

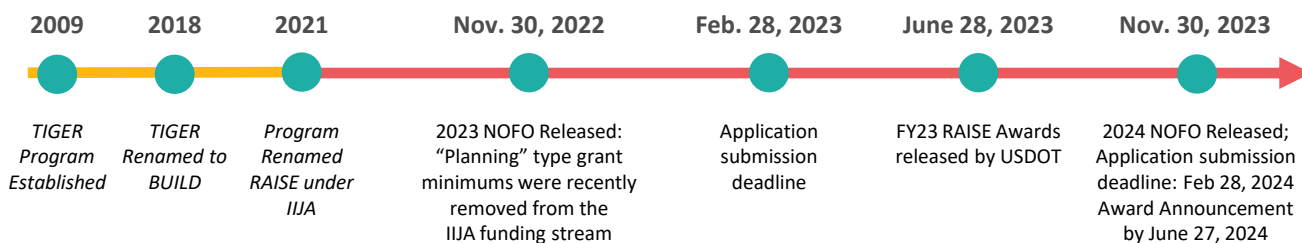
# REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) PROGRAM



## PART I: BACKGROUND

### PROGRAM SUMMARY

Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$14.4 billion for fifteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact since 2009. Now called RAISE under the Infrastructure Investment and Jobs Act (IIJA), the program provides funding to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies).



### RECENT FUNDING INFORMATION

Fiscal Year	Funding Source	Total Funding	Max Award	Match Req.	Funding and Obligation Restrictions
2024	Bipartisan Infrastructure Law	\$1.5B	\$25M	20% <sup>2</sup>	<ul style="list-style-type: none"> <li>Maximum of \$225M awarded to a single state</li> <li>\$750M available for urban areas; \$750M available for rural areas</li> <li>\$75M of \$1.5B available for planning, preparation or design of eligible projects</li> <li>At least \$15M for projects located in historically disadvantaged communities</li> <li>Funding Obligation Deadline: September 30, 2028</li> <li>Funding Expenditure Deadline: September 30, 2033</li> </ul>
2023	FY 2023 Appropriations Act <sup>1</sup>	\$799M	\$45M	20% <sup>2</sup>	<ul style="list-style-type: none"> <li>Maximum of \$120M awarded to a single state</li> <li>\$400M available for urban areas; \$400M available for rural areas</li> <li>\$40M of \$799M available for planning, preparation or design of eligible projects</li> <li>At least \$20M for projects located in historically disadvantaged communities</li> </ul>
2023	Bipartisan Infrastructure Law <sup>1</sup>	\$1.5B	\$25M	20% <sup>2</sup>	<ul style="list-style-type: none"> <li>Similar to FY2024 NOFO</li> </ul>
2022	Bipartisan Infrastructure Law	\$1.5B	\$25M	20% <sup>2</sup>	<ul style="list-style-type: none"> <li>Similar to FY2024 NOFO</li> </ul>

1. Both funding streams were offered through the FY23 RAISE NOFO

2. Match percentages under 20% are only offered to applicants in rural areas or disadvantaged communities (DACs)

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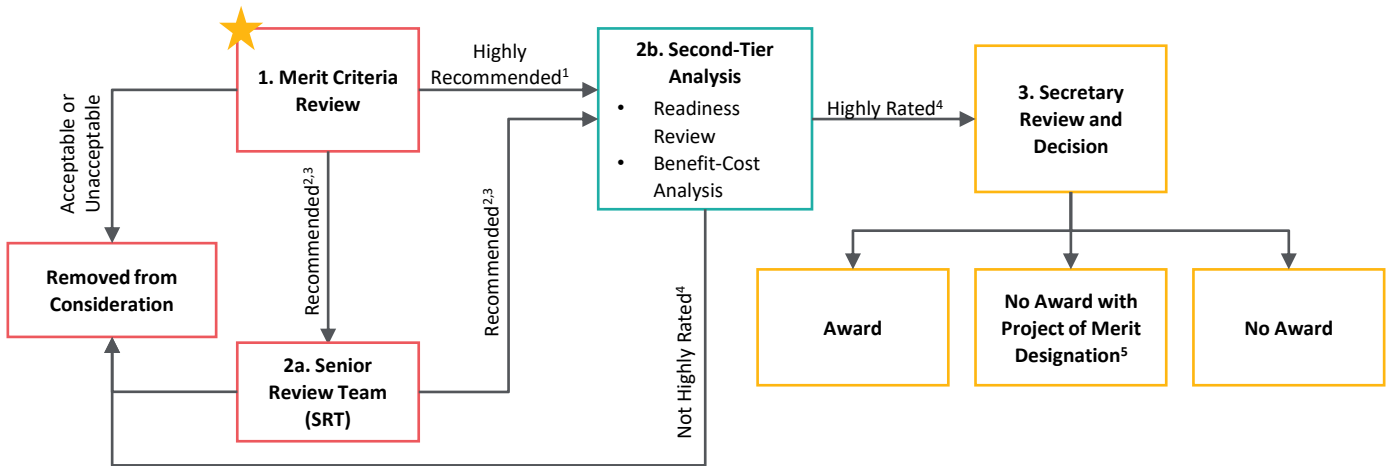
## ATLANTA REGION APPLICATION AND AWARD HISTORY

Fiscal Year	Project Name	Applicant	Funding Request	Funding Awarded?
2022	Cumberland Sweep	County of Cobb	\$7,052,000	No
2022	Cobb Parkway/US 41 at McCollum Parkway Realignment	County of Cobb	\$5,000,000	No
2022	East-West Connector Corridor Improvements	County of Cobb	\$5,000,000	No
2022	McGinnis Ferry Road at I-85 Interchange	County of Gwinnett	\$11,231,028	No
2022	Five Points Transformation Phase 2	Metropolitan Atlanta Rapid Transit Authority (MARTA)	\$45,000,000	\$25,000,000
2022	Peachtree Creek Greenway Phase II	City of Brookhaven	\$19,080,000	No
2023	Cobb Parkway at McCollum Parkway Realignment	County of Cobb	\$4,420,000	No
2023	East-West Connector Corridor Improvements	County of Cobb	\$4,540,000	No
2023	Gwinnett Place Transit Center	Gwinnett County	\$25,000,000	\$20,000,000
2023	HUB404	Atlanta Regional Commission	\$7,000,000	No
2023	Loop Trail Extension	County of Gwinnett	\$25,000,000	No
2023	PATH 400 Trail Extension	City of Sandy Springs	\$5,711,050	No
2023	Peachtree Creek Greenway Regional Transportation Project Phase II	City of Brookhaven	\$15,188,790	No
2023	Reconnect Scott Boulevard with Safe, Active, Equitable Transportation	City of Decatur	\$2,390,000	No
2023	South Metro RiverLands Greenway	Atlanta Regional Commission	\$6,000,000	No
2023	The Cumberland Sweep	County of Cobb	\$7,052,000	No
2023	The Stitch: Reconnecting a Torn Urban Fabric	City of Atlanta	\$16,800,000	No
2023	Trails to Transit: Reconnecting Atlanta Communities	City of Atlanta	\$25,000,000	\$25,000,000
2023	US 441 Mobility and Safety Improvements	Georgia Department of Transportation	\$25,000,000	No
2023	Westside Community Connector Bridge	Georgia Tech Research Corporation	\$25,000,000	No

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## PART II: APPLICATION EVALUATION INFORMATION

Applications will go through three rounds of review, starting with the Merit Criteria Review:



1. Highly Recommended applications must receive: six or more *highs*, and no *non-responsive* on their merit review
2. Recommended applications must receive: one to five *highs*, no more than three *lows*, and no *non-responsive* on their merit review
3. The SRT will review all recommended projects and can only advance a recommended application to second tier analysis if benefits are significant
4. The SRT is responsible for determining if a project is highly rated or not based on the outcome of the second-tier analysis
5. Projects with *Project of Merit* designation will automatically be considered for FY25 RAISE Funding

# REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) PROGRAM



## PART II: APPLICATION EVALUATION INFORMATION

### HIGH RATING MERIT CRITERIA:

#### SAFETY

- Protects non-motorized travelers and communities from safety risks
- Reduces fatalities and/or serious injuries to bring them below the state-wide average for underserved communities
- Incorporates and cite specific actions and activities identified in the Department's National Roadway Safety Strategy plan

#### ENV. SUSTAINABILITY

- Reduce transportation-related air pollution and greenhouse gas emissions in underserved communities;
- Align with the applicant's State, regional, county, or city decarbonization plan
- Reduce vehicle miles traveled specifically through modal shift to transit or active transportation;

#### QUALITY OF LIFE

- Reduce transportation and housing cost burdens by integrating mixed-use development and a diversity of housing types
- Coordinate and integrate land use, affordable housing, and transportation planning
- Improve public health by adding new facilities that promote walking, biking, and other forms of active transportation

#### MOBILITY/CONNECTIVITY

- Improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand;
- Implement plans, based on community participation and data, that identifies and addresses gaps in the existing network
- Remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options;

#### ECON. COMPETITIVENESS

- Improve intermodal and/or multimodal freight mobility, especially for supply chain bottleneck
- Promote long-term economic growth and other broader economic and fiscal benefits
- Create good-paying jobs with free and fair choice to join a union including using a project labor agreement
- Promote hiring/retention of underrepresented populations

#### STATE OF GOOD REPAIR

- Restore and modernize (through road diets and complete streets approaches) existing core infra assets
- Reduce construction and maintenance burdens through efficient and well-integrated design
- Create new infrastructure in remote communities that will be maintained in a state of good repair

#### PARTNERSHIP/ COLLABORATION

- Engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the lifecycle of the project
- Partner with communities or community groups representative of historically underrepresented groups to develop workforce strategies;

#### INNOVATION

- Enhance the environment for electric, connected, and automated vehicles to improve the detection, mitigation, and documentation of safety risks
- Use practices that facilitate accelerated project delivery such as single contractor design-build arrangements
- Secure TIFIA, RRIF, or private activity bond financing;

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## USDOT GUIDANCE FOR APPLICANTS<sup>1</sup>

*The information below summarizes USDOT's expressed priorities for projects funded by IIJA programs as depicted in the most recent NOFO*

- **Support USDOT Strategic Goals:**

USDOT has expressed its desire to support projects that improve safety, economic strength and global competitiveness, equity and climate and sustainability consistent with its strategic goals

- **Align with Priorities in Executive Order 14052 (IIJA):**

IIJA priorities are to invest efficiently focusing on measurable outcomes for the American people, promote the competitiveness of the U.S. economy according to the Build America, Buy America Act, improve job opportunities by focusing on high labor standards including prevailing wages and fair chance to join a union, strengthen infrastructure resilience to all hazards including climate change, invest equitably through programs like Justice40, and to effectively coordinate with State, local, Tribal, and territorial government partners

- **Utilize MPO Coordination Opportunities Provided in IIJA:**

DOT strongly encourages applicants to utilize new strategies outlined in IIJA. These changes require MPOs to consider equitable and proportional representation of a planning area population when designating officials or representatives, to ensure consistency of planning data between overlapping MPOs in an urbanized area, and to encourage social media and web-based tools to foster public participation in the planning process

- **Prioritize Transportation Equity and Environmental Justice Policies:**

Outlined in Executive Orders 13985 and 14008, best practice equity assessment tools identified by the OMB include the U.S. Census Community Resilience Estimates, Opportunity Atlas, and Spatial Equity tool from the Urban Institute; goals of the National Climate Task Force established by E.O. 14008 include reduction of U.S. greenhouse gas emissions by 50-52% below 2005 levels by 2030 and achieving a net-zero emissions economy by 2050

- **Measure Impact According To Justice40 Initiative:**

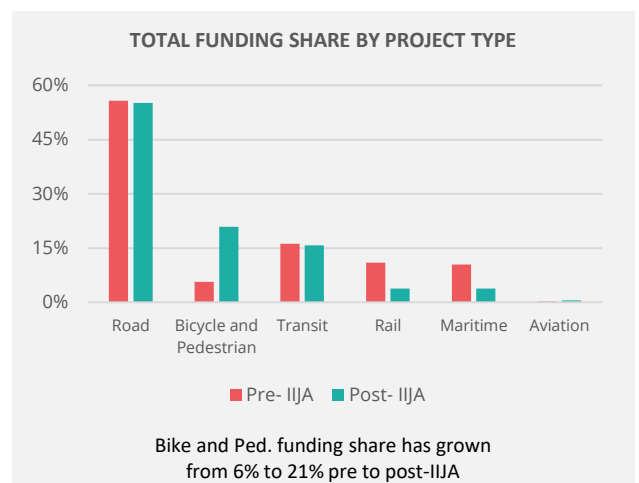
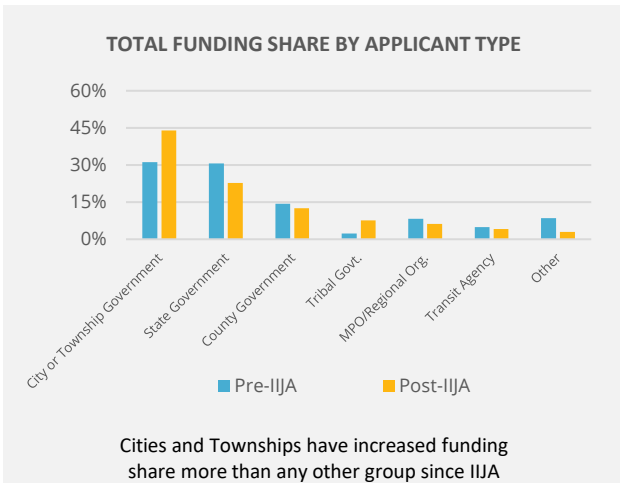
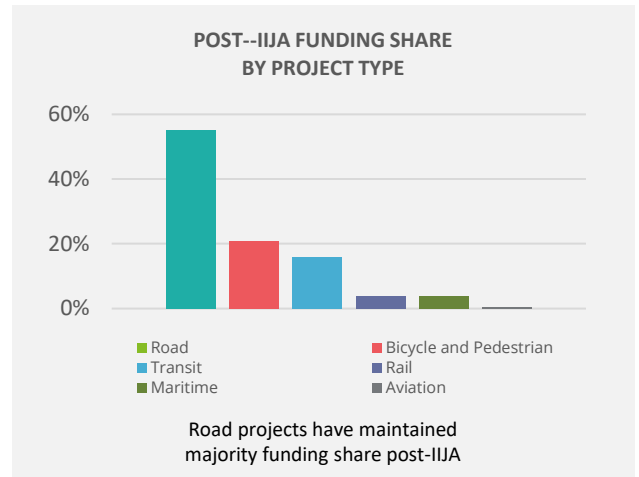
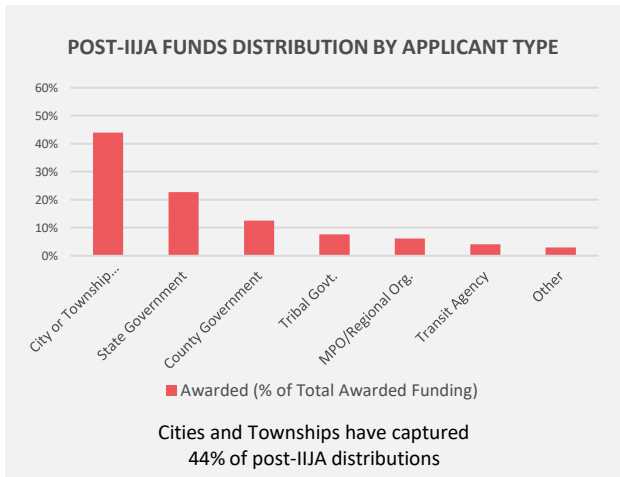
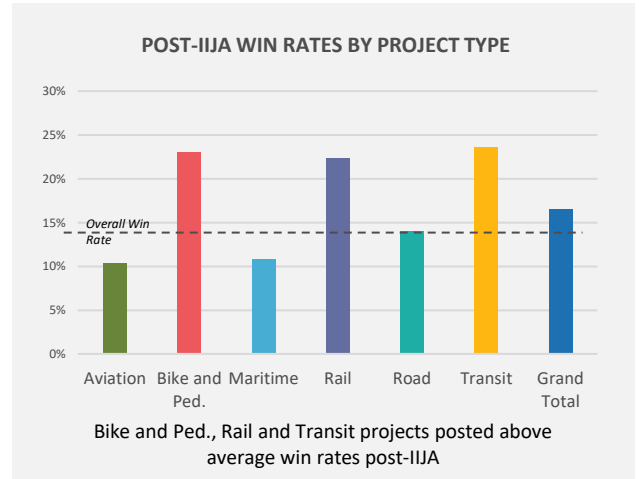
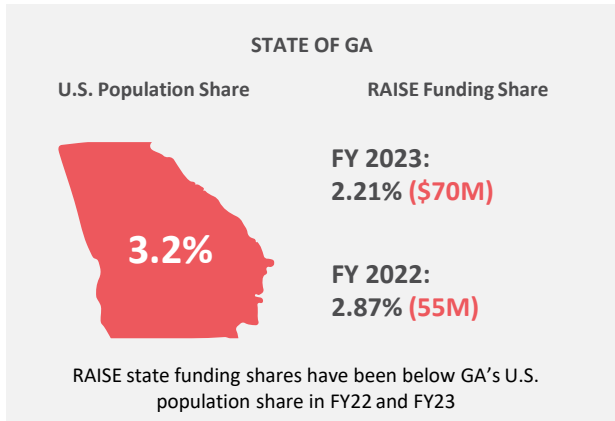
Justice40 targets 40% of resources and benefits towards low-income, disadvantaged, underserved or overburdened communities –the Climate & Economic Justice Screening Tool (CEJST), created by the White House Council on Environmental Quality (CEQ), is used to identify Historically Disadvantaged Communities.

<sup>1</sup>Sourced from FY24 NOFO

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## PART III: AWARD TRENDS AND INSIGHTS

### PROGRAM AND AWARD TRENDS

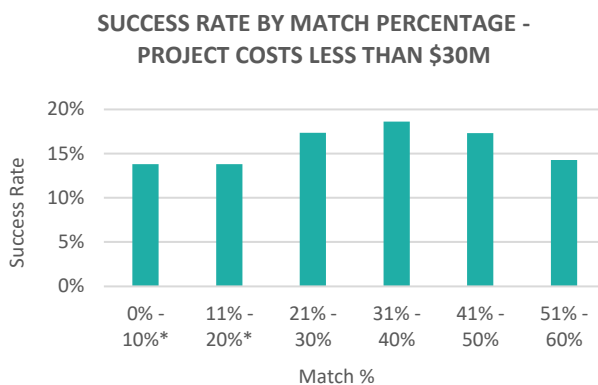
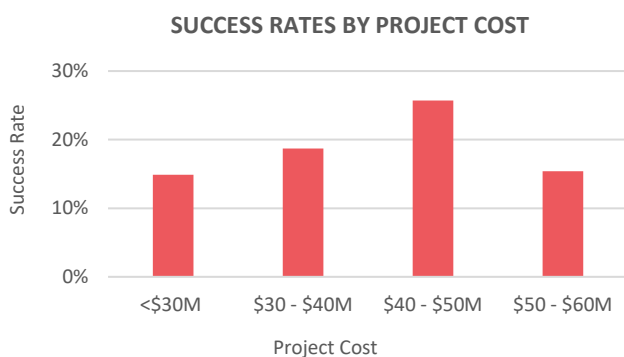


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## APPLICATION AND AWARD INSIGHTS

- For projects under \$30M, applicants had higher success rates when committing match funding more than the 20% minimum – after matching more than 40% of project costs, applicant success rate decreased.
- Applicants applying for projects costing between \$30M-\$50M had higher success rates than projects less than \$30M (even for projects below \$30M providing a match above 20%). For projects costing \$50M+, applicants were less successful compared to projects costing less than \$30M.
- USDOT has increased funding to Bike and Pedestrian projects post-IIJA – Bike and Pedestrian projects saw a 3.5X increase in the percent of awards (6% to 22%) and percent of funds awarded (6% to 21%) post-IIJA
- Share of total funds awarded to Cities and Townships increased post-IIJA – Largely due to increased applicant success rates (from 5% to 15%), the share of awarded funds increased from 31% to 44% post-IIJA
- City and Township award distributions have become more balanced between rural and urban applicants since IIJA – Rural percent of award funds has increased from 35% to 45% for City and Township applicants.



## APPENDIX: SOURCES & LINKS

### DATA SOURCES

- [RAISE application FAQs](#)
- [All awarded RAISE BUILD TIGER projects 2009-2023](#)
- [RAISE 2023 Award Fact Sheet](#)
- [RAISE 2023 NOFO](#)
- [FY 2023 RAISE Webinar series](#)

### ADDITIONAL RESOURCES

- [Local Government Infrastructure Hub](#)
- [National League of Cities – 10 Ways to Make Your Local Match for Federal Projects](#)