

**Fiscal Year (FY) 2025 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant
Program
Notice of Funding Opportunity (NOFO) Fact Sheet**

Funding Opportunity Title: FY2025 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

Opportunity ID: DTOS59-25-RA-RAISE

Agency: Office of the Secretary (OST)

Background: BIL authorizes OST to award funds through RAISE grants for planning or construction of surface transportation capital projects through a competitive process.

Purpose: To fund eligible planning or construction surface transportation projects that will have a significant local or regional impact and will advance the Departmental priorities of safety, equity, climate and sustainability, and workforce development, job quality, and wealth creation.

Funding: \$1.5 billion

Award Size: Maximum award size of \$25 million.

Capital Grants:

- Projects located in rural areas must request at least \$1 million.
- Projects located in urban areas must request at least \$5 million.

Planning Grants:

- There is not a minimum funding request.

Award Type: Cost-Reimbursed Discretionary Grant

Rounds of Awards:

Round 1: A portion of the available funding is reserved for Highly Rated applications that were not selected under the FY2024 RAISE NOFO and designated as Projects of Merit.

Round 2: A second round of selections will be made for new FY2025 applications and revised FY2024 applications that were not selected under Round 1.

Set Asides:

- No more than 15% (\$225 million) of RAISE funds may be awarded to projects in a single state.
- At least 5% (\$75 million) of funds will be awarded to Planning projects.
- At least 1% of funds (\$15 million) will be awarded to projects located in historically disadvantaged communities or areas of persistent poverty.
- Funding will be split evenly between rural and urban projects with no more than 50% (\$750 million) of funds awarded to either urban or rural projects.
- USDOT may retain up to \$30 million for oversight and administration of grants.
- USDOT may use up to 20% (\$300 million) of funds to pay for the subsidy and administrative costs of a project receiving credit assistance under the TIFIA or RRIF programs.

Cost Share/Match: Cost Share requirements are dependent on the project’s location.

| Project Location | Cost Share Requirement |
|---|-----------------------------------|
| Urban | Up to 80% Federal Funding |
| Rural | Up to 100% Federal Funding |
| Area of Persistent Poverty | |
| Historically Disadvantaged Community | |

Deadline:

Round 1: If an applicant submitted an application for funding under the FY 2024 RAISE NOFO, advanced to the Highly Rated List, but was not selected and thus designated a Project of Merit, such applicant must notify USDOT by emailing RAISEgrants@dot.gov by **Monday December 2, 2024**, if the applicant wishes for that application to be reconsidered for award using this reservation of funding.

Round 2: Thursday January 30, 2025, at 11:59p.m. via Grants.gov.

Award Announcements:

Round 1: Awards will be announced by January 13, 2025.

Round 2: Awards will be announced by June 28, 2025.

Availability of Funds: Funds must be obligated by September 30, 2029, and must be expended by September 30, 2034.

BCA Required: A BCA is only required for Capital Project applications.

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

Joint Applications: Multiple states or jurisdictions may submit a joint application, designating a lead applicant as the primary contact and award recipient. The application should outline each applicant's roles and responsibilities.

Application Limit: Each applicant can submit up to three applications. Unrelated project components should not be combined in one application to meet this limit. If an applicant submits more than three applications, only the first three will be considered.

Eligible Projects:

Capital Projects:

- Highway or bridge projects eligible under title 23, United States Code.

- Public transportation projects eligible under chapter 53 of title 49, United States Code.
- Passenger and freight rail transportation projects.
- Port infrastructure investments (including inland port infrastructure and land ports of entry).
- The surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code.
- Intermodal projects whose component parts are otherwise an eligible project type.
- Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program.
- Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government.
- Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.
 - Public road and non-motorized projects that are not otherwise eligible under title 23, United States Code.
 - Surface transportation components of transit-oriented development projects.
 - Surface transportation components of mobility on-demand projects that expand access and reduce transportation cost burden.

Planning Projects:

- Planning, preparation, or design of eligible surface transportation capital projects described in the Capital Projects section that will not result in construction with FY 2025 RAISE funding.
 - For example: environmental analysis, equity analysis, community engagement, feasibility studies, benefit-cost analysis, and other pre-construction activities.
- Development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans.
- Zero emissions plan for transit fleet.
- Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic.
- Planning activities related to zero emission goods movement.
- Development of port and regional port planning, including State-wide or multi-port planning within a single jurisdiction or region.
- Risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster.

Notes:

- If a project type isn't explicitly listed as eligible or ineligible, applicants should explain its necessity for advancing the RAISE program goals in their application. USDOT will then determine eligibility individually.
- Research, demonstration, or pilot projects are only eligible if they lead to long-term, permanent surface transportation infrastructure with independent utility.
- If an application includes right-of-way acquisition, the project will be considered a capital project.

Project Components: Applications can include multiple components, which may be executed by different parties. USDOT requires all components, whether or not they receive Federal funding, to be delivered as part of the RAISE project. Components may be funded individually if they meet the following criteria:

- Independently satisfy minimum award amounts and eligibility requirements.
- Independently align with selection criteria.
- Meets National Environmental Policy Act (NEPA) requirements for independent utility – meaning the component must be a usable improvement on its own and ready for use upon completion.

Components in a single application must be related. Each component's status should be clearly outlined, for example, in the project schedule. Applicants should also detail independent components and their costs separately, showing how each one meets selection criteria and benefits on its own, in addition to how the full proposal does. Federal funding for some components might subject others to additional Federal requirements.

Eligible Costs: Costs directly associated with an eligible project.

Ineligible Costs:

- Pre-award costs are ineligible for reimbursement and cost share requirements.
- Awarded funds may not be used to support or oppose union organizing.
- Costs associated with ineligible project types, including:
 - School bus electrification and broadband deployment as a standalone project.
 - Improvements to Federally owned facilities, unless the project is investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government.

Criteria:

Merit Criteria:

- Safety
- Environmental Sustainability
- Quality of Life
- Mobility and Community Connectivity
- Economic Competitiveness and Opportunity
- State of Good Repair
- Partnership and Collaboration
- Innovation
 - Innovative Technologies
 - Innovative Project Delivery
 - Innovative Financing

Project Readiness Review (as part of the second-tier analysis):

Capital Projects:

- Environmental Risk Assessment
- Financial Completeness Assessment
- Technical Capacity Assessment
- Benefit-Cost Analysis

Planning Projects:

- Financial Completeness Assessment
- Technical Capacity Assessment

Reconnecting Extra Designation:

- Applications submitted for consideration under Round 2 of the FY 2025 RAISE competition, that have an identical project scope to applications that were submitted and evaluated under the FY 2024 Reconnecting Communities Program (RCP) competition and received the designation of “Reconnecting Extra,” will automatically advance for second-tier analysis if they receive an overall merit rating of “Recommended” and have at least one “High” rating in a priority criterion.
- USDOT expects projects that rated well under the FY 2024 RCP Program criteria will do well under the FY 2025 RAISE program criteria.
- Applicants should note in the FY 2025 RAISE Project Information Form whether their FY 2025 RAISE application was also submitted under the FY 2024 RCP competition and received the “Reconnecting Extra” designation.

Definitions:

Urban: A project is designated as urban if it is located within (or on the boundary of) a Census-designated urban area that had a population greater than 200,000 in the 2020 Census.

Rural: A project is designated as rural if it is located outside a Census-designated urban area that had a population greater than 200,000 in the 2020 Census.

Areas of Persistent Poverty (APP): Can be identified using this [interactive map](#).

- 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 Census.
- 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 Census
- Any territory or possession of the United States

Historically Disadvantaged Communities (HDC): Can be identified using this [interactive map](#).

- Any census tract or tracts identified as disadvantaged in the [Climate & Economic Justice Screening Tool \(CEJST\)](#), created by CEQ, which identifies such communities that have been marginalized by underinvestment and overburdened by pollution.
- Any Federally Recognized Tribe or Tribal entity, whether or not they have land.

USDOT Priorities:

- Safety
- Equity
- Climate and Sustainability
- Workforce Development, Job Quality, and Wealth Creation

**Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving
Transportation (PROTECT) Program
Notice of Funding Opportunity (NOFO) Fact Sheet**

Funding Opportunity Title: FY24-26 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

Opportunity ID: 693JJ325NF00008

Agency: Federal Highway Administration (FHWA)

Background: Section 11405 of the BIL, enacted as the Infrastructure Investment and Jobs Act, established the PROTECT Program and Discretionary Grant programs to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, heat waves, flooding, extreme weather events, and other natural disasters through formula and competitive discretionary grants.

Purpose: To fund projects, grounded in the best available scientific understanding of climate change risks, impacts, and vulnerabilities, that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail. The PROTECT Discretionary Grant Program aims to reduce damage and disruption to the transportation system, improve the safety of the traveling public, and improve equity by addressing the needs of disadvantaged communities that are often the most vulnerable to hazards.

Grant Categories:

- *Planning Grants:* May be used to develop Resilience Improvement Plans for States and MPOs; resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios.
- *Resilience Improvement Grants:* May be used to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions.
- *Community Resilience and Evacuation Route Grants:* May be used for activities that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events including activities that will improve evacuation routes, provide safe passage during an evacuation, and reduce the risk of damage to evacuation routes as a result of future emergency events. For routes that inadequately facilitate evacuations, activities include expanding capacity through installation of communication and intelligent transportation system equipment and infrastructure, counterflow measures, or shoulders, in addition to constructing new or redundant evacuation routes, acquiring evacuation route or traffic incident management equipment or signage, or ensuring access or service to critical destinations.
- *At-Risk Coastal Infrastructure Grants:* May be used for activities to strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure.

Funding: \$876 million

- FY24&25: Up to \$576 million
- FY26: Up to \$300 million
- *Planning Grants:* Up to \$56 million in FY24-25

- *Resilience Improvement Grants*: Up to \$408 million in FY24-25
- *Community Resilience and Evacuation Route Grants*: Up to \$56 million
- *At-Risk Coastal Infrastructure Grants*: Up to \$56 million

Award Size:

Planning Grants: Anticipated

- Minimum award size: \$100,000
- No maximum award size

Resilience Improvement, Community Resilience and Evacuation Routes, and At-Risk Coastal Infrastructure Grants (collectively referred to as *Resilience Grants*): Anticipated

- Minimum award size: \$500,000
- No maximum award size

Award Type: Project Agreements

Cost Share:

- *Planning Grants*: 100% Federal share
- *Resilience Grants*: 80% Federal / 20% non-Federal share

The non-Federal share of the cost of a project carried out using PROTECT Discretionary Grant funds may be reduced by 7% if the State has developed a Resilience Improvement Plan and prioritized the project on that Resilience Improvement Plan; and 3% if a State Resilience Improvement Plan developed in accordance with Section 176(e) is incorporated (directly or by reference) into the metropolitan transportation plan (MTP) under 23 U.S.C. 134 or the statewide long-range transportation plan under 23 U.S.C. 135, as applicable.

Set Asides:

- Rural Set Aside: Not less than 25% of funds made available in each fiscal year will be allocated to projects located in areas outside of an urban area with a population over 200,000.
- Tribal Set Aside: Not less than 2% of funds made available in each fiscal year will be allocated to grants to Indian Tribes for eligible projects.
- Limitation on Intercity Rail Passenger Transportation: Not more than 25% of the total amount of funds provided in a given fiscal year will be used for a facility or service for intercity rail passenger transportation.

Deadline:

- FY24&25: February 24, 2025, on Grants.gov
- FY26: February 24, 2026, on Grants.gov
 - FY26 NOFO anticipated to be released on October 27, 2025.

Award Announcements: FHWA intends to announce award recipients for the FY 2024-2025 application period prior to the beginning of the application period for FY 2026 funds.

Availability of Funds:

| Fiscal Year Funding | Funding Obligation Deadline |
|---------------------|-----------------------------|
| 2023 | September 30, 2026 |

| | |
|------|--------------------|
| 2024 | September 30, 2027 |
| 2025 | September 30, 2028 |
| 2026 | September 30, 2029 |

BCA Required:

Planning Grants: A BCA is not required.

Resilience Improvement Grants: A BCA is required unless the project is in a qualifying Resilience Improvement Plan.

Community Resilience and Evacuation Route Grant: A BCA is required.

At-Risk Coastal Infrastructure Grant: A BCA is not required, but the applicant must demonstrate that the project would reduce long-term infrastructure costs by avoiding larger future maintenance or rebuilding costs.

Multiple and Joint Applications: Applicants may submit multiple applications. Applicants may also use one application to submit the same project for multiple funding categories if the project meets the eligibility criteria. Multiple States or a multijurisdictional group that submits a joint application should identify a lead applicant as the primary point of contact. Joint applications should include a description of the roles and responsibilities of each applicant and should be signed or include a letter of support by each applicant. The applicant that will be responsible for financial administration of the project.

Previous PROTECT Applications: Applicants to the FY22&23 NOFO may apply for funding in either or both application periods under this funding opportunity. Applicants seeking funding under this PROTECT Discretionary Grant Program NOFO will need to resubmit applications for each subsequent application period. FHWA will not provide funding for the same scope of work that was previously awarded.

Applications for projects that previously received PROTECT Discretionary Grant Program funding may seek additional funding for the projects under this funding opportunity and applications that receive an award under the FY 2024-2025 application period may seek additional funding under the FY 2026 application period.

Eligible Applicants:

Planning, Resilience Improvement, and Community Resilience and Evacuation Route Grants:

- A State or political subdivision of a State
- A metropolitan planning organization (MPO)
- A unit of local government
- A special purpose district or public authority with a transportation function, including a port authority
- An Indian Tribe
- A Federal land management agency that applies jointly with a State or group of States
- A multi-State or multijurisdictional group of entities described above.

At-Risk Coastal Infrastructure Grants:

- A State
- A political subdivision of a State
- An MPO in a state
- A unit of local government in a State
- A special purpose district or public authority with a transportation function in a state.

Eligible Projects: Grant funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related.

Planning Grants:

1. For a State or MPO, developing a Resilience Improvement Plan;
2. Resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments;
3. Technical capacity building by the eligible entity to facilitate the ability of the eligible entity to assess the vulnerabilities of the surface transportation assets and community response strategies of the eligible entity under current conditions and a range of potential future conditions; or
4. Evacuation planning and preparation.

Resilience Improvement Grants:

1. Resurfacing, restoration, rehabilitation, reconstruction, replacement, improvement, or realignment of an existing surface transportation facility eligible for assistance under title 23;
2. The incorporation of natural infrastructure;
3. The upgrade of an existing surface transportation facility to meet or exceed a design standard adopted by FHWA;
4. The installation of mitigation measures that prevent the intrusion of floodwaters into surface transportation systems;
5. Strengthening systems that remove rainwater from surface transportation facilities;
6. Upgrades to and installation of structural stormwater controls;
7. A resilience project that addresses identified vulnerabilities described in the Resilience Improvement Plan of the eligible entity, if applicable;
8. Relocating roadways in a base floodplain to higher ground above projected flood elevation levels, or away from slide prone areas;
9. Stabilizing slide areas or slopes;
10. Installing riprap;
11. Lengthening or raising bridges or increase waterway openings, including to respond to extreme weather;
12. Increasing the size or number of drainage structures;
13. Installing seismic retrofits on bridges;
14. Adding scour protection at bridges;
15. Adding scour, stream stability, coastal, and other hydraulic countermeasures, including spur dikes;
16. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, facilitate wildfire control, and provide erosion control; and
17. Any other protective features, including natural infrastructure, as determined by the Secretary.

Community Resilience and Evacuation Route Grants:

- One or more projects that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including a project that:
 1. Is a Resilience Improvement Project under 23 U.S.C. § 176(d)(4)(A)(ii), if that eligible activity will improve an evacuation route;
 2. Ensures the ability of the evacuation route to provide safe passage during an evacuation and reduces the risk of damage to evacuation routes as a result of future emergency events, including restoring or replacing existing evacuation routes that are in poor condition or not designed to meet the anticipated demand during an emergency event, and including steps to protect routes from mud, rock, or other debris slides;

3. If the eligible entity notifies the Secretary that existing evacuation routes are not sufficient to adequately facilitate evacuations, including the transportation of emergency responders and recovery resources, expands the capacity of evacuation routes to swiftly and safely accommodate evacuations, including installation of:
 - Communications and intelligent transportation system equipment and infrastructure;
 - Counterflow measures; or
 - Shoulders;
4. Is for the construction of new or redundant evacuation routes, if the eligible entity notifies the Secretary that existing evacuation routes are not sufficient to adequately facilitate evacuations, including the transportation of emergency responders and recovery resources;
5. Is for the acquisition of evacuation route or traffic incident management equipment or signage; or
6. Will ensure access or service to critical destinations including hospitals and other medical or emergency service facilities, major employers, critical manufacturing centers, ports and intermodal facilities, utilities, and Federal facilities.

At-Risk Coastal Infrastructure Grants:

- Strengthening, stabilizing, hardening, elevating, relocating, or otherwise enhancing the resilience of highway and non-rail infrastructure, including bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways, that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

Eligible Facilities:

- A highway project eligible for assistance under this grant opportunity.
- A public transportation facility or service eligible for assistance under chapter 53 of title 49.
- A facility or service for intercity rail passenger transportation (as defined in section 24102 of title 49).
- A port facility, including a facility that:
 - Connects a port to other modes of transportation;
 - Improves the efficiency of evacuations and disaster relief; or
 - Aids transportation.

Eligible Costs: PROTECT Discretionary Grant funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related.

Planning Grants:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, other preconstruction activities, and other activities consistent with carrying out an eligible PROTECT Discretionary Grant Program Planning project.

Resilience Grants:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and

- Construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, construction contingencies, acquisition of equipment directly related to improving system performance, and operational improvements.

Ineligible Costs:

Resilience Grants:

- New Construction: No more than 40% of a PROTECT Resilience Grant may fund construction of new capacity.
- Planning Activities: No more than 10% of a PROTECT Resilience Grant may fund eligible development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.

Merit Criteria:

Planning Grants:

1. Program Alignment
2. Planning Activity Approach
3. Schedule and Budget
4. Public Engagement, Partnerships and Collaboration
5. Innovation

Resilience Grants:

1. Vulnerability and Risk
2. Criticality to Community
3. Design Elements
4. Public Engagement, Partnerships and Collaboration
5. Equity and Justice⁴⁰
6. Climate Change and Sustainability
7. Schedule and Budget
8. Innovation

Priority Considerations:

Planning Grants:

- Exceptional benefits under merit criterion #4 Public Engagement, Partnerships and Collaboration; or
- Strong need for funding; but for the award of a PROTECT Discretionary Grant Program Planning Grant, the applicant would not be able to begin or complete the activity. For State DOT applicants, this could be demonstrated by showing that the need exceeds the amount provided under the PROTECT Formula Program; or
- An application that will include the development of a Resilience Improvement Plan.

Resilience Grants:

- Exceptional benefits under merit criterion #5 Equity and Justice⁴⁰
- Workforce Development, Job Quality, and Wealth Creation. Application demonstrates that the project will do one or more of the following:
 - Create good-paying, safe jobs with free and fair choice to join a union including through the use of a project labor agreement;
 - promote investments in high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered

apprenticeships. These programs should have a focus on women, people of color, and others that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.);

- adopt local and economic hiring preferences for the project workforce or include other changes to hiring policies and workplace cultures to promote the entry and retention of underrepresented populations; or
- promote local inclusive economic development and entrepreneurship, such as the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.
- Construction Readiness: Projects should be ready to proceed to construction within 10 months of selection. FY2024 funds may be prioritized for construction ready projects because of the need to obligate before the end of 2027.
- Funding Needs

Definitions:

Rural Areas: Any area outside of an Urbanized Area with a population over 200,000.

Administration Priorities:

- Safety
- Equity
- Climate and Sustainability
- Workforce Development, Job Quality, and Wealth Creation