



USDOT Discretionary Grants Opportunity

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program is a multimodal competitive discretionary grant program authorized under the Bipartisan Infrastructure Law (BIL) to close the funding gap for surface transportation infrastructure projects with a significant regional or local impact. This opportunity offers two rounds of funding, with separate eligibility criteria, application processes, and deadlines.

For Round 1 of funding, a portion of the \$1.5 billion in FY 2025 funding is reserved for Highly Rated applications that were not selected under the FY 2024 RAISE NOFO and considered FY 2024 Projects of Merit. For Round 2 of funding, there will be another round of selections using a portion of the \$1.5 billion in FY 2025 funding. If any additional funding becomes available under the FY 2025 Appropriations Act, it may be used toward the Round 2 selections as well.

The program will award funding for projects that address the following objectives:

- Improve safety
- Sustainability
- Quality of life
- Mobility and community connectivity
- State of good repair
- Collaboration
- Innovation
- Economic Competitiveness
- Equity

Full details on the program, including the Notice of Funding Opportunity, are published on the [USDOT RAISE Grant program web page](#).

FY 2024 RAISE PROJECTS OF MERIT

seeking reconsideration of their unawarded application must email RAISEgrants@dot.gov by **December 2, 2024** by 11:59 pm EST

ROUND 1 SELECTIONS

are expected to be announced by **January 13, 2025**

ALL INTERESTED APPLICATIONS

must submit applications for Round 2 by **January 30, 2025** 11:59 pm EST

ROUND 2 SELECTIONS

are expected to be announced by **June 28, 2025**

Grant Program Summaries:



November 6, 2024





Changes from the FY 2024 NOFO

The program incorporates a number of changes from FY 2024:

- Outlines the process to carry forward FY 2024 RAISE Projects of Merit applications for consideration under the Round 1 of the FY 2025 RAISE NOFO.
- Reserves a portion of the \$1.5 billion FY 2025 BIL funding for FY 2024 RAISE Projects of Merit applications.
- Updates Areas of Persistent Poverty to account for the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the Census.
- Updates references to comply with updated 2 CFR Part 200 Appendix I.
- Improves organization and clarity of the information the Department uses to assess project readiness.

Eligible Capital Projects:

- Highway, bridge or other road projects
- Public transportation projects
- Passenger and freight rail transportation projects
- Port infrastructure investments (*port infrastructure and land ports of entry*)
- Surface transportation components of an airport project
- Intermodal projects
- Projects to replace or rehabilitate a culvert or prevent stormwater runoff
- Projects investing in surface transportation facilities that are located on Tribal land
- Other surface transportation infrastructure project that USDOT considers to be necessary to advance the goals of the program.

Eligible Planning Projects:

- Planning, preparation, or design of eligible surface transportation capital projects
- Development of master plans, comprehensive plans, transportation corridor plans and plans that integrate economic development, land use, housing and transportation
- Zero emission plans for transit fleets
- Planning activities related to the development of multimodal freight corridor
- Planning activities related to zero emissions good movement
- Development of port and regional port planning
- Risk assessments and planning to identify vulnerabilities (*Address the transportation system's ability to withstand an emergency or major disaster*)

Eligible Applicants

- States and the District of Columbia
- Any territory or possession of the United States
- Unit of local government
- A public agency or publicly chartered authority established by one or more states
- Special purpose district or public authority with a transportation function
- Federally recognized Tribe or consortium of such Tribes
- Transit agency
- Multi-state or multijurisdictional group of separately eligible entities





Federal Award Information

The minimum RAISE capital grant award is \$5 million in urban areas and \$1 million in rural areas. The maximum grant award for capital and planning grants is \$25 million. There is no minimum award amount for planning grants. FY 2025 RAISE grant funds are available for obligation through September 30, 2029, and funds must be expended by September 30, 2034.

Grant Fund Awards Distribution and Restrictions

Half of the funds awarded (*not more than \$750 million*) will be awarded to rural projects and half to urban projects. Additionally, USDOT will award at least \$75 million for the planning, preparation or design of eligible projects. No more than 15% (\$225 million) of the funds made available for RAISE grants may be awarded to projects in a single state.

Areas of Persistent Poverty and Historically Disadvantaged Community

Federal share for RAISE funding **will not exceed 80%** unless the project falls under one of the following location designations:

- Rural
- Areas of Persistent Poverty (APP)
- Historically Disadvantaged Community (HDC)

If a project falls under one of those categories, it is eligible to fund the project **up to 100% with Federal funding**. Projects located in an urban areas, that are not considered APP and/or HDC, that have **more than 80% Federal funding will be ineligible**.



Merit Criteria

USDOT will consider whether the anticipated benefits are clear, direct, data-driven, and significant (*rating either “high”, “medium”, “low” or “non-responsive”*):

- **Safety:** seeks to protect motorized or non-motorized travelers and communities from safety risks
- **Environmental Sustainability:** incorporates considerations of climate change and environmental justice in the project planning or delivery stage
- **Quality of Life:** increases affordable transportation choices and expands active transportation usage or significantly reduces vehicle dependence
- **Mobility and Community Connectivity:** addresses system-wide connectivity with access to transit, micro-mobility and mobility-on-demand
- **Economic Competitiveness and Opportunity:** improves intermodal or multimodal freight mobility, facilitates tourism and promotes robust job creation
- **State of Good Repair:** mitigates current or projected system vulnerabilities and restores and modernizes existing core infrastructure assets
- **Partnership and Collaboration:** collaborates with public and/or private entities and engages residents and community-based organizations to ensure equity
- **Innovation:** uses innovative technologies, innovative project delivery; or innovative financing

To receive a “high” criterion rating, the criterion must be addressed as a primary project purpose, include clear, direct, data-driven (*capital projects only*), significant benefits, and must align with at least one of the benefits described in the high column of the merit criteria rubric listed in the NOFO. A project is recommended if six or more of the eight merit criteria ratings are “high” and none of the merit criteria ratings are “non-responsive.”



Review and Selection Process

The RAISE grant program review and selection process consist of merit criteria review; project readiness review (technical capacity assessment, environmental risk assessment, and financial completeness assessment); economic analysis; and senior review. Applications selected for RAISE funding must demonstrate efforts to consider climate change and environmental justice impacts; entities are required to do so before receiving funding. USDOT will first evaluate all projects against the RAISE merit criteria. Competitive capital (construction) applications will undergo a second-tier analysis of project readiness (*environmental risk assessment, financial completeness assessment, and technical capacity assessment*) and their economic (benefit-cost) analysis. Second-tier analysis for planning projects consists of a financial completeness assessment and a technical capacity assessment.

Applications for Round 1 are due December 2, 2024 by 11:59 PM EST and must be emailed to RAISEgrants@dot.gov. Applications for Round 2 are due on [Grants.gov](https://www.grants.gov) on January 30, 2025 by 11:59 PM EST.

Your Infrastructure Finance and grant writing professionals stand by ready to support project sponsors applying for funding from the RAISE Grant Program.

If you need any assistance or have questions, please contact:

Nathan Macek | nathan.macek@hdrinc.com | Eric Rouse | eric.rouse@hdrinc.com | Aurah Landau | aurah.landau@hdrinc.com

hdrinc.com

We practice increased use of sustainable materials and reduction of material use.

© HDR, all rights reserved.

