

## WILDLIFE INFRASTRUCTURE AT-A-GLANCE

### REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) (49 USC § 6702)

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**Next Steps:** The [FY2023 Notice of Funding Opportunity](#) (NOFO) for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) solicits applications for up to \$2.3B. Applications must be submitted by 11:59 p.m. EDT on February 28, 2023. USDOT requires applicants to register and use the [www.grants.gov](http://www.grants.gov) system to submit applications electronically, and encourages applicants to (1) register in advance of the submission deadline; (2) register to receive notifications of updates/amendments, as approval of user registrations may take multiple weeks; and (3) monitor any updates to the pending [Notice of Funding Opportunity](#).

**Key features of the Rural and INFRA grant programs are described below, including:**

- ❖ The total amount of program funding
- ❖ A summary of eligible wildlife-related projects and eligible funding recipients
- ❖ An overview of the process for applying for funding
- ❖ The amount of the project that can be supported by Federal funds, and the required amount of project funding that typically has to come from non-Federal sources
- ❖ Other program details of potential interest
- ❖ *Additional resources:*
  - [Notice of Funding Opportunity](#)
  - [How to Apply for RAISE Grants](#)
  - [RAISE Grants Additional Guidance](#)
  - [FY23 RAISE Webinar Series](#)
  - [FY23 RAISE Application FAQs](#)

**Amount:** \$7.5B in IIJA funds over FY22-26; \$2.3B available in FY23 (\$1.5B in IIJA funds; \$800M in FY23 Appropriations Act funds) ([Notice](#) pp. 2-3).

**Eligible wildlife-related projects:** ([Notice](#) pp. 14-16)

- Capital investments in surface transportation that will have a significant local or regional impact, including wildlife-related highway and bridge projects eligible under Title 23 USC that meet program criteria, and projects to improve aquatic connectivity by replacing or rehabilitating culverts, or by preventing stormwater runoff; and
- Planning, preparation, or design for eligible projects.

**Eligible Applicants:** ([Notice](#) p. 11)

- States and the District of Columbia;
- Territories or possessions of the United States;
- Local governments;
- Public agencies or authorities publicly chartered by one or more States;

This fact sheet was prepared by Renee Callahan, ARC Solutions, on behalf of the following partners:

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- Special purpose districts or public authorities with a transportation function, including ports;
- Federally recognized Indian Tribes or consortia of such Tribes;
- Transit agencies;
- Multi-State or multi-jurisdictional groups that are separately eligible.
- NOTE: Federal agencies are not eligible applicants.

**Process:** Competitive grant. In addition to meeting applicable cost-effectiveness and project readiness requirements, projects will be assessed based on the following merit selection criteria ([Notice](#) pp. 26-27):

- (1) Safety;
- (2) Environmental sustainability;
- (3) Quality of life;
- (4) Mobility and community connectivity;
- (5) Economic competitiveness and opportunity;
- (6) State of good repair;
- (7) Partnerships and collaboration; and
- (8) Innovation.

**Federal-share payable:** The Federal-share payable varies depending on project location. For projects located in urban areas, Federal funds may be used to pay up to 80% of total project costs; while projects located in rural areas, historically disadvantaged communities, or areas of persistent poverty may use Federal funds to pay up to 100% of total projects costs ([Notice](#) pp. 17-18).

**Additional details of potential interest:**

- Urban and rural areas may each receive up to 50% of the total funding made available (\$1.15 billion each), and no single state may receive more than 15% (\$225 million in IIJA funds and \$120 million in FY23 Appropriations Act funds, for a total of \$345 million in FY23) ([Notice](#) pp. 9-10).
- At least \$35 million will be awarded for projects in historically-disadvantaged communities or areas of persistent poverty (including \$15 million from IIJA and \$20 million from FY23 Appropriations Act funds) ([Notice](#) p. 8).
- USDOT seeks to fund projects that target at least 40% of benefits and resources toward low-income, disadvantaged, overburdened, or underserved communities ([Notice](#) pp. 4-5).
- Grants for capital projects must be at least \$5 million, except for projects located in rural areas, which must be at least \$1 million ([Notice](#) p. 9).
- The IIJA allows for a maximum grant size of \$25 million, while the FY2023 Appropriations Act allows for a maximum grant size of \$45 million ([Notice](#) p. 9).
  - To be considered for project support from the total RAISE funding pot of \$2.3 billion, the maximum grant request may not exceed \$25 million ([Notice](#) p. 9).
  - Grant requests between \$25 and \$45 million will only be considered for the smaller FY23 funding pot of \$800 million, rather than the combined funding total of \$2.3 billion ([Notice](#) p. 9).
- Up to \$115 million (including \$75 million in IIJA funds and \$40 million in FY23 Appropriations Act funds) may be awarded to planning proposals, which do not have a minimum grant size requirement ([Notice](#) pp. 8-9).

**Information provided in this At-A-Glance summary is based on USDOT's [FY23 RAISE Program Notice of Funding Opportunity](#).**

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