



Grant Writing Clinic for Prospective Reconnecting Communities Pilot Program Grantees



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Welcome

Logistics

- This technical assistance offering 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 event are those of the author(s) and do not necessarily reflect the views of the Office of the Secretary of Transportation.
- The clinic will be recorded and uploaded to the Reconnecting Communities Institute website, along with the slides, for future reference.

Agenda

Welcome and Introductions

Overview of Reconnecting Communities Pilot Program

Mastering the Art of Storytelling for Winning Grant Applications

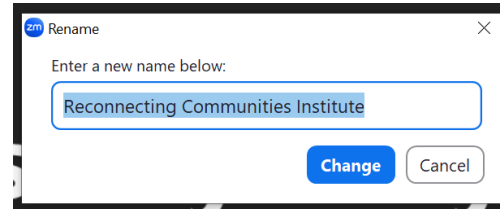
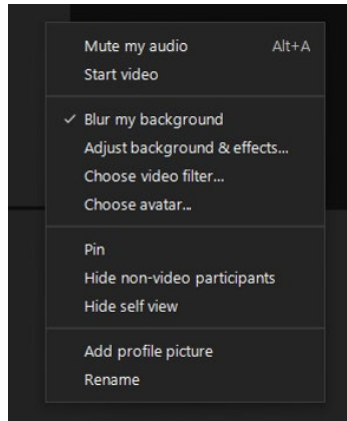
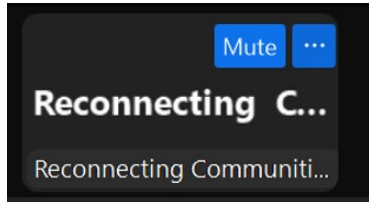
Break (15 minutes)

Panel Discussion with Successful Grant Recipients

Navigating Grant Administration from Budget to Closeout

Closing Remarks

Zoom Tips



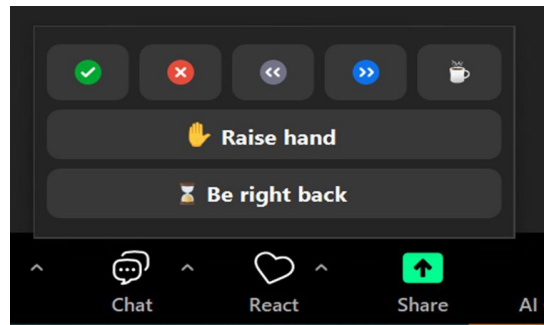
Rename Yourself:

Click the ... (three dots) in the upper right of your name/video box. Click **Rename** from the dropdown menu and a pop-up will open for you to edit your name.



Meeting Controls:

Use the menu at the bottom of your screen to see the chat, react, turn on Closed Captioning, and more.



Interaction:

Click **Q&A** from the meeting controls menu. A pop-up will open to submit questions.

Click **React** from the meeting controls menu. A pop-up will open. Click **Raise Hand** to request to ask questions verbally.

Team Introductions

Our Team



Alyssa Hall



Charles Brown



Valeria Menendez



Xavier Lofton

About the Reconnecting Communities Institute

- The Reconnecting Communities Institute (RCI) is a **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**.



Our Partners

<p>VISIONING & COMMUNITY ENGAGEMENT</p> <p>★  EQUITABLE CITIES</p> <p>★  Planning Communities</p> <p>★  KAUFFMAN AND ASSOCIATES INCORPORATED</p> <p>★  btg ★  VPC VISION PLANNING AND CONSULTING</p> <p> E.L. ROBINSON ENGINEERING</p>	<p>PRIME CONTRACTOR & TA ADMINISTRATOR</p> <p>CADMUS</p> <p>Community-Based Organizations in locations we are serving</p>	<p>PLANNING</p> <p> N NELSON NYGAARD</p> <p> K KITTELSON & ASSOCIATES</p>
<p>TOOLS & DATA</p> <p>★  METRO ANALYTICS</p> <p> CNT</p>	<p>COMMUNITY OF PRACTICE</p> <p> Smart Growth America Improving lives by improving communities</p>	<p>PRE-CONSTRUCTION</p> <p> ARUP  TYLin</p>

★ = Disadvantaged Business Enterprise / Small Business

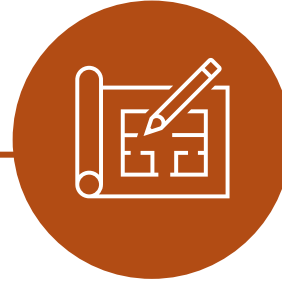
◆ = Non-Profit Organization

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 Program 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 Program Capital grant.



Capital Level

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

When Support Will Be Available

Summer 2024

- RCI opens to provide TA to prospective and existing grantees.
- Access support for applicants pursuing the FY24 Notice of Funding Opportunity (NOFO).

Fall 2024

- Receive group and individual TA.
- Participate in peer-to-peer learning opportunities through the Community of Practice.
- Hear stories from other grantees.

Early 2025

- Receive individual and group TA.
- Participate in peer-to-peer learning opportunities through the Community of Practice.
- Hear stories from other grantees.

The Type of Support Available to Communities

Group TA – All Levels



- Group assistance: expert-led with peers from the same TA group.
- Topics for each TA level will be based on the specific needs of participants at that level.

Individual TA – All Levels



- One-on-one assistance.
- Individual TA is customized based on the community's needs.

Community of Practice – All Levels



- Serves as a forum for peer learning.
- Participants serve as experts sharing their experience and knowledge with other participants and the public.

Reconnecting Communities Pilot Program

Andrew Emanuele, AICP, Acting RCP Program Manager

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 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)

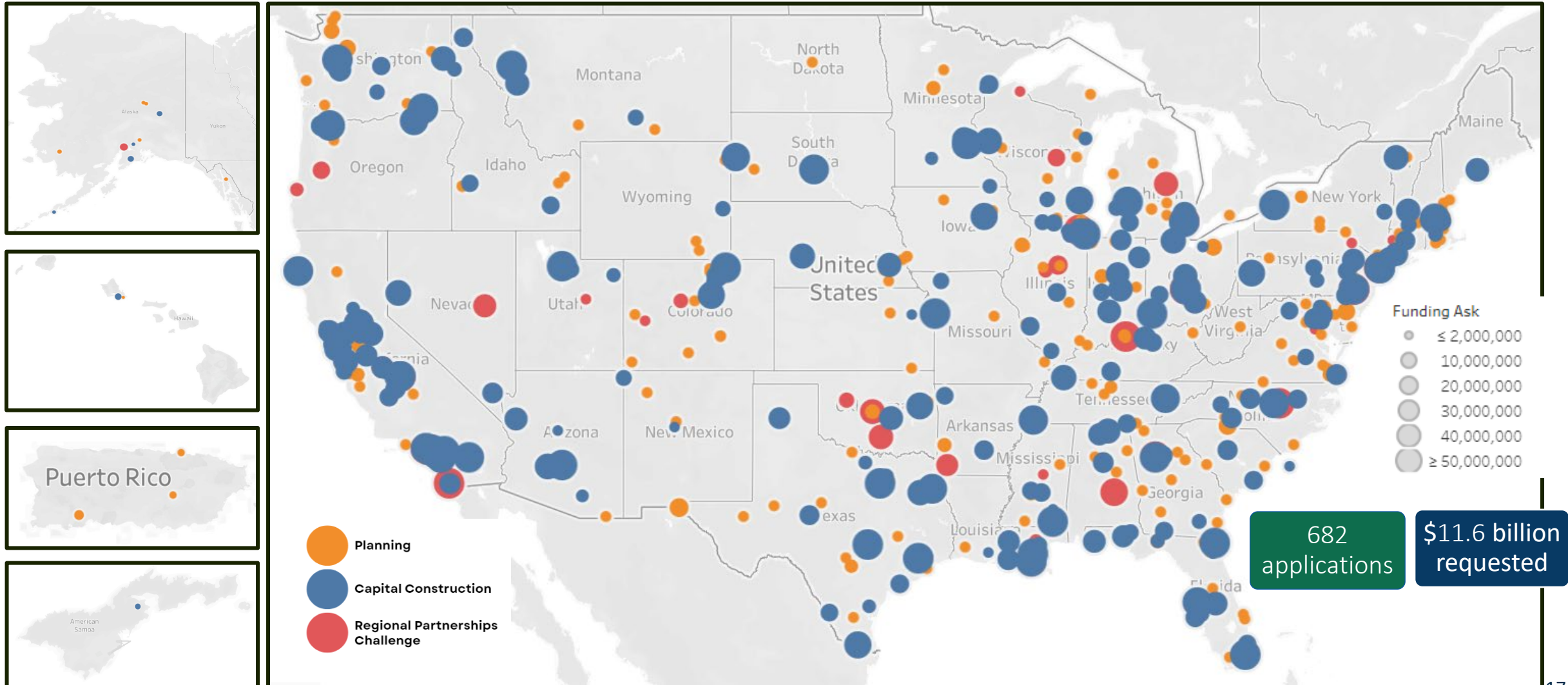
Reconnecting Communities Pilot (RCP) Program FY24

- All NAE funding has all been awarded. Program will be RCP only moving forward
- \$607M remaining for FY24-FY26

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

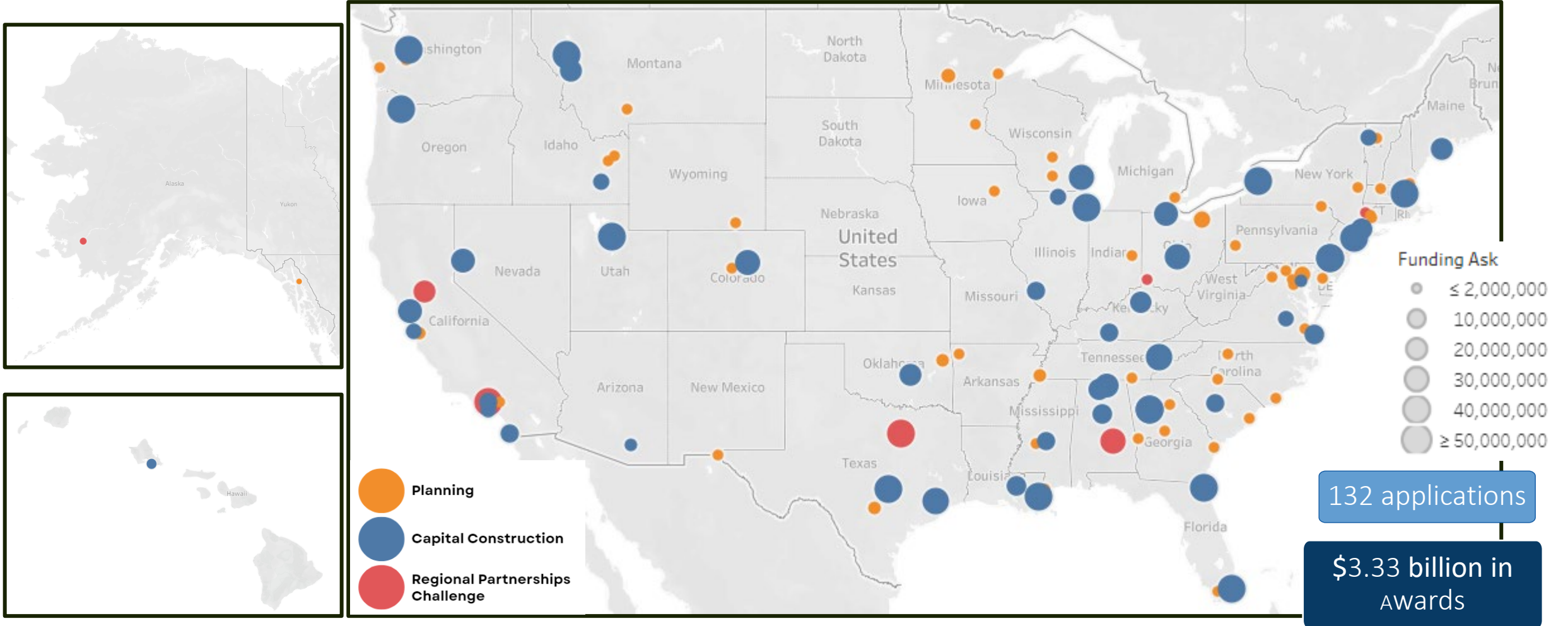
Looking Back: FY23 RCN - Map of All Applications Received

Applications from all 50 states, DC, Puerto Rico, and other territories



Looking Back: FY23 RCN - Awardees

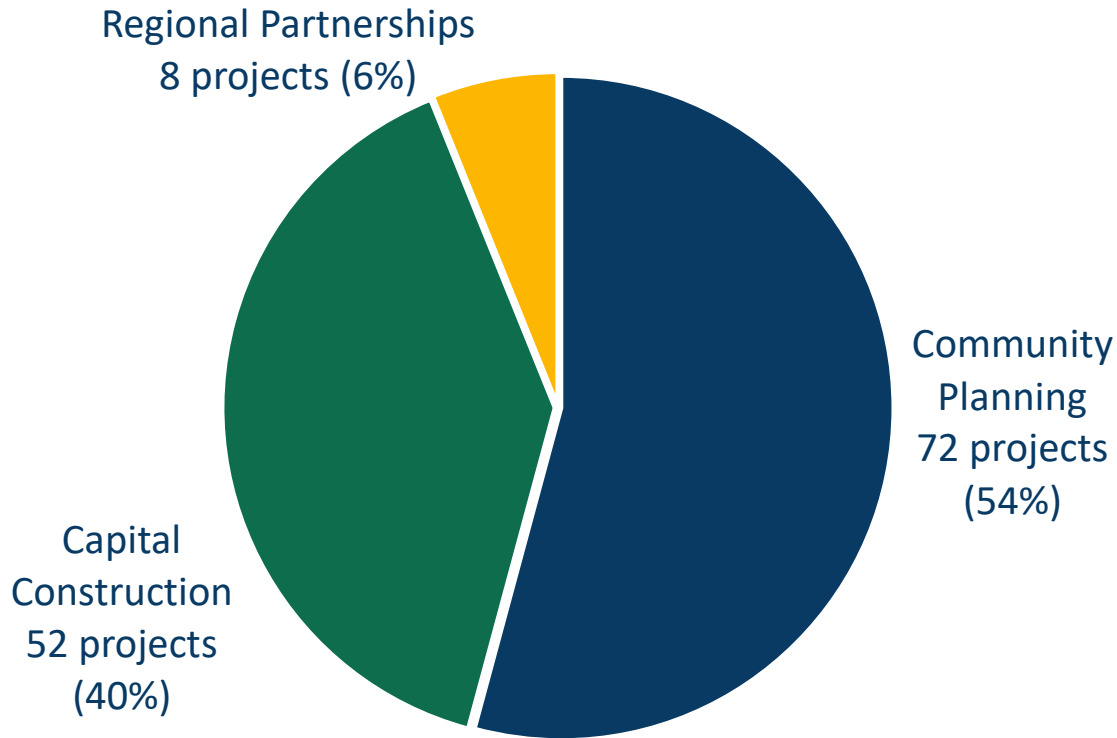
Awards from 41 states and DC



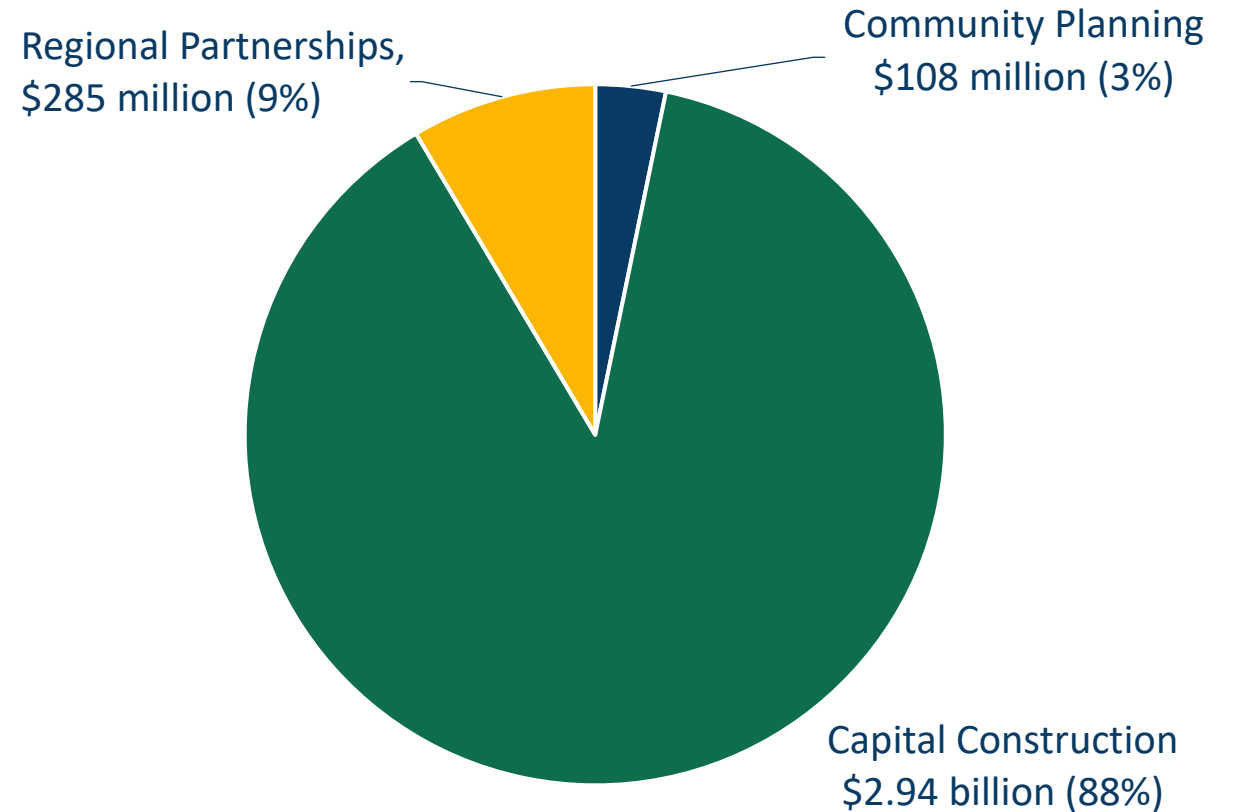


FY23 RCN Selected Awards: Projects/Funding by Grant Type

Number of Applications Awarded: 132



Application by Funding Amount: \$3.33 billion



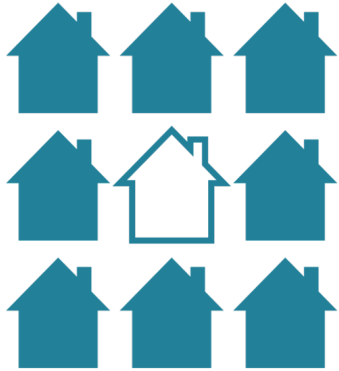
FY 2023 RCN Award Highlights



U.S. Department
of Transportation

97%

serve economically
disadvantaged communities



Created by Juan Pablo Bravo
from Noun Project

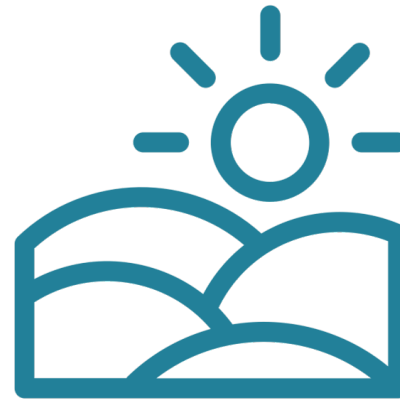
18%

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



Key Takeaways: Awarded Projects*

Land Use and Housing



Image source: PattieS/Getty Images

Of all awarded projects...

99%

Mention **at least one** affordable housing or housing supply strategy

80%

Mention **at least two** affordable housing or housing supply strategies

31% Mention **transit-oriented development**

15% Mention **community land trusts**

26% Mention **inclusionary zoning**

10% Mention **by-right development of missing middle housing**

A significant body of research highlights how disadvantaged communities tend to have less access to and lower quality park systems.*

95%

Mention plans to improve access to or expand **green space**

Community Engagement



Image source: Birmingham Public Library Blog

Of all awarded projects...

91%

Mention **at least one** community engagement topic

18%

Mention **at least two** community engagement topics

61% Mention a **Community Advisory Board**, a representative, community-based organization that oversees a project.

50% Mention a **Community Participation Plan**, a plan that facilitates meaningful engagement in planning, design, operations, and related land use decisions.

47% Provide strong evidence of being **community led**, meaning they were initially proposed, encouraged, or substantially informed by the community.

15% Mention a **community organization as an applicant or co-applicant**, a non-profit organization composed of community members and based in the project area.

*Information based on applications provided. Has not been fully vetted.

Example Selections – Capital Construction

Capital Construction – The Chinatown Stitch: Reconnecting Philadelphia’s Chinatown *Philadelphia, PA - Award: \$159M*



Conceptual Improvements for Phase 1 Chinatown Stitch

- Proposes to cover the existing below-grade Vine Street Expressway by constructing a **public park**.
- Also includes **traffic calming** along the local Vine Street travel lanes and a connection to the Reading viaduct rail park.
- Builds on the RCP FY22-funded planning process. Funds will be used for pre-construction and first phase of construction.

Example Selections – Capital Construction

Capital Construction – I-81 Connecting Syracuse

Syracuse, NY - Award: \$180M

- Will **enhance connections** and add active transportation and placemaking elements in the community, including sidewalks, bike paths, new shared use paths, and enhanced and new parks and public spaces. Will further **reconnect and reinvigorate the neighborhoods**.
- The complementary initiatives led by New York State Department of Transportation (NYSDOT) and the City of Syracuse will improve Almond Street, also referred to as the new BL 81, and other **multimodal improvements** along state and city streets.



Project Area

Example Selections – Community Planning

Community Planning – Reimagining the National Avenue Interchange

Milwaukee, WI - Award: \$2M

- Focuses on the disadvantaged Walker’s Point neighborhood; currently divided by the I-94/43 National Avenue Interchange.
- Adjacent neighborhoods are 80% nonwhite with high poverty rates.
- Will identify and evaluate alternatives to **reconnect the neighborhoods** and address **safety and mobility** concerns.
- Builds upon **community engagement**; application included numerous letters of support from elected officials and local leaders.




National Ave Interchange Study Location Map

What is Different this Year? Reconnecting in FY24

Reconnecting Communities Pilot (RCP) Program

BIL § 11509 RCP



<i>Planning</i>	<i>Construction</i>
No set asides	No set asides
Award Maximum of \$2M	Award Minimum of \$5M
Max 80% federal grant cost share	Max 50% federal grant cost share (max 80% with other fed sources)
Must address a transportation facility that creates a <i>barrier</i> to community connectivity.	

Neighborhood Access and Equity (NAE) Program

23 USC 177 NAE

<i>Planning</i>	<i>Construction</i>
40% for disadvantaged communities	40% for disadvantaged communities
No Award Minimum/Maximum	No Award Minimum/Maximum
Max 80% federal grant cost share (disadvantaged communities eligible for more)	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 <i>burden</i> on a disadvantaged community.	



Questions?



You can submit them through Q&A or Raise Your Hand.

Mastering the Art of Storytelling for Winning Grant Applications

Meet Our Subject-Matter Experts



Beth Osborne
Smart Growth America



Deepa Srinivasan
Vision Planning and
Consulting



Ann Steedly
Planning Communities



Dr. Danica Brown
Kauffman & Associates



Deepa Srinivasan

Engagement with Those Most Impacted

1 OF 5

Should demonstrate:

Meaningful, culturally appropriate engagement with community members most impacted by the existing transportation facility



EXAMPLE

An application to improve community connections where a major road cuts through the community demonstrates that the community that was severed by the previous transportation change is heavily involved, supportive of the proposal, and is part of the decision making.

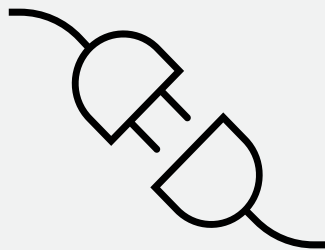
- Stronger applications will include a Title IV (of the Civil Rights Act) plan outlining equal opportunity and access regardless of race, color, or national origin (see NOFO page 34).

Community Reconnection

2 OF 5

Should demonstrate:

Reconnection or mitigation of burdens that redress inequities to benefit economically disadvantaged communities



EXAMPLE

An application demonstrates that a community most impacted by the current transportation system propose changes that have the potential to improve the physical environment to create a more welcoming and safe location with likely benefits that will improve life for nearby residents and to nearby businesses.

- The project should be located in an economically disadvantaged community (see NOFO page 38 for hyperlinks to confirm project location status).

Formal Partnerships

3 OF 5

Should demonstrate:

Formal, substantiated partnerships



EXAMPLE

An application could demonstrate that the team has signed commitment letters from five most-impacted organizations along a transportation corridor, a financial commitment of \$200,000 from the city, and letters of support from elected officials.

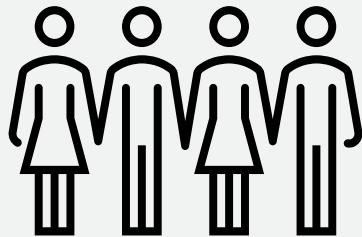
- Letters of support (elected officials, businesses, public agencies, community members),
- Letters of commitment,
- Resolutions,
- Summaries of public comments, etc.

Overseeing Boards

4 OF 5

Should demonstrate:

Oversight of a representative community advisory group or board overseeing community-developed priorities and initiatives



EXAMPLE

An application that demonstrates that a local advisory group of 10 people comprised of four organizations has met once a month for over a year to develop a vision and shared goals for the transportation corridor.

- An advisory group has or will oversee work, such as a
 - Community land trust,
 - Community benefits agreement, or
 - Other community development activities to redress transportation-related disparities.

Community-based Stewardship

5 OF 5

Should demonstrate:

Community-based stewardship



EXAMPLE

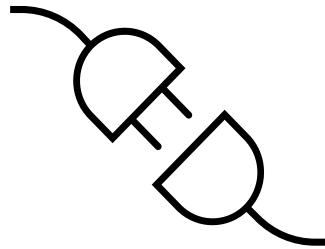
An application to improve the safety of a transportation corridor that includes a well-established neighborhood organization that holds events along the corridor to highlight cultural ties and to bring attention to safety efforts demonstrating local, environmental, and/or existing financial stewardship.

- Stronger applications will originate from an organization considered to be a local steward rather than an outside organization with little connection to the community or the project site.

Community Engagement Summary



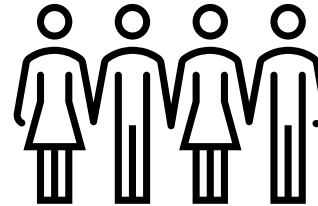
1. Engagement with those most impacted



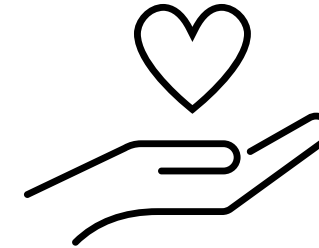
2. Community reconnection



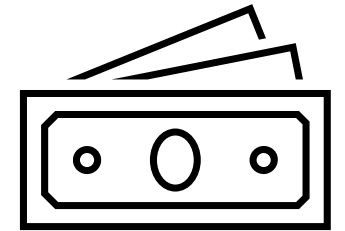
3. Formal partnerships



4. Overseeing boards



5. Community-based stewardship



6. Committed resources (for capital grants only)



Ann Steedly

Aligning Your Story with the RCP Program Structure

Making sure your story hits all the points in the RCP Program Application

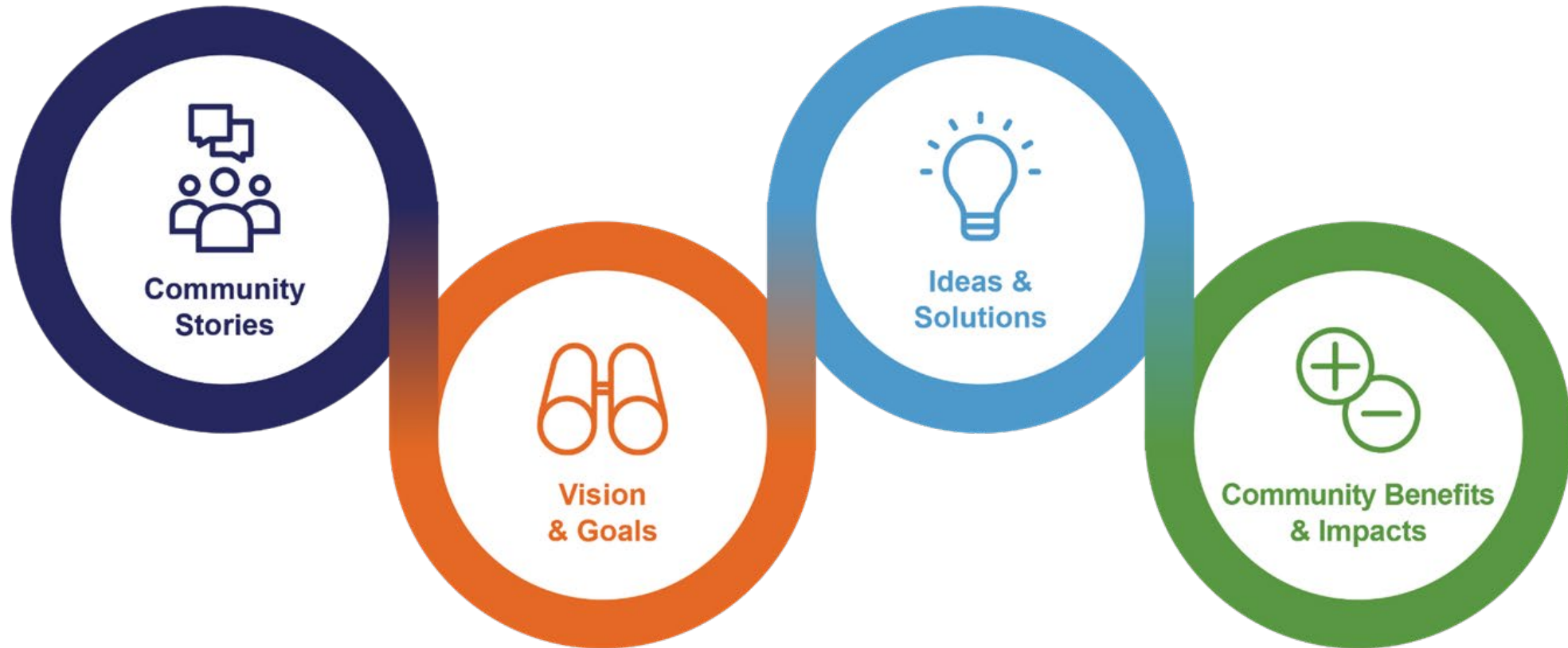
Grant Type	Narrative Section (D.2.iv)	NOFO pages
Planning & Capital Construction	a) Overview	15-16
Planning & Capital Construction	b) Location and Map	16
Planning & Capital Construction	c) Response to Merit Criteria	16 and 21-27
Capital Construction	d) Project Readiness*	16-19
Capital Construction	e) Benefit Cost Analysis	19

TIPS FOR SUCCESS

- Follow the structure from the NOFO
- Integrate data and storytelling
- Use specific data and tools referenced in the NOFO for analysis and mapping

Community Engagement for Reconnecting Communities

Weaving the thread of your project and community story into your application

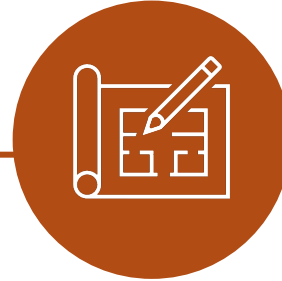


Key Elements to Communicate the Story



NARRATIVE

- Use storytelling to bring to life history and vision of the community and project
- Connect data insights into the story throughout each narrative section



DATA

- Data-driven analysis of merit criteria
- Evaluate impacts and benefits
- Reference linked US DOT and other data sets

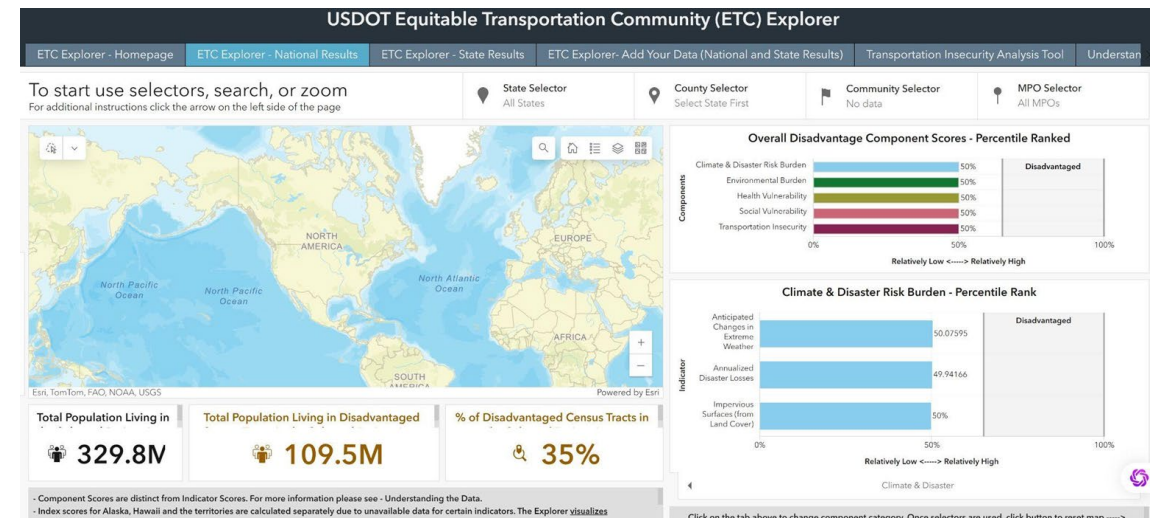


VISUALS

- Map of facility location and transportation network
- Attach the most compelling data and visualizations
- Use power of language to help reviewers envision your project outcomes

US DOT Provided Tools & Resources

- EPA's EJSCREEN: <https://www.epa.gov/ejscreen>
- DOT's Equitable Transportation Community Explorer: <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/Homepage/>
- Climate and Economic Justice Screening Tool: <https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>
- FHWA's Screening Tool for Equity Analysis of Project: <https://maps.dot.gov/fhwa/steap/>



Project Overview and Location (D.2.iv.a & b)

Integrating Community Stories, Vision, Goals, and Ideas into RCP Program Project Solutions



INTRODUCTION AND HISTORY

Communicate why it is important to reconnect the community.

What is the unique history of the community and transportation actions?



TRANSPORTATION NEEDS

Convey how past harms will be addressed.

Describe current community mobility, safety, accessibility, and other needs to address.



PROPOSED IMPROVEMENTS

Describe how your project will create reconnection and meet current needs.

Paint a picture of the transformation created.



LOCATION AND MAP

Setting the scene for project opportunities.

Where is the project and how does it relate to the community?

Merit Criteria Evaluations (D.2.iv.c)

Integrating equity and community perspectives into project foundations

Quantitatively and qualitatively address:

- Who has been affected and who will benefit from the project?
- How will daily transportation be transformed and meet community needs?
- How communities will actively inform and lead project solutions?

MERIT CRITERIA #1-4

- Equity and Justice⁴⁰
- Access, mobility and safety
- Facility suitability and community cohesion
- Community engagement, stewardship and partnerships

Merit Criteria Evaluations (D.2.iv.c)

Delivering long-term community benefits and strategies

Assessing the extent of:

- Long-term transformations that may result from your project;
- Community-supported, inclusive development generated or sustained;
- Community partnerships and investment; and
- Equitable and resilient outcomes.

MERIT CRITERIA #5-6.3

- Equitable development
- Climate change and resilience
- Workforce development and economic opportunity
- Planning integration



Dr. Danica Brown

Balance Resilience with Need



Image Source: John Pepion / Urban Indian Health Institute.



Questions?



You can submit them through Q&A or Raise Your Hand.

Break

15 minutes

Agenda

Welcome and Introductions

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Mastering the Art of Storytelling for Winning Grant Applications

Break (15 minutes)  **We are here**

Panel Discussion with Successful Grant Recipients

Navigating Grant Administration from Budget to Closeout

Closing Remarks

Panel Discussion with Successful Grant Recipients

Meet Our Panel



Jack Cebe
Central Atlanta Progress

*The Stitch Phase 1
Implementation*



Dr. Rita Schoeneman
Meskwaki Nation

*Meskwaki Reconnecting
Communities*



Jessica Wagner
Wisconsin Department of
Transportation

*Reimagining the National
Avenue Interchange*



Karla Windsor
North Central Texas Council of
Governments

*Bridging Highway Divides for
Dallas-Fort
Worth Communities*

Navigating Grant Administration from Budget to Closeout

Meet Our Subject-Matter Experts



Chris Forinash
Nelson/Nygaard



Laura Ahramjian
Kittleson & Associates



Chris Milner
TYLin



Beth Osborne
Smart Growth America



Laura Ahramjian

Grant Applicant Roadmap

Based on: <https://www.transportation.gov/rural/grant-toolkit/grant-application-process/grant-applicant-roadmap>

Pre-Award

- ✓ Notice of Funding Opportunity (NOFO) released
- ✓ Application developed
- ✓ Application submitted
- ✓ US DOT reviewed applications and selected projects to award funding based on the criteria in the NOFO.

Award

- ✓ Direct notification of award (optional)
- ✓ US DOT press release announcement of award
- ✓ Develop grant agreement with US DOT (**Topic #1**)

Post-Award

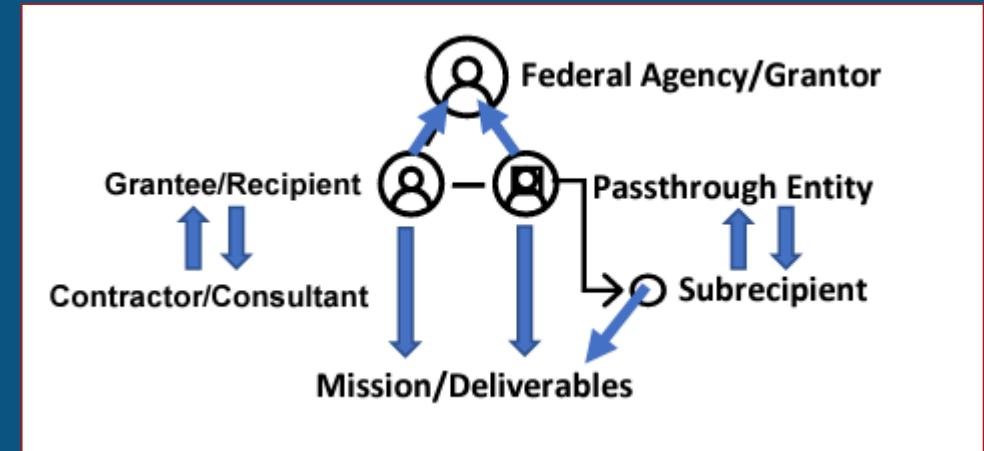
- Procure support for project implementation in a Federally compliant way (**Topic #2**)
- *Project work occurs*
- Request and receive reimbursement for eligible expenses (**Topic #3**)
- Project Monitoring, Reporting, and Closeout

Signing an Agreement with US DOT

Direct Recipient and Sub-Recipient Agreements

- The RCP Program allows for the possibility of direct recipients and sub-recipients.
- An entity such as a State DOT can serve as a pass-through entity to allow Federal funding to flow through to a sub-recipient.
- Being a sub-recipient can reduce the administrative burden of receiving these funds for entities without experience receiving Federal funding.
- The specifics of sub-recipient responsibilities are subject to the details of the formal agreement between the entities.
- There may also be additional requirements that the direct recipient requires of the sub-recipient.

See https://www.transportation.gov/sites/dot.gov/files/2023-09/Subaward_Contract_Facts.pdf for more information.



This chart illustrates possible agreement structures between the Federal agency and a direct grant recipient on the left and passthrough entity and subrecipient on the right.

From the Subaward vs Contract Fact Sheet in accordance with 2 CFR 200

(https://www.transportation.gov/sites/dot.gov/files/2023-09/Subaward_Contract_Facts.pdf)

Timeline and Project Schedule Alignment

- Once a grant agreement is signed, the funds change status to **obligated** and the budget period and the period of performance apply.
- For Capital Construction awards, there is a requirement to be included in the TIP, STIP, etc. or similar list.
- Do not assume the authority to spend funding until after obligation (if it was allowed, this would be called “pre-award authority.”) There is language in the NOFO that suggests this may be available on a limited and case-by-case basis.
- Obligation for capital construction funds is tied to the NEPA process and engaging with the operating agency will help to determine the timeline of obligation.
- The NOFO does not specify an expenditure deadline for funds after obligation; the grant agreement determines the expected schedule for expenditure.

Fiscal Year of Funds	Cannot be Obligated Before	Recommended Deadline for Fund Obligation
FY 2024	Not specified	September 30, 2027 (end of FY 2027)
FY 2025	October 1, 2024 (beginning of FY 2025)	September 30, 2028 (end of FY 2028)
FY 2026	October 1, 2025 (beginning of FY 2026)	September 30, 2029 (end of FY 2029)

Contracting Overview

What is the process for hiring consultants and/or contractors to complete my project?

Types of Consultant Services

A non-exclusive list of services that may be relevant on RCP projects



Planning Grants

Program Management	Surveying
Construction Management	Mapping
Feasibility Studies	Architecture
Planning	Public Engagement
Design/Engineering	NEPA Support



Capital Grants

- Planning Grant Services
- NEPA permitting
- Preconstruction
- Construction
- Construction Management

Contracting Process

2 CFR Part 200 Subpart D - Procurement Standards provides information about this process, summarized in the following slides.



These are general steps associated with contracting. State and local laws should be followed for RCP projects.



1

Identify
Procurement
Method



2

Develop
Advertisement
Materials



3

Advertise
Solicitation



4

Review
Responses/
Select Bidder



5

Contract
Negotiations

Small and Disadvantaged Business Requirements

Funds administered through a State DOT

Compliance with 49 C.F.R. part 26

- Follow your State's federally approved DBE program;
- Include contract clauses for Assurances, Prompt Payment, and Compliance and Enforcement;
- If DBE goals apply, confirm the prime contractor is in compliance.

Funds not administered through a State DOT

Compliance with 2 C.F.R. 200.321

- Take all steps to assure that minority businesses, women's business enterprises, and labor surplus area firms are used when possible.



ADDITIONAL RESOURCES

[Regulation for participation by Disadvantaged Business Enterprises in the US DOT program](#)

[Disadvantaged Business Enterprise: Project Contract Administration \(FHWA\)](#)

[2CFR 200.321](#)

The Brooks Act

The Brooks Act requires agencies to promote open competition by advertising, ranking, selecting, and negotiating contracts based on demonstrated competence and qualifications for the type of engineering and design services being procured, and at a fair and reasonable price.

- In general, competitive negotiation/qualifications-based selection procedures must be followed.
- Planning studies may not require procurement through a qualifications-based selection process – check with your state policy.
- Criteria prohibited in the evaluation and ranking/selection of engineering/design related services: Price and In-State Preference.
- A consultant performing engineering work may be required to have a State Professional Engineer License to work in that State.



ADDITIONAL RESOURCES

[23 CFR 172 Procurement, Management, and Administration of Engineering and Design Related Services Final Rule \(FHWA\)](#)

[Procurement, Management, and Administration of Engineering and Design Related Services - Questions and Answers \(FHWA\)](#)

Workforce Development

Capital Construction Grants should address how the project will support and use high-quality workforce development programs with supportive services to train, place, and retain workers, especially joint-labor management training partnerships and registered apprenticeships.

- Expand high-quality training and education programs to help train and place people in good-paying jobs.
- Implement policies during procurement and construction that will promote the hiring and retention of underrepresented workers.
- The Bipartisan Infrastructure Law (BIL) allows for geographic and economic hiring preferences to be used for procuring labor for construction of a project.



ADDITIONAL RESOURCES

[Grant Application Checklist for a Strong Transportation Workforce and Labor Plan](#)

[Local Hiring Preference for Construction Jobs – Questions and Answers \(FHWA\)](#)

Receiving Grant Funds

Reimbursement Protocols

Expect to spend own funds to be reimbursed by federal funds later.

Most Cases

US DOT will reimburse only after a grant agreement is executed.

Some Cases

US DOT may establish “pre-award” authority for recipients to be reimbursed for contractor costs incurred before grant agreement is executed.

Rare Cases

Case-by-case basis US DOT will allow recipient requests to use alternate payment methods as described in 2 CFR 200.305(b), including advance payments and working capital advances.

Expenses Eligible for Reimbursement

For EACH payment, recipient must reflect 80% federal and 20% match funding/contribution.
RCP will only provide reimbursement for the RCP grant portion of the payment.



Planning Grants

- Public engagement activities;
- Planning studies to assess feasibility;
- Other planning activities in advance of the project, related to conceptual/preliminary engineering, land use/zoning reform, TOD, housing, climate resilience, etc.



Capital Grants

- Preliminary and detailed design activities;
- Environmental studies; Preconstruction;
- Construction;
- Permitting activities (including NEPA);
- Changes to the facility;
- Public involvement;
- Delivering community benefits and the mitigation of impacts.

Local Match

- Note that all payments must reflect the agreed local match – 20% at a minimum – and reimbursements will only be provided for the RCP grant portion of the payment.
- For more information about eligible local match sources, see page 8 of the NOFO



Planning Grants

- RCP grant funding may fund up to 80% of the total project cost.
- The remaining 20% of funds must be from a state or local source. This is called the “local match”. See page 8 of the NOFO for other local match options.



Capital Grants

- RCP grant funding may account for up to 50% of the total project cost.
- The total of all Federal funds may account for up to 80% of the total project cost.
- Grantees may use other Federal funds (discretionary or formula funds) to bring the total Federal share to 80%.
- The remaining 20% of funds must be from a state or local source. This is called the “local match”. See page 8 of the NOFO for other local match options.



Chris Milner

Session Focus



Planning Grants

≤ \$2 million

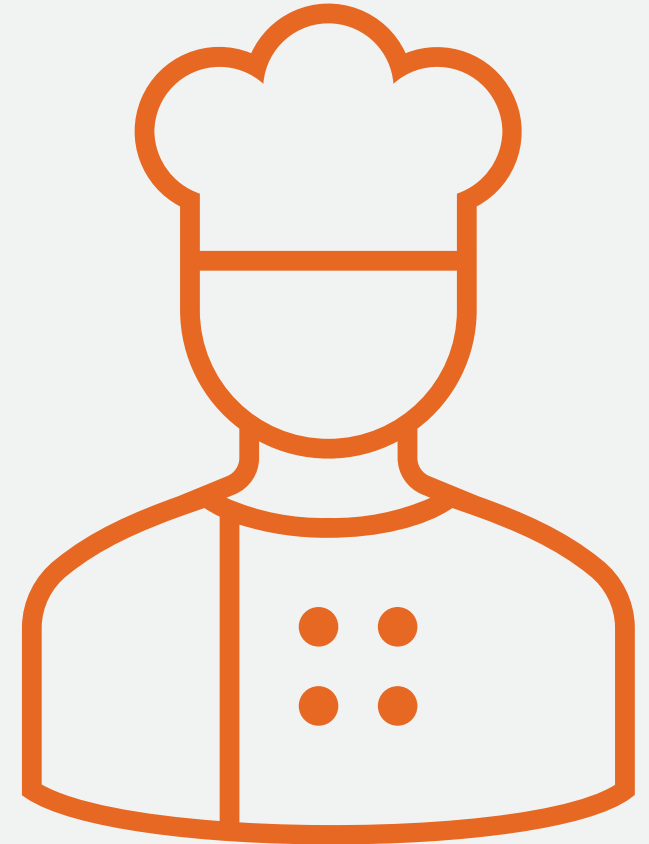


Capital Grants

≥ \$5 million to ~ \$100 million

Project Budget Key Ingredients

- Public Involvement
- Environmental
- Design
- Construction



Recipe for Success



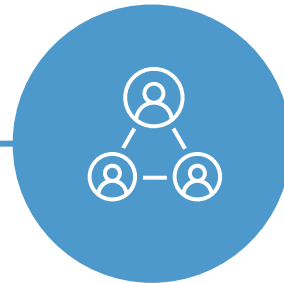
- ✓ Environmental Studies
- ✓ National Environmental Policy Act (NEPA) Process
- ✓ Permitting: Pre and Post Construction



- ✓ Preliminary Design
- ✓ Detailed Design
- ✓ Design Reviews
- ✓ Right-of-Way Acquisition



- ✓ Advertisement and Bid
- ✓ Construction Administration and Closeout
- ✓ Mobilization, Survey, Testing, Traffic Control, Contingency
- ✓ Utility Relocations



Public Involvement Throughout Project Delivery Process

Budget Pitfalls to Avoid

- Under Estimating to be Competitive
- Include Costs Incurred Prior to Award
- Plan to Address Potential Cost Overruns
- Current Unit Pricing
- Build America, Buy America Provisions
- Unidentified Item Allowance
- Non-Federal Match





- Identify Design Stage
- Document Funding Sources
 - RCP 50% Max
 - 20% must be non-federal



Beth Osborne

What is a Benefit-Cost Analysis?

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

US DOT has developed a process for comparing the benefits that can be monetized to the costs, mostly travel time and safety benefits.

US DOT recognizes that this is incomplete and provides both guidance in other areas and accepts qualitative description of benefits that are harder to monetize.



U.S. Department
of Transportation

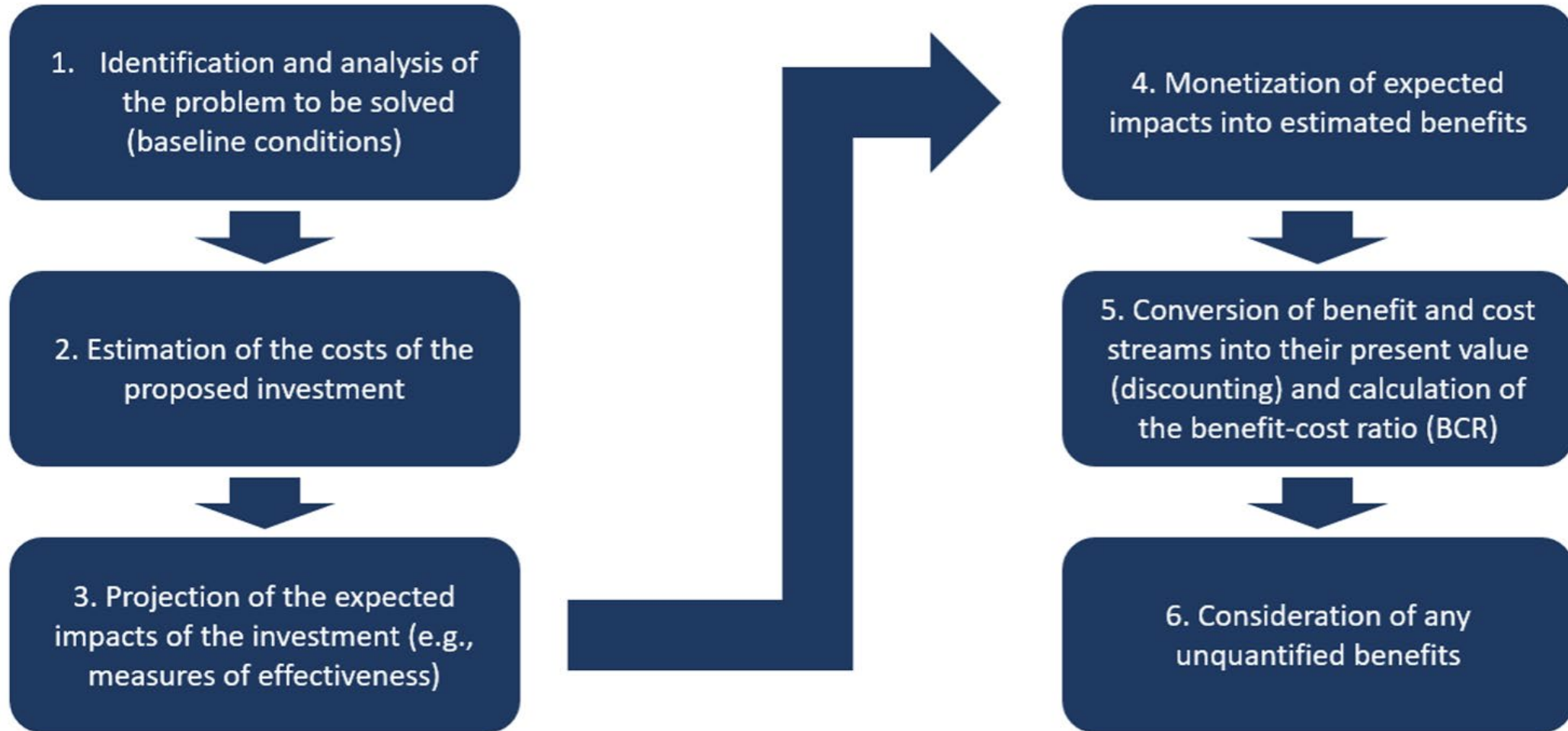
Benefit-Cost Analysis Guidance for Discretionary Grant Programs

Office of the Secretary

U.S. Department of Transportation

December 2023

Developing a Benefit-Cost Analysis



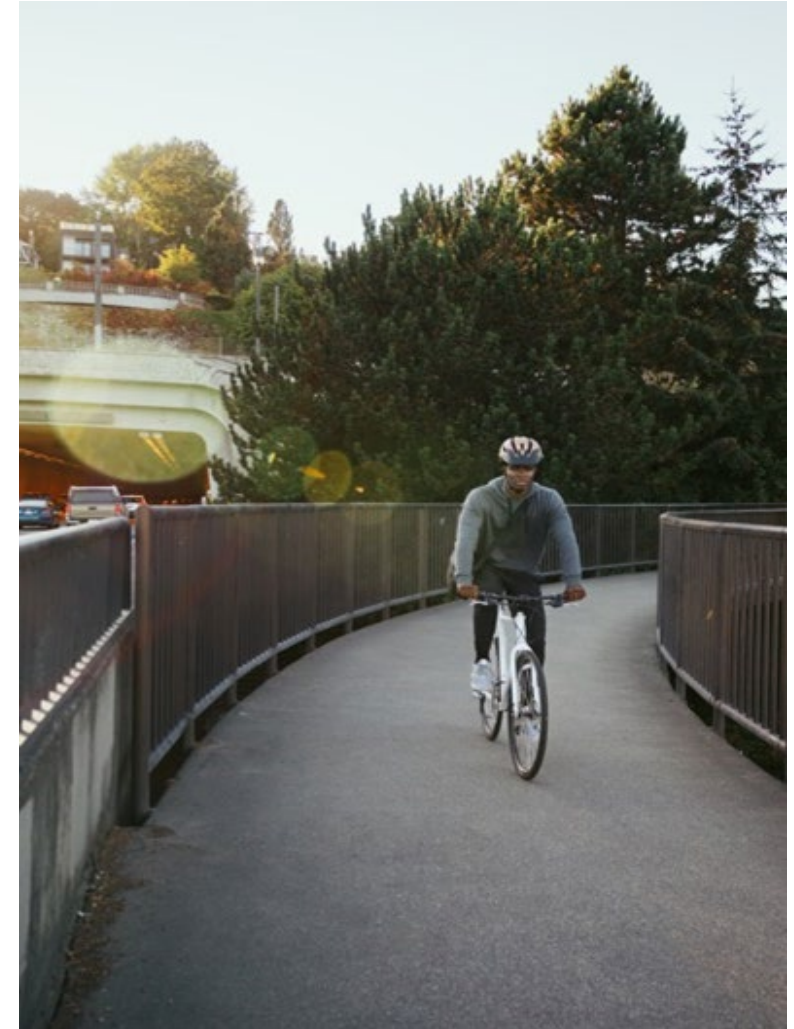
What to Include in a Benefit-Cost Analysis

- Summary in the Project Narrative.
- Provide a technical memo/discussion including:
 - The technical basis of the BCA sufficient for US DOT to reproduce it;
 - Any unquantified benefits; and
 - Documenting sources of information used (assumptions and inputs).
- An unlocked spreadsheet (e.g., an Excel workbook) showing the calculations used to produce the estimates of benefits and costs.



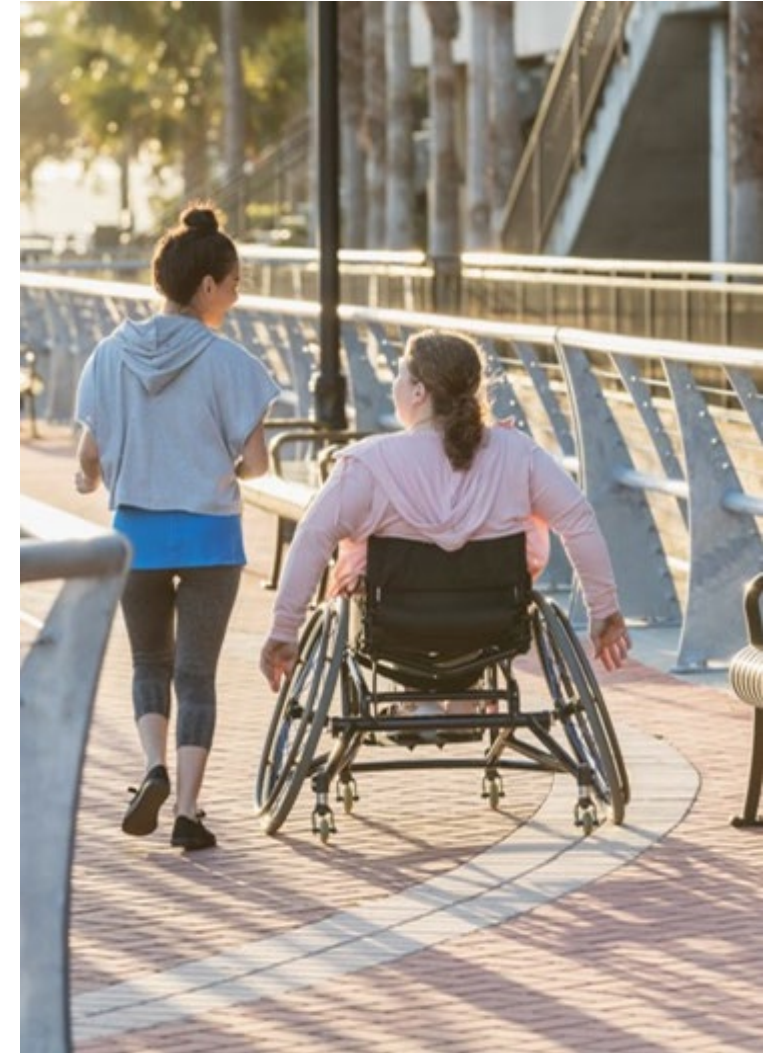
Things to Keep in Mind

- Most benefit estimates depend on usage, so articulate and quantify your beneficiaries.
- For forecasts, provide:
 - Supporting info, such as geographic scope, assumptions and data sources.
 - Intermediate data, don't apply forecast year impacts to interim years.
- Avoid unrealistic projections or excessively long analysis period (over 30 years).
- Project scope costs and benefits must match. (i.e., don't claim benefits from an entire project but count costs from the grant-funded portion).
- Scope should cover a project that has independent utility.



How a Benefit-Cost Analysis is Reviewed

- Reviewed by US DOT economists on applications that are highly recommended. They will correct for any technical errors and consider any unquantified benefits.
- Ratings: negative (costs exceed benefits), positive (benefits exceed costs), or uncertain.
- Projects with negative ratings may be selected if clear benefits to connectivity, community engagement, quality of life for economically disadvantaged communities, particularly in geographically remote or less populated areas.
- This is a pass-fail. A project with 2:1 or 300:1 pass the same.





Questions?



You can submit them through Q&A or Raise Your Hand.

Closing Remarks

Closing Remarks

- Register for additional TA offerings
 - **Grant Writing Clinics**
 - September 13, 12:00-4:00pm EDT
 - **Office Hours**
 - August 22, 11:00am-6:00pm EDT
 - September 16, 11:00am-6:00pm EDT
- Check out the RCI Resource Library



Thank You

Contact Information:

RCI@dot.gov