

GRANT ALERT

January 10, 2023

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

DEADLINE	PROGRAM NAME & LINK
<p>Tuesday, February 28, 2023, 11:59 p.m. EST</p> <p><i>(Applicants must complete the Grants.gov registration process before submitting the final application; the process usually takes 2-4 weeks to complete.)</i></p>	<p>Rebuilding American Infrastructure with Sustainability and Equity (RAISE) US Department of Transportation</p>
DESCRIPTION	
<p>This discretionary grant program was authorized under the Bipartisan Infrastructure Law (BIL) for investments in surface transportation that will have a significant local or regional impact and projects that improve equity and environmental justice by addressing transportation-related disparities and climate change-related consequences. Selected projects will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation.</p> <p>What’s New this Round? Changes from the FY 2022 RAISE Grant Program include:</p> <ul style="list-style-type: none"> • FY23 Appropriations has added an additional \$800 million in funding, making nearly \$2.3 billion available for FY23 RAISE program (\$1.5 billion from BIL and \$800 million from FY23 Appropriations). The appropriated \$800 million has different requirements, including a maximum of \$45 million award. • There is no minimum award amount for planning projects. • Refined merit criteria rating rubric • New submission checklist that changes the format for submission • The Department seeks to fund projects that target resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities. • Projects that have not sufficiently considered climate change, environmental justice, and racial equity in their planning will be required to before receiving funds for construction. • Partnership and Collaboration now includes meaningful engagement with residents to ensure equity considerations for underserved communities throughout the lifecycle of the project. • Other updates regarding process improvements and increased evaluation transparency. • Applications for the FY 2023 RAISE grant program that have identical project scope to applications that were submitted and evaluated under the FY 2022 Reconnecting Communities Program and received the designation of Reconnecting Extra, will automatically advance for second-tier analysis if they receive an overall merit rating of “Recommended” and have at least one “High” rating in a priority criterion. 	

ELIGIBILITY

Applicants

- State government
- Territory or Possession of the US
- Local government
- Public Agency or publicly chartered authority established by 1 or more States
- Tribal government
- Transit Agency
- Multi-State or multijurisdictional group of entities
- Special purpose district or public authority with a transportation function, including a port authority

Projects

Capital Projects

- Highway, bridge, or other road projects.
- Public transportation projects.
- Passenger and freight rail transportation projects
- Port infrastructure investments.
- Surface transportation components of an airport project.
- Intermodal projects.
- Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program.
- Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government.
- Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.

Planning Projects

- Activities related to the planning, preparation, or design of eligible surface transportation capital projects including feasibility studies, community engagement, environmental and equity analyses.
- Development of master plans, comprehensive plans, integrated land use and transportation plans, or corridor plans.
- Zero emissions plan for transit fleet.
- Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic.
- Planning activities related to zero emissions goods movement.
- Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region.
- Risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster.

FUNDING

General

- \$2.3 billion available
 - The BIL authorized and appropriated \$1.5 billion to be awarded by DOT for RAISE grants under the Local and Regional Project Assistance Program for FY 2023.
 - FY 2023 Appropriations Act authorized \$800 million to be awarded by DOT for RAISE grants.
- DOT will award at least \$115 million for the planning, preparation, or design of eligible projects.
- DOT will award at least \$35 million for projects located in historically disadvantaged communities or areas of persistent poverty.
- The DOT may retain up to \$30 million for oversight and administration of grants and credit assistance made under the program.
- The minimum RAISE capital grant award is \$5 million, except that for projects located in rural areas, the minimum capital award size is \$1 million.
- Grants may not be greater than \$25 million under the BIL award
- Grants may not be greater than \$45 million under the FY 2023 Appropriation Act (eligible for \$800 million only)
- No minimum award size for planning projects.
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- Exactly 50% of funds are split between urban projects and rural projects

Cost-Sharing

- The RAISE grant request shall not exceed 80 percent of future eligible project costs unless the project is in a rural area, a historically disadvantaged community (HDC), or an area of persistent poverty (APP).
- There is no maximum Federal share for projects located in rural areas, areas of persistent poverty or historically disadvantaged communities. Projects in these areas may (but are not required to) request up to 100% grant funding.
- **DOT does not use an applicant's cost share when evaluating applications on merit.** The Department considers an applicant's cost share during the evaluation and selection process only to confirm eligibility for urban projects that are not located in an APP or HDC.

APPLICATION & SELECTION CRITERIA

Project Criteria

Projects will be evaluated based on the following Merit Criteria:

- Safety
- Environmental Sustainability
- Quality of Life
- Improves mobility and community connectivity
- Economic competitiveness and opportunity
- State of good repair
- Partnership and collaboration
- Innovation

Additional considerations for Capital Grants:

- **Project readiness**
 - Environmental risk

- Technical Capacity
- Financial Completeness

Cost-Effectiveness

- A benefit cost analysis (BCA) is required for capital grant requests.

PROJECT TIMEFRAME

FY 2023 RAISE grant funds are available for obligation only through September 30, 2027. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, such as transportation planning and environmental review requirements for capital construction projects. FY 2023 RAISE funds must be expended (the grant obligation must be liquidated or paid out to the grant recipient) by September 30, 2032. After this date, unliquidated funds are no longer available to the project.

ADMINISTRATIVE REQUIREMENTS

Application Guidance

Applicants should provide the following information:

- Detailed project schedule
- Required approvals
- Assessment of project Risk and Mitigation Strategies
- Economic Analysis (Benefit-Cost Analysis)

PENNDOT ROLE

PennDOT Emphasis

PennDOT promotes a strategic and systematic process to operate, maintain, and improve physical assets. PennDOT, and its partners, seek to continue to complete projects which modernize roads, bridges, bridges, transit, rail, ports, and intermodal transportation and make the Commonwealth’s transportation systems safer, more accessible, and more sustainable. The RAISE Grant Program provides the opportunity to not only complete construction on projects critical to the Commonwealths transportation system, but to also plan in-depth for future major projects.

PennDOT Support

Transportation Federal Funding Opportunities Resource Account:
RA-PDTRANSFEDFUNDOPP@pa.gov.

PennDOT will consider providing support for regional grant proposals as applicable. PennDOT support may include offering data and subject matter expertise as available. PennDOT will also consider providing letters of support if requested following a review of the draft proposal.

PennDOT recognizes the potential this program has to significantly help communities and individuals and will consider how the Department might assist or collaborate with applicants to advance and strengthen competitive proposals. PennDOT will also collaborate with other state agencies where there may be an interest in this program.

The deadline for requesting PennDOT support is two weeks prior to the application deadline.