



US Department of Transportation



RAISE Grants

Rebuilding American Infrastructure with Sustainability and Equity

How to Compete Webinar

January 5, 2023



Webinar Information

Audio

- To listen via computer:
 - Select "Computer Audio"
- To listen via phone:
 - Call: 669-254-5252
 - Webinar ID: 160 033 6945
 - Passcode: 888411
- All participants automatically join on mute, with cameras off

Closed Captioning

- Available during the webinar

Technical Support

- Email
 - corey.martin.ctr@dot.gov
 - webconference@dot.gov

Questions for Presenters

- Please type your questions in the Q&A box

More Information

- This webinar is being recorded and will be posted on the RAISE Grants website at <https://www.transportation.gov/RAISEgrants>



Agenda

- RAISE Team
- RAISE Grant Program and NOFO Overview
- How to Apply
- How to Compete
- Technical Assistance and Resources
- Q&A



RAISE Team Introductions

Presenters

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Office of the Secretary
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Kim Bathrick

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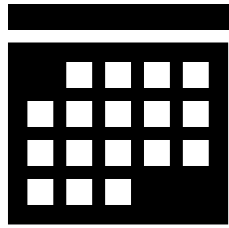
Office of the Secretary
US Department of Transportation

Danny Kozub

Office of the Secretary
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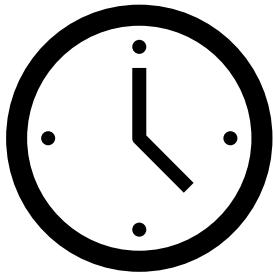
RAISE NOFO Is Now Open!



Notice of Funding Opportunity is **OPEN**

Grants.gov Opportunity Number: [DTOS59-23-RA-RAISE](#)

Assistance Listing: 20.933



APPLY by **February 28, 2023**, at 11:59 pm Eastern

[Submit on grants.gov](#)

No late applications accepted



Additional resources at www.transportation.gov/raisegrants

NEW [Subscribe](#) for email updates!



Upcoming RAISE Webinars

1

How to Apply for RAISE Grants: New Applicants

1. This webinar will offer a general overview of the RAISE program, the grant application process, and will focus on technical assistance and other resources
2. **Thursday, January 12, 2023 2:00 – 4:00 pm Eastern**

2

How to Apply for RAISE Grants: Rural and Tribal Applicants

1. This webinar will offer a general overview of the RAISE program, the grant application process, and will address issues unique to rural and tribal applicants
2. **Tuesday, January 24, 2023 2:00 – 4:00 pm Eastern**

3

How to Apply for RAISE Grants: RAISE Mapping Tool

1. This webinar will demonstrate how to determine location designations for proposed projects
2. **Wednesday, February 1, 2023 1:00 – 2:00 pm Eastern**



RAISE Grant Program and NOFO Overview



RAISE Program Overview

Multimodal, merit-based, competitive grant program for surface transportation infrastructure

Improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness, state of good repair, partnership, and innovation

Awards must demonstrate modal and geographic diversity



Eligible Applicants

States
DC

Territories or
Possession of the
United States

Unit of Local
Government

Public agency or
publicly chartered
authority established
by 1+ states

Federally recognized
Tribe or consortium
of Tribes

Special purpose district or
public authority with a
transportation function,
such as a port authority

Transit Agency

A multi-State or
multijurisdictional
group of entities that
are separately eligible

Questions? Use the Q&A box.



Eligible Projects



Highway, Bridge, or Road



Public Transportation



Passenger and Freight
Rail



Intermodal Projects



Transportation Projects
on Tribal Lands



Surface Transportation
Components of an Airport

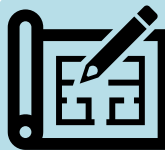
Eligible under part B of subtitle VII of title 49 USC



Port Infrastructure
Including Inland Ports and Land
Points of Entry



Culvert Replacement and
Rehabilitation
to Prevent Stormwater Runoff to
Improve the Habitat for Aquatic Species



Planning and Pre-
Construction Activities



FY 2023 RAISE NOFO

Funding

- \$2.3 billion available
 - \$1.5 billion Bipartisan Infrastructure Law (BIL)
 - \$800 million FY 2023 Appropriation Act

Minimum Award Size

- Capital Projects - \$1 million Rural / \$5 million Urban
- Planning Projects – No Minimum Award Size

Maximum Award Size

- \$25 million BIL
- \$45 million FY 2023 Appropriation Act



FY 2023 RAISE NOFO

Planning Grant Set Aside

- The Department must award at least \$115 million in planning grants

APP / HDC Set Aside

- The Department must award at least \$35 million to projects located in Areas of Persistent Poverty (APP) and/or Historically Disadvantaged Communities (HDC)

Urban / Rural

- The Department must award 50 percent of funds to projects located in rural areas and 50 percent to projects located in urban areas



Federal Cost Share and Non-Federal Match Requirements

Maximum Federal Cost Share for RAISE Projects Located in **Urban Areas is 80%** *unless the project is located in an APP or HDC.*

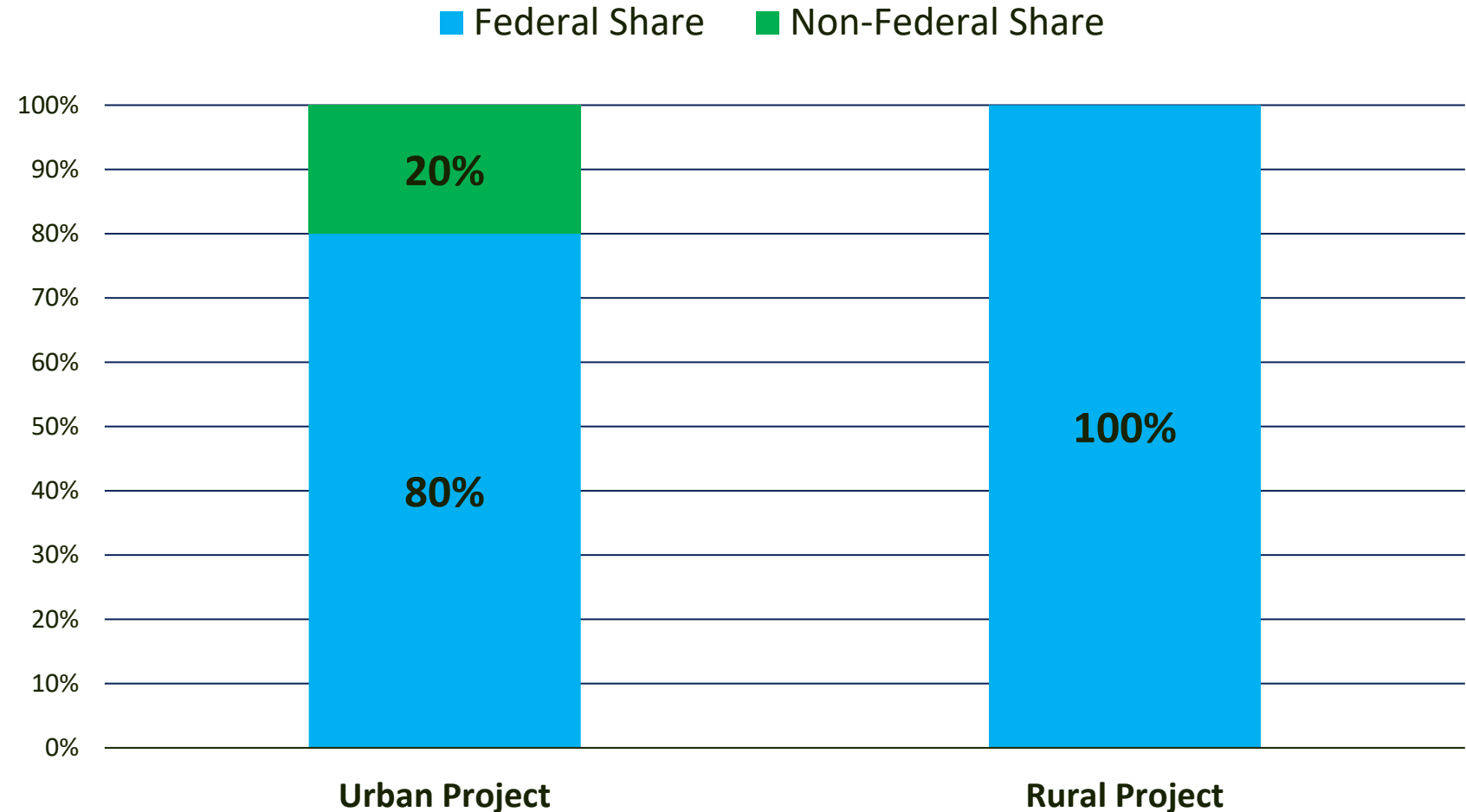
There is no maximum Federal share for projects located in:

- **Rural Areas**
- **Areas of Persistent Poverty**
- **Historically Disadvantaged Communities**

Projects in these areas may (but are not required to) request up to 100% grant funding.

Cost share is **NOT** used as a competitive selection factor

Maximum Federal Cost Share of Total Project Cost



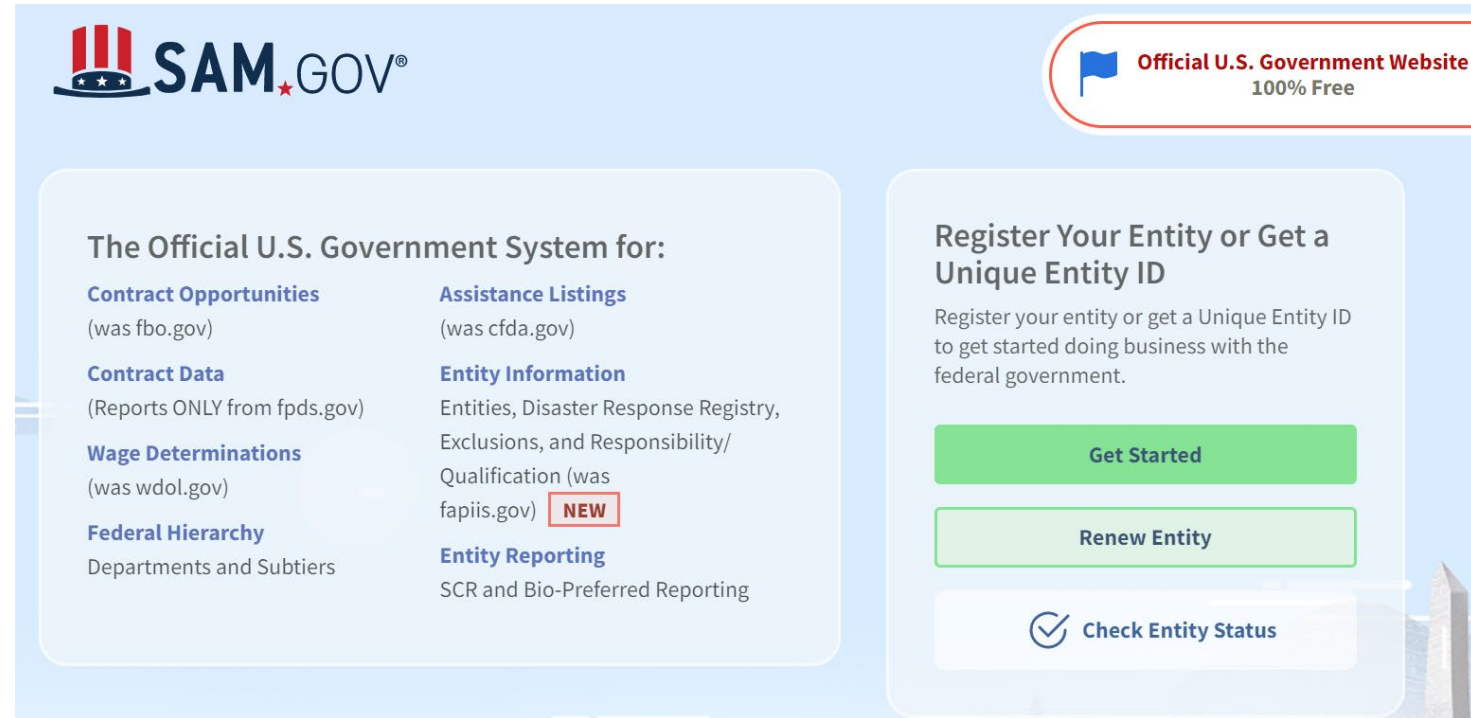


How to Apply



Getting Ready to Apply: SAM.gov

- Check your entity's status
- Renew your entity's registration
- Register your entity
- Obtain a Unique Entity ID (UEI)
- www.sam.gov

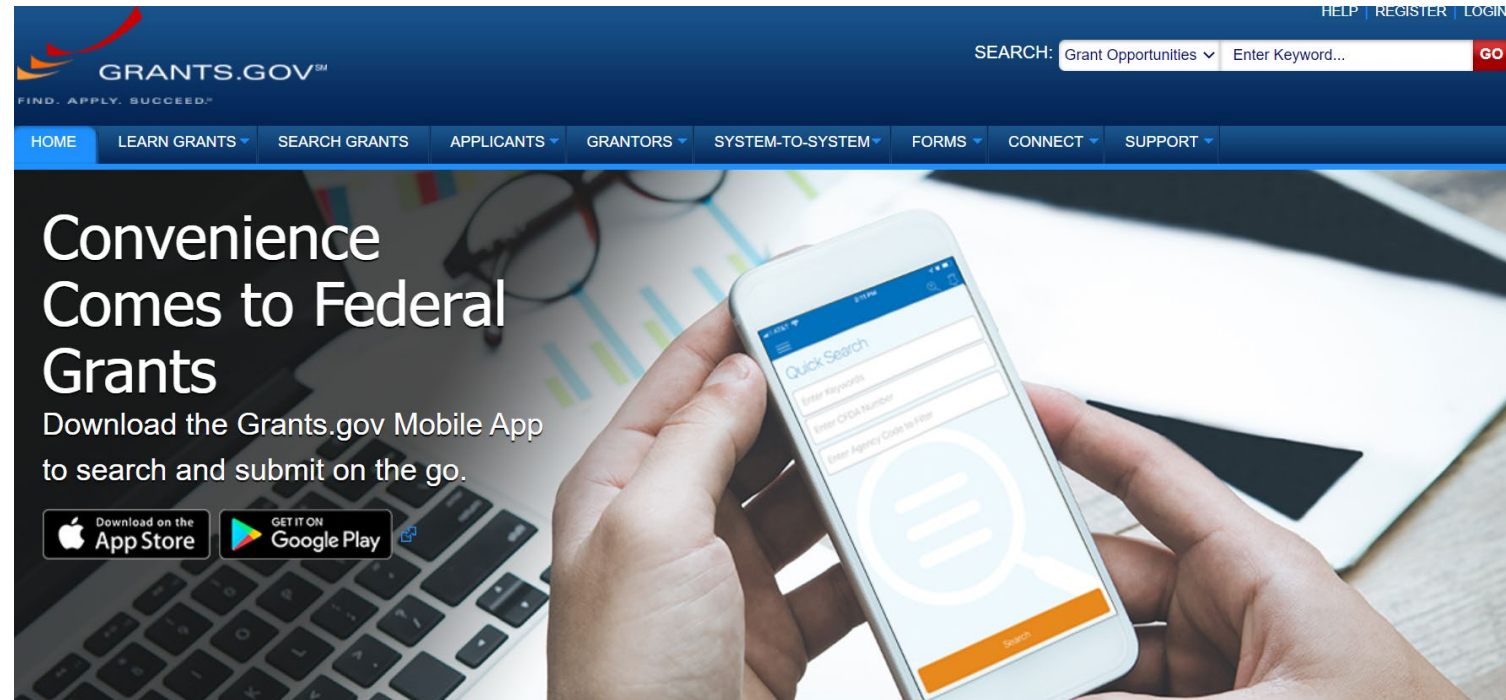


The screenshot shows the SAM.gov homepage. At the top left is the SAM.GOV logo with a stylized American flag. To the right, a red-bordered box contains the text "Official U.S. Government Website" and "100% Free". The main content area is divided into two columns. The left column, titled "The Official U.S. Government System for:", lists several services: "Contract Opportunities (was fbo.gov)", "Contract Data (Reports ONLY from fpds.gov)", "Wage Determinations (was wdol.gov)", "Federal Hierarchy (Departments and Subtiers)", "Assistance Listings (was cfda.gov)", "Entity Information (Entities, Disaster Response Registry, Exclusions, and Responsibility/Qualification (was fapiis.gov) NEW)", and "Entity Reporting (SCR and Bio-Preferred Reporting)". The right column is titled "Register Your Entity or Get a Unique Entity ID" and includes the text "Register your entity or get a Unique Entity ID to get started doing business with the federal government." Below this text are three buttons: "Get Started" (green), "Renew Entity" (light green), and "Check Entity Status" (white with a checkmark icon).



Getting Ready to Apply: Grants.gov

- Register or confirm your registration
- Update the Authorized Representative
- Confirm contact information is correct
- www.grants.gov





Applying: Application Limit and Deadline

- An applicant may submit up to **3** applications
- **You must complete the Grants.gov registration process before submitting your application(s). This can take 2-4 weeks to complete. Start the registration process now.**
- Applications are due by **11:59 PM Eastern on February 28, 2023** and **must be submitted through Grants.gov**
- DOT will **not** accept late applications. DOT will use the time stamp given by Grants.gov to determine whether applications are late.

Questions? Use the Q&A box.



Applying: Application Deadline

- Applicants are strongly encouraged to **make submissions well in advance of the deadline.**
- Give yourself time **to receive the Grants.gov confirmation email** with the grant tracking number
- Confirm you can open and view all files uploaded to Grants.gov and not corrupt or damaged
- Take a screen capture of the files open in Grants.gov to show they are readable



How to Compete



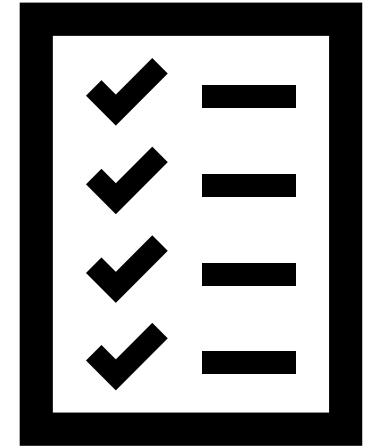
What Projects Compete Well?

- Projects that clearly define the transportation problem and describe how the project is the solution to that problem.
- Projects that presents a clear story walking through the transportation challenges and detailing what the local, regional, or national impacts will be.
- Projects that align with the Merit Criteria and include data-driven, reasonable and justifiable outcomes.
- Projects that emphasize improved access to safe, reliable, and affordable transportation, particularly for underserved communities
- Projects that explicitly consider climate change and racial equity throughout the project life cycle.
- Project demonstrates a reasonable schedule and timeline, relative to the statutory deadlines in the NOFO.



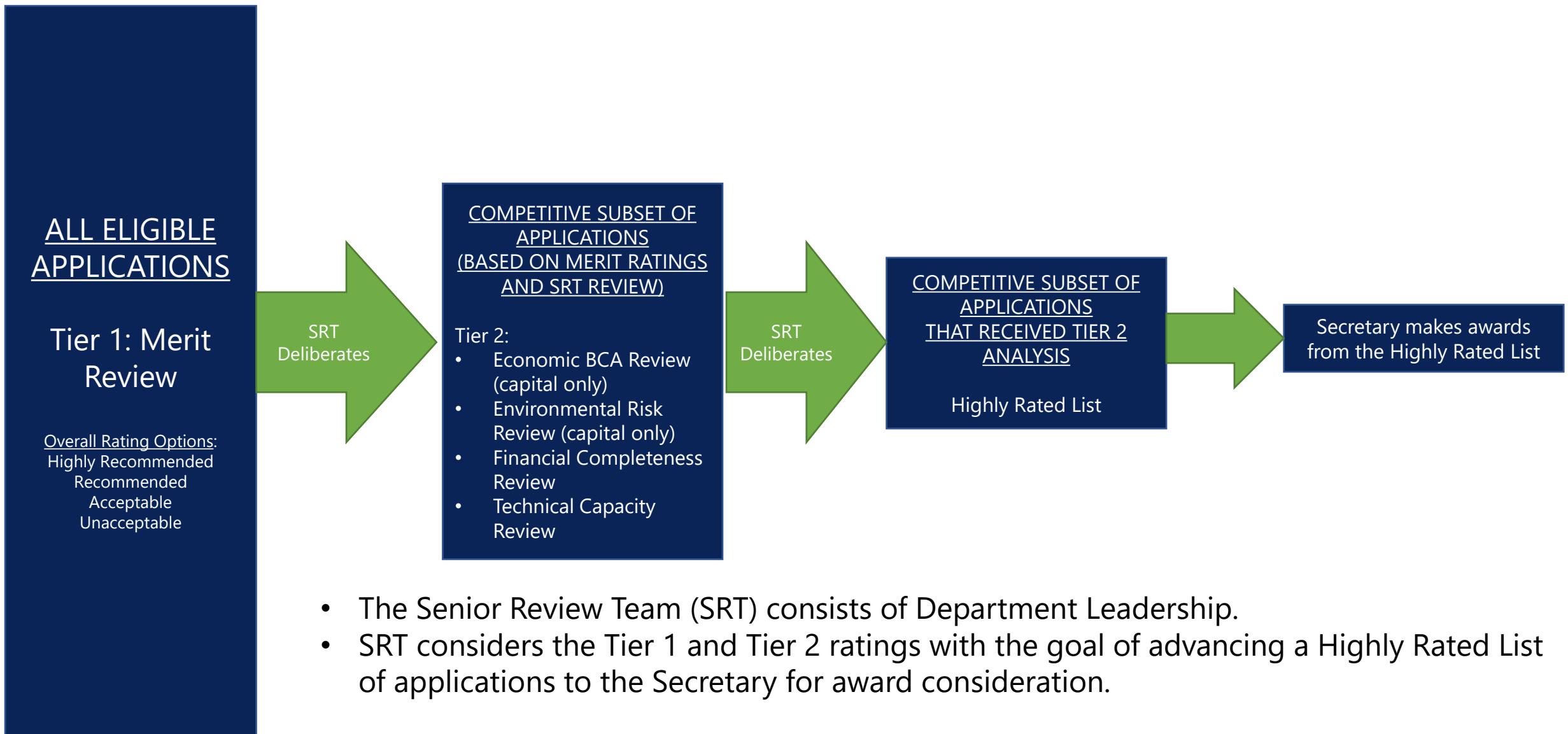
RAISE Application Content

	Information	File Name	NOFO Section	Page Limit
<input type="checkbox"/>	SF-424	SF-424	D.2	N/A
<input type="checkbox"/>	Project Information Form (in Excel)	FY 2023 RAISE Project Information Form	D.2	N/A
<input type="checkbox"/>	Project Description	Project Description	D.2.i	5 pages
<input type="checkbox"/>	Project Location File	Project Location File	D.2.ii	N/A
<input type="checkbox"/>	Project Budget	Project Budget	D.2.iii	5 pages
<input type="checkbox"/>	Funding Commitment Documentation	Funding Commitments	D.2.iii.e	N/A
<input type="checkbox"/>	Merit Criteria	Merit Criteria Narrative	D.2.iv and E.1.i	15 pages
<input type="checkbox"/>	Project Readiness	Project Readiness	D.2.v and E.1.ii	5 pages
<input type="checkbox"/>	Benefit-Cost Analysis Narrative (capital projects only)	BCA Narrative	D.2.vi and E.1.iii	N/A
<input type="checkbox"/>	Benefit-Cost Analysis Calculations (capital projects only, could be in unlocked spreadsheet form)	BCA Calculations	D.2.vi. and E.1.iii	N/A
<input type="checkbox"/>	Letters of Support (Optional)	Letters Of Support	D2.iv and E.1.i	N/A





RAISE Evaluation Process





RAISE Merit Criteria

- Applications should address each criterion, or expressly state that the project does not align with a criterion.

Safety

Environmental Sustainability

Quality of Life

Mobility and Community Connectivity

Economic Competitiveness

State of Good Repair

Partnership and Collaboration

Innovation

Questions? Use the Q&A box.



RAISE Merit Criteria Rating Rubric

- For **each** merit criterion, the Department will consider whether the anticipated benefits are clear, direct, data-driven, and significant, which will result in a rating of “high”, “medium”, “low”, or “non-responsive”, as described in the rubric in the NOFO.
 - “High” criterion rating:
 - The criterion must be a primary project purpose (not an ancillary or incidental consideration),
 - Must include clear, direct, data-driven and significant benefits, and
 - Must align with at least one of the benefits described in the high column of the merit criteria rubric
 - “Medium” criterion rating:
 - The criterion may not be a primary project purpose, or the project benefits do not meet at least one of the requirements for a ‘high’ rating
 - “Low” criterion rating:
 - Application contains insufficient information to assess that criterion’s benefits.
 - “Non-responsive” criterion rating:
 - Projects that negatively affect the criterion or the application does not address the criterion.



RAISE Merit Criteria Rating Rubric Cont'd

- The combination of individual criterion ratings will inform one overall rating:
 - **Highly Recommended**= at least 6/8 merit criteria ratings are "high" and none of the merit criteria ratings are "non-responsive."
 - **Recommended**= 1-5 merit criteria ratings are "high", no more than 3 of the merit criteria ratings are "low", and none are "non-responsive."
 - **Acceptable**= combination of "high," "medium," "low," or "non-responsive" ratings that do not fit within the definitions of Highly Recommended, Recommended, or Unacceptable.
 - **Unacceptable**= three or more are "non-responsive".

Example:

If a project received a "High" rating in Safety, Environmental Sustainability, Quality of Life, Mobility and Community Connectivity, State of Good Repair, and Partnership; and a "Medium" rating in Economic Competitiveness and Innovation, the Overall Merit Rating would be Highly Recommended (6/8 high and no non-responsive).



Merit Criterion: Safety

Selection Criteria:	Medium	High
Safety	<p>The project has one or more of the following safety benefits, but safety may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none">• Protect non-motorized or motorized travelers or communities from safety risks; or• Reduce any number of fatalities and/or serious injuries	<p>Safety is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits that targets a known, documented safety problem, by doing one or more of the following:</p> <ul style="list-style-type: none">• Protect non-motorized travelers and communities from safety risks; or• Reduce fatalities and/or serious injuries to bring them below the state-wide average for underserved communities; or• Incorporate and cite specific actions and activities identified in the Department's National Roadway Safety Strategy plan



Merit Criterion: Environmental Sustainability

Selection Criteria:	Medium	High
Environmental Sustainability	<p>Project has one or more of the following environmental sustainability benefits, but environmental sustainability may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none">• Reduce transportation-related air pollution and greenhouse gas emissions; or• Reduce vehicle miles traveled; or• Incorporate lower-carbon pavement/construction materials; or• Redevelop brownfield sites; or• Improve resilience of infrastructure to current and future weather and climate risks; or• Make basic stormwater improvements	<p>Environmental sustainability is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits that explicitly considers climate change and environmental justice, by doing one or more of the following:</p> <ul style="list-style-type: none">• Reduce transportation-related air pollution and greenhouse gas emissions in underserved communities; or• Reduce vehicle miles traveled specifically through modal shift to transit or active transportation; or• Improve the resilience of at-risk infrastructure to withstand extreme weather events and natural disasters caused by climate change, such as by using best-available climate data sets, information resources, and decision-support tools, and incorporating best practices identified by the Department (for example in the Department's Nature-Based Solutions for Coastal Highway Resilience Implementation Guide) and other Federal resources; or• Address the disproportionately negative environmental impacts of transportation on underserved communities such as by reducing exposure to elevated levels of air, water, and noise pollution; or• Align with the applicant's State, regional, county, or city decarbonization plan; or• Implement transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers; or• Reduce emissions specifically by shifting freight to lower-carbon travel modes; or• Incorporate energy efficient investments, such as electrification or zero emission vehicle infrastructure; or• Remove, replace, or restore culverts for the purpose of improving passage of aquatic species; or• Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species



Merit Criterion: Quality of Life

Selection Criteria:	Medium	High
Quality of Life	<p>Project has one or more of the following quality of life benefits but quality of life may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none">• Increase affordability for travelers; or• Reduces vehicle dependence	<p>Quality of life is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none">• Increase affordable transportation choices by improving and expanding active transportation usage or significantly reducing vehicle dependence, particularly in underserved communities; or• Reduce transportation and housing cost burdens by integrating mixed-use development and a diversity of housing types, including affordable housing, with multimodal transportation infrastructure; or• Coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities and expand travel choices; or• Improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks through transit and active transportation; or• Implement transit-oriented development that benefits existing residents and businesses, low-income and disadvantaged communities, and minimizes displacement; or• Improve public health by adding new facilities that promote walking, biking, and other forms of active transportation; or• Mitigate urban heat islands to protect the health of at-risk residents, outdoor workers, and others; or• Proactively addresses equity



Merit Criterion: Mobility and Community Connectivity

Selection Criteria:	Medium	High
Mobility and Community Connectivity	<p>Project has one or more of the following mobility and community connectivity benefits, but mobility and community connectivity may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none">• Increase accessible transportation choices; or• Include ADA improvements	<p>Mobility and community connectivity is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none">• Improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand; or• Implement plans, based on community participation and data, that identifies and addresses gaps in the existing network; or• Remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options; or• Include transportation features that increase the accessibility for non-motorized travelers for underserved communities, such as through a Complete Streets approach; or• Incorporate Universal Design including details of how the improvements go beyond ADA requirements; or• Directly increasing intermodal and multimodal freight movement; or• Consider last-mile freight plans in a Complete Streets and multimodal approach



Merit Criterion: Economic Competitiveness

Selection Criteria:	Medium	High
Economic Competitiveness and Opportunity	<p>Project has one or more of the following economic competitiveness and opportunity benefits, but economic competitiveness and opportunity may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Improve travel time reliability; or • Improve movement of goods; or • Create jobs related to the project's delivery and on-going operations 	<p>Economic competitiveness is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Improve intermodal and/or multimodal freight mobility, especially for supply chain bottlenecks; or • Facilitate tourism opportunities; or • Inclusive economic development such as the utilization of Minority Business Enterprises, Minority Owned Businesses, Woman Owned Businesses, and Veteran Owned Businesses; or • Promote wealth building; or • Promote long-term economic growth and other broader economic and fiscal benefits; or • Promote robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union, expand training programs, and implement policies such as targeted hiring preferences that will promote the entry and retention of underrepresented populations into those jobs including women, people of color, and people with convictions; or • Promote greater public and private investments in land-use productivity, including rural main street revitalization or locally driven density decisions that support equitable commercial and mixed-income residential development



Merit Criterion: State of Good Repair

Selection Criteria:	Medium	High
State of Good Repair	<p>Project has one or more of the following state of good repair benefits but state of good repair may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none">• Routine or deferred maintenance; or• Create new infrastructure (not in a remote community) that will be maintained in a state of good repair; or• Identify the party responsible for maintenance and describe how the new or improved asset(s) will be maintained in a state of good repair; or• Resolve the current or projected system vulnerabilities	<p>State of good repair is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none">• Restore and modernize (such as through road diets and complete streets approaches) the existing core infrastructure assets that have met their useful life; or• Reduce construction and maintenance burdens through efficient and well-integrated design; or• Create new infrastructure in remote communities that will be maintained in a state of good repair; or• Address current or projected system vulnerabilities for underserved communities; or• Prioritize improvement of the condition and safety of existing transportation infrastructure within the <u>existing</u> footprint



Merit Criterion: Partnership and Collaboration

Selection Criteria:	Medium	High
Partnership and Collaboration	<p>Project has one or more of the following partnership and collaboration benefits but partnership and collaboration may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none">• Collaborate with public and/or private entities; or• Document support from local, regional, or national levels	<p>Project has, or demonstrates plans to, support and engage diverse people and communities that go above and beyond, by doing one or more of the following:</p> <ul style="list-style-type: none">• Engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the lifecycle of the project, for example, by citing and describing how the project aligns with the Department's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide; or• Coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment; or• Partner with Minority Business Enterprises, Minority Owned Businesses, Woman Owned Businesses, and Veteran Owned Businesses; or• Partner with high-quality workforce development programs with supportive services to help train, place, and retain underrepresented communities in good-paying jobs or registered apprenticeships; or• Partner and engage with unions and/or worker organizations in the development of the project and the lifecycle of the project, including the maintenance or operation of the completed project; or• Partner with communities or community groups representative of historically underrepresented groups to develop workforce strategies; or• Establish formal public-private partnerships or joint ventures to expand or create new infrastructure or economic development capacity; or• Participate in a non-DOT Federal capacity-building program, such as the Department of Housing and Urban Development's Thriving Communities Technical Assistance or the Environmental Protection Agency's Environmental Justice Thriving Communities Technical Assistance Centers Program



Merit Criterion: Innovation

Selection Criteria:	Medium	High
Innovation	<p>Project has one or more of the following innovation benefits but does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none">• Deploy technologies, project delivery, or financing methods that are <u>new or innovative to the applicant or community</u>	<p>Project has, or demonstrates plans for, one or more of the following innovative benefits.</p> <ul style="list-style-type: none">• Innovative Technologies<ul style="list-style-type: none">○ Enhance the environment for electric, connected, and automated vehicles to improve the detection, mitigation, and documentation of safety risks; or○ Use low-carbon materials; or○ Use caps, land bridges, or underdecks• Innovative Project Delivery<ul style="list-style-type: none">○ Use practices that facilitate accelerated project delivery such as single contractor design-build arrangements, congestion management, asset management, or long-term operations and maintenance• Innovative Financing<ul style="list-style-type: none">○ Secure TIFIA, RRIF, or private activity bond financing; or○ Use congestion pricing or other demand management strategies



Project Readiness: Environmental Risk Review

- Capital applications only
- Ratings: High, Medium, or Low Risk rating based on the project's ability to complete all environmental requirements/permits and meet the obligation deadline of September 30, 2027.
- Project schedule identifies all major project milestones and these are reasonable.
- Clear plan to complete required approvals and permits such as NEPA (National Environmental Policy Act) and other State or local environmental and planning approvals.
- Risks identified with mitigation plan. Provide any completed environmental documents to support.
- Meaningful public involvement, particularly for disadvantaged communities where applicable.
- If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan.



Project Readiness: Financial Completeness Review

- Ratings: Complete, Partially Complete, or Incomplete financial package
- Detailed project budget identifies all sources of funding, including RAISE funds, other Federal funds, and non-Federal funds.
- Indicate the basis for the funding estimates (e.g. 30% design), and whether contingency is included.
- Describe a plan to address potential cost overruns (even if seeking 100% grant funding).
- Demonstrate through letters of support, STIP/TIP documents, or other means, that the funding arrangement is certain to meet the deadline for obligation of September 30, 2027.
- The Department does not consider the amount of non-Federal contribution as a selection criterion or a competitiveness factor. But any/all non-RAISE funding sources included in a project budget should be secured to receive a rating of "Complete".



Project Readiness: Technical Capacity Review

- Ratings: Certain, Somewhat Certain, Uncertain based on applicant's capacity to successfully deliver the project

Sample characteristics of a strong application for Technical Capacity:

- Experience completing projects with similar scope and scale;
- Feasibility/constructability of specific project;
- Sufficient resources to deliver the project;
- Minimal or no ROW acquisition;
- Demonstrated understanding and plan to comply with all applicable Federal requirements including but not limited to Buy America, Civil Rights, ADA, etc.



Benefit-Cost Analysis

- Capital applications only
- Ratings: costs exceed benefits or benefits exceed costs
- Identify, quantify, and compare expected benefits and costs relative to a “no-build” baseline. See example table in NOFO to get started.
- BCA Narrative describes method and assumptions, BCA Calculation file supports the BCA narrative and should be unlocked/transparent.
- Projects with costs exceeding benefits will not be selected for an award unless it is determined that the project has unquantified benefits for underserved communities
- Further guidance on BCA for DOT Discretionary Grant Programs-
www.transportation.gov/RAISEgrants/additional-guidance
- BCA Webinars will be provided. Please monitor this site for updates:
<https://www.transportation.gov/RAISEgrants/outreach>



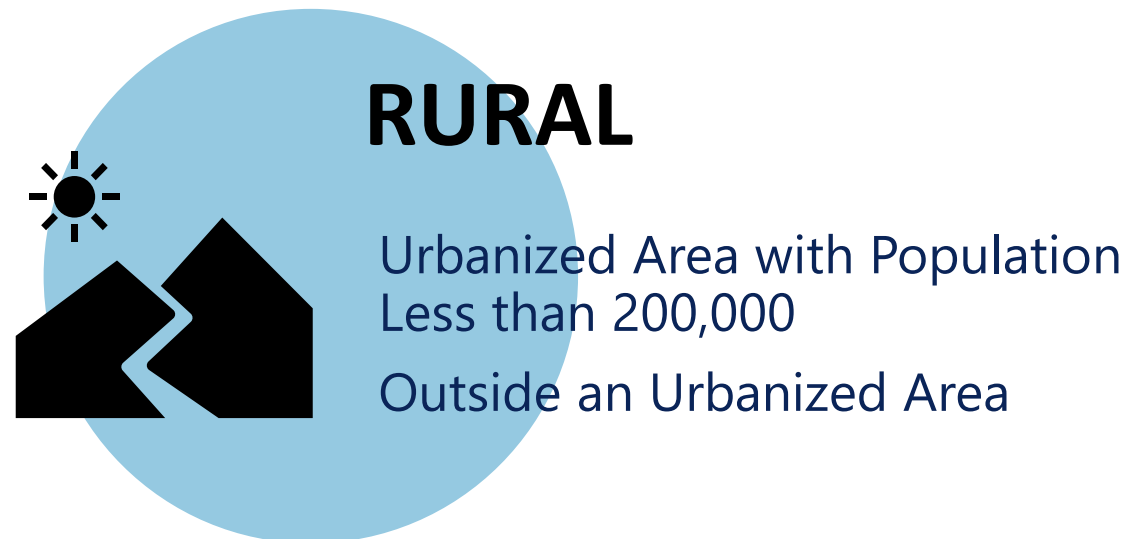
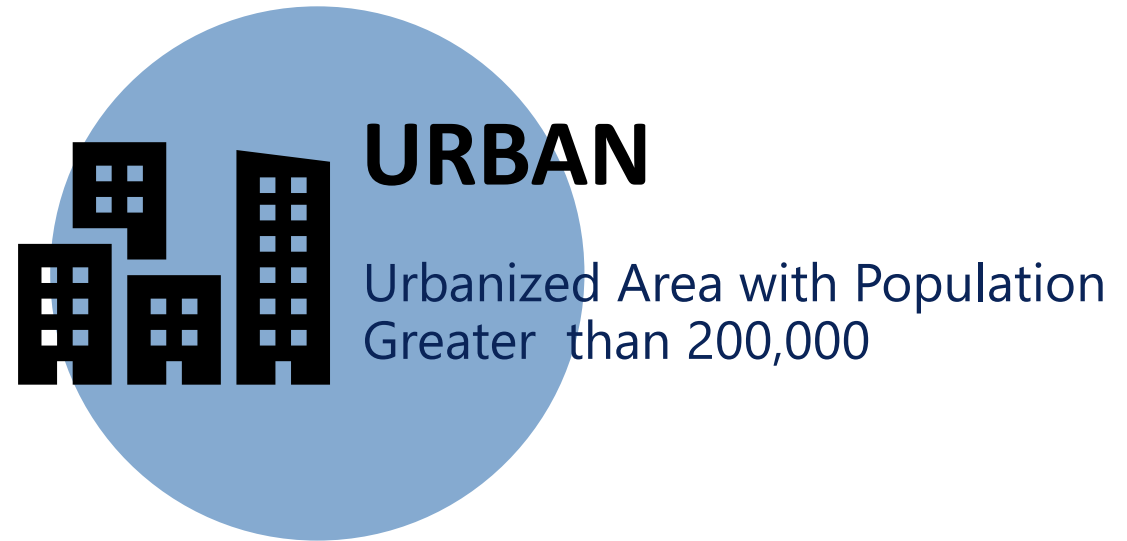
Designating Project Location

- Three Important Location Designations:
 - **Urban/Rural:** affects set-aside, minimum award, and cost share
 - **Area of Persistent Poverty (APP):** affects set-aside and cost share
 - **Historically Disadvantaged Community (HDC):** affects set-aside and cost share
- It is ESSENTIAL to identify the correct project location designations. Applications that request 100% grant funds or request below the relevant minimum grant amount, but are not eligible to do so based on location will be considered **ineligible**. There will not be follow up.
- Projects located exactly on the border of any of these areas (urbanized, APP, or HDC) are considered as within that area.
- Projects that cross multiple areas with differing designations (urban and rural, or APP and non-APP, or HDC and non-HDC) will have the designation based on where the majority of costs are incurred. See Table 2 in Section D.2 of the NOFO.



Urban and Rural Definitions

- Based on 2010 Census Information
 - 2020 Census Urbanized Area information is not yet published, so the RAISE 2023 competition is utilizing the 2010 data.
- Population based on Census Urbanized Area, not any other geographic boundary
- List of Urbanized Areas provided:
<https://www.transportation.gov/RAISEgrants/urbanized-areas>
- Map tool will be provided.





APP and HDC Definitions

Areas of Persistent Poverty (APP)

- Areas of Persistent Poverty is based on **Census Tract or County** level poverty data and includes all **US territories**. See NOFO for full definition.

Historically Disadvantaged Communities (HDC)

- Historically Disadvantaged Community is based on **Census Tract** indicators, includes all **US territories**, and **Tribal land**.

APP and HDC List

- DOT lists all Counties and Census Tracts that meet these definitions:
<https://www.transportation.gov/RAISEgrants/raise-app-hdc>
- The list of APP Counties will be updated in January 2023 based on most recent data from the Census Bureau.



Project Location: Mapping Tools

- Urban/Rural List and Instructions: www.transportation.gov/RAISEgrants/urbanized-areas
- APP/HDC List and Instructions: www.transportation.gov/RAISEgrants/raise-app-hdc
*APP Counties will be updated in January 2023. APP Census Tracts remain the same as 2022.
- ***New in 2023*** Preparing the location file to be submitted with the application:
 1. Open a publicly available online mapping tool for example, ([Google Earth](#) or [GEOJSON](#)).
 2. Identify your project location. Use the tools to draw a line or make a point to represent the project area. The project area should include only the direct physical location of the infrastructure project; it should NOT include a broad service area or area of project impact.
 3. Export, save, and attach to your application one of the acceptable formats (Shapefile, GEOJSON, KML/KMZ, CSV)
- ***New in 2023-Coming Soon*** One-stop web-based tool for RAISE project location verification. Please look for announcement and instructional webinar in February 2023.



RAISE Application Pitfalls

Ineligible project types or applicants	Unclear scope of work	Incorrect file format and content – See New Checklist!
Inconsistent project budget, or inclusion of previously incurred costs in the budget	Incorrect location designation that affects eligible minimum project size or cost share and results in ineligibility	Unrelated scopes of work combined within one application
Misalignment with the program criteria (frequently due to reusing prior year or other program applications without referencing the RAISE 2023 merit criteria rubric)	Late applications (frequently due to lack of registration or lack of coordination with the Authorized Representative)	Insufficient supporting information or evidence for merit criteria or project readiness



Project Delivery: What Should Successful Applicants Expect?

- RAISE 2023 Award Announcement by June 28, 2023
- Kick-off Meeting with Operating Administration overseeing the project
- Administrative requirements are addressed (funding secured, permits received, etc.)
- Grant Agreement is executed/obligated
- Reporting requirements and project modifications
- Project completion and performance monitoring

- Any costs incurred prior to DOT's obligation of funds are ineligible for reimbursement unless authorized by DOT in writing after the announcement of FY 2023 RAISE awards.
- This is **not** a lump sum award. This is a reimbursement program.



Technical Assistance and Resources



Technical Assistance

RAISE FAQ

- Check out the FAQ on the [RAISE website](#)

RAISE Inbox

- Email us with questions at raisegrants@dot.gov

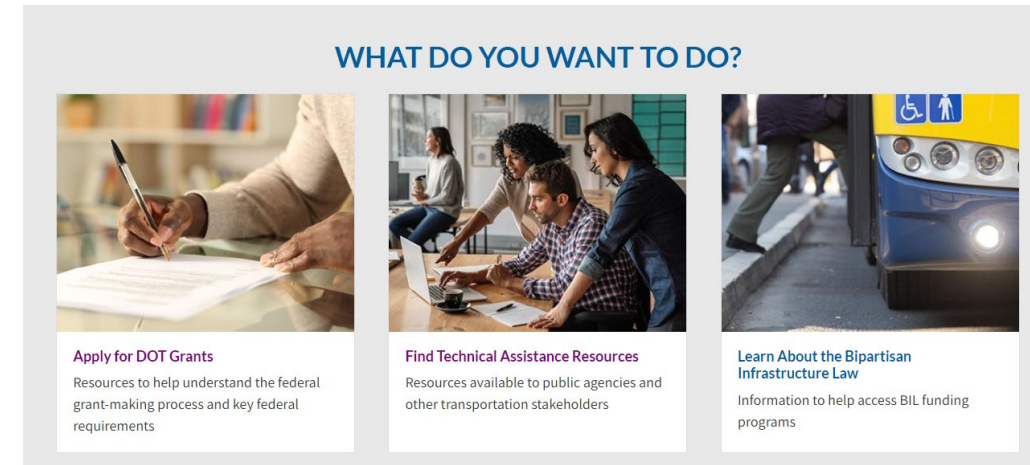
RAISE Webinars

- Attend or watch [RAISE webinars](#)



DOT Navigator

- Check the new DOT Navigator!
- The DOT Navigator is a new resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects
 - [Understanding Cost Share](#)
 - [How to Navigate Grants.gov](#)
 - [Checklist for a Strong Workforce and Labor Plan](#)
- <https://www.transportation.gov/dot-navigator>





Q & A



Please type your questions in the **Q&A box**



- Email future questions to us at raisegrants@dot.gov
- See the frequently asked questions on our [website](#) for more answers