have you attached or linked the draft or final NEPA document (if available)?
- Have you adequately summarized input from the public, agencies, etc.?
- Have you included other required permits or approvals in your narrative and project schedule?
- If NEPA is already complete, have you considered the need for a reevaluation of the NEPA decision based on the passage of time or changes in the project scope, affected environment, or environmental requirements?





## Readiness Considerations – Common Mistakes

- ⊗ Proposed improvements are not clearly described (especially in proposals with connected actions or multiple phases).
- ⊗ NEPA and permitting information is missing, lacks detail, or is inconsistent.
- ⊗ Schedule lacks detail, omits key steps (e.g., NEPA and permitting, grant fund obligation), or includes unrealistically short timeframes.
- ⊗ No plan or schedule is presented for addressing incomplete requirements.
- ⊗ Detailed risk assessment and mitigation strategies not provided.
- ⊗ Application lacks evidence of support from key partners (e.g., agencies with funding commitments or required approvals).
- ⊗ Applicant does not describe experience working with USDOT (or other federal agency) funding and requirements.
- ⊗ Referenced attachments are missing or incomplete.



# Project Readiness – Recap

- Describe the status of design, environmental compliance, permitting, right-of-way, and your project's ability to meet the recommended obligation deadline (**September 30, 2027**).
- Writeup is integrated with application narrative, consistent with project schedule, and supported by other attachments.
- Use good editorial practices to ensure clarity and accuracy.
- Follow recommended readiness outline guidance document (on RCP "How to Apply" webpage):  
<https://www.transportation.gov/policy-initiatives/reconnecting-communities/rcp-project-readiness-guidance>

## Application Narrative

### **A. Overview**

### **B. Location & Map**

### **C. Response to Merit Criteria**

### **D. Project Readiness / Environmental Risk**

#### **1. Planning & Constructability**

#### **2. Proposed Schedule**

#### **3. NEPA & Permitting**

#### **4. Project Support**

#### **5. Risk & Mitigation**

### **E. Benefit Cost Analysis**

### **F. Supporting Appendices / Attachments**



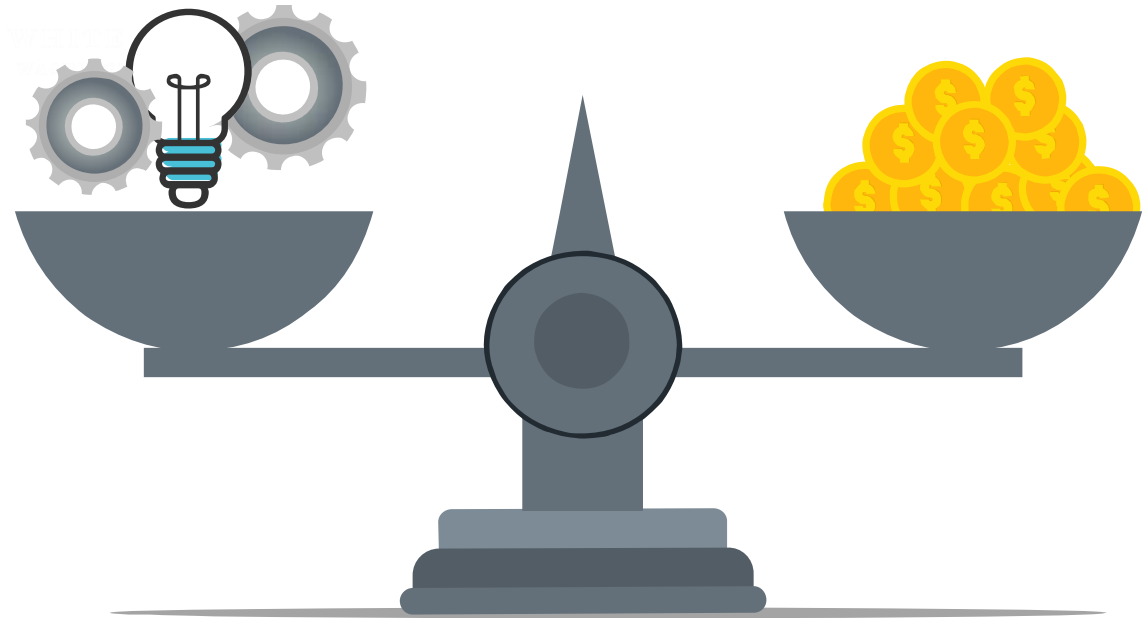


# Benefit-Cost Analysis



# What is BCA?

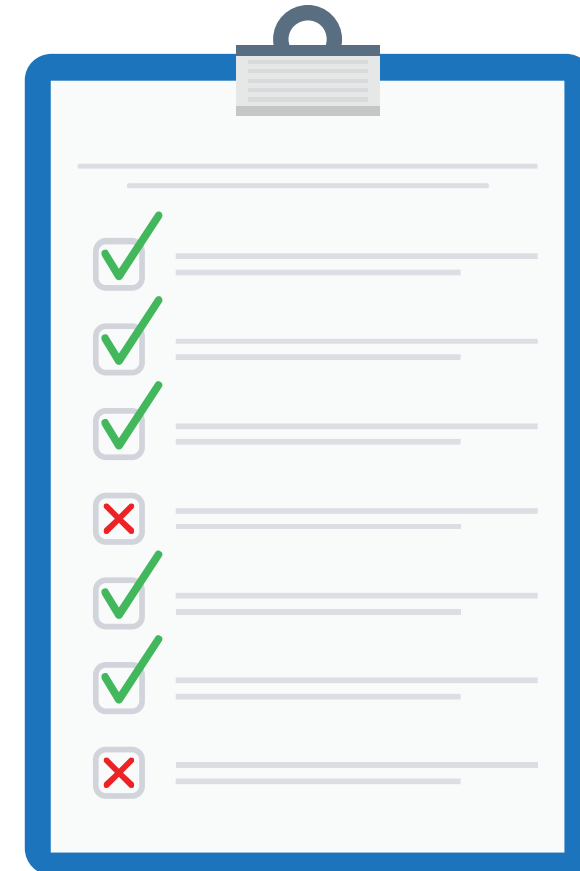
- Benefit-cost analysis (BCA) is a systematic process for identifying, quantifying, and comparing expected economic benefits and costs of a proposed infrastructure project.





## Why do we do BCA?

- Provides a useful benchmark from which to evaluate and compare potential transportation investments
- Adds a degree of rigor to the project evaluation process
- Required by executive orders, OMB guidance, and by statute for certain programs and Department activities.





## BCA and RCP

- The RCP statute requires USDOT to consider the results of a benefit-cost analysis of the project when evaluating capital construction projects
- Planning grant applications **do not need** to include a benefit-cost analysis



## Use of the BCA in RCP Project Evaluation

- USDOT will consider the relative magnitude of estimated project benefits and costs in its evaluation
- Assign projects one of three ratings
  - Positive (benefits outweigh costs)
  - Negative (costs outweigh benefits)
  - Uncertain
- Projects with negative ratings may be selected for an award only if the project demonstrates clear potential benefits to connectivity, community engagement, quality of life for economically disadvantaged communities, particularly in geographically remote or less populated areas, which may not be fully reflected in the BCA.



## USDOT BCA Review

- USDOT economists will review the applicant's BCA
  - Examine key assumptions
  - Correct for any technical errors
  - Perform sensitivity analysis on key inputs
  - Consider any unquantified benefits





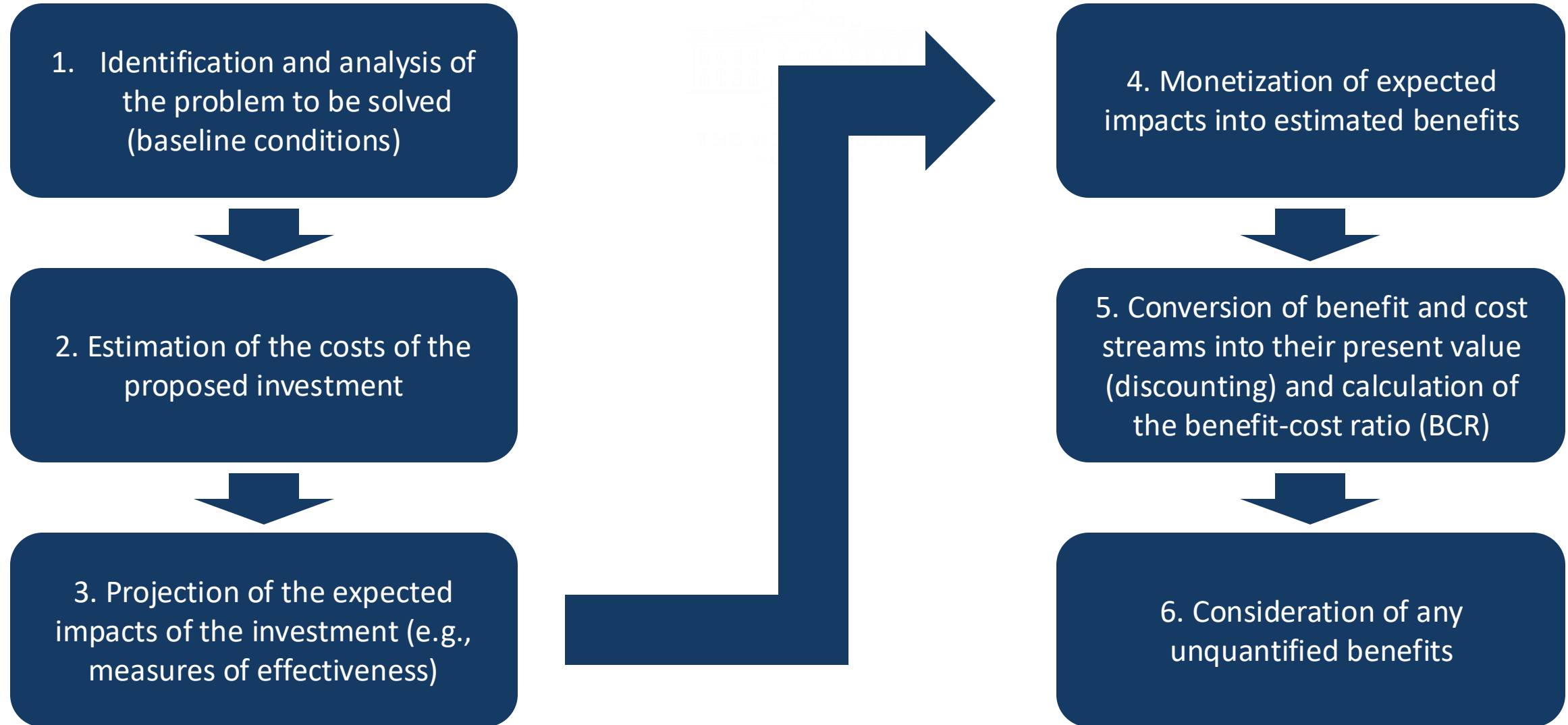


## What do I need to do BCA?

- **Clear understanding of:**
  - The problem the project is intended to solve (baseline conditions)
  - How the project addresses the problem (measures of effectiveness)
- **Well-defined project scope and cost estimate**
- **Monetization factors for key project benefits**



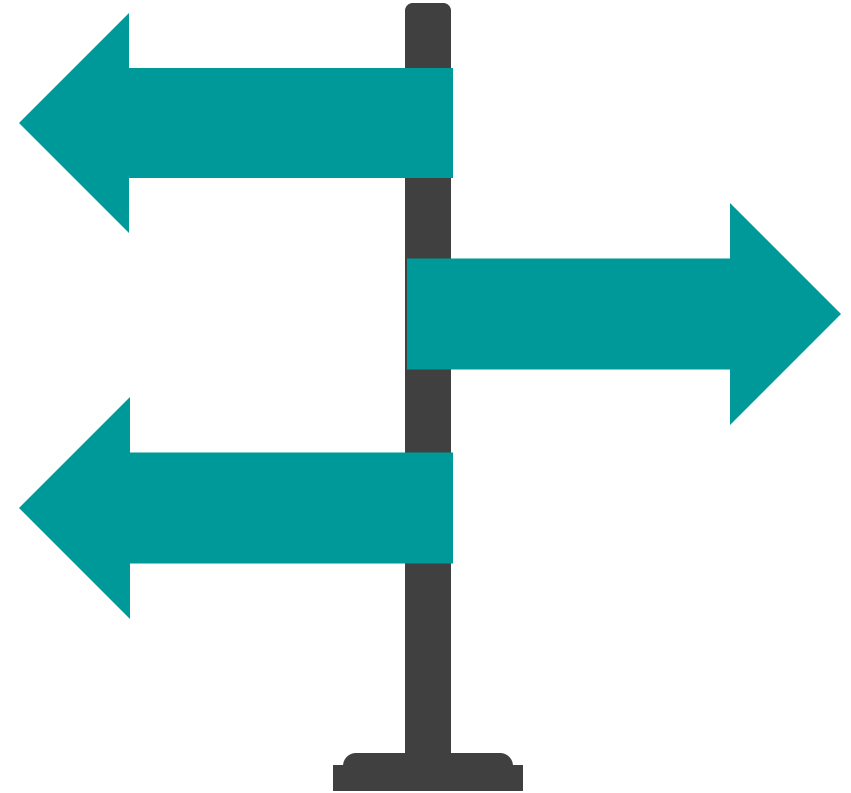
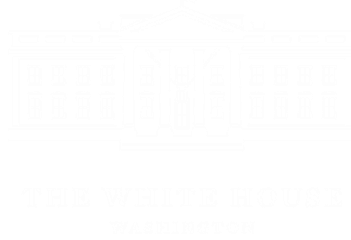
# Developing a BCA





# What do I need to do BCA?

- Sources of information may include:
  - Project planning and engineering documents
  - Industry technical references and analytical tools
  - DOT BCA Guidance
  - Partners





# USDOT BCA Guidance

- Covers all USDOT discretionary grant programs
- Structure of the Guidance
  - Overview of BCA (“how to get started”)
  - BCA methodologies
  - Recommended input values
  - Sample calculations
- Available at <https://www.transportation.gov/mission/office-secretary/office-policy/transportation-policy/benefit-cost-analysis-guidance>



U.S. Department  
of Transportation

## Benefit-Cost Analysis Guidance for Discretionary Grant Programs

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Office of the Secretary

U.S. Department of Transportation

December 2023



# What's new for 2024?

- **The 2024 update to the BCA Guidance includes:**
  - Revised discount rates in accordance with updates to OMB Circular A-94
  - Revised values for the social cost of CO<sub>2</sub> emissions
  - Other new and updated monetization values
    - Includes commuter, intercity passenger, and freight rail per-hour operating and social costs
  - Simplified measure of emission costs per vehicle mile traveled
  - Links to two new documents to aid applicants in their BCA
    - [FHWA Bridge Improvement Program BCA Tool](#)
    - [USDOT BCA Spreadsheet Template](#)



## What should my BCA submission include?

- Technical memo/discussion describing the analysis, including any unquantified benefits, and documenting sources of information used (assumptions and inputs)
  - If provided as an appendix, does not count against page limit for the application narrative
- An unlocked spreadsheet (e.g., an Excel workbook) showing the calculations used to produce the estimates of benefits and costs





## New BCA Resources in 2024

- **DOT BCA Spreadsheet Template**

- Developed by DOT as an optional template to aid applicants in structuring their BCA and performing certain calculations common to all analyses.
- Designed as an open-ended template that can handle any project type
- Available at: <https://www.transportation.gov/mission/office-secretary/office-policy/transportation-policy/benefit-cost-analysis-spreadsheet-template>

- **Bridge Investment Program BCA Tool**

- Supports estimates of the benefits of bridge preservation or replacement investments using National Bridge Inventory data
- Also provides a default methodology consistent with DOT BCA Guidance
- Applicable to roadway bridge projects for any DOT program where BCA is required
- Available at: <https://www.fhwa.dot.gov/bridge/bip/bca/>



## For More Information

- **FY24 Full BCA Webinars**
  - How to Prepare a Benefit-Cost Analysis
  - Benefit-Cost Analysis Spreadsheet Template and Office Hours
- **Both can be found at the following link:**  
**<https://www.transportation.gov/RAISEgrants/outreach>**



# How to Apply



## Application Deadline and Limit

- Applications are due by 11:59PM EST on Monday, September 30th, 2024
  - Submit through Valid Eval
  - 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**.  
Customer support for **Valid Eval** can be reached  
at [support@valideval.com](mailto:support@valideval.com).

- **Community Planning Grants:**  
[https://usg.valideval.com/teams/rcp\\_community\\_planning\\_fy24/signup](https://usg.valideval.com/teams/rcp_community_planning_fy24/signup)
- **Capital Construction Grants:**  
[https://usg.valideval.com/teams/rcp\\_capital\\_construction\\_fy24/signup](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>.



# Technical Assistance and Resources



# Technical Assistance

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

## Reconnecting Communities Pilot Grant Program

Reconnecting Communities Pilot Program FY24 NOFO is now live. Applications are due at 11:59 Eastern on September 30, 2024.

### 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.

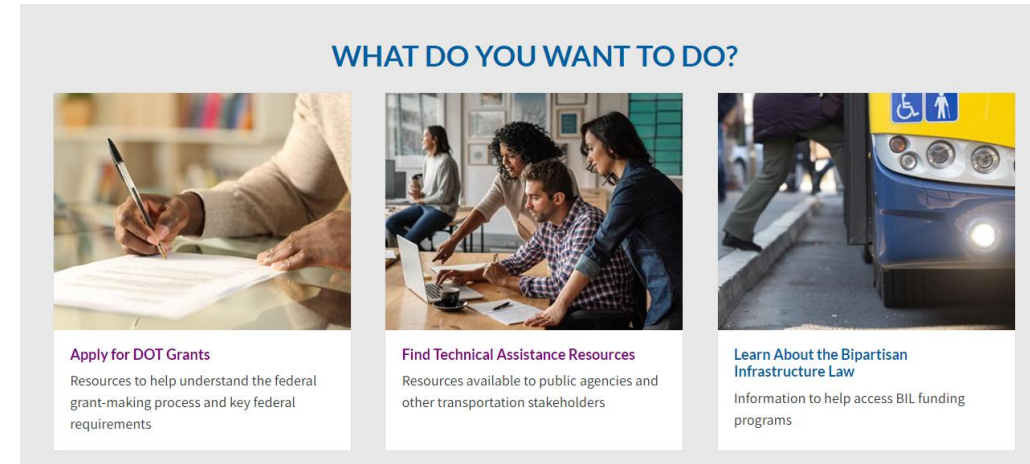
Funding for this fiscal year is a combined allocation of FY 2024, 2025, and 2026. **Up to \$607 million is available for planning, capital construction, and technical assistance.** The funding will be implemented as appropriate and consistent with the priorities in Executive Order 14052.



- 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](mailto:ReconnectingCommunities@dot.gov)



Image source: Hands On Atlanta



Image source: FHWA

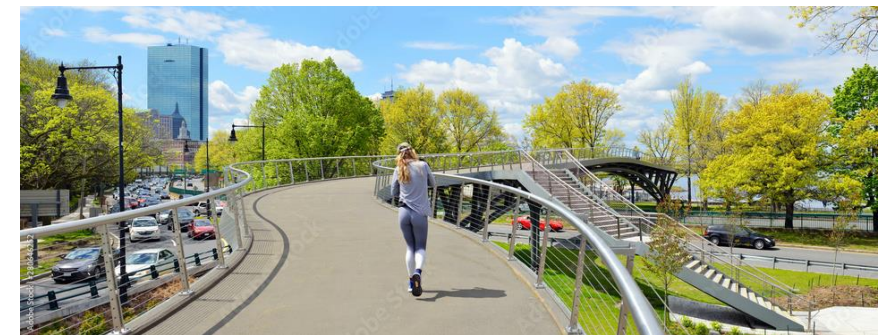


Image source: Jstock - stock.adobe.com