

TRIBAL OVERVIEW WEBINAR

Reconnecting Communities Pilot (RCP) Program
August 6, 2024





Agenda

- Welcome
- Opening Remarks
- RCP Overview
- Previously Awarded Projects
- RCP Eligibility
- Evaluation and Selection
- How to Apply
- Technical Assistance and Resources
- Q&A





Presenter Introductions



Arlando Teller
Assistant Secretary for Tribal
Affairs
USDOT



Andrew Emanuele
Office of the Secretary
USDOT



**Guadalupe
Garcia**
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Kevin Bush
Cadmus Group
Reconnecting
Communities
Institute

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

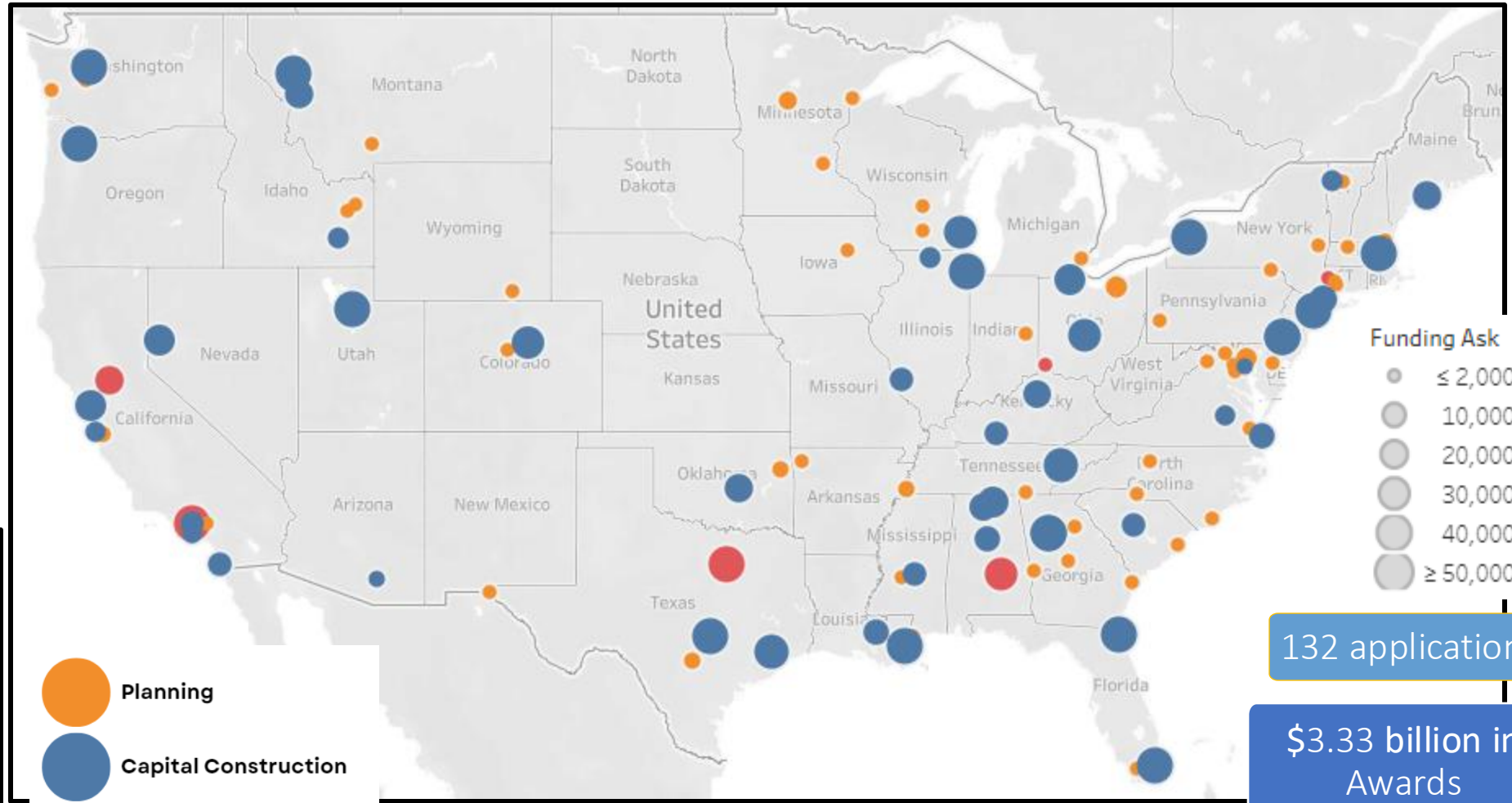
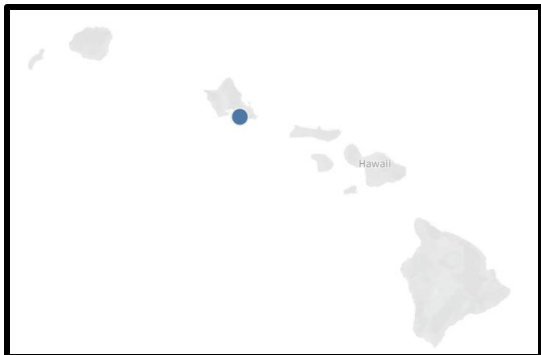


The Secretary announcing Reconnecting Communities awardees in Buffalo, NY.
Image source: US Department of Transportation



Reconnecting Communities and Neighborhoods (RCN) FY23

Awardees from 41 states and DC



132 applications

\$3.33 billion in Awards



Reconnecting Communities and Neighborhoods (RCN) FY23

97%

serve economically disadvantaged communities



Created by Juan Pablo Bravo
from Noun Project

18%

of projects in are in rural communities



Created by M. Oki Orlando
from Noun Project

5 projects
on Tribal lands



Created by Colourcreatype
from Noun Project

7 awards

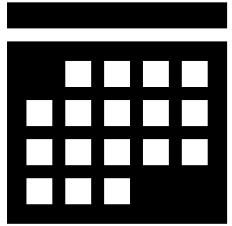
to non-profit organizations



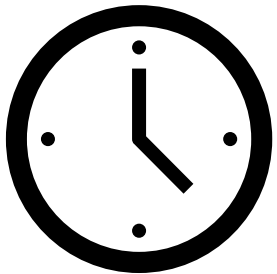
Created by Mrfa Studio
from Noun Project



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.**

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

- 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)



Previously Awarded Projects



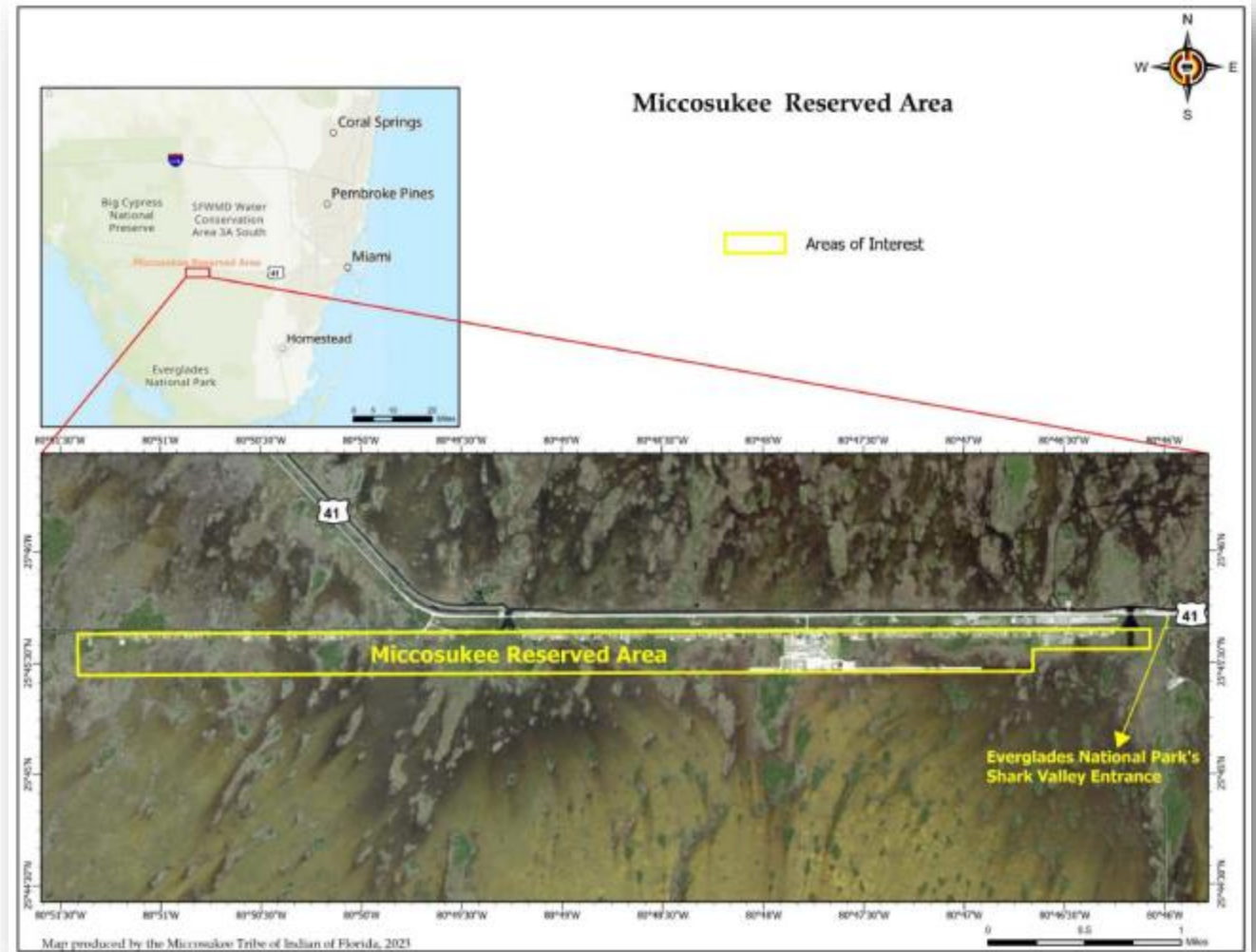
Example Selections, FY23

Miccosukee Tribe's Community Planning Grant: Enhancing Tribal Connectivity, Safety, and Mobility

Miccosukee Tribe – Award: \$627,734

The awarded planning grant will identify and assess potential solutions to current barriers, namely two bridges over the Old Tamiami Trail, thus enhancing transportation accessibility, reducing negative environmental impacts, and promoting community health.

The current road configuration means that those navigating the Reserved Area must do so using a car. This study will help identify alternatives.





Example Selections, FY23

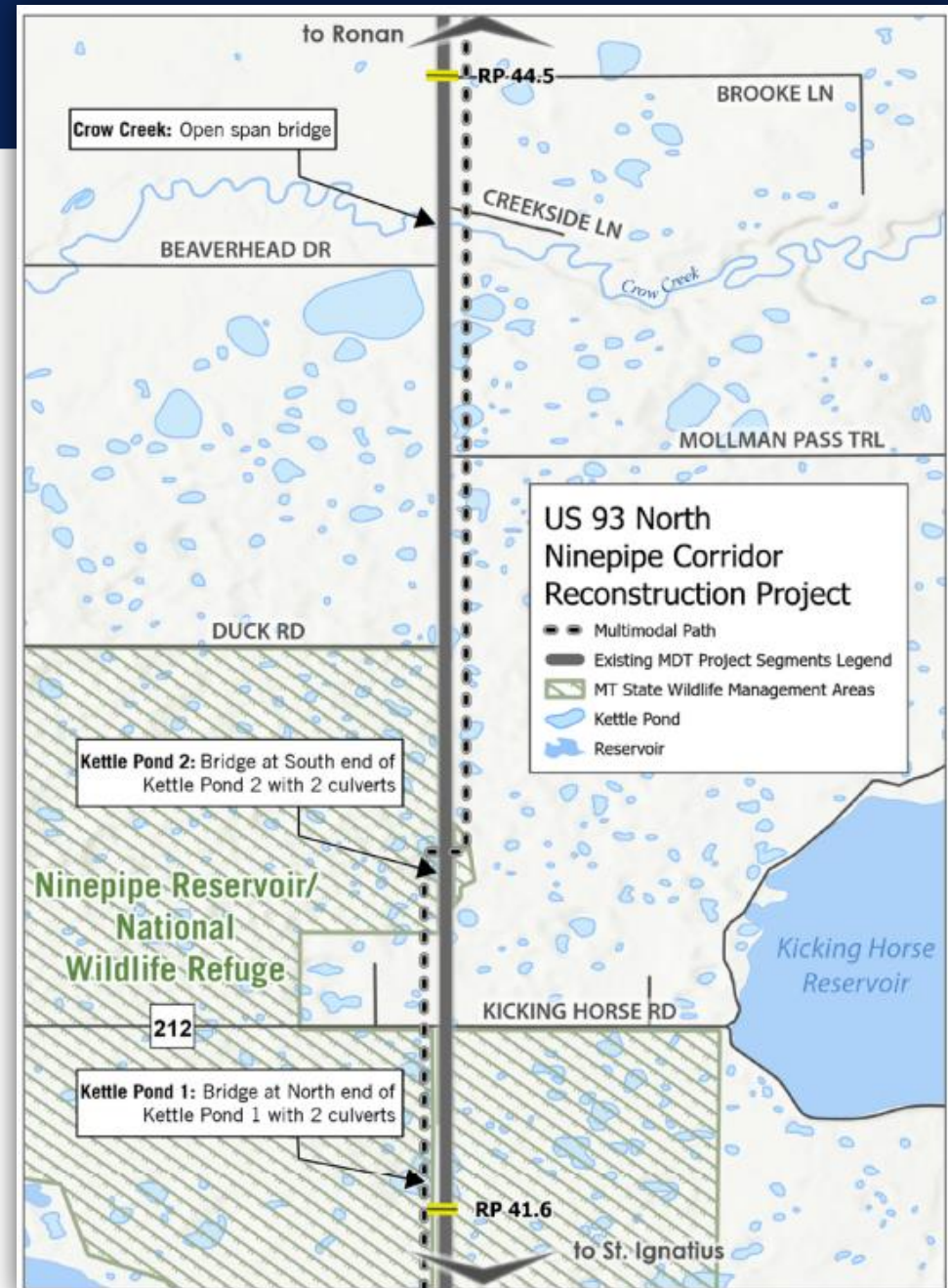
US93 North Ninepipe Corridor Reconstruction Project

The Confederated Salish and Kootenai Tribes in partnership with the Montana DOT Award: \$74,872,287

The US93 North Ninepipe Corridor Reconstruction Project reconnect the Flathead Indian Reservation in western Montana through reconstruction and improvement of a 2.9-mile segment of U.S. Highway 93 (US93).

In addition to the reconstruction, the project will:

- Construct a multimodal path alongside the highway.
- Construct 3 bridges to accommodate mammal, amphibious, and aquatic wildlife passage over the highway.
- Install wildlife exclusion fencing and jumpouts along the entire project.





Example Selections, FY23

Pyramid Lake Paiute Tribe Bike Path Phase 1 & 2

Pyramid Lake Paiute Tribe – Award: \$29,756,400

The Pyramid Lake Bike Path will transform a railroad bed once operated by Southern Pacific Railroad into a new multimodal facility. The railroad bed has been abandoned since about 1970, and it creates access and safety issues for the community.

The project includes interpretive opportunities to promote Pyramid Lake history and culture, enhancement of a community park to support the Bike Path, and new bridge structures for the creek.





Example Selections, FY23

Seminole Nation of Oklahoma Department of Transportation Visitor Center and Transit Plaza

Seminole Nation of Oklahoma – Award: \$23,523,382

This project will construct a Transit Plaza, a multifunctional building meant to reconnect the residents of extremely rural Seminole Reservation through public transportation, social/cultural engagement, and economic opportunities. This project will improve the transit system on the Seminole reservation while providing an economic landing point for those traveling through Seminole. The Transit Plaza will both advertise and connect people to the many minority-owned businesses and services of the reservation while providing two new start-ups within the plaza.

The Transit Plaza will allow residents and visitors to learn about the history and culture of Seminole Nation through a new visitor center with cultural displays. The outdoor space will provide a public park with native plants and a community food garden. Finally, the project will provide safety for residents by featuring a basement storm shelter.



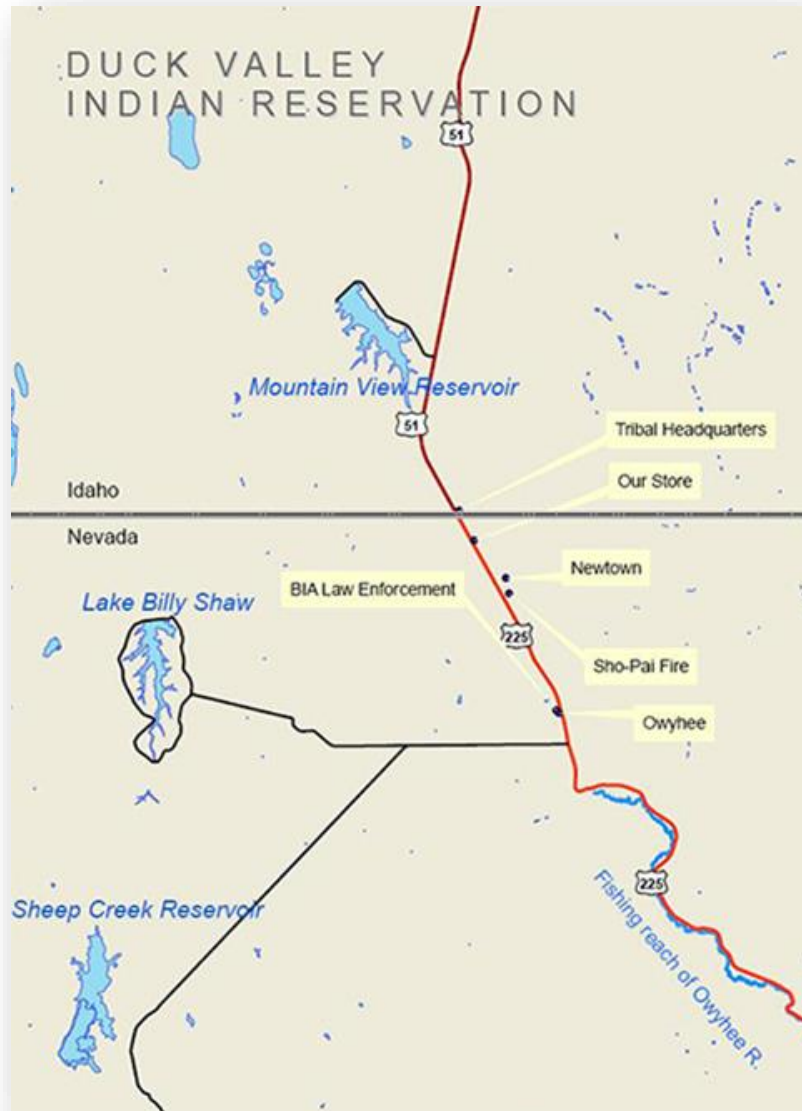
Example Selections, FY22

Duck Valley Indian Reservation

Award: \$67,444

The Shoshone-Paiute Tribes on the Nevada–Idaho border are using an FY22 RCP grant to study development of a trail system on the Duck Valley Indian Reservation to connect and create access to critical services, activities and sites.

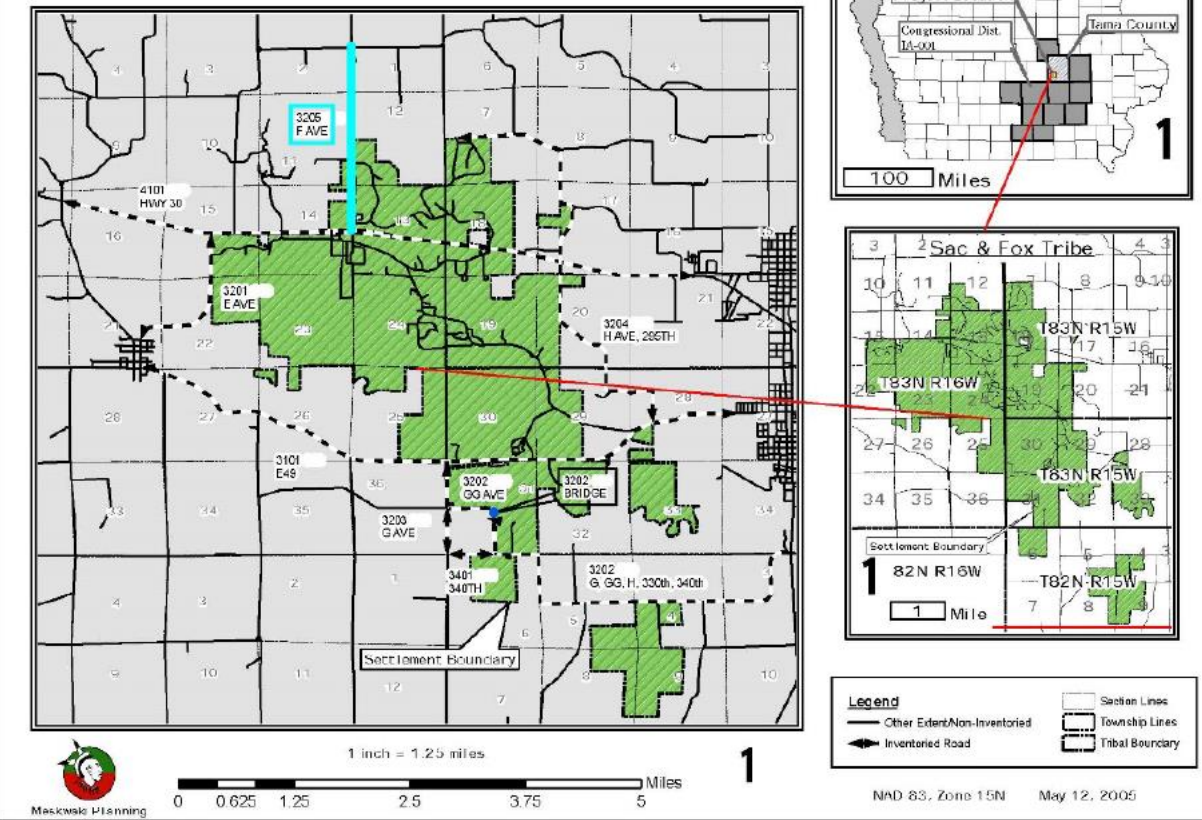
Currently, the reservation is only accessible by Highway 51/225, a two-lane north-south thoroughfare that houses a daycare, a gas station, local stores, neighborhood homes, a school, a recreation center and a health clinic serving the community. This planning project will exclusively use the development of trails to improve connectivity in the community.





Tribal Example- Sac & Fox Tribe of Mississippi

Sac & Fox Tribe Road Inventory
Strip Map: Extent #8



Sac & Fox Tribe of Mississippi

Award: \$1.2M

An FY22 planning award is being used for planning improvements of the existing four-lane Highway 30, which is a barrier impacting community access to daily destinations.

Mitigation efforts will be made to help improve impacts of Highway 30 has on the community with a strong community-based stewardship lead by the Meskwaki as lead applicant.



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

Questions? Use the Q&A box.



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

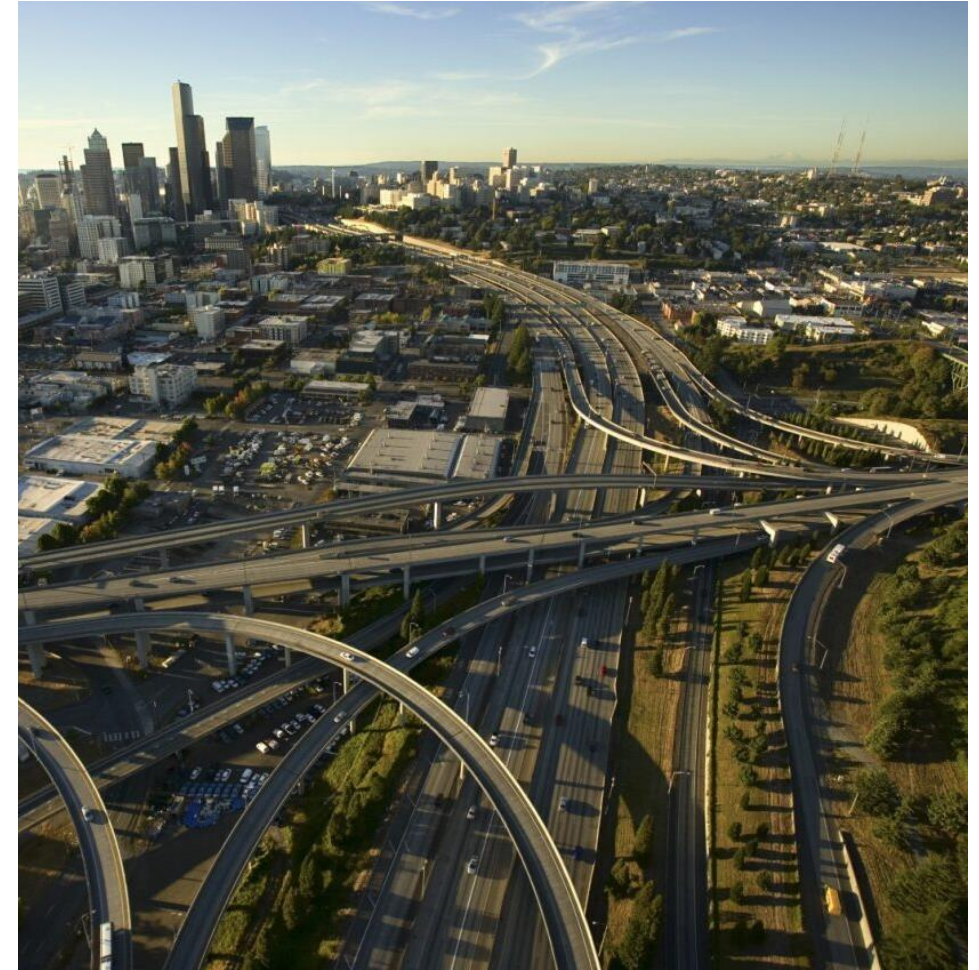


RCP Eligible Transportation Facilities

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.



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

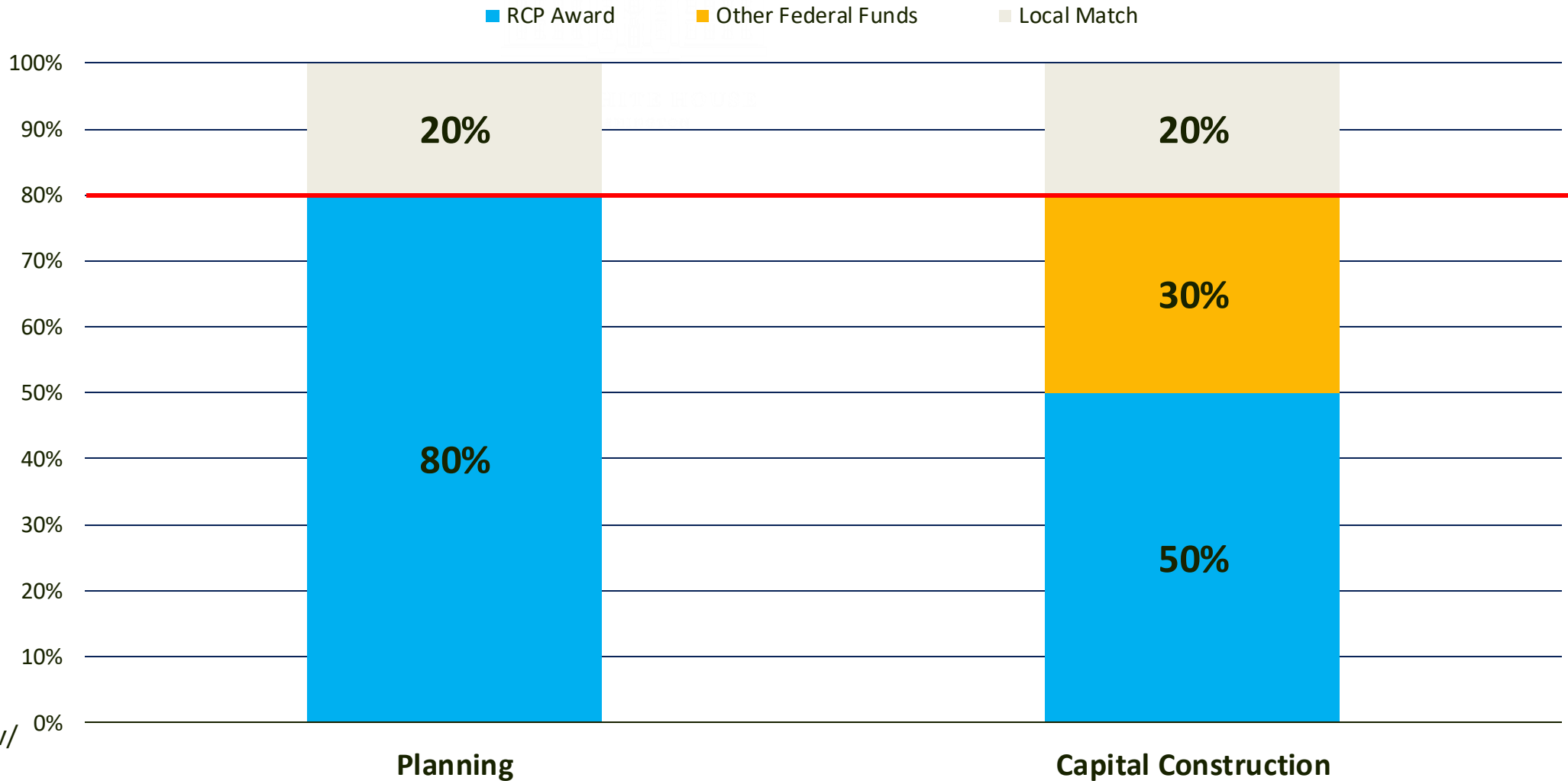
Matching funds may include non-Federal sources such as:

- 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.

For Community Planning grants, DOT's [Tribal Transportation Program](#) funds can be used to satisfy non-federal match.

RCP Federal Cost Sharing and Local Match

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



NOTE:

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

FAQ available online.

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

www.transportation.gov/dot-navigator



Evaluation and Selection



Project Evaluation and Selection

DOT will evaluate proposals on:

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



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



Merit Review and Scoring (Section E)

#3: Facility Suitability

DOT will evaluate the extent to which the project will address the following:

- Eligible facility currently presents significant barriers to access, mobility, and economic development and is poorly suited to the community. Project proposes removal of barriers, including over-reliance on automobiles, to reconnect communities for people to live, work, play, and move freely and safely.
- A highway, including a high-speed roadway, street, or parkway, or other surface transportation facility, such as a rail line 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.

In addition to the above, Capital Construction Grant applications should also address:

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

Merit reviewers will be using a rubric to score your application.

- To ensure you receive high scores on all components of the rubric, your application must address each item outlined in the NOFO.
- For this criterion, your application should address all three bullet points. Capital construction applications should address the fourth bullet point as well.
- Giving each merit criterion its own header and section in your narrative will help merit reviewers score your application.



Merit Review and Scoring (Section E)

Each merit criterion will receive a score of "Low," "Medium," "High," or "Non-Responsive"

High	Medium	Low	Non-Responsive
The application is substantively and comprehensively responsive to the criterion. It makes a strong case about advancing the program goals as described in the criterion descriptions.	The application is moderately responsive to the criterion. It makes a moderate case about advancing the program goals as described in the criterion descriptions.	The application is minimally responsive to the criterion. It makes a weak case about advancing the program goals as described in the criterion descriptions.	The narrative indicates the proposal is counter to the criterion or does not contain sufficient information . It does not advance or may or negatively impact criterion goals.



Merit Review and Scoring (Section E)

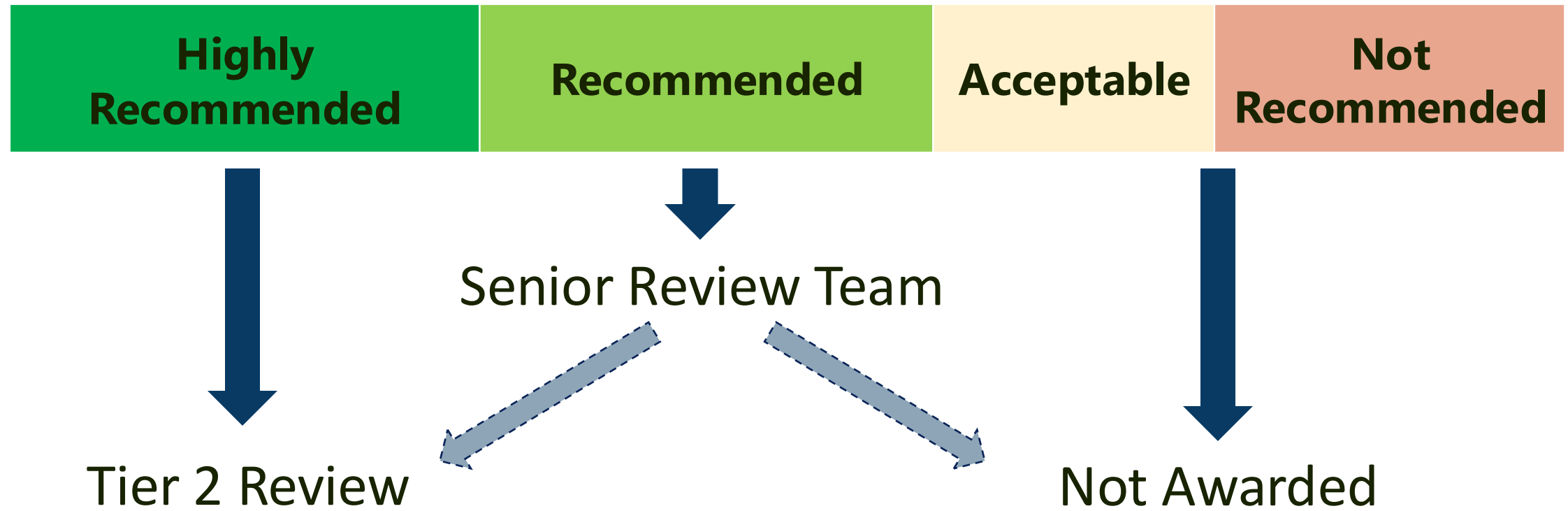
Based on these ratings, each application will receive an overall Merit Rating

Highly Recommended	Recommended	Acceptable	Not Recommended
<p>Four or more of the six merit criteria ratings are "high" and none of the merit criteria ratings are "non-responsive."</p>	<p>At least two of the merit criteria ratings are "high," no more than three of the merit criteria ratings are "low," and no more than one is "non-responsive, and it does not fit within the definition of Highly Recommended.</p>	<p>There is a combination of "high," "medium," "low," or "non-responsive" ratings that do not fit within the definitions of Highly Recommended, Recommended, or Not Recommended.</p>	<p>There are three or more "non-responsive" ratings.</p>



Merit Review and Scoring (Section E)

After this process, Highly Recommended applications move directly to Tier 2 review. Recommended applications will go to the Senior Review Team, which may select applications to move to Tier 2 review. The remainder of applications will not be awarded.





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)



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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.



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.

- **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**

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



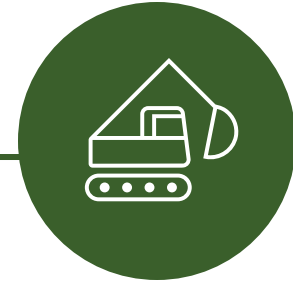
Entry Level

- 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.





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



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:

Tribal Technical Assistance Program (TTAP)

BACKGROUND

In 1982, Congress recognized that providing access to surface transportation technology, technical assistance and training to local public agencies (LPA) was necessary and created the Rural Technical Assistance Program (RTAP). The Intermodal Surface Transportation Efficiency Act (ISTEA) legislation in 1991 renamed this program the Local Technical Assistance Program (LTAP) and created the Tribal Transportation Assistance Program (TTAP). The TTAP was designated to build the capability of the 573 federally recognized tribes to manage their highway assets by providing training and technical assistance. TTAP is funded under FHWA's Training and Education programs. The legislative authority to deliver the TTAP is contained in 23 U.S.C. 504(b).

The Local Technical Assistance Program (LTAP) assists local highway agencies in each State to meet the challenge of maintaining and rehabilitating roads and bridges and learn about best practices and innovative technology to meet local needs. There are 51 LTAP Centers—one in each State and one serving Puerto Rico and the Virgin Islands. Eleven States operate their LTAP Center within the State DOT; the remaining State DOTs contract this function outside of the DOT, predominantly at academic institutions. While the LTAP requires a 50 percent non-Federal match, many States elect to contribute more than 50 percent for LTAP.

EXPLORE TTAP

Overview

[2023 LTAP/TTAP Performance Assessment Report](#) →

WEBINARS

Bill Grants Federal **NEW!** Requirements Seminar

An introductory webinar to assist local and tribal agencies with applying for transportation funding under the Bipartisan Infrastructure Law (BIL).

[View webinar](#) →

[FHWA Tribal Technical Assistance Program](#)

Office of Tribal Transportation



 juicebox

The Office of Tribal Transportation (OTT) administers the Tribal Transportation Program (TTP) and provides stewardship and oversight for direct funding agreements with 135 federally recognized Tribes. The OTT also provides support for all FHWA activities affecting tribal transportation. This support includes the administration of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grants program awarded to Tribes, and the transfer of funds from States and other local governments to Tribes through the [202\(a\)\(9\) transfer process](#).

[FHWA Office of Tribal Transportation](#)



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

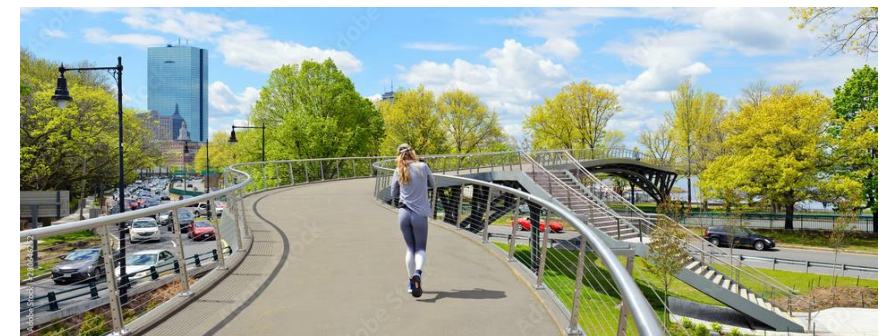


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