

Program	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants are for surface capital transportation infrastructure projects that will have a significant local or regional impact and prioritizing projects that address climate change, proactively address racial equity, reduce barriers to opportunity, and support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and training and placement programs.
FY22 Deadline	5:00 PM E.D.T. on April 14, 2022. Each lead applicant may submit no more than 3 applications.
Expected Award Announcement	No later than August 12, 2022
FY22 Funding	\$2.275 B (from IJJA/BIL and FY22 Appropriations Act)
Obligation Deadline	Obligate by 9/30/2026. Expend by September 30, 2031.
Non-Federal Match Requirement	20% non-federal sources originating from programs funded by State or local revenue-funded programs, or private funds, <i>unless the project is located in a rural area, a historically disadvantaged community, or an area of persistent poverty</i>
Award Size	Planning projects - \$5 M minimum (\$1 M minimum for Rural; \$5 M in Urban areas) per BIL funding; planning projects below the minimum amounts will be considered for RAISE funding from the FY22 Appropriations Act and are ineligible to compete for the full amount available.
Eligible Projects	<p>Capital Projects:</p> <ul style="list-style-type: none"> (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); (5) the surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code; (6) intermodal projects; (7) 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; (8) 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; and (9) any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program <p>Including</p> <ul style="list-style-type: none"> • public road and non-motorized projects that are not otherwise eligible under title 23, United States Code, and intermodal projects. • Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iv. <p>Planning Projects:</p> <ul style="list-style-type: none"> • planning, preparation, or design— for example environmental analysis, equity analysis, community engagement, feasibility studies, and other pre-construction activities—of eligible surface transportation capital projects described in Section C.3.i.(a) and may not result in construction with RAISE FY 2022 funding. • those related to multidisciplinary projects or regional planning, such as: (1) development of master plans, comprehensive plans, integrated land use and transportation plans, or corridor plans; (2) 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; (3) development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region; or (4) 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.
Eligible project costs	Capital and Planning
Eligible Applicants	<ul style="list-style-type: none"> •States and the District of Columbia; •any territory or possession of the United States; •a unit of local government; •a public agency or publicly chartered authority established by one or more States; •a special purpose district or public authority with a transportation function, including a port authority; a federally recognized Indian Tribe or a consortium of such Indian Tribes; •a transit agency; and •a multi-State or multijurisdictional group of entities that are separately eligible.
Project Criteria considerations	<ul style="list-style-type: none"> •safety •environmental sustainability •quality of life, economic competitiveness and opportunity •state of good repair, •mobility and community connectivity •partnership and collaboration, innovation •demonstrated project readiness, •cost effectiveness via technical assessment, environmental risk, and financial completeness
<u>Areas of Persistent Poverty</u>	<ul style="list-style-type: none"> •any county that has consistently had greater than or equal to 20% of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2009 decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the census; •any census tract with a poverty rate of at least 20% as measured by the 2014- 2018 5-year data series available from the American Community Survey of the Bureau of the Census; or •any territory or possession of the United States. A county satisfies this definition only if 20% of its population was living in poverty in all three of the listed datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimates.
<u>Historically Disadvantaged Communities</u>	<p>Consistent with OMB's Interim Guidance for the Justice40 Initiative. A project is located in a Historically Disadvantaged Communities if:</p> <ul style="list-style-type: none"> (1) the project is located in certain qualifying census tracts; OR (2) the project is located on Tribal land; OR (3) the project is located in any territory or possession of the United States.