

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) FFY 2022 Grants Summary
(Also referred to as Local and Regional Project Assistance Program in the IJA)

Purpose: grants to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact.

- Amount available: \$1.5 billion.
 - At least \$75 million for planning, preparation or design of projects.
 - At least \$15 million for projects located in areas of persistent poverty or historically disadvantaged communities.
 - No more than 15% of funds (\$225 million) can be awarded to a single state.
 - Minimum award size for projects and planning is \$5 million for urban areas and \$1 million for rural areas (all of Vermont is considered rural under this program).
 - Maximum award size is \$25 million.
 - 50% of funds to be awarded to urban areas and 50% to rural areas.
- Minimum matching fund requirements: 20% for urban areas, 0% for rural areas or historically disadvantaged communities, or areas of persistent poverty. (These are minimums and does not guarantee that applications at 100% federal will be successful).
- Applicant deadline: April 14, 2022, 5:00pm
- Eligible applicants: 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.
- Eligible projects: highways (including culverts and stormwater projects), bridges, rail (freight and passenger), public transit, intermodal, multimodal, and the surface transportation components of an airport project.
- Eligible planning studies: master plans, comprehensive plans, integrated land use and transportation plans, or corridor plans, environmental analysis, equity analysis, community engagement, feasibility studies, and other pre-construction activities.
- Project deadlines: obligation deadline September 30, 2026, expenditure deadline September 30, 2031.
- Evaluation criteria:
 - a) Safety
 - b) Environmental Sustainability
 - c) Quality of Life
 - d) Improves Mobility and Community Connectivity
 - e) Economic Competitiveness and Opportunity
 - f) State of Good Repair
 - g) Partnership and Collaboration
 - h) Innovation (Innovative Technologies, Innovative Project Delivery, Innovative Financing)

- i) Project Readiness (Project Schedule, Required Planning and Environmental Approvals, Assessment of Project Risks and Mitigation Strategies
- j) Benefit Cost Analysis
- Other evaluation criteria based on U.S. DOT priorities:
 - Reduction in carbon and climate change impacts (greenhouse gas reduction goals, promote energy efficiency, support fiscally responsible land use and transportation efficient design, increase use of lower-carbon travel modes such as transit and active transportation, incorporate electrification or zero emission vehicle infrastructure, increase climate resilience, support domestic manufacturing, incorporate lower-carbon pavement and construction materials, reduce pollution, and recycle or redevelop brownfield sites).
 - Address environmental justice, particularly for communities that disproportionately experience climate change-related consequences. Focus on Executive Order 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619), which targets at least 40 percent of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities.
 - Racial equity. Focus on projects that proactively address racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity.
 - 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, especially registered apprenticeships and Local Hire agreements, in project planning stages. Projects that incorporate such planning considerations are expected to support a strong economy and labor market.

Definitions:

Areas of Persistent Poverty - any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the census¹¹; (2) any census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census¹²; or (3) any territory or possession of the United States. A county satisfies this definition only if 20 percent 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. DOT will list all counties and census tracts that meet this definition for Areas of Persistent Poverty on the RAISE website at www.transportation.gov/RAISEgrants/raise-app-hdc

Historically Disadvantaged Communities – includes (a) certain qualifying census tracts, (b) any Tribal land, or (c) any territory or possession of the United States. DOT is providing a list of census tracts that meet the definition of Historically Disadvantaged Communities, as well as a mapping tool to assist applicants in identifying whether a project is located in a Historically Disadvantaged Community, available at www.transportation.gov/RAISEgrants/raise-app-hdc