



US Department of Transportation



## How to Compete Webinar – Rural and Tribal Applicants

January 24, 2023



# Webinar Information

## Audio

- To listen via computer:
  - Select "Computer Audio"
- To listen via phone:
  - Call: 669-254-5252
  - Webinar ID: 160 538 7049
  - Passcode: 339045
- All participants automatically join on mute, with cameras off

## Closed Captioning

- Available during the webinar

## Technical Support

- Email
  - [corey.martin.ctr@dot.gov](mailto:corey.martin.ctr@dot.gov)
  - [webconference@dot.gov](mailto: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>



# Informal Poll Questions

1. Have you applied to the RAISE (BUILD/TIGER) program before?
  - ☐ Yes
  - ☐ No
  
2. Did you attend the RAISE How to Compete webinar on January 5 or January 12?
  - ☐ Yes
  - ☐ No
  - ☐ I watched a recording
  
3. Do you think your project is located in an area that is:
  - ☐ Rural
  - ☐ Tribal Lands
  - ☐ Tribal Lands and Rural
  - ☐ Urban



# Agenda

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



# RAISE Team Introductions

## Presenters



Andrea Jacobson



Danny Kozub



Kim Bathrick



Aubrei Barton

## Assisting Behind the Scenes



Linsey Callaghan



Logan Dredske



Sequoia Garlington



# ROUTES Team Introductions



Rob Hyman



Alex Clegg



Amanda Rogers



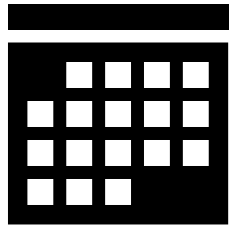
Lily Ballengee



Mike Close



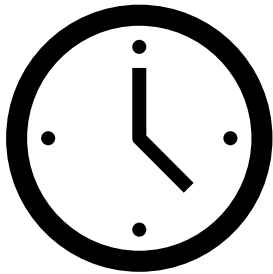
# RAISE NOFO Is Now Open!



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**

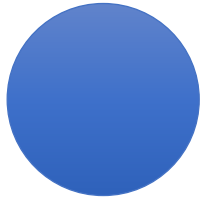


Additional resources at [www.transportation.gov/raisegrants](http://www.transportation.gov/raisegrants)

**NEW** [Subscribe](#) for email updates!



## Upcoming RAISE Webinars



### **How to Prepare a BCA for RAISE Grant Applications**

1. This webinar will provide guidance and answer questions on creating a benefit-cost analysis for your FY 2023 RAISE application.
2. **Thursday, January 26, 2023 2:00 – 4:00 pm Eastern**



### **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**

Register for webinars or watch prior webinars at: <https://www.transportation.gov/RAISEgrants/outreach>





# 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

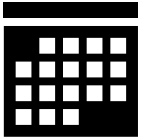


# FY 2023 RAISE Program Overview



## Capital Grants

- Surface transportation infrastructure capital construction or vehicle and equipment procurement
- Projects that include right-of-way acquisition



## Planning Grants

- Planning, preparation, or design of surface transportation infrastructure projects
- Examples include: environmental analysis, equity analysis, community engagement, feasibility studies, benefit-cost analysis, and other pre-construction activities

See RAISE [NOFO](#) page 14



# 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.**



## Informal Poll Questions

- What type of organization do you represent?
  - State or Territory of the United States
  - Local Government
  - Tribal Government
  - Metropolitan Planning Organization
  - Transit Agency
  - Transportation Authority (port, rail, airport, or other)
  - Federal Government
  - Consultant
  - Other



# Eligible Projects



Highway, Bridge, or Road



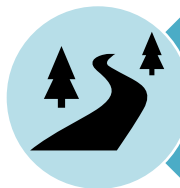
Public Transportation



Passenger and Freight  
Rail



Intermodal Projects

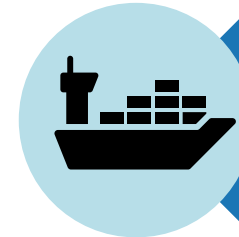


Transportation Projects  
on Tribal Lands

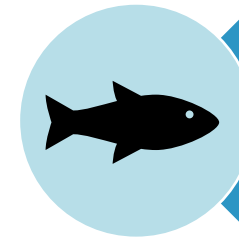


Surface Transportation  
Components of an Airport

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

Questions? Use the Q&A box.



# 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.*

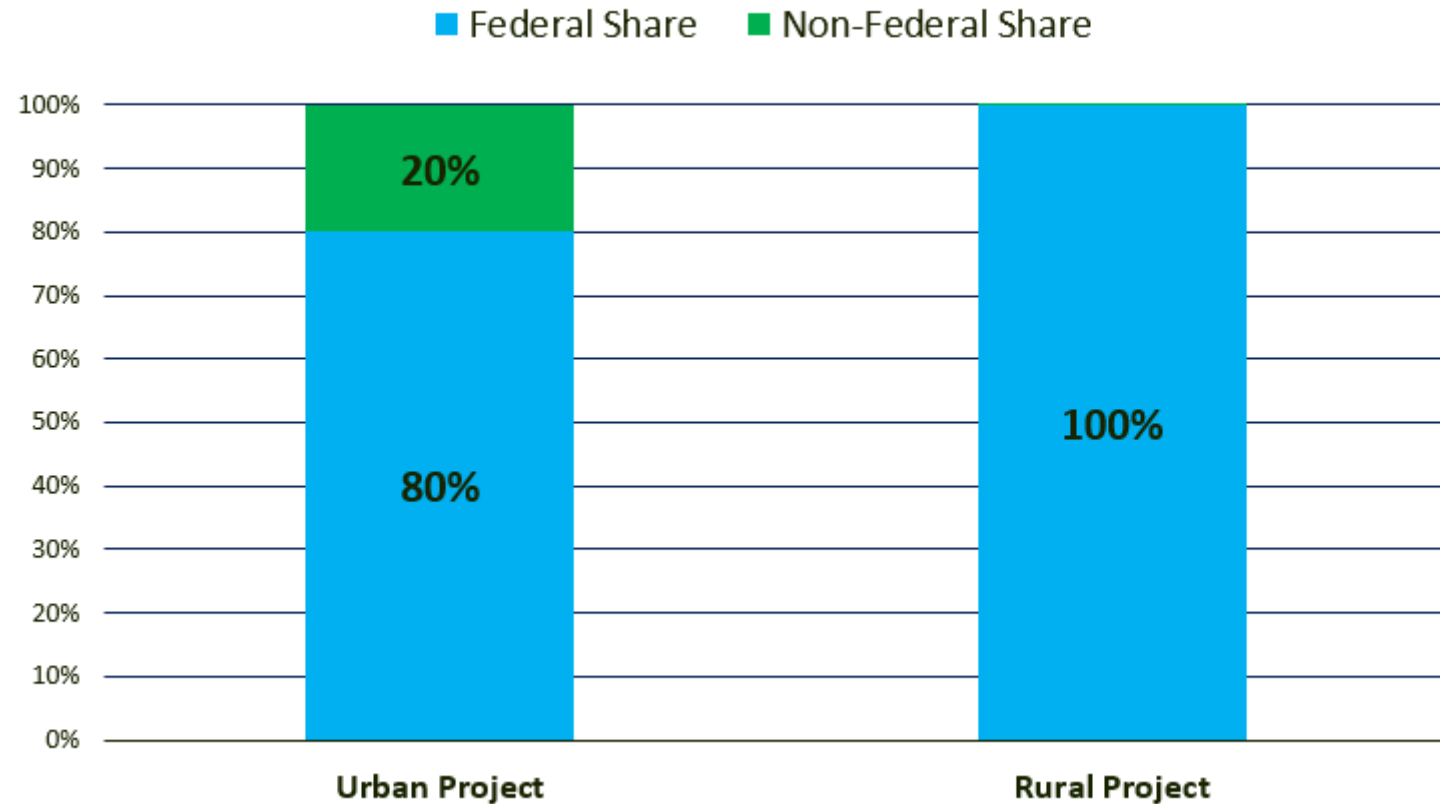
**There is no maximum Federal share for projects located in:**

- **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



See RAISE [NOFO](#) page 12

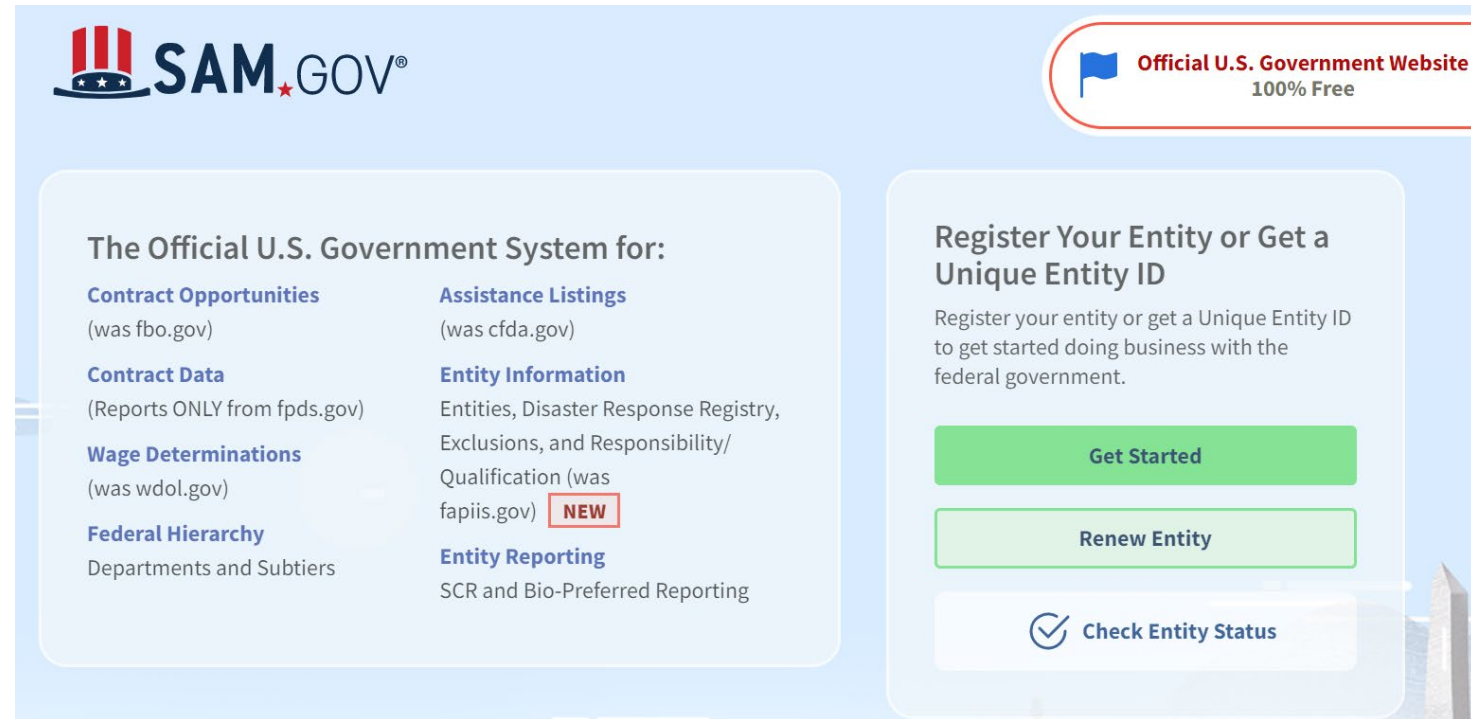


# How to Apply



# Getting Ready to Apply: SAM.gov

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



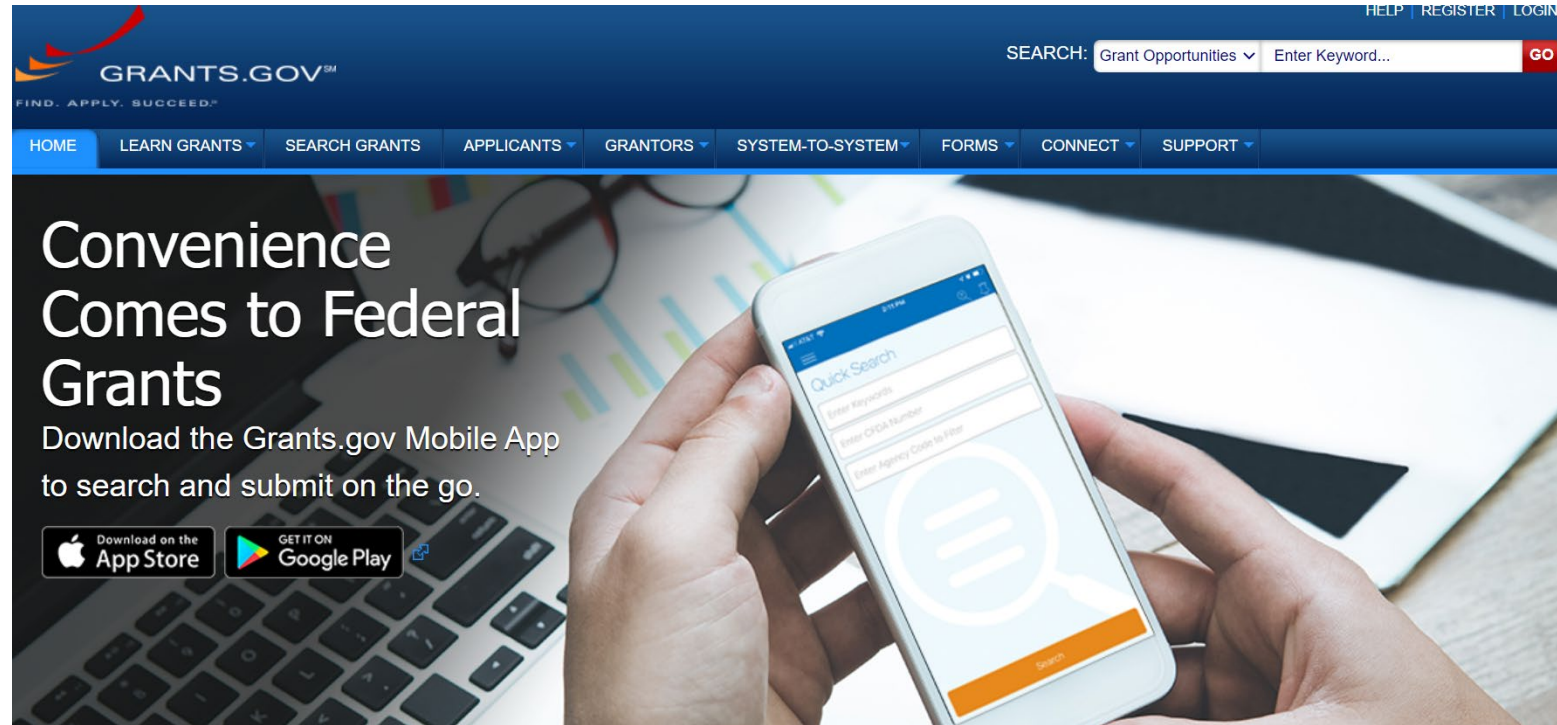
The screenshot shows the SAM.gov homepage. At the top left is the SAM.GOV logo with a stylized American flag. To the right, a red-bordered box contains the text "Official U.S. Government Website" and "100% Free". The main content area is divided into two columns. The left column, titled "The Official 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: a green "Get Started" button, a light green "Renew Entity" button, and a white button with a checkmark icon and the text "Check Entity Status".

[www.sam.gov](https://www.sam.gov)



# Getting Ready to Apply: Grants.gov

- Register or confirm your registration
- Update the Authorized Representative
- Confirm contact information is correct
- **NEW** login through login.gov



[www.grants.gov](http://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



# 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](mailto:raisegrants@dot.gov)


## RAISE Webinars

- Attend or watch [RAISE webinars](#)






# ROUTES Initiative

 U.S. Department of Transportation

ABOUT DOT ▾ PRIORITIES ▾ CONNECT ▾



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ROUTES

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Electric Vehicles >

Modal Administrations >

Contact ROUTES

Related Links

- [US DOT Grant Programs and Projects](#)
- [Grant Applicant Toolkit](#)
- [Rural EV Infrastructure Toolkit](#)
- [National Center for Rural Road Safety](#)
- [Access to Intercity Transportation in Rural Areas](#)
- [Subscribe to ROUTES updates](#)


Related Documents

- [ROUTES Fact Sheet](#)

Contact Us

ROUTES Initiative  
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Washington, DC 20590  
United States  
Email: [rural@dot.gov](mailto:rural@dot.gov)  
Phone: 202-366-4544  
Business Hours:  
8:30am-5:00pm ET, M-F  
  
If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access

## Rural Opportunities to Use Transportation for Economic Success (ROUTES)



Rural Opportunities to Use Transportation for Economic Success (ROUTES) is an initiative to address disparities in rural transportation infrastructure by developing user-friendly tools and information, aggregating DOT resources, and providing technical assistance. The ROUTES Initiative aims to ensure rural transportation infrastructure's unique challenges are considered in order to meet priority transportation goals of safety, mobility, and economic competitiveness.

Read our newly released [Rural EV Infrastructure Toolkit](#), which was developed as part of the ROUTES Initiative to help rural communities plan and fund electric vehicle (EV) charging infrastructure.

### The ROUTES Initiative is established to...

- Engage Rural Communities through a series of events to better understand their transportation needs and priorities, and to collect essential data from stakeholders representing different communities, groups, workers, and industries to identify necessary transportation solutions.
- Harmonize DOT Programs to implement rural policy by re-constituting the ROUTES Council to lead and coordinate Departmental activities to implement the [Bipartisan Infrastructure Law](#) and better align new and existing funding, financing, and technical assistance programs with the needs of rural and Tribal communities.
- Utilize a Whole-of-Government Approach by partnering with other rural-focused federal agencies and regional commissions to expand DOT's presence in rural America, better promote DOT's resources to their customers, and capitalize on synergies between federal funding programs.

### The Rural Transportation Network is Critical for Our Economy

- Rural transportation networks are critically important for domestic production and export of agriculture,

## Webinars

- Benefit Cost Analyses for Rural Projects
- TIFIA Rural Projects Initiative
- Transit Resources
- National Roadway Safety Strategy

## Tools and Toolkits

- Rural Eligibility Map
- Point of Contact Map
- Grant Applicant Toolkit
- Rural EV Infrastructure Toolkit

## Funding Opportunities

- Active & Upcoming NOFOs
- Links to Past Awards

## Modal Specific Landing Pages

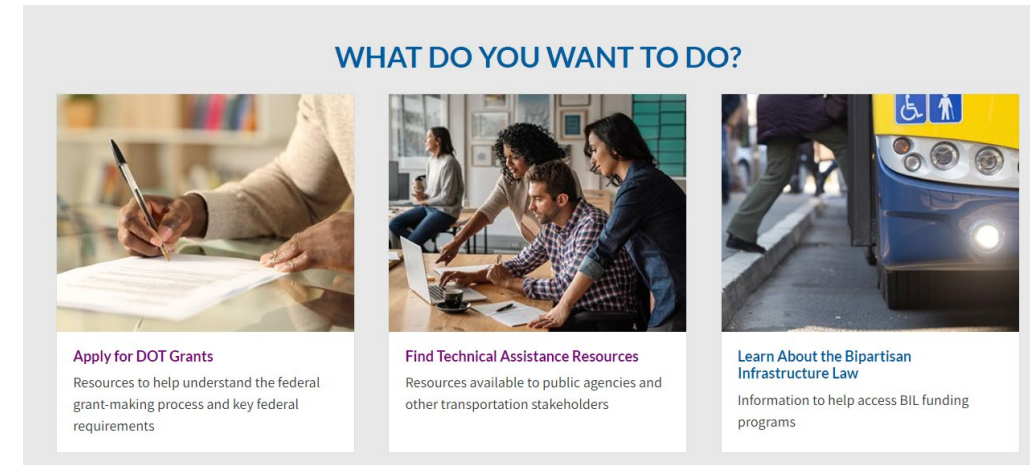
## Monthly Newsletters

[www.transportation.gov/rural](http://www.transportation.gov/rural)



# 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](#)
  - [Checklist for a Strong Workforce and Labor Plan](#)
  - [FY 2023 DOT Discretionary Grant Check List](#)
- <https://www.transportation.gov/dot-navigator>

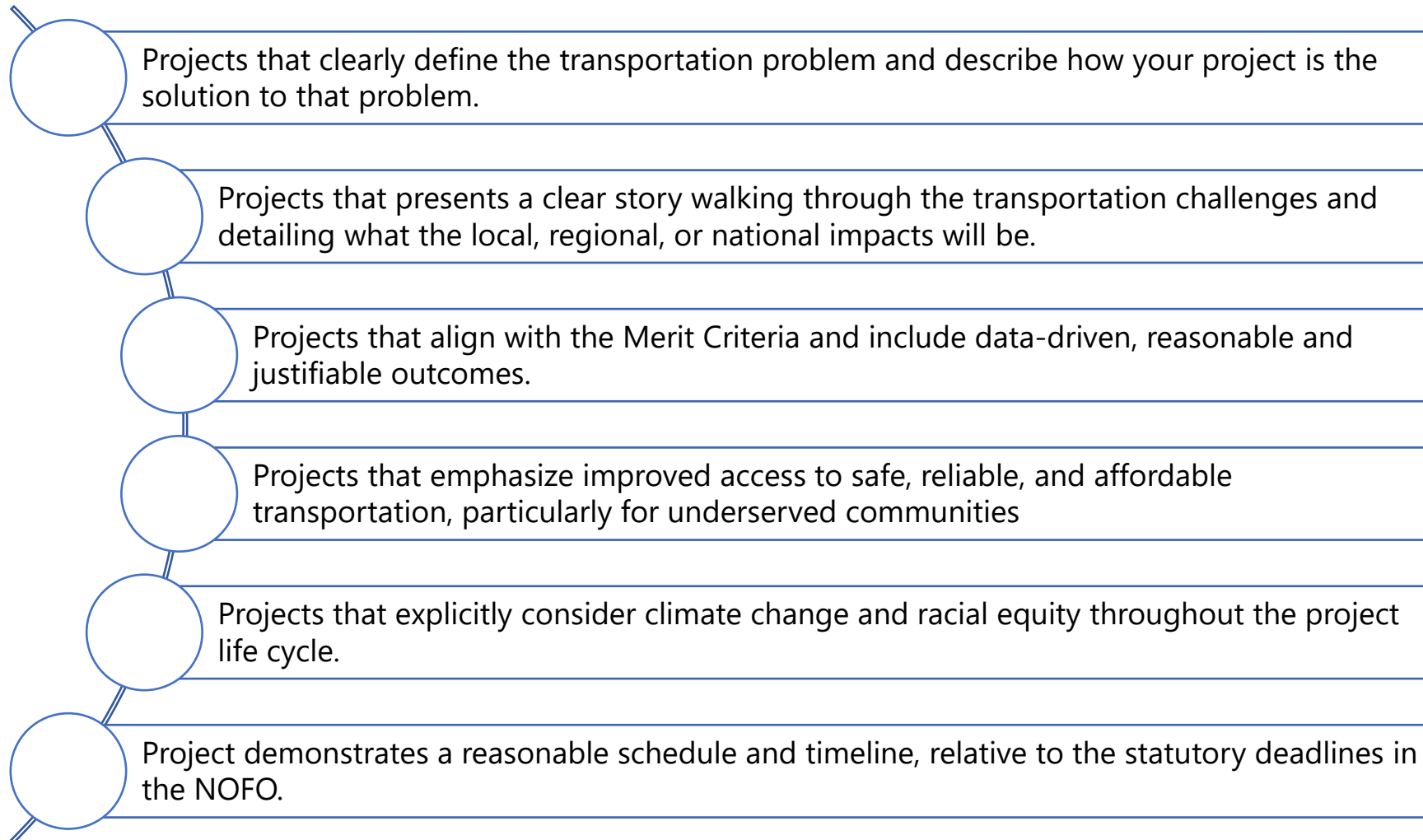




# How to Compete



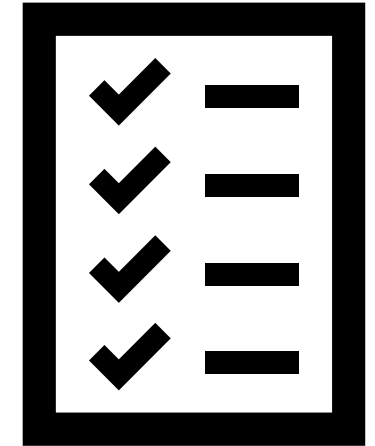
# What Projects Compete Well?





# RAISE Application Content

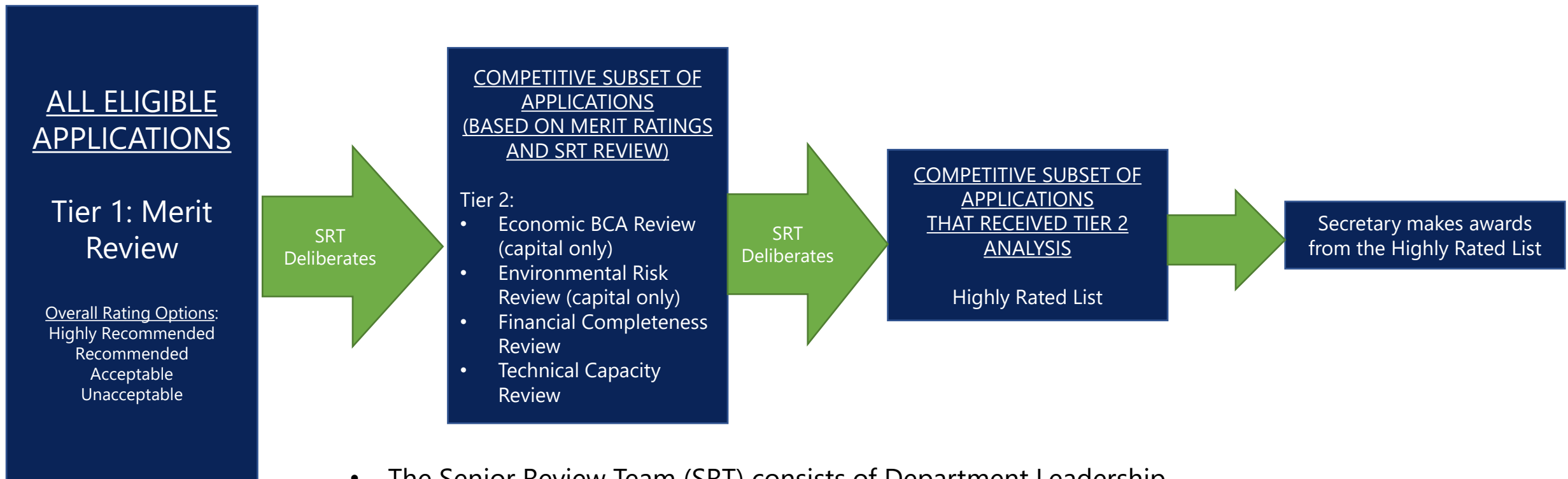
	Information	File Name	NOFO Section	Page Limit
<input type="checkbox"/>	SF-424	SF-424	D.2	N/A
<input type="checkbox"/>	Project Information Form (in Excel)	FY 2023 RAISE Project Information Form	D.2	N/A
<input type="checkbox"/>	Project Description	Project Description	D.2.i	5 pages
<input type="checkbox"/>	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



See RAISE [NOFO](#) page 20



# RAISE Evaluation Process



- The Senior Review Team (SRT) consists of Department Leadership.
- SRT considers the Tier 1 and Tier 2 ratings with the goal of advancing a Highly Rated List of applications to the Secretary for award consideration.

See RAISE [NOFO](#) page 57



# 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**



# 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.

Primary Project Purpose (**high**) vs. Ancillary (**medium**)

Activities listed in the High column are different than activities listed in the Medium column

Projects do NOT need to address all elements in the high column to get a high; One is sufficient.

Data-driven, well justified assumptions about what the project will accomplish

See RAISE [NOFO](#) page 38





# 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.

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**Unacceptable**= three or more are "non-responsive".

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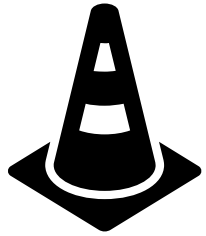
**Example:**

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).

See RAISE [NOFO](#) page 39



# Merit Criterion: Safety



Protect motorized or non-motorized travelers from safety risks

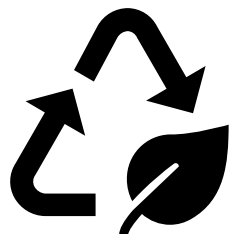
Reduce fatalities or injuries to bring them below the statewide average

National Roadway Safety Strategy

See RAISE [NOFO](#) pages 40 and 46



# Merit Criterion: Environmental Sustainability



Reduce transportation-related air pollution and greenhouse gas emissions in underserved communities

Reduce vehicle miles traveled specifically through modal shift to transit or active transportation

Improve the resilience of at-risk infrastructure to withstand extreme weather events and natural disasters caused by climate change

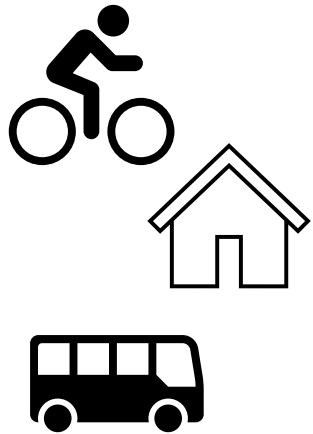
Using best-available climate data sets and incorporating best practices identified by the Department

- Department's Nature-Based Solutions for Coastal Highway Resilience Implementation Guide

See RAISE [NOFO](#) pages 40-41 and 46-47



# Merit Criterion: Quality of Life



Increase affordable transportation choices by improving and expanding active transportation

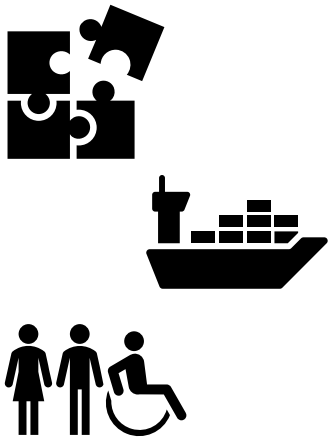
Reduce transportation and housing cost burdens by integrating mixed-use development and housing with multimodal transportation infrastructure

Coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities and expand travel choices

Improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks through transit and active transportation



# Merit Criterion: Mobility and Community Connectivity



Improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand

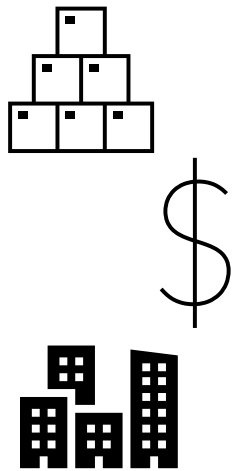
Remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options

Incorporate Universal Design including details of how the improvements go beyond ADA requirements

Directly increasing intermodal and multimodal freight movement

Consider last-mile freight plans in a Complete Streets and multimodal approach

# Merit Criterion: Economic Competitiveness



Improve freight supply chain bottlenecks

Utilization of Minority Owned Businesses

Promote robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union

Promote greater public and private investments in land-use development

Promote long-term economic growth through rural main street revitalization

See RAISE [NOFO](#) pages 43 and 49



# Merit Criterion: State of Good Repair



Restore and modernize core infrastructure assets that have met the useful life

Create new infrastructure in remote communities that will be maintained in a state of good repair

Address current or projected system vulnerabilities for underserved communities

Prioritize improvement of existing transportation infrastructure within the existing footprint

See RAISE [NOFO](#) pages 43-44 and 50



# Merit Criterion: Partnership and Collaboration



Engage residents and community-based organizations to ensure equity is being considered throughout the project's lifecycle

- [Department's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide](#)

Coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment

Partner with Minority Owned Businesses, workforce development programs, or unions

Establish formal public-private partnerships or joint ventures to expand or create new infrastructure

Federal capacity-building program

- [Department of Housing and Urban Development's Thriving Communities Technical Assistance](#)
- [Environmental Protection Agency's Environmental Justice Thriving Communities Technical Assistance Centers Program](#)





# Merit Criterion: Innovation



## Innovative Technologies

- Electric, connected, and automated transportation
- Low-carbon materials

## Innovative Project Delivery

- Accelerated project delivery:
  - Single contractor design-build arrangements, congestion management, asset management, long-term operations and maintenance

## Innovative Financing

- Secure TIFIA, RRIF, or private activity bond financing
- Use congestion pricing or other demand management strategies



# Project Readiness

1. **Environmental** - capital applications only, please include narrative for review
  2. **Technical** - all applications, include narrative for review
  3. **Financial** - all applications, review based on budget section of application
- **Project Readiness reviews assess:**
    - overall reasonable schedule and plan to deliver the project
    - ability to meet the obligation deadline of **September 30, 2027**
    - ability to complete the project by the expenditure deadline of **September 30, 2032**
    - clear plan to mitigate risks of project delivery.

See RAISE [NOFO](#) pages 27-34



# Project Readiness: Environmental Risk Review

## Capital Applications Only

- **Ratings:** High Risk, Medium Risk, or Low Risk
  - Based on the project's ability to complete all environmental requirements/permits and meet the obligation deadline of **September 30, 2027**.
- **Project Schedule:** Identify all major project milestones and these are reasonable.
- **Permits and Approvals:** Outline clear plan to complete required approvals and permits such as NEPA (National Environmental Policy Act) and other State or local environmental and planning approvals. Provide any completed environmental documents to support.
- **Risk Mitigation:** Identify potential risk and outline a mitigation plan.
- **Public Engagement:** Detail public involvement, particularly for disadvantaged communities where applicable.
- **Right-of-Way Acquisition:** If applicable, detail right-of-way acquisition plans including a detailed schedule and compensation plan.



# Project Readiness: Technical Capacity Review

- **Ratings:** Certain, Somewhat Certain, Uncertain
  - Based on applicant's capacity to successfully deliver the project using information in the application and DOT Operating Administration knowledge of the applicant's performance.

Sample characteristics of a strong application for Technical Capacity:

- Experience completing projects with similar scope and scale;
- Feasibility/constructability of specific project;
- Sufficient resources;
- 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, Americans with Disabilities Act

**Questions? Use the Q&A box.**



# Project Readiness: Financial Completeness Review

- **Ratings:** Complete, Partially Complete, or Incomplete
  - Based on detailed project budget that identifies **all sources of funding**, including RAISE funds, other Federal funds, and non-Federal funds.
- **Design Completion:** Indicate the basis for the funding estimates (e.g. 30% design),
- **Contingency Amount:** Indicate the contingency amount in the budget.
- **Cost Overruns:** Describe a plan to address potential cost overruns **even if seeking 100% grant funding**.
- **Committed Funding:** Document through letters of support, STIP/TIP, or other means, that the other Federal and/or non-Federal funds are committed and secured for the project.

**Any/all non-RAISE funding sources included in a project budget should be secured to receive a rating of “Complete.”**

The Department does **not** consider the amount of non-Federal contribution as a selection criterion or a competitiveness factor.



# 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](http://www.transportation.gov/RAISEgrants/additional-guidance)
- BCA Webinars will be provided. Please monitor this site for updates:  
<https://www.transportation.gov/RAISEgrants/outreach>



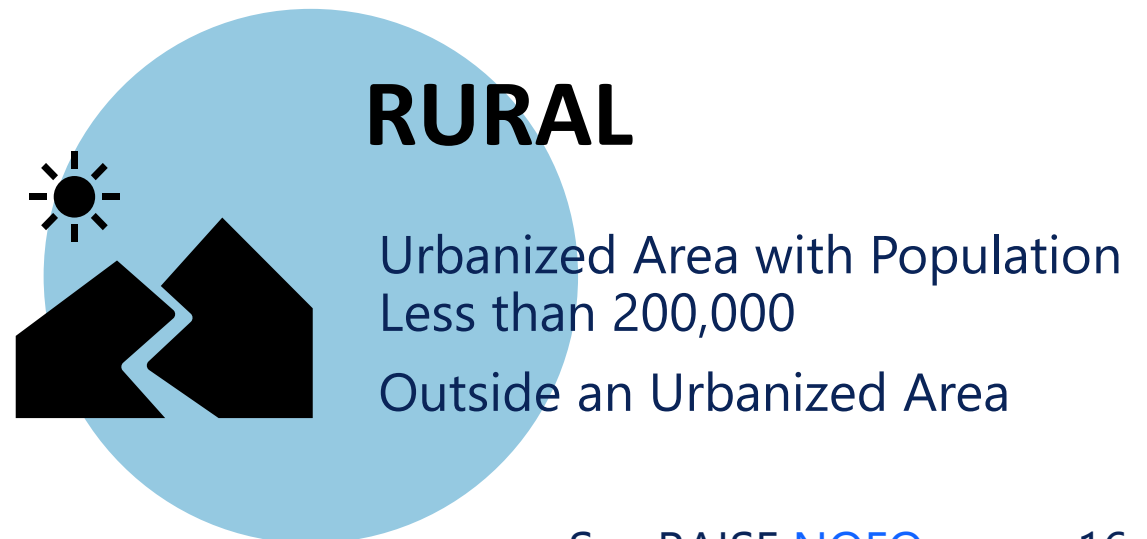
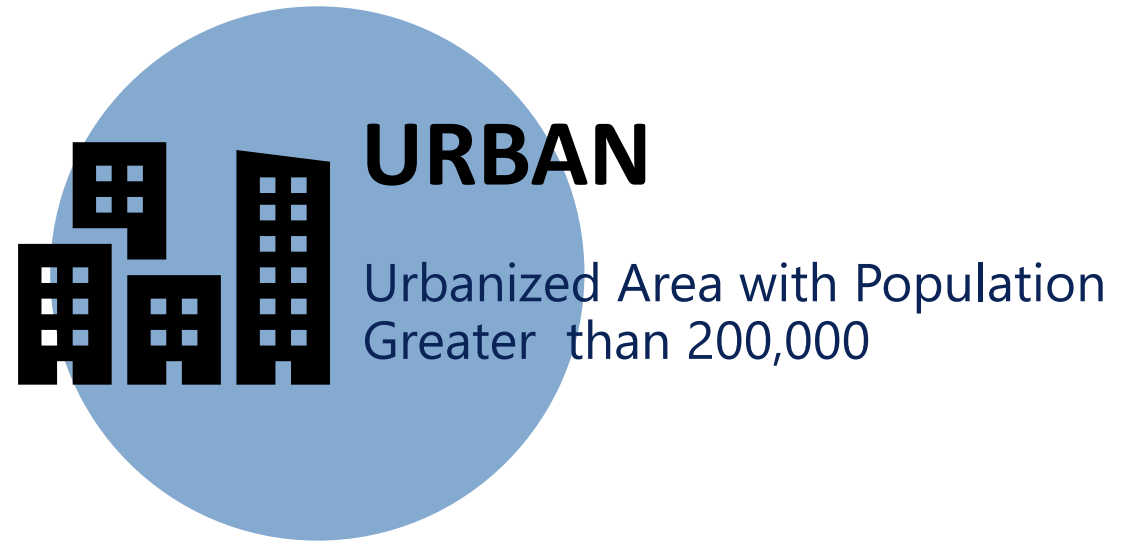
# Designating Project Location

- 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 provided! [Grant Project Location Verification \(dot.gov\)](#)



See RAISE [NOFO](#) pages 16-17





# 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 was updated in January 2023 based on most recent data from the Census Bureau.

See RAISE [NOFO](#) pages 17-18



# Project Location: Mapping Tools

- Urban/Rural List and Instructions: [www.transportation.gov/RAISEgrants/urbanized-areas](http://www.transportation.gov/RAISEgrants/urbanized-areas)
- APP/HDC List and Instructions: [www.transportation.gov/RAISEgrants/raise-app-hdc](http://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\*** [One-stop web-based tool](#) for RAISE project location verification.





# RAISE Application Pitfalls

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



## 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.



Q & A



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



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