

Program	The Reconnecting Communities Pilot Program (RCP) supports planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.
FY22 Deadline	11:59 PM EDT on Thursday, October 13, 2022; DOT encourages joint applications from place-based partnerships headed by a lead applicant. A lead applicant may submit no more than 3 applications.
FY22-26 Funding Available	\$1 B
FY22 Funding	\$195 M (\$50 M for Planning and \$145 M for Capital Construction)
Obligation Deadline	9/30/2025 (project readiness for construction prioritized!)
Non-Federal Match Requirement	Not less than 20% non-federal match. Grant recipients may use in-kind or cash contributions toward local match requirements so long as those contributions meet the federal legal requirements. In-kind contributions may include compensation for community members' time, materials, pro bono work provided to the project by third parties, and donations from private sponsors. Matching funds may also include non-Federal sources such as: <ul style="list-style-type: none"> • State funds originating from programs funded by State revenue, • Local funds originating from State or local revenue-funded programs, • Philanthropic funds, or • Private funds.
Award Size	FY22: \$50 M (Planning, including up to \$30 M from FY22-26 to provide technical assistance and capacity building support) and \$145 M (Capital CON) total nationwide; Planning grant award not exceed 80% of total project cost; Capital Construction award not exceed 50% of total project cost.
Eligible Projects	<p>Planning grants may be used to study the feasibility and impacts of removing, retrofitting, or mitigating an existing eligible facility or to conduct planning activities necessary to design a project to remove, retrofit, or mitigate an existing eligible facility.</p> <p>Planning studies of:</p> <ul style="list-style-type: none"> • current traffic patterns on the eligible facility proposed for removal, retrofit, or mitigation and the surrounding street network; • transportation network capacity; • alternative roadway designs or other uses for the right-of-way; • impacts to the mobility of freight and people; • impacts to the safety of the traveling public; • cost; anticipated economic impacts and environmental impacts both human and natural. <ul style="list-style-type: none"> • Public engagement activities to provide the public opportunities to provide input into a plan to remove and convert an eligible facility. • Other transportation planning activities required in advance of a project to remove, retrofit, or mitigate an existing eligible facility to restore community connectivity, as determined by DOT. <p>USDOT Technical Assistance for building organizational or community capacity in underserved, overburdened, and disadvantaged communities. For prospective applicants who are not ready to apply for an FY 2022 Planning or Capital Construction Grant but would still like to receive technical assistance specific to the RCP program, DOT intends to provide technical assistance through learning academies starting in 2023. Separately, DOT will also conduct one or more future competitive solicitations to select partner organization(s) to provide technical assistance through the RCP program and other technical assistance programs.</p> <p>Capital construction grants (\$5 M to \$100 M) may be used for projects for which all necessary studies and other planning activities have been completed to remove, retrofit, mitigate, or to replace an existing eligible facility:</p> <ul style="list-style-type: none"> • Removal, retrofit, or mitigation of an existing eligible facility. • Replacement of an eligible facility with a new facility that restores community connectivity and is sensitive to the context of the surrounding community. <p><i>Construction projects must be consistent with the Long-Range Statewide Transportation Plan, included in the Metropolitan Long-Range Plan (if applicable), and in the Metropolitan Transportation Improvement Program (TIP) and / or Statewide Transportation Improvement Program (STIP), Tribal Transportation Improvement Program (TTIP) or equivalent, as applicable, prior to the obligation of the award. Transit projects must be included in the investment prioritization of the relevant Transit Asset Management (TAM) Plan by the time of the obligation of the award.</i></p>
Eligible Applicants	<ul style="list-style-type: none"> • States • Units of local government • Federally recognized Tribal governments • Metropolitan planning organizations (MPOs) • Nonprofit organizations <p>The Facility Owner of the eligible facility under consideration must serve as the recipient or partner for capital construction grants.</p>
Considerations	<ul style="list-style-type: none"> • Equity, Environmental Justice, and Community Engagement • Mobility and Community Connectivity • Community-based Stewardship, Management, and Partnerships • Equitable Development and Shared Prosperity • Project Readiness, Benefit Cost Analysis (for Capital Construction Projects), and Other Considerations
Additional Notes	" Eligible facility " is defined as a highway or other 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. Eligible facilities include: limited access highways, viaducts, any other principal arterial facilities, and other facilities such as transit lines, rail lines, gas pipelines, and airports. See Section H - Definitions for "highway" and Section D - Key Information table in the NOFO for a suggested list of other facilities.