Joliet Arsenal Development Authority

APPENDIX A: PROJECT STATUS MATRIX

ANN SCHNEIDER AND JEANNIE BECKETT

ANN L. SCHNEIDER AND ASSOCIATES AND THE BECKETT GROUP

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Study ID	Lead Jurisdiction	Roadway	Location	Project Description	Project Source	Status	CMAP TIP #
7	IDOT	I-55	I-80 to Coal City Road - RSP 34	This project would reconstruct I-55, add a lane in each direction, and improve interchanges through western Will County, from the I-80 interchange south to Coal City Road	CMAP TIP	Nothing planned between Rt. 129 and Coal City Road	12-02-9034
8	IDOT	I-55	Bridge Over the Des Plaines River (component of RSP 34)	Reconstruction I-55 bridges over the Des Plaines River. Bridges currently rated in fair condition with a rating of 5 in all key categories.	Will Connects 2040	Identified need nothing planned	12-02-9034
10	IDOT	I-55	Interchange at Bluff Road	Recently completed Improvements included expanded ramps, additional turn lanes to Bluff Road and new traffic signals. **The model identified interchange modernization.**	Model	IDOT says they just finished an upgrade at that interchange, the project was completed and paid for with local funds.	
11	IDOT	I-80	Ridge Road To US 30/ Lincoln Hwy - RSP 36	The overall I-80 project will redesign and rebuild 16 miles from Ridge Road, in Minooka, to U.S. 30, in Joliet and New Lenox, while adding or extending auxiliary lanes to improve safety and reduce congestion. Interchanges will be rebuilt or improved at Interstate 55, Illinois 7, Center Street, Chicago Street, Richards Street and Briggs Street, with a new flyover ramp linking southbound I-55 to eastbound I-80 to improve traffic flow and safety. More than 30 bridges will be rehabilitated or replaced, including those over the Des Plaines River.	CMAP TIP		09-12-0036
12	IDOT	I-80	US 52/IL 53 / Chicago St (component of RSP 36)	Part of Item 11, construction scheduled for 2028	Will Connects 2040/ Freight Plan	Included in #11	12-014-015
13	Joliet	I-80	Houbolt Road Interchange	Diverging Diamond Interchange, Joliet lead agency under agreement with IDOT. **Opened in 2023**	Freight Plan, CMAP TIP		12-18-0006
14	IDOT	US 52	River Road east to Houbolt Road	Reconstruction of 2.5 miles, widening of the existing pavement and construction of additional lanes for 2.5 miles, bridge widening, turning lanes, culvert extension, bridge repairs, utility adjustments and construction engineering estimated at $86.9m	CMAP TIP	Currently in Phase 1, IDOT expects completion in early 2024	12-18-0019
15	IDOT	US 6	Illinois 7 (Larkin Avenue) to I-55[1]	The US Route 6 project includes Phase I engineering services for the improvement of US Route 6 generally between I-55 and Houbolt Road/Hollywood Road. Located within the City of Joliet and the Village of Channahon, US Route 6 is currently a two-lane rural facility with channelization at the signalized intersections of Thomas Dillion Drive/Bradley Street & McClintock Road. In addition, there are five unsignalized intersections. The corridor crosses an at-grade railroad crossing just west of Youngs Road. This project will tie into the completed US 6 interchange with I-55 improvements to the west and the improvements to the Houbolt Road/Hollywood Road intersection currently under construction. The study will determine what the needs are to improve the corridor as required per the current State and Federal requirements.	Freight Plan, Will Connects 2040	Phase I is being done by Will County in partnership with Joliet, Channahon and IDOT - awarded to Transystems December 2022/January 2023	
16	IDOT	IL 53	at Emerald Drive	Separate from Safety Improvements, signalization	CMAP TIP	The project has been let,waiting on utility relocation to start. The hope is to start this summer once Comcast relocates	12-18-0030
17	Will County DOT	Cherry Hill Road**	US 52 to Laraway Road	US 52 to Laraway section is in the Will Connects 2040 as a widen to 4 lane project (US 52 to Mills) Between US 52 and Schweitzer is not included. On the **unconstrained projects** list.	Model, Will Connects 2040 (13)	Not a priority the WCDOT will pursue in the near term	
18	Will County DOT	Gougar Road	Laraway Road to US 6	Widen to 4 lanes.	Will Connects 2040 (19), CMAP TIP	Widening to 4 lanes from WC 2040 LRTP, Laraway to Francis is in the WC DOT TIP	12-19-0038

Study ID	Lead Jurisdiction	Roadway	Location	Project Description	Project Source	Status	CMAP TIP #
19	P3 led by Center Point/ United Bridge Partners	Houbolt Bridge	Houbolt Bridge from US 6 to Schweitzer Road / Vetter Road	**Opened 4/27/23**	Freight Plan	The project has been built and is open	12-18-0007
20	Joliet	Houbolt Road	I-80 to US 6	**Opened 2023.**	CMAP TIP/ Will Connects 2040	pdf has a total of $31,813 which does equal the sum of the detail	12-18-0006
21	City of Joliet	Laraway Road	at Up Railroad Crossing	$20 million programmed in the 2024 - 2028 ICC Grade Crossing Protection program	CMAP NEIL Priority Grade Crossing	CMAP did a PEL for the project, **Joliet does not have plans of moving forward with Phase 1 at this time.** Cost estimate is from the ICC Program	
22	IDOT	Manhattan-Monee Road****	US 52 to US 45	Widen to 4 lanes.	Freight Plan, Will Connects 2040	IDOT has nothing planned	
23	City of Joliet	Vetter Road	Schweitzer Road to north of CenterPoint Way	Road expansion study	Will County Truck Routing Study	Joliet indicated that this project was completed by Center Point in 2022 - part of Houbolt extension	
24	IDOT	I-80	at Briggs St (component of RSP 36)	Part of Item 11. **Project let March 2023, construction to begin 2023**	Will Connects 2040	Let March 2023, cost included in #11, has a PLA	
25	IDOT	I-80	at IL 7/ Larkin Avenue (component of RSP 36)	Part of Item 11. Construction expected 2024 - 2026.	Freight Plan	Cost included in #11	
26	IDOT	US 52	Manhattan-Monee Road to Laraway Road	Widen to 4 lanes	Will Connects 2040	nothing planned	
27	IDOT	IL 53	at Laraway Road	Channelized on north and south but needs lanes added on east and west. High truck volumes. Nearly balanced demand.	Intersection analysis TMP, Freight Plan Will Connects 2040, CMAP TIP	signal modernization in Phase 1 - anticipate construction 2026	12-17-0005
28	IDOT	IL 53	at US 52/Doris Avenue	Part of Illinois 53 Corridor Safety Improvements Different alternatives are under study including eliminating the intersection with IL 53.	Intersection Analysis, CMAP TIP	IDOT conducting Phase 1, waiting for an agreement with WC on jurisdictional transfer	12-17-0005
29	IDOT	IL 53	at Schweitzer Road	CMAP TIP but not part of planned corridor improvements	CMAP TIP	IDOT has nothing planned	
30	IDOT	IL 53	at Mississippi	CMAP TIP but not part of planned corridor improvements	CMAP TIP	IDOT just says does not meet signal warrants	
31	Private	Baseline Road	Noel Road to CenterPoint Way	Two intersection improvements, done, Road expansion (add lanes) - not currently planned by private owner	Model		
32	Village of Rockdale	Brandon Road	US 6 to Meadow Ave	Intersection project	Model		
33	Private	CenterPoint Way	Millsdale Road to Schweitzer Road	Road Expansion, Add lanes	Model, Intersection analysis, Freight Plan	No planned projects at this time, on their radar	
34	Private	CenterPoint Way	At Schweitzer Road (UP Global IV entrance)	Design complete, move to construction shortly, does not want to use federal funding if it slows project down	Freight Plan	CenterPoint is doing this without federal funds to keep project moving expeditiously	
35	Village of Elwood	Elwood International Port Road	at Walter Strawn Drive	TMP Intersection analysis suggests traffic signal installation.	Intersection analysis		
36	Village of Elwood	Elwood International Port Road	Mississippi Street to Arsenal Road	Stop controlled, high truck volume, consider traffic signals in future if warranted. Near ungated RR Xing, need signal coordination. Village has nothing planned.	Model, Intersection analysis		
37	IDOT	Laraway Road	at US 52	The intersection of US Route 52 will include a single left and right turn lane on all legs but the south leg of the intersection. This leg will only have a left turn lane. Laraway will have 2 lanes in each direction.	Will County 2023 - 2028 TIP, Intersection analysis	Part of IDOT corridor project	12-17-0005

Study ID	Lead Jurisdiction	Roadway	Location	Project Description	Project Source	Status	CMAP TIP #
38	Village of Elwood	Noel Road	Baseline Road/Elwood International Way to Brandon Rd.	Road Expansion Study recommended in Truck Routing Study	Will County Truck Routing Study		
39	IDOT	I-55	at Il 59 Interchange	Under construction, **expected completion date is 2024**	City of Joliet	Cost estimate in CMAP TIP appears to include local roadway improvements along with interchange improvements	12-18-0019
40	IDOT	US 52	Gougar Road and Smith Road	Intersection improvements	CMAP TIP	The intersection was realigned by Manhattan in 2019, nothing else planned	12-11-0050
41	IDOT	IL 53	at Patterson Road	Part of I-80 project - proposed project is to relocate the intersection.	Intersection analysis	Improvements planned with the I80 project due to proximity to IL 53 interchange	
42	IDOT	IL 53	at Zarley Road	CMAP TIP but not part of planned corridor improvements	CMAP TIP	Modest geometric improvements (turning radii) planned, currently in Phase 1 with the Rt. 53 corridor project	12-17-0005
43	IDOT	IL 53	at Hoff Road	CMAP TIP but not part of planned corridor improvements	CMAP TIP	Recently improved due to High Speed Rail, nothing else planned	12-17-0005
44	Private (north of Millsdale), Joliet/Elwood (South of Millsdale to Noel Rd.)	Brandon Road	From the UP railroad (south of Laraway Road to Noel Road)	Road Expansion, reconstruct and realign	Will County Truck Routing Study	Although CDM Smith sourced this to the Will County Truck Routing Study (Moving Will), I did not find the project listed in the improvements, it is also not in the TMP final document	
45	City of Joliet	Laraway Road	Il 53 to US 52	Widen to 4 lanes	Will Connects 2040 (46)	Joliet indicates that this is a possible project for future consideration, but has nothing planned at this time.	
46	Will County DOT	Laraway Road	Laraway Road from US 52 to Il 43 / Harlem Ave - RSP 55	Laraway Road is a major east-west connector within the County. Laraway Road, by Resolution, is a County Freeway. The improvement of this corridor has long been on the WCDOT radar. The County has split the corridor into many separate projects for study and ultimately construction. Below contains the descriptions of the different project corridors. The current typical section consists of a rural two-lane cross section with intermittent intersection improvements and signalized intersections. To the west Laraway Road is under the jurisdiction of the City of Joliet and is currently a two-lane cross section. East of Harlem Avenue, Laraway Road turns into Sauk Trail and becomes a CCDOTH roadway.	Freight Plan, TMP intersection analysis, WCDOT 2023-2028 TIP	A RAISE application was previously submitted for a segment of this project. The application did not go all the way to Harlem, only to Cedar Street. WC DOT has split into 3 segments in the TIP with 2 funded in the TIP, US 45 to Harlem is listed as a FUTURE PROJECT	12-13-0004
47	IDOT	Il 53	at S Arsenal		CMAP TIP	IDOT indicated recent improvements implemented by the locals nothing planned by IDOT	12-17-0005
48	IDOT	Il 53	at Walter Strawn Drive	CMAP TIP but not part of planned corridor improvements, suggested signal removal	CMAP TIP	Plan for signal removal but not yet funded	12-17-0005
49	IDOT	Il 53	at Old Elm	CMAP TIP but not part of planned corridor improvements	CMAP TIP	Modest geometric improvements to the nose island as part of the corridor project currently in Phase 1	12-17-0005
50	IDOT	Il 53	at St. Louis Street	CMAP TIP but not part of planned corridor improvements	CMAP TIP	Elwood plans to remove access to IL 53	12-17-0005
51	IDOT	Il 53	at Tehle Road	CMAP TIP but no part of planned corridor improvements	CMAP TIP	Median proposed to be closed as part of corridor study currently in Phase 1	12-17-0005
52	Will County DOT	Gougar Road	US 52 to Laraway Road	New 4 lane road	Will Connects 2040 (20)	This is a greenfield project completely new road it is a Tier 4 priority source was WC 2040 LRTP Appendix F Projects list	

Study ID	Lead Jurisdiction	Roadway	Location	Project Description	Project Source	Status	CMAP TIP #
53	Village of Rockdale	Moen Avenue	Mound Road to IL 7 / Larkin Avenue	Road expansion	WC Freight Plan, CMAP TIP	per Village Clerk and CMAP TIP expansion project has been completed.	12-09-0088
54	IDOT	Olympic Boulevard	Extension from Houbolt Road to I-55 (component of I-55 at IL 59 interchange improvements)	New Road	Joliet	The Bridge project has been let and the construction engineering has been awarded. The roadway project is expected to be let in August 2023	
55	City of Joliet	Schweitzer Road	Il 53 to Rowell Avenue	Add lanes	Model	Joliet has nothing planned at this time	
56	City of Joliet	Schweitzer Road	Rowell Ave. to US 52	Roadway expansion	Will Connects 2040	Cost estimate is in 2015$ from Will Connects 2040	
57	IDOT	IL 53	at Manhattan Road / South Arsenal Road	Part of Illinois 53 Corridor Safety Improvements	CMAP TIP		12-17-0005
58	City Joliet	Laraway Road	at CenterPoint Way	Intersection project	Not identified	Joliet indicates that this is a possible project for future consideration, but has nothing planned at this time.	
7A	IDOT	I-55	Rt. 129/Lorenzo Road	Interchange projects and add lane	IDOT MYP	Estimated Phase I completion end of 2023, construction in middle of 2023- 2028 program	12-16-0027
	IDOT	IL 53	Zurich and Girard	Part of Illinois 53 Corridor Safety Improvements	IDOT Phase 1	See www.il53corridor.org	
	IDOT	IL53	Mills Road	Part of Illinois 53 Corridor Safety Improvements	IDOT Phase 1	See www.il53corridor.org	
	IDOT	IL 53	N. River Road	Part of Illinois 53 Corridor Safety Improvements	IDOT Phase 1	approval not anticipated until funding identified	

APPENDIX B: GRANT PROGRAM MATRIX

ANN SCHNEIDER AND JEANNIE BECKETT

ANN L. SCHNEIDER AND ASSOCIATES AND THE BECKETT GROUP

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IIJA Competitive Grants Applicable to Intermodal Transportation Master Plan TIP

FY 22 - FY 26

	Total	IIJA Annual	FY 23 Appropriations	Formula Component	Maximum Federal Share	Eligible Applicants	Eligible Projects	Planning Grant	Capital	BCA Required?	NOFO Notice Date	NOFO Closing	Award Announcement Anticipated or Actual	Link to NOFO or Webpage
		($s in Millions)												
Program	**Amount**	**Amount2**	**Amount22**	**Amount3**	**Amount32**	**Amount4**	**Amount5**	**Amount6**	**Amount7**	**Amount8**				
National Highway Freight (Formula to State) - Illinois Competitive Freight Program	$200 million 5 year total for Illinois	$ 50.0		All Formula	80%	Local, state, or federal governmental agencies such as Cities, Counties, Transportation Authorities, Metropolitan Planning Organizations or Regional Planning Commissions are eligible to apply for this program. Project proposals involving a private entity must have a public sponsor.	1. Projects on the Primary Highway Freight System (as previously established by the United States Department of Transportation), 2. On designated Critical Urban Freight Corridors 3. On designated Critical Rural Freight Corridors 4. If a project is not on the Primary Highway Freight System and is not identified on the preliminary listing of Critical Urban and Rural Freight Corridors, applicants must comprehensively explain the importance of the proposed project/route to justify designation as a critical freight corridor **Intermodal Projects** Intermodal projects designed to improve the flow of freight into and out of a freight intermodal or a freight rail facility, including ports and airport access roads *See Appendix A of ICFP Guidance*	No	Yes	No	15-Nov-22	19-Dec-22	3/30/2023	Illinois Competitive Freight Program
INFRA NOFO combines INFRA, Mega and Rural programs FY 23 - 24 combined into same NOFO	$ 8,000.0	$ 3,100.0	FY 23 -24 NOFO has up to $3.1 billion available	No	60% from INFRA 80% Max federal Share	1. State or group of states 2. MPO (>200k) 3.local government(s) 4. political subdivision of a state 5. special purpose District/public authority with transportation function 6. Federal land management agency 7. Tribe 8. Multistate corridor organization 9. Multistate/multi-jurisdiction group of eligible entities	Large project minimum is $100M 1. Highway freight project on National Highway Freight Network designated by FHWA 2. Highway or bridge project on the National Highway System 3. Freight intermodal, freight rail, or freight project within boundaries of a public or private freight rail, water (including ports) or intermodal facility and that is a surface transportation project necessary to facilitate direct intermodal, transfer, or access into or out of the facility 4. Highway-railway grade crossing/separation 5. Wildlife crossing 6. A project for a Marine Highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions 7. A highway, bridge or freight project on the National Multimodal Freight Network	No	Yes Large Projects must begin construction within 18 months of obligation	Yes	Multimodal Project Discretionary Grant 6/22/23 for FY 23 and 24	8/21/2023	TBD	MPDG Program | US Department of Transportation
Bridge Investment Program (BIP)	$ 12,500.0	$ 2,447.0		Yes	Planning: No Maximum Bridge: 80% Large Bridge: 50%	1. State or group of States 2. MPO (> 200k population) 3. Unit of local government or group of local governments 4. Political subdivision of a State or local government 5. Special purpose district or public authority with transportation function 6. Federal land management agency 7. Tribal government(s) 8. Multistate /multijurisdictional group of eligible entities	1. Planning, feasibility analysis and revenue forecasting associated with development of a project eligible to apply for assistance under BIP 2. Project to replace, rehab, preserve or protect one or more bridges on the National Bridge Inventory including bundling and culverts (Bridge and Large Bridge) **All projects must specifically address how bridge will be maintained and accommodations for bicyclists/pedestrians**	Yes	Yes - 2 categories 1. Bridge projects (less than $100M) 2. Large Bridge projects (more than $100M)	Yes for Bridge and Large Bridge projects	6/10/22 (FY 22)	Planning 7/25/22 Large Bridge 8/9/22 Bridge 9/8/22	Planning 10/12/2022 Large Bridge 1/4/2023 Bridge 4/13/2023	BIP - Funding Programs - Management and Preservation - Bridges & Structures - Federal Highway Administration (dot.gov)
Consolidated Railroad Safety Improvement (CRISI)	$ 5,000.0	$ 1,000.0		No	80%	1. State or group of States 2. Interstate compact 3. A public agency or publicly chartered authority 4. A political subdivision of a State 5. Amtrak or another intercity passenger rail carrier 6. Class II or Class III RR 7. An association representing one or more Class II/III RRs 8. Federally recognized Indian Tribe 9. Any rail carrier or equipment manufacturer in partnership with at least one eligible public entity 10 Transportation Research Board 11. University Transportation Center engaged in rail-related research 12. No-profit labor organization	1. Deployment of RR safety technology including PTC and rail integrity inspection systems 2. A capital project as defined in section 22901(2) 3. Capital project addressing congestion or safety challenges affecting rail service 4. Capital project that reduces congestion and facilitates ridership grown in intercity passenger rail along heavily traveled rail corridors 5. Highway-rail grade crossing improvement project 6. Rail line relocation or improvement 7. A capital project to improve short line or regional RR infrastructure 8. Preparation of a regional rail and corridor service development plan/enviro analysis 9. Any project that enhances multimodal connections or facilitates service integration between rail and other modes 10. Development and implementation of a rail safety program or institute 11. Rail trespassing prevention 12. Research to advance any aspect of rail-related capital, operations, or safety improvements 13. Workforce development and training activities 14. Research, development and testing to advance and facilitate innovative rail projects 15. Preparation of emergency plans for communities where hazardous materials are transported by rail 16. Rehab, remanufacturing, procuring or overhauling locomotives to reduce emissions	Yes	Yes	Yes	9/2/2022 Anticipated joint FY23/FY24 NOFO Dec '23/ Jan '24	12/1/2022	FY23-24 CRISI August/Sept 2024	https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2 Upcoming Calendar of FRA Funding Activities
Charging and Fueling Infrastructure (CFI) 1. Community Program FY22 & FY23 - $350M 2. Corridor Program FY 22 & FY 23 $350M	$ 2,500.0	$ 300.0		Yes	80%	1. State or political subdivision of a State 2. MPO 3. Unit of local government 4. Special purpose district or public authority with a transportation function including a port authority 5. Indian Tribe 6.A Territory of the U.S. 7. An authority, agency, or instrumentality of or an entity owned by 1 or more eligible entities 8. A group of eligible entities 9. A state or local authority with ownership of a publicly accessible transportation facilities ((Community Program only)	Community Program Publicly Accessible EV charging infrastructure, hydrogen fueling, propane fueling, or natural as fueling infrastructure May be located on any public road or in other publicly accessible locations including parking facilities at public buildings, public schools and public parks, or in a publicly accessible parking facility owned or managed by a private entity Corridor Program Must be awarded to any project that contracts with a private entity for acquisition and installation or operation of eligible infrastructure including EV, hydrogen, propane or natural gas where propane is limited to infrastructure for medium and heavy-duty vehicles Projects must be located along a designated alternative fuel corridor EV charging should be conveniently and safely located as close to the AFC as possible ad in general no greater than one mile from interstate exits or highway intersection along designated corridors Other fuels must be within 5 miles	Yes	Yes	No	3/14/2023	6/13/2023	TBD	Charging and Fueling Infrastructure Grant Program | US Department of Transportation https://www.fhwa.dot.gov/environment/cfi/

IIJA Competitive Grants Applicable to Intermodal Transportation Master Plan TIP

FY 22 - FY 26

	Total	IIJA Annual	FY 23 Appropriations	Formula Component	Maximum Federal Share	Eligible Applicants	Eligible Projects	Planning Grant	Capital	BCA Required?	NOFO Notice Date	NOFO Closing	Award Announcement Anticipated or Actual	Link to NOFO or Webpage
		($s in Millions)												
Railroad Crossing Elimination (RCE)	$ 3,000.0	$ 600.0		No	80%	1. A State, including the District of Columbia, Puerto Rico, and other United States territories and possessions 2. A political subdivision of a State 3. Federally recognized Tribe 4. A unit of local government or a group of units of local govt. 5. A public port authority 6. MPO 7. A group of eligible entities	1. Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination 2. Track relocation 3. The improvement or installation of protective devices, signals, signs, or other measures the improve safety, provided that such activities are related to a separation or relocation project described in 1 or 2 4. Other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions) 5. A group of related projects described in 1 through 4 6. Planning, environmental review, and design of an eligible project described in 1 through 5	Yes (up to 3% or $18 million)	Yes	No	Anticipated FY23 Sept/ Oct '23 Anticipated FY24 Sept/ Oct '24		FY 23 June/July 2024 FY 24 June/July 2025	Upcoming Calendar of FRA Funding Activities FY22 NOFO https://www.federalregister.gov/documents/2022/07/06/2022-14344/notice-of-funding-opportunity-for-the-railroad-crossing-elimination-program
National Infrastructure Project Assistance (Mega)	$ 5,000.0	$ 1,000.0	FY 23 - 24 has up to $1.8 billion available	No	60% from Mega 80% maximum federal share	1. State or group of States 2. MPO 3. Unit of local government 4. Political subdivision of a State 5. Special purpose district or public authority with a transportation function including a port authority 6. Tribal government 7. Partnership between Amtrak and an eligible entity(ies) 8. A group of eligible entities	1. Highway or bridge project on the National Multimodal Freight Network 2. Highway or bridge project on the National Highway Freight Network 3.Highway or bridge project on the National Highway system 4. Freight intermodal (including public ports) or freight rail project that provides public benefit 5. Railway highway grade separation or elimination project 6. Intercity passenger rail project 7. Public transportation project that is eligible for assistance under Chapter 53 of title 49 and is part of any project types described above	For multi-year projects yes, for single year projects NEPA must be complete	Yes	Yes	Multimodal Project Discretionary Grant 6/22/23 for FY 23 and 24	8/21/2023	TBD	MPDG Program | US Department of Transportation
Local and Regional Project Assistance (RAISE)	$ 7,500.0	$ 1,500.0	$ 800.0	No	80% Up to 100% if located in a rural area, area of persistent poverty or in a Historically Disadvantaged Community	1. States, including D.C., Puerto Rico, Territories and possessions 2. Unit of local government 3. Public agency or publicly chartered authority 4. Special purpose district or public authority with a transportation function 5. Public port authority 6. Federally recognized Tribe 7. Transit agency 8. A group of eligible entities	Capital Projects 1. Highway, bridge or other road projects eligible under USC Title 23 2. Public transportation projects eligible under USC Title 49, Chapter 53 3. Passenger and freight rail projects 4. Port infrastructure investments including inland ports and land ports of entry 5. Surface transportation components of an airport project 6. Intermodal projects 7. Projects to replace a culvert or prevent stormwater runoff to improve aquatic species habitat 8. Surface transportation facilities on Tribal land 9. Any other project the Secretary considers necessary	$115 million (includes $40 million for appropriations act)	Yes	Yes	11/30/2022	2/28/2023	6/28/2023	About RAISE Grants | US Department of Transportation
Local and Regional Project Assistance (RAISE) Planning							Community engagement Feasibility studies BCA Master Plans/Comprehensive Plans/Corridor studies Zero Emissions plan Port Plans Risk Assessments Environmental analysis Phase II Engineering Design Engineer Capital Projects			No				
Rural Surface Transportation Discretionary (Rural)	$ 2,000.0	$ 300.0	FY 23 - 24 NOFO has $675 million available	No	80% from Rural Other Federal Assistance may satisfy non-Rural share	1. State 2. Regional transportation planning organization 3. Unit of local government 4. Tribal government 5. Multijurisdictional group of eligible entities	1. Highway, bridge, or tunnel project eligible under National Highway Performance Program 2. Highway, bridge, or tunnel project eligible under Surface Transportation Block Grant 3. Highway, bridge, or tunnel project eligible under Tribal Transportation Program 4. Highway freight project eligible under National Highway Freight Program 5. Highway safety improvement project, including a project to improve a high-risk rural roads defined by the Highway Safety Improvement Program 6 Project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports economy of a rural area 7. Project to develop, establish or maintain an integrated mobility managements system, transportation demand management system, or on-demand mobility services	Yes	Yes	Yes	Multimodal Project Discretionary Grant 6/22/23 for FY 23 and 24	8/21/2023	TBD	MPDG Program | US Department of Transportation

IIJA Competitive Grants Applicable to Intermodal Transportation Master Plan TIP

FY 22 - FY 26

	Total	IIJA Annual ($s in Millions)	FY 23 Appropriations	Formula Component	Maximum Federal Share	Eligible Applicants	Eligible Projects	Planning Grant	Capital	BCA Required?	NOFO Notice Date	NOFO Closing	Award Announcement Anticipated or Actual	Link to NOFO or Webpage
PROTECT Discretionary Planning (Resiliency)[1]	$ 1,400.0	$ 45.0		Yes	100%	1. State or political subdivision of a State 2. MPO 3. Unit of local government 4. Special purpose district or public authority with a transportation function including a port authority 5. Indian Tribe 6. Federal Land Management agency applying joint with a State(s) 7. A multijurisdictional group of eligible entities	1. In the case of a State or MPO, developing a resiliency Improvement Plan under 23 USC §176(e)(2) 2. resiliency planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessment 3. Technical capacity building by eligible entity to facilitate ability of entity to assess vulnerabilities of surface transportation assets and community response strategies under current and a range of potential future conditions 4. Evacuation planning and preparation	Yes	See below	No	4/21/23 for FY22 and FY23	Aug 18,2023		https://www.fhwa.dot.gov/environment/protect/discretionary/
PROTECT Discretionary Resilience Improvement[1]		$ 638.0		Yes	80%	Same as Planning	One or more construction activities 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 (highway, public transportation facility, intercity passenger rail facility/service, port facility) from the impacts of changing conditions such s sea level rise, flooding , wildfires, extreme weather events and other natural disasters as enumerated in the NOFO.	See Above	Yes	Yes, unless in a qualifying Resilience Improvement Plan	4/21/23 for FY22 and FY23	Aug 18,2023		https://www.fhwa.dot.gov/environment/protect/discretionary/
PROTECT Discretionary Community Resilience and Evacuation Routes[1]		$ 45.0		Yes	80%	Same as Planning	One or more projects that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events. Projects are listed in the NOFO page 18.	See Above	Yes	Yes	4/21/23 for FY22 and FY23	Aug 18,2023		https://www.fhwa.dot.gov/environment/protect/discretionary/
Reduce Truck Emissions at Port Facilities	$ 400.0	$ 80.0		No	80%	Entities that: 1. have authority over, operate, or utilize port facilities and/or intermodal port transfer facilities 2. have authority over areas within or adjacent to ports and intermodal port transfer facilities, or 3. will test and/or evaluate technologies that reduce truck emissions at port facilities and/or intermodal port transfer facilities	Eligible project locations: 1. areas within or adjacent to ports and intermodal transfer facilities Intermodal port transfer facilities are those that handle the transfer of freight shipments between two or more modes of transportation including between trucks and marine vessels, marine vessels and rail, trucks and rail Eligible improvements 1. developing port-related infra. 2. developing on-truck technologies 3. using zero or low emissions power trains and fuels 4. reducing truck congestion within or adjacent to ports, which can include promoting enhanced rail intermodal connections at ports 5. other improvement that reduce port-related emissions from idling trucks	No	Yes	Yes	4/27/2023 Current NOFO includes funding for 2 years or $160 million	7/26/2023	Not included in NOFO	Reduction of Truck Emissions at Port Facilities | US Department of Transportation
Safe Streets for All Discretionary Grant	$ 5,000.0	$ 1,000.0		No	80%	1. MPOs 2. A political subdivision of a State or Territory 3. A federally recognized Tribal government 4. A multijurisdictional group of eligible entities	1. Develop an Action Plan 2. Supplemental planning grant to update an Action Plan 3. Demonstration activities alone or in conjunction with a supplemental planning grant 4. Implementation grant to fund projects and strategies identified in a compliant Action Plan ONLY ONE APPLICATION can be made by an applicant	Yes	Yes	No	March 30, 2023 (FY 23)	July 10, 2023 (FY 23)	Planning / Demonstration Grants in October 2023 Implementation and additional Planning/Demonstration Grants in December 2023	FY23 SS4A Notice of Funding Opportunity | US Department of Transportation
Reconnecting Communities Pilot (see RCP Planning, RCP Cap Const, and NAE below)	$ 1,000.0	$ 198.0		No	See Below			$50 M	$148 M					Reconnecting Communities and Neighborhoods Grant Program | US Department of
Reconnecting Communities Planning		$ 50.0		No	80%	1. State 2. Unit of local government 3. Tribal government 4. MPO 5. Nonprofit organization	<u>Eligible Facilities</u>: Highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access or economic development due to high speeds, grade separations or other design factors and may include transit lines, rail lines, gas pipelines and airports <u>Eligible Activities/Costs</u>: Pubic engagement Planning studies to assess feasibility of removing, retrofitting or mitigating an existing eligible dividing facility Conceptual/Preliminary engineering Developing local anti-displacement policies and community benefit agreements Other associated needs					9/28/2023		

IIJA Competitive Grants Applicable to Intermodal Transportation Master Plan TIP

FY 22 - FY 26

	Total	IIJA Annual	FY 23 Appropriations	Formula Component	Maximum Federal Share	Eligible Applicants	Eligible Projects	Planning Grant	Capital	BCA Required?	NOFO Notice Date	NOFO Closing	Award Announcement Anticipated or Actual	Link to NOFO or Webpage
	($s in Millions)													
Reconnecting Communities Cap Construction		$ 148.0		No	50%	1. owners of the eligible facility proposed in the project for which all necessary feasibility studies and other planning activities have been completed 2. a partnership between facility owner and any eligible RCP Community Planning grant applicant	Eligible Facilities: Highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access or economic development due to high speeds, grade separations or other design factors and may include transit lines, rail lines, gas pipelines and airports Eligible Activities: Preliminary and detailed design and environmental studies Permitting and completion of NEPA for: Removal, retrofit or mitigation of an eligible dividing facility Replacement of dividing facility that restores connectivity Delivering community benefits and environmental improvements or mitigation of impacts identified through NEPA process Construction							
Neighborhood Access and Equity Program		$ 3,155.0		No	80% Projects in a disadvantaged or underserved community do not require a local match	1. State or Territory of the U.S. 2. Unit of local government 3. Political subdivision of a State 4. Tribal government 5. Special purpose district or public authority with a transportation function 6. MPO 7. Nonprofit organization or institution of high learning with an eligible entity	Eligible Facility: 1. A dividing facility: a surface transportation facility that creates an obstacle to community connectivity by high speeds, grade separation, or other design factors 2. A burdening facility: a surface transportation facility that is a source of air pollution, noise, stormwater, heat or other burden to a disadvantaged or underserved community Eligible Planning Activities: Planning and capacity building activities in disadvantaged or underserved communities Feasibility studies for removing, retrofitting or mitigating an existing eligible burdening or dividing facility and predevelopment activities for eligible NAE Capital Construction projects Assess transportation equity or pollution impacts Administer or obtain technical assistance related to other eligible planning activities Eligible Capital Construction Activities: preliminary and detailed design activities and associated environmental studies Predevelopment, preconstruction Permitting including completion of NEPA process for: Reuse of a burdening or dividing facility to improve walkability, safety and affordable transportation access through context sensitive projects Projects to mitigate or remediate negative impacts on human or natural environment resulting from a burdening or dividing facility Building or improving complete streets, multiuse trails regional greenways or active transportation networks/spines Providing affordable access to essential destinations through transit to public spaces or transportation links/hubs	$188 M	$2.57 B $450 M in Regional Partnership Challenge Grants	Yes				
Strengthening Mobility Discretionary Grant (SMART)	$ 500.0	$ 100.0	For FY 23 NOFO, up to $50 million for Stage 1 and $50 million for Stage 2 projects	No	100% for Stage 1	1. State 2. Political subdivision of a State 3. Tribal government 4. Public transit agency or authority 5. Public toll authority 6. MPO 7. A group of 2 or more eligible entities	Projects that advance purpose-driven innovation or Projects that demonstrates at least one of the following: 1. Coordinated automation 2. Connected vehicles 3. Intelligent Sensor based infrastructure 4. Systems integration 5. Commerce delivery/logistics 6. Innovative aviation 7. Smart grid 8. Smart Technology traffic signals	Yes up to $2 million per award, $250k minimum	Yes, must be funded for planning and prototyping to be eligible for implementation grants in the future	No	FY 22: 9/19/2022 FY 23: 8/9/2023 (Stage 1 only)	FY 22: 11/18/2022 FY 23: 10/10/23 (Stage 1 only)	FY 22: 3/21/2023 FY 23: TBD	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program | US Department of Transportation
Port Infrastructure Development Discretionary Grant (PIDP)	$ 2,250.0	$ 450.0	$ 212.2	**No** 1. No more than 25% in any one state 2. $187 million set aside for coastal seaports or Great Lakes Ports 3. 25% reserved for small projects at small ports capped at $11.25 million per port 4. 10% of funds not reserved for small projects at small ports can be used for development phase activities for large projects	80% Secretary has discretion to raise Federal share at 1. Project located in a rural area 2. Small project at a small port	1. Port Authority 2. A commission or its subdivision or agent under existing authority 3. State or political subdivision of a State or local government 4. An Indian Tribe 5. A public agency or publicly chartered authority established by one or more States 6. Special purpose district with a transportation function 7. Multistate or multijurisdictional group of entities 8. A lead entity described above jointly with a private entity or group of private entities (including the owners or operators of a facility, or collection of facilities, at a port).	A project located either within the boundary of a port, or outside the boundary of a port and directly related to port operations or to an intermodal connection to a port. Grants may be made for capital projects that will be used to improve the safety, efficiency, or reliability of: 1. loading and unloading of goods at the port, such as for marine terminal equipment 2. Movement of goods into, out of, around, or within a port, such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems 3. Operational improvements, including projects to improve port resilience 4. Environmental and emissions mitigation measures, including projects for— (a) port electrification or electrification master planning; (b) harbor craft or equipment replacements or retrofits; (c) development of port or terminal microgrids; (d) provision of idling reduction infrastructure; (e) purchase of cargo handling equipment and related infrastructure; (f) worker training to support electrification technology; (g) installation of port bunkering facilities from ocean-going vessels for fuels; (h) electric vehicle charging or hydrogen refueling infrastructure for drayage and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades; (i) other related port activities, including charging infrastructure, electric rubber tired gantry cranes, and anti-idling technologies	Yes	Yes	Yes	2/9/2023	4/28/2023	TBD	Port Infrastructure Development Program | MARAD (dot.gov)

JANUARY 31,2024

APPENDIX C: PROJECT - GRANT ALIGNMENT

ANN SCHNEIDER AND JEANNIE BECKETT

ANN L. SCHNEIDER AND ASSOCIATES AND THE BECKETT GROUP

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Grant Programs

Roadway	Location	Project Description	Project Source	BIP	CFI	CRISI	ICFP	INFRA	Mega	PIDP	PROTECT	RCE	RAISE	RCN	RTEP	Rural	SS4A	SMART
I-55	I-80 to Coal City Road - RSP 34	This project would reconstruct I-55, add a lane in each direction, and improve interchanges through western Will County, from the I-80 interchange south to Coal City Road	CMAP TIP	Bundle Bridges in Poor condition on Corridor (21 structures)	Potential for Charging Stations	Not applicable							Maybe if in segments					
I-55	Bridge Over the Des Plaines River (component of RSP 34)	Reconstruction I-55 bridges over the Des Plaines River. Bridges currently rated in fair condition with a rating of 5 in all key categories (Fair).	Will Connects 2040	Structure #s: 099-0008 (SB) 099-0009 (NB)									$25 million cap					
I-55	I-355 to Coal City Road (overlaps with RSP 34) (From I-355 to IL 53 roadway expansion is in the CMAP TIP.	Overlaps with items 7 and 8.	Freight Plan, CMAP TIP	Bundle Bridges in Poor condition on Corridor (45 structures)	Potential for Charging Stations								Maybe if in segments					
I-55	Interchange at Bluff Road	Recently completed Improvements included expanded ramps, additional turn lanes to Bluff Road and new traffic signals. **The model identified interchange modernization.**	Model					Planning					Planning					
I-80	Ridge Road To US 30/ Lincoln Hwy - RSP 36	The overall I-80 project will redesign and rebuild 16 miles from Ridge Road, in Minooka, to U.S. 30, in Joliet and New Lenox, while adding or extending auxiliary lanes to improve safety and reduce congestion. Interchanges will be rebuilt or improved at Interstate 55, Illinois 7, Center Street, Chicago Street, Richards Street and Briggs Street, with a new flyover ramp linking southbound I-55 to eastbound I-80 to improve traffic flow and safety. More than 30 bridges will be rehabilitated or replaced, including those over the Des Plaines River.	CMAP TIP	**PROJECT UNDERWAY AND FUNDED**														
I-80	US 52/IL 53 / Chicago St (component of RSP 36)	Part of Item 11, construction scheduled for 2028	Will Connects 2040/ Freight Plan															
I-80	Houbolt Road Interchange	Diverging Diamond Interchange, Joliet lead agency under agreement with IDOT.	Freight Plan, CMAP TIP	**PROJECT COMPLETE**														
US 52	River Road east to Houbolt Road	Reconstruction of 2.5 miles, widening of the existing pavement and construction of additional lanes for 2.5 miles, bridge widening, turning lanes, culvert extension, bridge repairs, utility adjustments and construction engineering estimated at $86.9m	CMAP TIP	Structure #099-0276 In good condition		No Crossings			Not over $100 M			No Crossings						
US 6	Hollywood Boulevard to I-55[1]	The US Route 6 project includes Phase I engineering services for the improvement of US Route 6 generally between I-55 and Houbolt Road/Hollywood Road. Located within the City of Joliet and the Village of Channahon, US Route 6 is currently a two-lane rural facility with channelization at the signalized intersections of Thomas Dillion Drive/Bradley Street & McClintock Road. In addition, there are five unsignalized intersections. The corridor crosses an at-grade railroad crossing just west of Youngs Road. This project will tie into the completed US 6 interchange with I-55 improvements to the west and the improvements to the Houbolt Road/Hollywood Road intersection currently under construction. The study will determine what the needs are to improve the corridor as required per the current State and Federal requirements.	Freight Plan, Will Connects 2040	No Structures	Potential for Charging Stations	Crossing # 608232Y, 2 trains per day, No incidents reported 2020 - 2023				It would help traffic flows in and around the intermodals	As an alternate to I-80 for redundancy	Crossing # 608232Y, 2 trains per day, No incidents reported 2020 - 2023, to support freight movement	Planning		It would help traffic flows in and around the intermodals			Potential for SMART solutions along corridor
IL 53	at Emerald Drive	Part of Illinois 53 Corridor Safety Improvements	CMAP TIP	**Project has been let by Joliet and is funded**														
Cherry Hill Road**	US 52 to Laraway Road	US 52 to Laraway section is in the Will Connects 2040 as a widen to 4 lane project (US 52 to Mills) Between US 52 and Schweitzer is not included. On the **unconstrained projects** list.	Model, Will Connects 2040 (13)	No Structures	Potential for Charging Stations	260609E						260609E				For Project 2		
Gougar Road	Laraway Road to US 6	Widen to 4 lanes.	Will Connects 2040 (19), CMAP TIP	4 Structures, 1 of which is Fair (033--4356) and 1 is Poor and eligible (099-0203)	Potential for Charging Stations	2 Crossings 608205C (Metra) - 68 trains/day 260611F - CN 21 trains/day						2 Crossings 608205C (Metra) - 68 trains/day 260611F - CN 21 trains/day	Have applied for crossing 260611F				If included in the County's Safety Action Plan	
Houbolt Bridge	Houbolt Bridge from US 6 to Schweitzer Road / Vetter Road	Opened 4/27/23	Freight Plan	**Project Completed**														
Houbolt Road	I-80 to US 6	Extension set to open fall 2023	CMAP TIP/ Will Connects 2040	**Project Completed**														

			Grant Programs	BIP	CFI	CRISI	ICFP	INFRA	Mega	PIDP	PROTECT	RCE	RAISE	RCN	RTEP	Rural	SS4A	SMART
Roadway	**Location**	**Project Description**	**Project Source**															
Laraway Road	at Up Railroad Crossing	$20 million programmed in the 2024 - 2028 ICC Grade Crossing Protection program	CMAP NEIL Priority Grade Crossing			PEL Study done		PEL Study done				PEL Study done			PEL Study done			
Manhattan-Monee Road****	US 52 to US 45	Widen to 4 lanes.	Freight Plan, Will Connects 2040		Potential for Charging Stations													
Vetter Road	Schweitzer Road to north of CenterPoint Way	Road expansion study	Will County Truck Routing Study															
I-80	at Briggs St (component of RSP 36)	Part of Item 11. Project let March 2023, construction to begin 2023	Will Connects 2040	PROJECT UNDERWAY AND FUNDED														
I-80	at IL 7/ Larkin Avenue (component of RSP 36)	Part of Item 11. Construction expected 2024 - 2026.	Freight Plan	PROJECT UNDERWAY AND FUNDED														
US 52	Manhattan-Monee Road to Laraway Road	Widen to 4 lanes	Will Connects 2040	099-0129 may be eligible		No Crossings						No Crossings						
IL 53	at Laraway Road	Channelized on north and south but needs lanes added on east and west. High truck volumes. Nearly balanced demand.	Intersection analysis TMP, Freight Plan Will Connects 2040, CMAP TIP															For ITS Applications
IL 53	at US 52/Doris Avenue	Part of Illinois 53 Corridor Safety Improvements Different alternatives are under study including eliminating the intersection with IL 53.	Intersection Analysis, CMAP TIP															For ITS Applications
IL 53	at Schweitzer Road	Part of Illinois 53 Corridor Safety Improvements	CMAP TIP															For ITS Applications
IL 53	at Mississippi	Part of Illinois 53 Corridor Safety Improvements	CMAP TIP															For ITS Applications
Baseline Road	Noel Road to CenterPoint Way	Two intersection improvements, done, Road expansion (add lanes) - not planned	Model															For ITS Applications
Brandon Road	US 6 to Meadow Ave	Intersection project	Model					Development Phase					Planning					For ITS Applications
CenterPoint Way	Millsdale Road to Schweitzer Road	Road Expansion, Add lanes	Model, Intersection analysis, Freight Plan															
CenterPoint Way	At Schweitzer Road (UP Global IV entrance)	Design complete, move to construction shortly, does not want to use federal funding if it slows project down	Freight Plan	PRIVATE OWNER DOES NOT WANT TO USE FEDERAL FUNDING														
Elwood International Port Road	at Walter Strawn Drive	Village has no information on this project. TMP Intersection analysis suggests traffic signal installation.	Intersection analysis															
Elwood International Port Road	Mississippi Street to Arsenal Road	Stop controlled, high truck volume, consider traffic signals in future if warranted. Near ungated RR Xing, need signal coordination. Village has nothing planned.	Model, Intersection analysis			RR Signal coordination												For ITS Applications
Laraway Road	at US 52	The intersection of US Route 52 will include a single left and right turn lane on all legs but the south leg of the intersection. This leg will only have a left turn lane. Laraway will have 2 lanes in each direction.	Will County 2023 - 2028 TIP, Intersection analysis															For ITS Applications
Noel Road	Baseline Road/Elwood International Way to Brandon Rd.	Completed in 2017 - 2018	Will County Truck Routing Study															
I-55	at Il 59 Interchange	Under construction, expected completion date is 2024	City of Joliet	PROJECT COMPLETE														
US 52	Gougar Road and Smith Road	Intersection improvements	CMAP TIP	PROJECT COMPLETE														
IL 53	at Patterson Road	Part of I-80 project - proposed project is to relocate the intersection.	Intersection analysis															
IL 53	at Zarley Road	Part of Illinois 53 Corridor Safety Improvements	CMAP TIP															
IL 53	at Hoff Road	Part of Illinois 53 Corridor Safety Improvements	CMAP TIP															
Brandon Road	From the UP railroad (south of Laraway Road to Noel Road)	Road Expansion, reconstruct and realign	Will County Truck Routing Study					Development Phase					Planning					
Laraway Road	Il 53 to US 52	Widen to 4 lanes	Will Connects 2040 (46)															For ITS Solutions

Roadway	Location	Project Description	Grant Programs Project Source	BIP	CFI	CRISI	ICFP	INFRA	Mega	PIDP	PROTECT	RCE	RAISE	RCN	RTEP	Rural	SS4A	SMART
Laraway Road	Laraway Road from US 52 to Il 43 / Harlem Ave - RSP 55	Laraway Road is a major east-west connector within the County. Laraway Road, by Resolution, is a County Freeway. The improvement of this corridor has long been on the WCDOT radar. The County has split the corridor into many separate projects for study and ultimately construction. Below contains the descriptions of the different project corridors. The current typical section consists of a rural two-lane cross section with intermittent intersection improvements and signalized intersections. To the west Laraway Road is under the jurisdiction of the City of Joliet and is currently a two-lane cross section. East of Harlem Avenue, Laraway Road turns into Sauk Trail and becomes a CCDOTH roadway.	Freight Plan, Intersection analysis at US 52, WCDOT 2023-2028 TIP		Possible for Alt Fuel Infrastructure												If included in the County's Safety Action Plan	For ITS Solutions
Il 53	at S Arsenal	Part of Illinois 53 Corridor Safety improvements	CMAP TIP														If included in the County's Safety Action Plan	For ITS Solutions
Il 53	at Walter Strawn Drive	Part of Illinois 53 Corridor Safety improvements	CMAP TIP														If included in the County's Safety Action Plan	For ITS Solutions
Il 53	at Old Elm	Part of Illinois 53 Corridor Safety improvements	CMAP TIP														If included in the County's Safety Action Plan	For ITS Solutions
Il 53	at St. Louis Street	Part of Illinois 53 Corridor Safety improvements	CMAP TIP														If included in the County's Safety Action Plan	For ITS Solutions
Il 53	at Tehle Road	Part of Illinois 53 Corridor Safety improvements	CMAP TIP														If included in the County's Safety Action Plan	For ITS Solutions
Gougar Road	US 52 to Laraway Road	New 4 lane road	Will Connects 2040 (20)															
Moen Avenue	Mound Road to IL 7 / Larkin Avenue	Road expansion	WC Freight Plan, CMAP TIP															
Olympic Boulevard	Extension from Houbolt Road to I-55 (component of I-55 at IL 59 interchange improvements)	New Road	Joliet															
Schweitzer Road	Il 53 to Rowell Avenue	Add lanes	Model										Planning					
Schweitzer Road	Rowell Ave. to US 52	Roadway expansion	Will Connects 2040										Planning					
IL 53	at Manhattan Road / South Arsenal Road	Part of Illinois 53 Corridor Safety Improvements	CMAP TIP															
Laraway Road	at CenterPoint Way	Intersection project																For ITS Solutions
I-55	Rt. 129/Lorenzo Road	Interchange projects and add lane	IDOT MYP															

JANUARY 31,2024

APPENDIX D: DETAILED PROJECT SUMMARIES

GRANTS STRATEGY FINAL REPORT

ANN SCHNEIDER AND JEANNIE BECKETT

ANN L. SCHNEIDER AND ASSOCIATES AND THE BECKETT GROUP

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This Appendix Provides the Project Summaries of the 14 Projects as listed below.

- I-80 — 5 projects, 1 complete
- I-55 — 6 projects, 1 underway, 2 in Phase 1
- IL 53 — 13 projects, 2 complete, 1 underway, 9 in Phase 1
- US 6 — 1 project, 1 in Phase 1
- US 52 — 3 projects, 1 complete, 1 underway
- Schweitzer Road — 2 projects
- Laraway Road — 5 projects, 1 partially underway
- Manhattan Monee Road — 1 project
- Gougar Road — 2 projects, 1 underway
- Brandon Road — 2 projects
- CenterPoint Way — 2 projects, 1 underway
- Baseline Road — 1 project
- Elwood International Port Road — 2 projects
- Cherry Hill Road — 1 project

Note: Many of these projects are only in a conceptual stage, so the detailed Summaries are limited to available information. The Project Summary have been populated with level of information based upon the maturity of the project. Thus, there are multiple informational gaps in most of the summaries that can be more fully flushed out by the Project Sponsor as the information / details of the project becomes available.

Intermodal Transportation Master Plan Federal Grants Strategy:

Detailed Project Summary

Interstate 80 Corridor

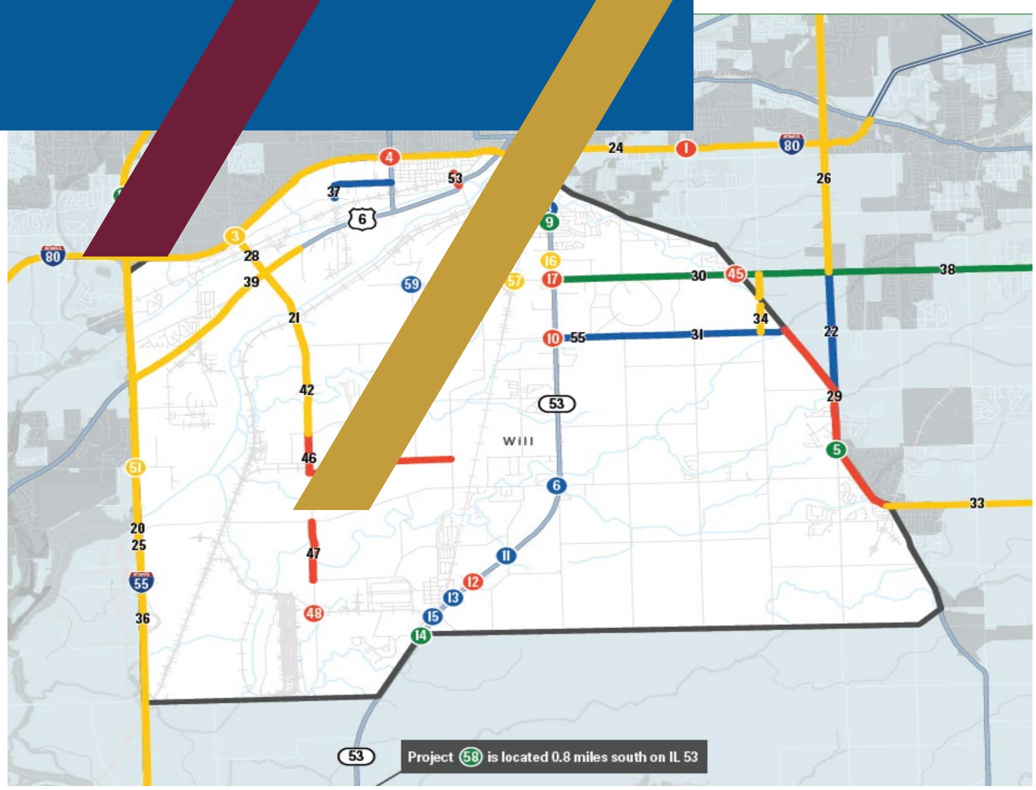


TABLE OF CONTENTS

General Project Information

Jurisdiction

Illinois Department of Transportation

Source of Project(s)

Ridge Road to US 30/Lincoln Highway ....CMAP TIP (09-12-0036)

Will County Community Friendly Freight Mobility Plan (Freight Plan)
Houbolt Road Interchange...CMAP TIP (12-18-0006)

Freight Plan
IL 7 / Larkin Avenue Interchange ....CMAP TIP (09-12-0036)

US 52/IL53/Chicago Street Interchange .... Will Connects 2040 and Freight Plan

Briggs Street Interchange .... Will Connects 2040

Project Description

The overall I-80 project will redesign and rebuild 16 miles from Ridge Road, in Minooka, to U.S. 30, in Joliet and New Lenox, while adding or extending auxiliary lanes to improve safety and reduce congestion. Interchanges will be rebuilt or improved at Interstate 55, Illinois 7, Center Street, Chicago Street, Richards Street and Briggs Street, with a new flyover ramp linking southbound I-55 to eastbound I-80 to improve traffic flow and safety. More than 30 bridges will be rehabilitated or replaced, including those over the Des Plaines River.

Project Cost

Current Estimate.. $1.3 billion

Project Phases and Status[1]

PHASE ONE (CURRENTLY UNDERWAY)

- BRIDGES AT HICKORY CREEK, RICHARDS STREET, ROWELL AVENUE/CANADIAN NATIONAL RAILROAD
  Projected Time Frame: 2024 Completion
- I-80: RIDGE ROAD TO RIVER ROAD RECONSTRUCTION
  Projected Time Frame: 2025 Completion
- SHEPLEY ROAD OVER I-80 BRIDGE REPLACEMENT
  Projected Time Frame: 2023 Completion
- WHEELER AVENUE OVER I-80 BRIDGE REPLACEMENT
  Projected Time Frame: 2023 Completion
- BRIGGS STREET OVER I-80 BRIDGE REPLACEMENT
  Projected Time Frame: 2024 Completion

PHASE TWO (2024-2026)

- RIVER ROAD OVER I-80 BRIDGE REPLACEMENT
  Projected Time Frame: 2024
- I-80: RIVER ROAD TO WHEELER AVENUE RECONSTRUCTION
  This includes I-55 and **Larkin Avenue Interchange** reconstruction.
  Projected Time Frame: 2024-2026
- I-80: ROWELL AVENUE TO GOUGAR ROAD RECONSTRUCTION
  This includes Briggs Street Interchange reconstruction.
  Projected Time Frame: 2024-2025

PHASE THREE (2026-2028)

- I-80: DES PLAINES RIVER BRIDGE REPLACEMENT
  This includes **Center Street and Chicago Street Interchange reconstruction**. Phase Three construction is dependent on completion of land acquisition activities.
  Projected Time Frame: 2026-2028

[1] https://www.i80will.org/schedule-1 accessed 12/29/2023

Grant Program Alignment

USDOT

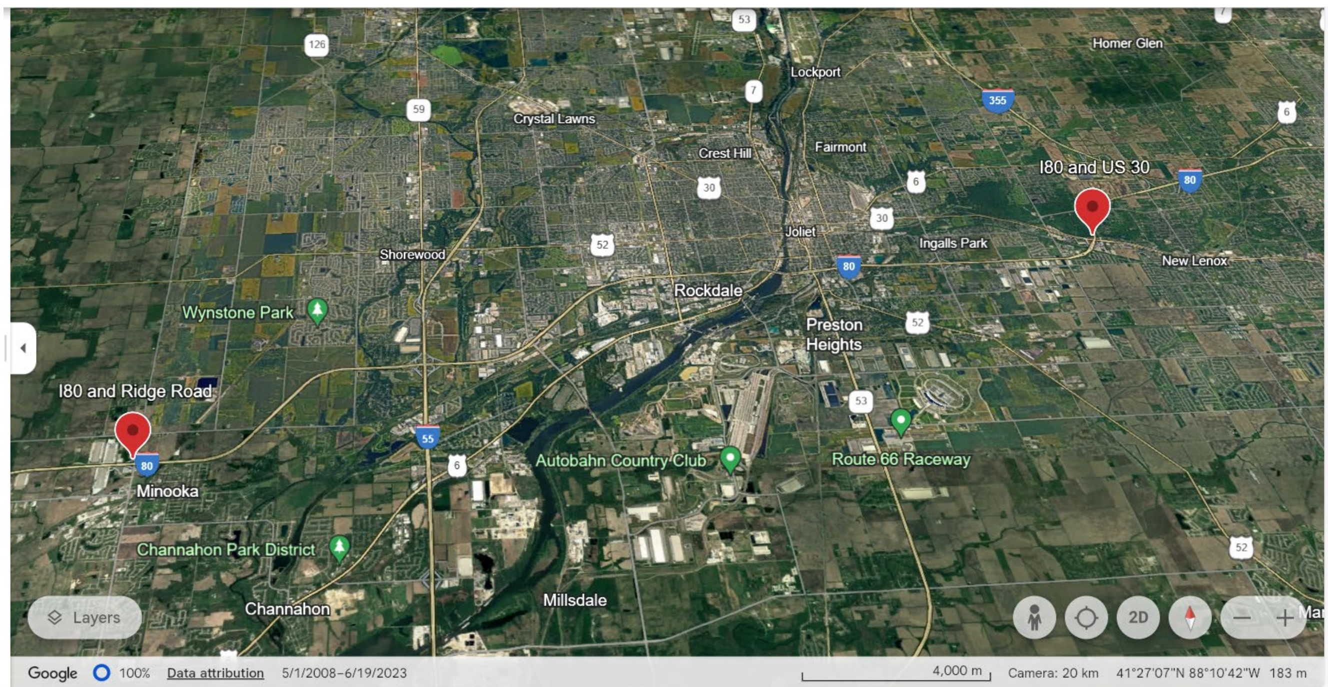
- RAISE
- INFRA
- Mega

FHWA

- Bridge Investment Program (Des Plaines River Bridges)

Project Location Section / File

This Project extends from Ridge Road in Minooka on the west end to US 30 in New Lenox on the east end, approximately 15 miles.



The Current Funding Program NOFO's have added the following directions to include a separate file that helps USDOT staff locate the project.

> *"Applicants should submit one of the following file types for project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY 2024 RAISE grants program, as described in NOFO Section C. Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and. prj components of the Shapefile), GeoJSON, KML, or KMZ. Applicants may use Google Earth, a publicly available online mapping tool, to prepare a KML file.* ***These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact."***

If an applicant needs to prepare one of these files, these are suggested instructions:

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)

Project Budget

Table 1: Example Project Budget

Task #	Task Name	Cost	Percentage of Total Cost
1	Phase 1	$	%
2	Final Design and NEPA	$	%
3	Construction	$	%
4	Close out		
Total Project Cost		$0	100%
Federal Funds Received from Previous Grant		$0	
RAISE FY24 Federal Funding Request		$0	0%
Non-Federal Funding/Match (list sources) Please list amounts per source		$0	%
Portion of Non-Federal Funding from the Private Sector Please list amounts per source		$0	
Portion of Total Project Costs Spent in a Rural Area– see jurisdiction map)		$0	0%
Pending Federal Funding Requests		$0	

Table 1: Funding Sources by Component

Funding Source	Phase 1 Funding Amount	Total Funding
RAISE Funds:	$0	$0
Other Federal Funds:	$0	$0
Non-Federal Funds:	$0	$0
Total:	$0	$0

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Table 2a: Project Costs by 2020 Census Tract

Note: Please refer to the Census Tracts (2020 Census) layer in the Grant Project Location Verification mapping tool to identify 2020 Census tracts.

2020 Census Tract(s)	Project Costs per Census Tract
8907.03 Kendall County	$
1.02 Grundy County	$
Will County Tracts	
8832.12	$
8832.11	$
8829	$
8828.01	$
8826.01	$
8826.02	$
8831	$
8825	$
8830	$
8824	$
8823	$
8811.08	$
8811.12	$
8811.11	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2b: Project Costs per 2010 Census Tract

Note: Please refer to the Disadvantaged Census Tracts from CEJST (2010 Census) layer in the **Grant Project Location Verification mapping tool to identify 2010 Census tracts.**

2010 Census Tract(s)	Project Costs per Census Tract
8907.03 Kendall County	$
1.02 Grundy County	$
Will County Tracts	
8832.12	$
8832.11	$
8829	$
8828.01	$
8826.01	$
8826.02	$
8831	$
8825	$
8830	$
8824	$
8823	$
8811.08	$
8811.12	$
8811.11	$
	Total Project Cost: $

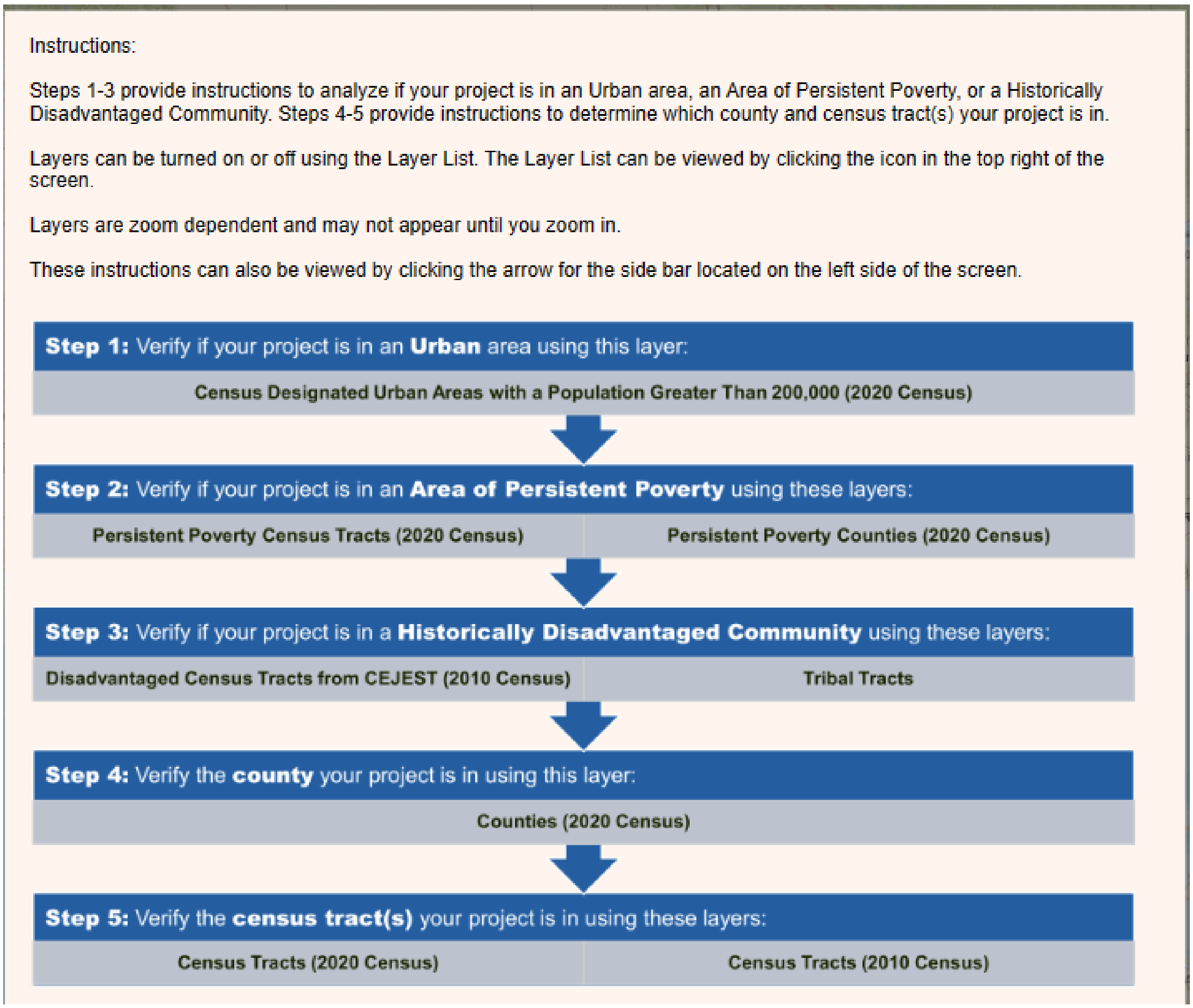
Add more rows for additional census tracts, if needed.

Note: Please refer to the Census Designated Urban areas with Population of More than 200,000 (2020 Census) layer in the ***Grant Project Location Verification*** *mapping tool to identify urban areas.*

Table 2c: Project Costs by Urban / Rural Areas

Urban/Rural	Project Costs
Urban *(2020 Census-designated urban area with a population greater than 200,000)*	$
Rural *(Located outside of a 2020 Census-designated urban area with a population greater than 200,000)*	$
	Total Project Cost: $

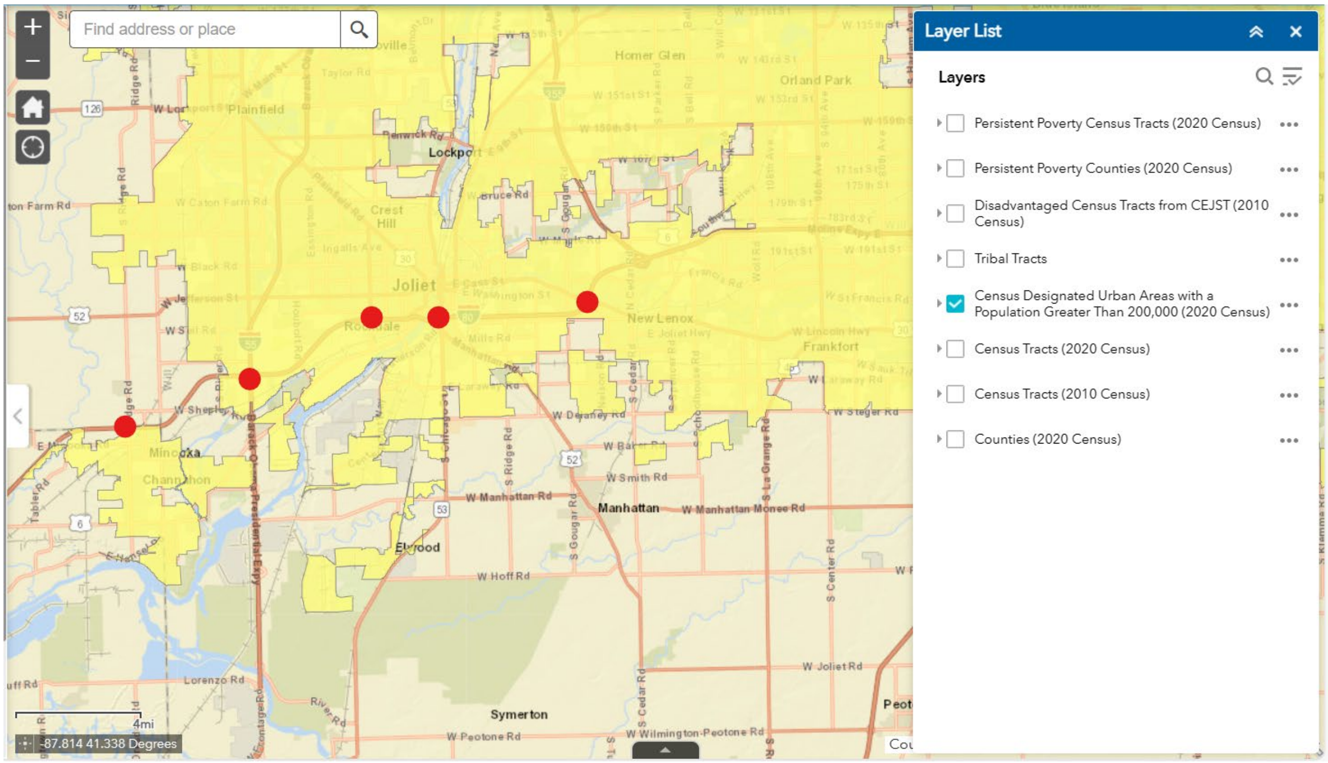
This information can be found using the referenced USDOT mapping Tools



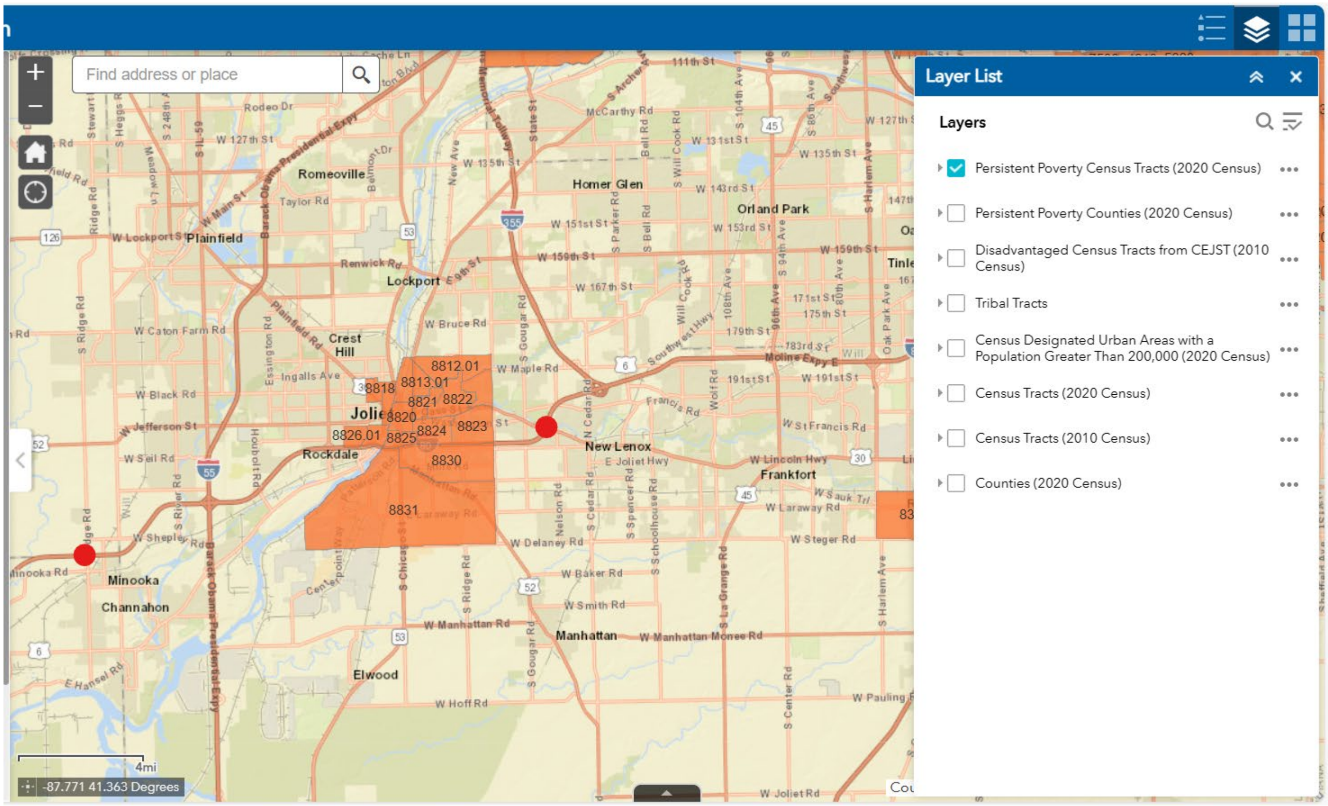
STEP 1: Urban vs. Rural Using [Grant Project Location Verification]() Tool

The Project is located predominantly in the Chicago Urbanized Area.   Approximately 2.5 miles of the project is in a rural area near the west termini.

Exhibit 1: Urban versus Rural Designation



STEP 2: Verify Area of Persistent Poverty- using the same tool use the Area of Persistent Poverty layer to identify where the Project is in the Areas of Persistent Poverty or not. **Approximately 5 miles of the project is located in Areas of Persistent Poverty.**



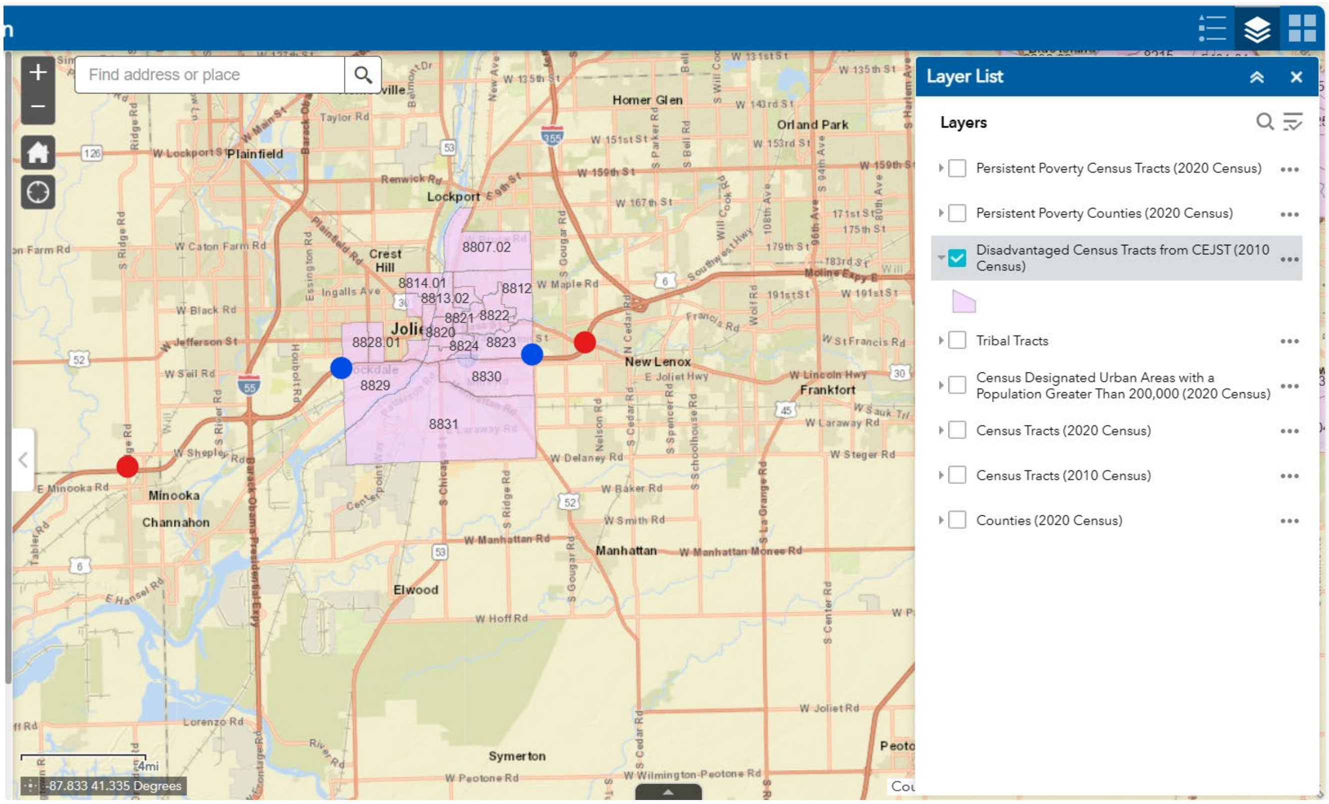
STEP 3: Verify the Census Tracts for the 2010 Census and 2020 Census. The Census Tracts involved in the project are **8907.03 (Kendall County), 1.02 (Grundy County), and the Will County Tracts of 8832.12, 8832.11, 8829, 8828.01, 8826.01, 8826.02, 8831, 8825, 8830, 8824, 8823, 8811.08, 8811.12, and 8811.11** for both the 2010 and 2020 Censuses.

STEP 4: Verify the County. The project lies mostly within **Will County Illinois, with the first mile at the western termini split between Kendall and Grundy Counties.**

STEP 5: Double check the Census Tract line between the 2010 Census and the 2020 Census. In the case of this Project, the **Census Tract lines did not change between the two decennial censuses**.

The detailed CEJST Tool results can be seen below. The red circles are the project termini and the area between the blue circles are considered Disadvantaged Census Tracts.

Exhibit 2: CEJST Tool for Project Area



Merit Criteria Section

The Merit Criteria Section varies from one Project Funding Program to another. The main themes may be grouped slightly differently from Program to Program. For this example, the 8 criteria from RAISE FY24 have been listed in a Merit Criteria Matrix to be used as a reference to help the applicant review the Recommended and Highly Recommended Criteria for each Merit Criteria.

See the Project Merit Criteria Matrix for additional information and research that can be prepared on the Project listed by the 8 Merit Criteria categories. Use the Matrix to help research the data for each Merit Criteria and write the narrative for each Merit Criteria.

Project Readiness

Example Instructions in RAISE FY24: *Project readiness describes an applicant's preparedness to move a proposed project forward once it receives a RAISE grant. The Project Readiness file should include information that, when considered with the project budget information, is sufficient for the Department to evaluate whether the project is reasonably expected to begin the capital or planning project in a timely manner and meet both the obligation and expenditure deadlines. Applicants can see a Project Readiness checklist on the [DOT Navigator website](https://www.transportation.gov/dot-navigator).[20] The Project Readiness file should include the following sections:*

A. PROJECT SCHEDULE (capital and planning projects)

Example Instructions in RAISE FY24: *The Project Readiness file should include a detailed project schedule that identifies all major project activities and milestones. For capital projects, examples of such milestones include State and local planning approvals; start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications, and estimates; procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction start and end. For planning projects, examples of milestones may include start dates, schedule for public engagement and completion dates.*

The schedule should be sufficiently detailed to demonstrate that: (may want to add a narrative stating the following)

- *all necessary activities will be complete at least six months in advance of the obligation deadline[21] to allow sufficient time for unexpected delays and not put the funds at risk of expiring before they are obligated;[22]*
- *the capital project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2033;*
- *all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary; and*
- *the applicant will or has meaningfully sought community input through public involvement, particularly disadvantaged communities or other communities with environmental justice concerns that may be affected by the project where applicable.*

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[20] https://www.transportation.gov/dot-navigator

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Example Schedule

Exhibit 3: Example Project Schedule

Example Construction Schedule	2022				2023				2024				2025				2026		
	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q
Site Plan PE 30%																			
Engineering 60%																			
Award announcement																			
Environmental Review																			
FE & Permitting																			
Obligation																			
Construction Utilities																			
Construction Road																			
Close Out Contract																			

B. ENVIRONMENTAL RISK ASSESSMENT (capital projects only) ***Example Instructions in RAISE FY24:***

This section of the application should include sufficient information for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements. To assist the Department's environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies.

Required Approvals. *Example Instructions in RAISE FY24:*

This section should provide:

Information about the NEPA status of the project

*If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final **Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared**. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway (e.g., environmental assessment, environmental impact statement), where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the final agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements.*

Information on reviews, approvals, and permits by other Federal and State agencies.

An application should indicate whether the proposed project requires reviews or approval actions by other agencies,[23] indicate the status of such actions, provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a link or other reference to copies of any reviews, approvals, and permits prepared.

Environmental studies or other documents, through a link, that describe in detail known project impacts, and possible mitigation for those impacts.

A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan.

[22] Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

[23] Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design including the consideration of ensuring proportional impacts to all populations.

State and Local Approvals

This section should provide:

Receipt (or the schedule for anticipated receipt) of Tribal government, State, and local approvals

List and describe permits and approvals on which the project depends, such as State and local environmental and planning approvals, and Statewide Transportation Improvement Program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities.

Federal Transportation Requirements Affecting State and Local Planning

The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects, including projects located at airport facilities. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration such as letters of support from the State DOT if the project is intended to be included in the State Freight Plan, or results from application of the FHWA Freight Mobility Trends Tool.[24]

[24] https://fpcb.ops.fhwa.dot.gov/mobility_trends_tool.aspx

Assessment of Project Risks and Mitigation Strategies

***Instructions in the RAISE FY24 NOFO**: Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match (non-federal funding), lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks and harms to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.*

Project risks can also include the unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information on the RAISE program website, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

Exhibit 4: Risk Matrix

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Technical Feasibility	Feasibility	.	Low
Design Standards Conformance	Feasibility		Low
Partner Approvals	Schedule		Low
Local Jurisdiction Approvals	Schedule		Low
Environmental Approvals	Cost, schedule	.	Low/ Medium
Funding	Cost, schedule		Medium
Public and Stakeholder Support	Cost, schedule		Low

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
ROW	Cost, schedule		None
Construction	Cost, schedule	Include Amount of Contingency included in the Project Budget	Low / Medium
Construction	Cost of Steel and other components	Products and materials will be domestically sourced. Current tariffs may put extra pressure on American component prices and supply timelines.	Medium
Grant Management	Compliance		Low

It is recommended that the Project Sponsor Fill in a Risk Matrix such as the example above. Describe the Current Status and Anticipated Mitigation Activities that will help to reduce the risk of that Risk Area. Rate the Level of the Risk in the far right column as Low, Medium or High.

C. TECHNICAL CAPACITY ASSESSMENT (capital and planning projects)

All applications should include a section in the Project Readiness file that demonstrates their technical capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions, described in Section E.1 of this NOFO. The applicant should address the following in the technical capacity section of the Project Readiness file:

- **Federal Funding –** *Experience implementing federally funded transportation projects*.

- **Federal Regulations** – *Understanding of federal contract and procurement requirements, Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon Act, etc*.

- **Project Planning –** *Practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.*

- **Project Delivery** – *Examples of successfully delivered projects of similar size, scope, and complexity.*

Merit Criteria RAISE Planning Grant

Safety

Crashes
Fatalities/Serious Injuries
Truck involved crashes
Truck involved Fatalities/Serious Injuries

Environmental Sustainability

Environmental Justice
Environmental Sustainability – U.S. National Blueprint for Transportation Decarbonization
Emissions reduction
Improve resiliency of at risk infrastructure
Incorporating nature-based solutions and natural infrastructure

Quality of Life

Affordable transportation options
Job Access
Bike/Ped facility

Mobility and Community Connectivity

Directly increasing intermodal and multimodal freight movement

State of Good Repair

Restore and modernize

Partnership and Collaboration

Engage residents
Partner with DBE or 8(a) firms
Partner with high quality workforce development programs
Partner with unions
Partner with community groups

Innovation

Technologies

Project Delivery

Financing

Intermodal Transportation Master Plan Federal Grants Strategy:

Detailed Project Summary
Interstate 55 Corridor

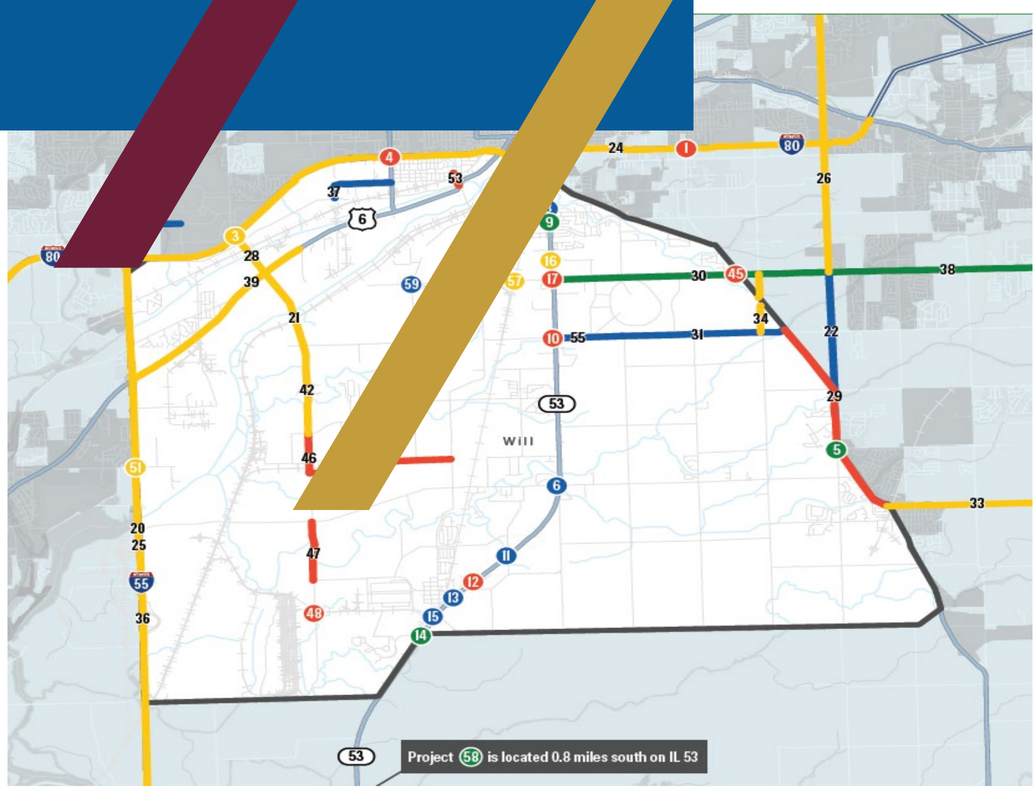


TABLE OF CONTENTS

General Project Information

Jurisdiction

Illinois Department of Transportation

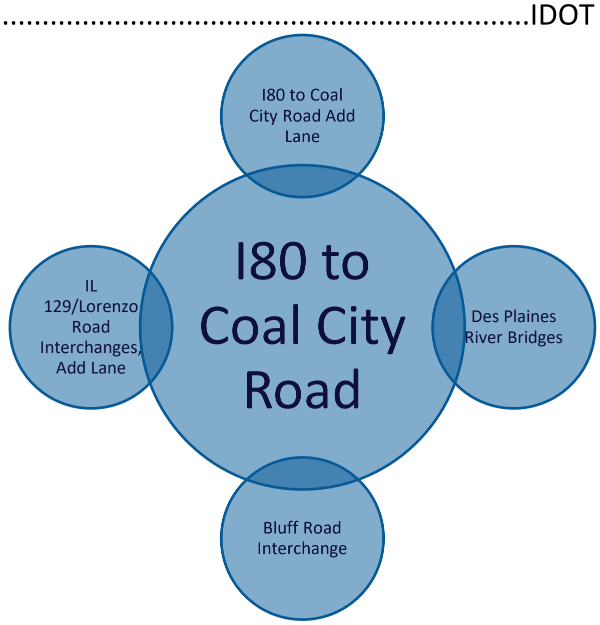
Source of Project(s)

I80 to Coal City Road..CMAP TIP (12-02-9034)

Des Plaines River Bridges replacement ....Will Connects 2040, CMAP TIP (12-02-9034)

Bluff Road Interchange .... Transportation Master Plan Travel Demand Model

Lorenzo Road to IL 129 ....IDOT MYP, CMAP TIP (12-16-0027)



Project Description

The Interstate 55 Corridor Project is generally adding capacity, reconstruction of structures, and modernizing select interchanges. The entirety of the project lies between I80 at the northern terminus and Coal City Road at the southern terminus. Within the general project there are four specific projects identified by the Transportation Master Plan as illustrated in the Venn Diagram. Another project lies north of I80 including a new interchange at IL 59 which is under construction.

This section of I-55 from I-80 to Coal City Road, contains a 1,400-foot bridge over the Des Plaines River that was built in 1957 and requires frequent rehabilitation. Also importantly, this southern segment of I-55 in Will County serves three large logistics parks and two intermodal rail terminals. The road is typically two lanes in each direction, an operational challenge because of the large numbers of trucks entering, exiting, and traveling on the road. This project would make near-term interchange and spot capacity improvements and ultimately add an additional lane.

The entire corridor is 14 miles from I-80 to Coal City Road. Including the bridges over the Des Plaines River, there six other bridges and two culverts. The Des Plaines River bridges are rated fair in all elements and the Kankakee River bridges are rated satisfactory in deck and superstructure, and fair in substructure.

Project Cost

From I80 to Coal City Road (2015$).. $855,780,000
Lorenzo Road to IL 129 and interchanges (TIP $s) $150,570,000

Project Phases and Status

I-80 to Coal City Road add lanes
Sections of it are separately listed are in development. The entire corridor is conceptual.

Bluff Road Interchange
Recently completed Improvements included expanded ramps, additional turn lanes to Bluff Road and new traffic signals. **The model identified capacity enhancements may be needed in the 2030 study window**.

Des Plaines River Bridges (099-0008 and 099-0009)
IDOT has the bridges on their radar but has no plans to replace them in the near term. Both structures are rated fair in deck, superstructure, and substructure.

Lorenzo Road to IL 129
The purpose of this project is to improve safety, facility condition, and interchange operations at I-55 at Lorenzo Rd and at IL 129.

Grant Program Alignment

USDOT

- RAISE
- INFRA
- Mega

FHWA

- Bridge Investment Program (Des Plaines River Bridges)
- Charging and Fueling Infrastructure for EVSE if scoped - I55 is an Alternative Fuel Corridor - Pending so NEVI eligible

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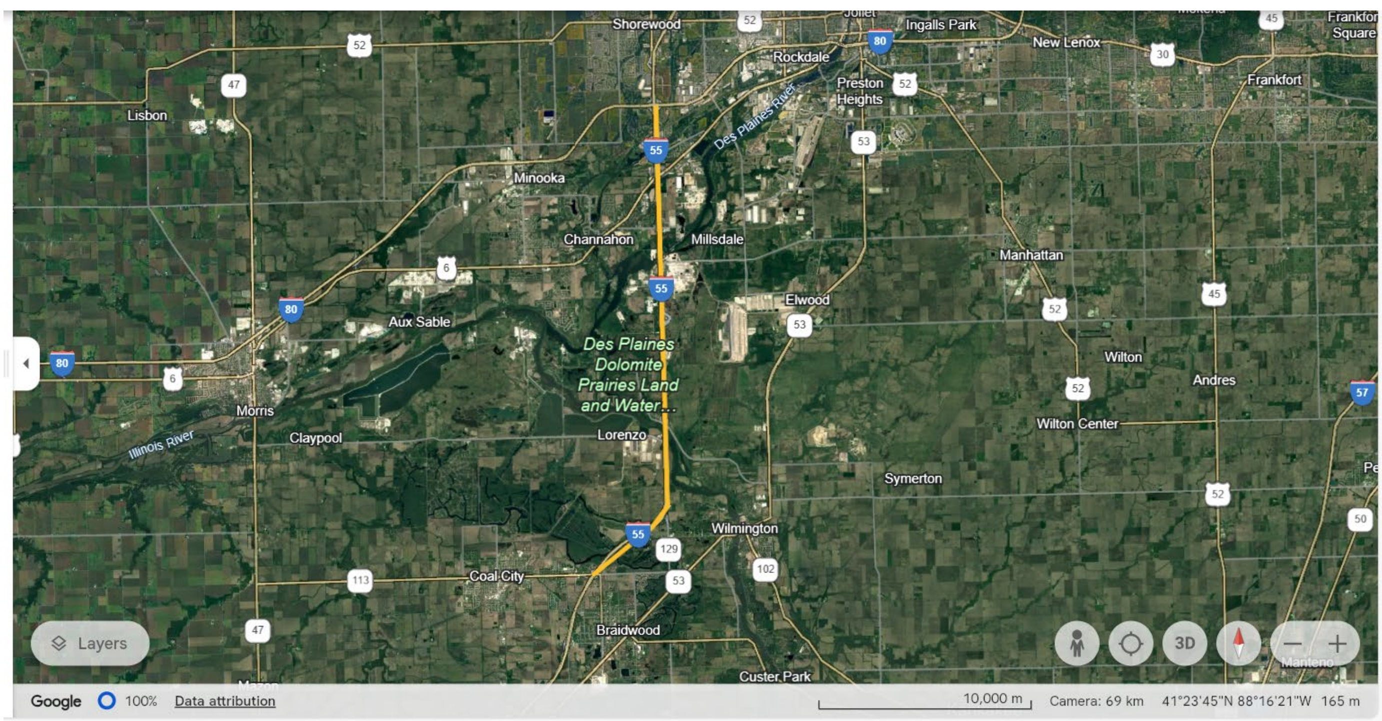


Project Location Section / File

The Current Funding Program NOFO's have added the following directions to include a separate file that helps USDOT staff locate the project.

> *"Applicants should submit one of the following file types for project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY 2024 RAISE grants program, as described in NOFO Section C. Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and. prj components of the Shapefile), GeoJSON, KML, or KMZ. Applicants may use Google Earth, a publicly available online mapping tool, to prepare a KML file.* ***These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact."***

If an applicant needs to prepare one of these files, these are suggested instructions:

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)

Project Budget

The I55 Add Lanes project budget is not currently known since the project is conceptual and there has been no planning or feasibility studies done.

Lorenzo Road / IL 129 budget (IDOT FY 2024 – 2029 MYP)

Phase 1 .... $4,400,000
Phase 2 Design Engineering $3,500,000
Land Acquisition $3,500,000
Utility Adjustments $3,500,000
Construction $128,750,000

Table 1: Example Project

Task #	Task Name	Cost	Percentage of Total Cost
1	Phase 1		%
2	Final Design and NEPA	$	%
3	Construction	$	%
4	Close out		
Total Project Cost		$TBD	100%
Federal Funds Received from Previous Grant		$0	
RAISE FY24 Federal Funding Request		$	%
Non-Federal Funding/Match (list sources) Please list amounts per source		$	%
Portion of Non-Federal Funding from the Private Sector Please list amounts per source		$0	
Portion of Total Project Costs Spent in a Rural Area 12% (.08 miles of 0.66 miles – see jurisdiction map)		$0	0%
Pending Federal Funding Requests		$0	

Table 1: Funding Sources by Component

Funding Source	Phase 1 Funding Amount	Total Funding
RAISE Funds:	$0	$0
Other Federal Funds:	$0	$0
Non-Federal Funds:	$0	$0
Total:	$0	$0

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Table 2a: Project Costs by 2020 Census Tract

Note: Please refer to the Census Tracts (2020 Census) layer in the Grant Project Location Verification mapping tool to identify 2020 Census tracts.

2020 Census Tract(s)	Project Costs per Census Tract
8832.12	$
8832.11	$
8833.05	$
8833.06	$
8934.02	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2b: Project Costs per 2010 Census Tract

Note: Please refer to the Disadvantaged Census Tracts from CEJST (2010 Census) layer in the Grant Project Location Verification **mapping tool to identify 2010 Census tracts.**

2010 Census Tract(s)	Project Costs per Census Tract
8832.12	$
8832.11	$
8833.05	$
8833.06	$
8834.02	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

*Note: Please refer to the Census Designated Urban areas with Population of More than 200,000 (2020 Census) layer in the **Grant Project Location Verification** mapping tool to identify urban areas.*

Table 2c: Project Costs by Urban / Rural Areas

Urban/Rural	Project Costs
Urban *(2020 Census-designated urban area with a population greater than 200,000)*	$
Rural *(Located outside of a 2020 Census-designated urban area with a population greater than 200,000)*	$
	Total Project Cost: $

All but approximately 1 mile at the northern end of the project lies in a Rural area. The mile at the north end is in the Chicago Urbanized Area.

This information can be found using the referenced USDOT mapping Tools

Instructions:

Steps 1-3 provide instructions to analyze if your project is in an Urban area, an Area of Persistent Poverty, or a Historically Disadvantaged Community. Steps 4-5 provide instructions to determine which county and census tract(s) your project is in.

Layers can be turned on or off using the Layer List. The Layer List can be viewed by clicking the icon in the top right of the screen.

Layers are zoom dependent and may not appear until you zoom in.

These instructions can also be viewed by clicking the arrow for the side bar located on the left side of the screen.

Step 1: Verify if your project is in an **Urban** area using this layer:

Census Designated Urban Areas with a Population Greater Than 200,000 (2020 Census)

Step 2: Verify if your project is in an **Area of Persistent Poverty** using these layers:

Persistent Poverty Census Tracts (2020 Census) | Persistent Poverty Counties (2020 Census)

Step 3: Verify if your project is in a **Historically Disadvantaged Community** using these layers:

Disadvantaged Census Tracts from CEJEST (2010 Census) | Tribal Tracts

Step 4: Verify the **county** your project is in using this layer:

Counties (2020 Census)

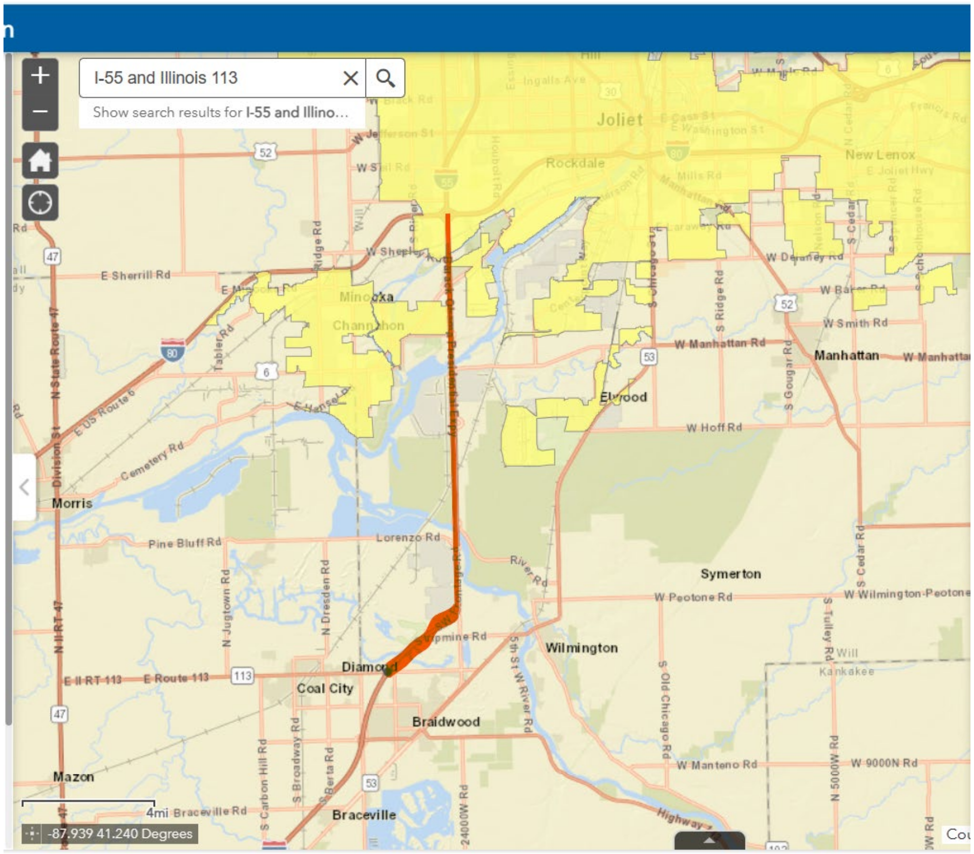
Step 5: Verify the **census tract(s)** your project is in using these layers:

Census Tracts (2020 Census) | Census Tracts (2010 Census)

STEP 1: Urban vs. Rural Using [Grant Project Location Verification]() Tool

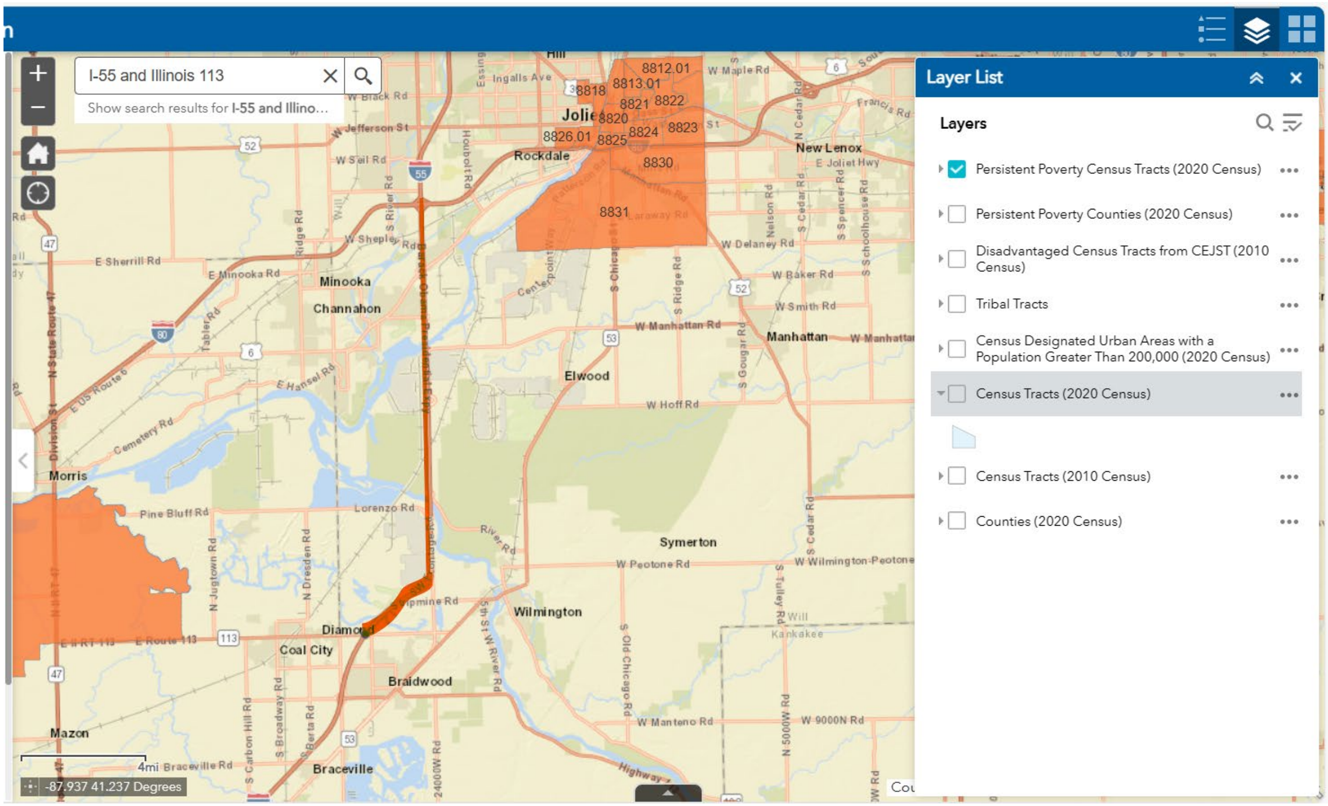
All but 0.08 miles of the project are part of a census designated urban area with a population greater than 200,000 base done the 2020 Census. The section of the project between Logistics Road and W. Noel Road lies in a rural area.

Exhibit 1: Urban versus Rural Designation



STEP 2: Verify Area of Persistent Poverty- using the same tool use the Area of Persistent Poverty layer to identify where the Project is in the Areas of Persistent Poverty or not. **The project is not in an area of persistent poverty. Exhibit 5 illustrates the geospatial relationship between the project and the nearest Areas of Persistent Poverty.**

Exhibit 2: I55 Corridor Project and Areas of Persistent Poverty



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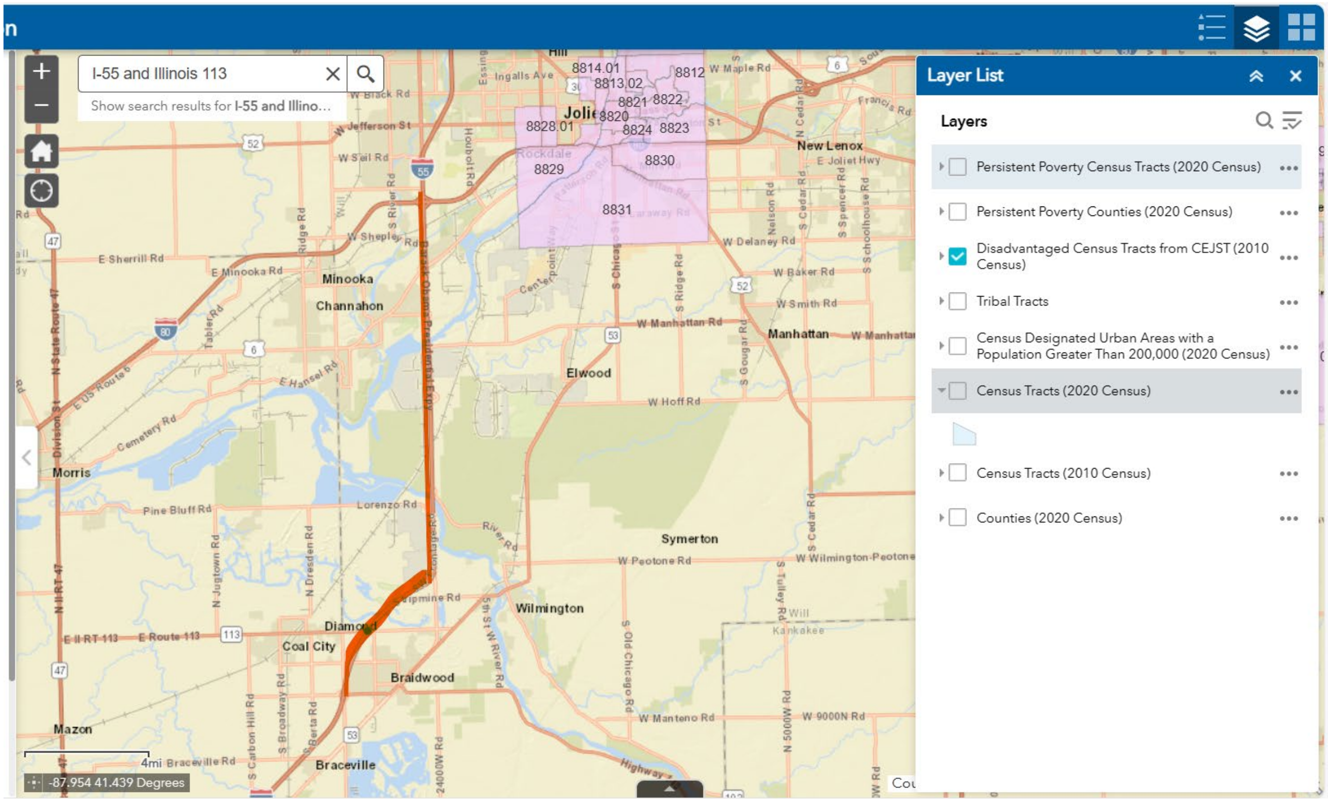
STEP 4: Verify the County. The project lies completely within **Will County Illinois**.

STEP 5: Double check the Census Tract line between the 2010 Census and the 2020 Census. In the case of this Project, the **Census Tract lines did not change between the two decennial censuses**.

The detailed **CEJST** Tool results can be seen below. As shown the project lies outside census tracts that are disadvantaged. The map illustrates the geospatial relationship between the project area and Disadvantaged Census tracts nearby.

Exhibit 3: CEJST Tool for Project Area



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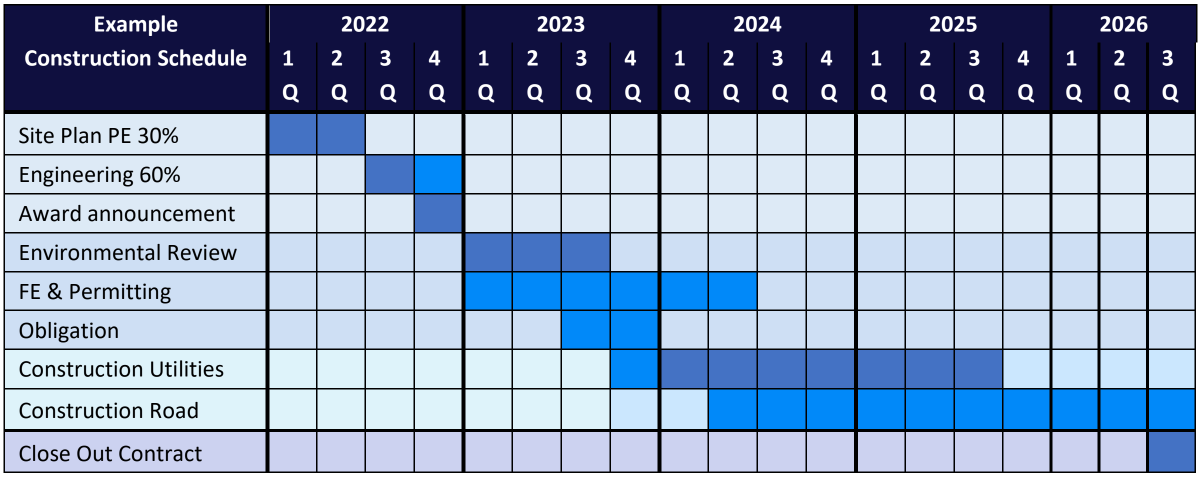
Example Schedule

Exhibit 4: Example Project Schedule



B. ENVIRONMENTAL RISK ASSESSMENT (capital projects only) *Example Instructions in RAISE FY24:*

This section of the application should include sufficient information for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements. To assist the Department's environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies.

Required Approvals.

Example Instructions in RAISE FY24:

This section should provide:

Information about the NEPA status of the project

If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway (e.g., environmental assessment, environmental impact statement), where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the final agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements.

Information on reviews, approvals, and permits by other Federal and State agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,[23] indicate the status of such actions, provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a link or other reference to copies of any reviews, approvals, and permits prepared.

[22] Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

[23] Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

Environmental studies or other documents, through a link, that describe in detail known project impacts, and possible mitigation for those impacts.

A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan.

A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design including the consideration of ensuring proportional impacts to all populations.

State and Local Approvals

This section should provide:

Receipt (or the schedule for anticipated receipt) of Tribal government, State, and local approvals on which the project depends, such as State and local environmental and planning approvals, and Statewide Transportation Improvement Program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities.

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[24] https://fpcb.ops.fhwa.dot.gov/mobility_trends_tool.aspx

Assessment of Project Risks and Mitigation Strategies

Instructions in the RAISE FY24 NOFO*: Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match (non-federal funding), lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks and harms to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.*

Project risks can also include the unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment.

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Exhibit 5: Risk Matrix

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Technical Feasibility	Feasibility	.	Low
Design Standards Conformance	Feasibility		Low
Partner Approvals	Schedule		Low
Local Jurisdiction Approvals	Schedule		Low
Environmental Approvals	Cost, schedule	.	Low/ Medium
Funding	Cost, schedule		Medium
Public and Stakeholder Support	Cost, schedule		Low
ROW	Cost, schedule		None
Construction	Cost, schedule	Include Amount of Contingency included in the Project Budget	Low / Medium
Construction	Cost of Steel and other components	Products and materials will be domestically sourced. Current tariffs may put extra pressure on American component prices and supply timelines.	Medium
Grant Management	Compliance		Low

It is recommended that the Project Sponsor Fill in a Risk Matrix such as the example above. Describe the Current Status and Anticipated Mitigation Activities that will help to reduce the risk of that Risk Area. Rate the Level of the Risk in the far right column as Low, Medium or High.

C. TECHNICAL CAPACITY ASSESSMENT (capital and planning projects)

All applications should include a section in the Project Readiness file that demonstrates their technical capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions, described in Section E.1 of this NOFO. The applicant should address the following in the technical capacity section of the Project Readiness file:

- **Federal Funding –** *Experience implementing federally funded transportation projects*.

- **Federal Regulations** – *Understanding of federal contract and procurement requirements, Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon Act, etc*.

- **Project Planning –** *Practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.*

- **Project Delivery** – *Examples of successfully delivered projects of similar size, scope, and complexity.*

Merit Criteria RAISE Grant

Safety

Crashes
Fatalities/Serious Injuries
Truck involved crashes
Truck involved Fatalities/Serious Injuries

Environmental Sustainability

Environmental Justice
Environmental Sustainability – U.S. National Blueprint for Transportation Decarbonization
Emissions reduction
Improve resiliency of at risk infrastructure
Incorporating nature-based solutions and natural infrastructure

Quality of Life

Affordable transportation options
Job Access
Bike/Ped facility

Mobility and Community Connectivity

Directly increasing intermodal and multimodal freight movement

State of Good Repair

Restore and modernize

Partnership and Collaboration

Engage residents
Partner with DBE or 8(a) firms
Partner with high quality workforce development programs
Partner with unions
Partner with community groups

Innovation

Technologies
Project Delivery
Financing

Intermodal Transportation
Master Plan
Federal Grants Strategy:

Detailed Project Summary
Illinois 53-

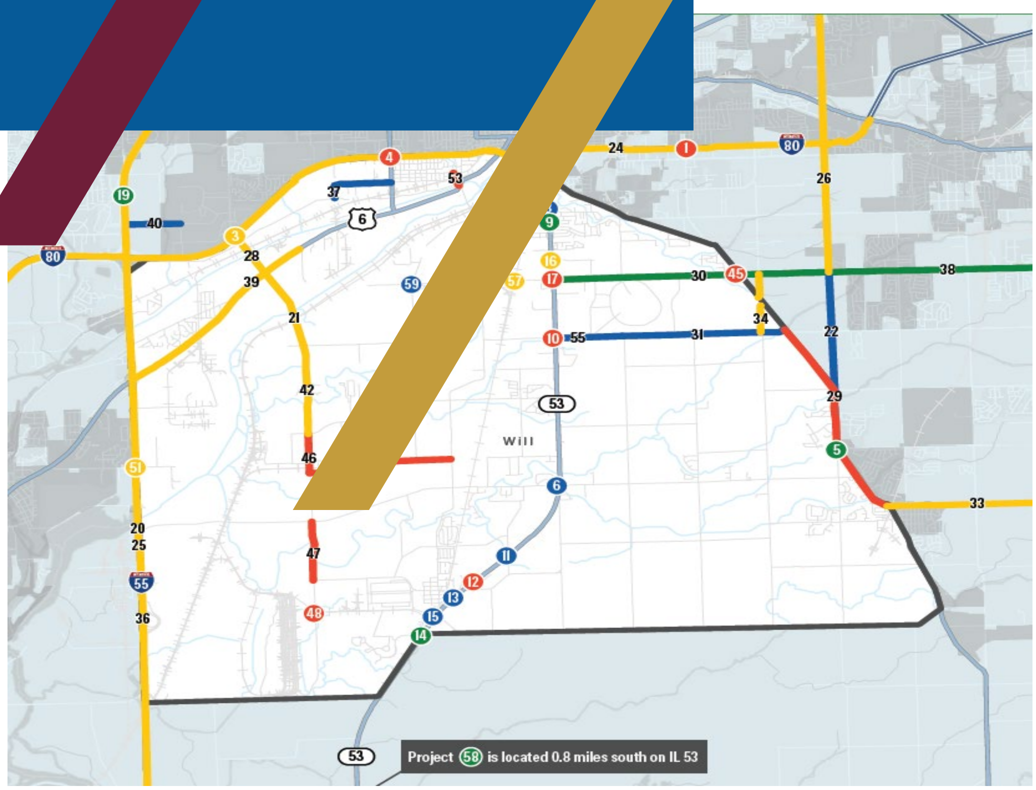

TABLE OF CONTENTS

General Project Information

Jurisdiction

IDOT

Source of Project(s)

- 14 projects on IL 53 were identified in the Transportation Master Plan
    - 12 projects were listed in the CMAP TIP 12-17-0005
    - 1 project, signalization at Emerald Drive and IL 53 under Joliet' was listed in the CMAP TIP 12-18-0030
    - 1 project, Patterson Road intersection improvements, was identified through the intersection analysis
- See Table 1 for an explanation of the 12 projects listed in the CMAP TIP 12-17-0005

Table 1 is a crosswalk of projects included as part of the IDOT Corridor Project with the CMAP TIP.

Table 1: Crosswalk of IDOT Corridor Project with CMAP TIP

Intersection	CMAP TIP 12-17-0005 Will County TMP	IDOT IL 53 Patterson to River Road Website http://il53corridor.org/	Notes
Patterson	X	X	Planned with I80 project
Doris	X	X	
Mills		X	
Old Elm	X	See Notes	Modest geometric improvements to the nose island
Zarley	X	See Notes	Modest geometric improvements to turning radii
Zurich and Girard		X	
Laraway	X	X	
Schweitzer	X		Nothing planned
Manhattan	X	X	
Tehle	X		Median closure planned
W. Mississippi	X		Does not meet signal warrants
N. St. Louis	X		Elwood plans to remove IL 53 access
Walter Strawn			Signal removal not yet funded
Hoff	X		Recently improved for High Speed Rail project nothing else planned
W. Arsenal	X		Recent improvements were implemented by local agency, nothing else planned
N. River Road		X	Phase I approval not anticipated until funding identified

Bolded projects in Table 1 were not included in the TMP but are included in the IDOT Corridor Project.

Project Description

1. Emerald Drive Signalization has been let by Joliet
2. Patterson Road intersection is part of the I80 project in Phase 1
3. IDOT Corridor Project is in Phase 1
    a. Project Scope – Improve safety and operations along IL 53
        i. 13 miles of corridor safety improvements
        ii. 8 intersection improvements
        iii. 8 miles of shared-use path
    b. North Project:
        i. Extended north to Patterson Road to include reconstruction of IL 53
        ii. Split project into two separate projects:
            • Project 1 – Patterson Rd to Mills Rd
            • Project 2 – Mills Rd to Arsenal Rd
    c. Project Addition:
        i. Extended south to include IL 53 at River Road intersection
        ii. Add through lanes on IL 53 and remove bottleneck

Project Cost

Signalization of EIPR and Walter Strawn Dr. Intersection .... TBD
Signalization and coordination at EIPR and Mississippi St. and Arsenal Rd. .... TBD

Project Phases and Status

Emerald Drive signalization has been let by Joliet.

Hoff Road intersection is complete

IDOT Corridor Project

- Final Phase I approval anticipated late 2023/early 2024 for Project 2
- Final Phase I approval anticipated in 2024 for Project 1
- South project approval pending subsequent funding

Grant Program Alignment

FRA

- Consolidated Railroad Infrastructure and Safety Improvement (CRISI)

FHWA through IDOT

- Illinois Competitive Freight Program

Project Description Section

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    c. Project Addition:
        i. Extended south to include IL 53 at River Road intersection
        ii. Add through lanes on IL 53 and remove bottleneck

Project Location Section / File

The Current Funding Program NOFO's have added the following directions to include a separate file that helps USDOT staff locate the project.

"Applicants should submit one of the following file types for project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY 2024 RAISE grants program, as described in NOFO Section C. Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and. prj components of the Shapefile), GeoJSON, KML, or KMZ. Applicants may use Google Earth, a publicly available online mapping tool, to prepare a KML file. ***These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact."***

If an applicant needs to prepare one of these files, these are suggested instructions:

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)

Project Budget

The Project budget for both sections is TBD.

Table 2: Elwood International Port Road Intersections Signalization Project

Task #	Task Name	Cost	Percentage of Total Cost
1	Phase 1		%
2	Final Design and NEPA	$	%
3	Construction	$	%
4	Close out		
Total Project Cost		$TBD	100%
Federal Funds Received from Previous Grant		$0	
RAISE FY24 Federal Funding Request		$	0%
Non-Federal Funding/Match (list sources) Please list amounts per source		$0	0%
Portion of Non-Federal Funding from the Private Sector Please list amounts per source		$0	
Portion of Total Project Costs Spent in a Rural Area		$0	0%
Pending Federal Funding Requests		$0	

Table 1: Funding Sources by Component

Funding Source	Funding Amount	Total Funding
RAISE Funds:	$0	$0
Other Federal Funds:	$0	$0
Non-Federal Funds:	$0	$0
Total:	$0	$0

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Table 2a: Project Costs by 2020 Census Tract

Note: Please refer to the Census Tracts (2020 Census) layer in the Grant Project Location Verification mapping tool to identify 2020 Census tracts.

2020 Census Tract(s)	Project Costs per Census Tract
8833.06	$
	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2b: Project Costs per 2010 Census Tract

Note: Please refer to the Disadvantaged Census Tracts from CEJST (2010 Census) layer in the **Grant Project Location Verification mapping tool to identify 2010 Census tracts.**

2010 Census Tract(s)	Project Costs per Census Tract
8833.06	$
	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2c: Project Costs by Urban / Rural Areas

Note: Please refer to the Census Designated Urban areas with Population of More than 200,000 (2020 Census) layer in the **Grant Project Location Verification** *mapping tool to identify urban areas.*

Urban/Rural	Project Costs
Urban *(2020 Census-designated urban area with a population greater than 200,000)*	$
Rural *(Located outside of a 2020 Census-designated urban area with a population greater than 200,000)*	$
	Total Project Cost: $

This information can be found using the referenced USDOT mapping Tools

Instructions:

Steps 1-3 provide instructions to analyze if your project is in an Urban area, an Area of Persistent Poverty, or a Historically Disadvantaged Community. Steps 4-5 provide instructions to determine which county and census tract(s) your project is in.

Layers can be turned on or off using the Layer List. The Layer List can be viewed by clicking the icon in the top right of the screen.

Layers are zoom dependent and may not appear until you zoom in.

These instructions can also be viewed by clicking the arrow for the side bar located on the left side of the screen.

Step 1: Verify if your project is in an **Urban** area using this layer:

Census Designated Urban Areas with a Population Greater Than 200,000 (2020 Census)

Step 2: Verify if your project is in an **Area of Persistent Poverty** using these layers:

Persistent Poverty Census Tracts (2020 Census)	**Persistent Poverty Counties (2020 Census)**

Step 3: Verify if your project is in a **Historically Disadvantaged Community** using these layers:

Disadvantaged Census Tracts from CEJEST (2010 Census)	**Tribal Tracts**

Step 4: Verify the **county** your project is in using this layer:

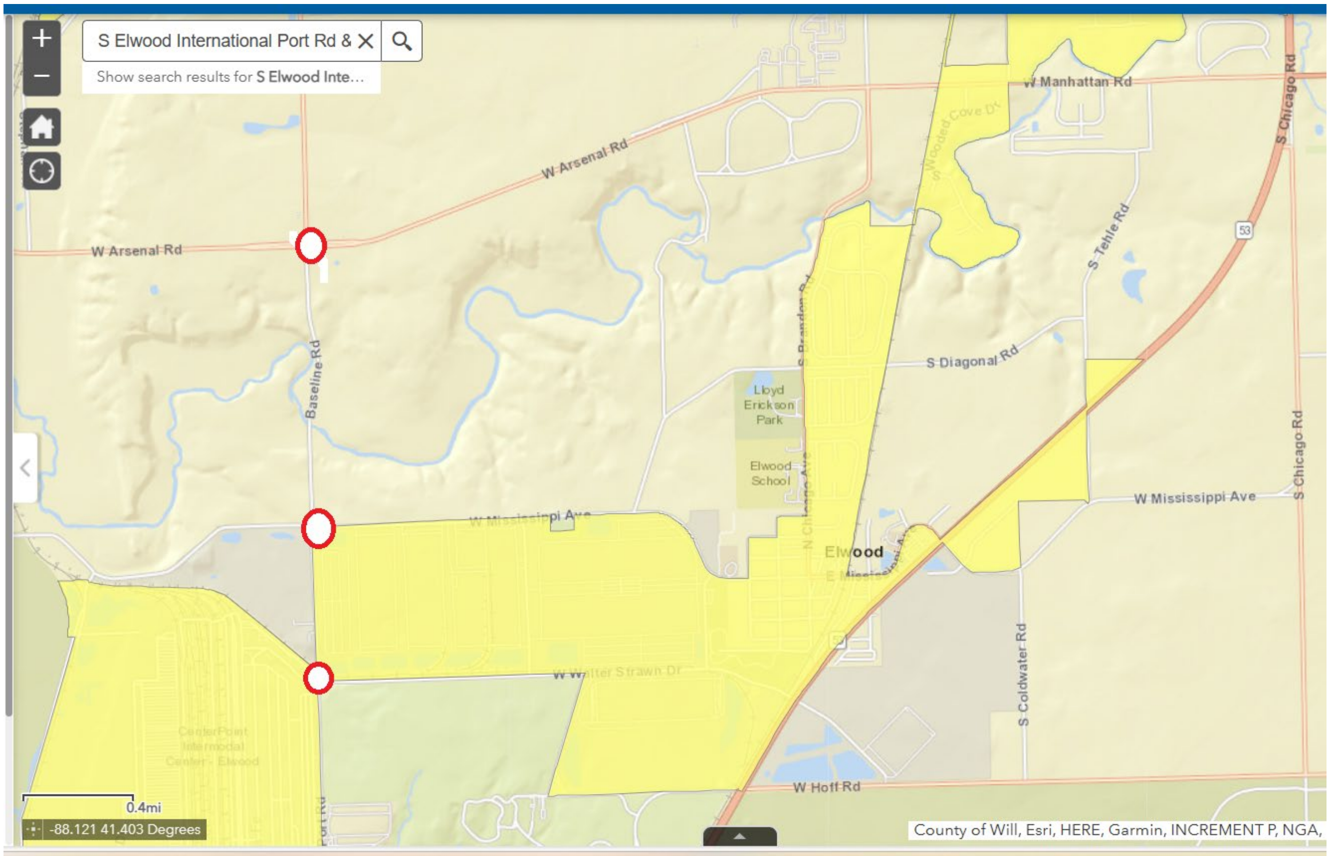
Counties (2020 Census)

Step 5: Verify the **census tract(s)** your project is in using these layers:

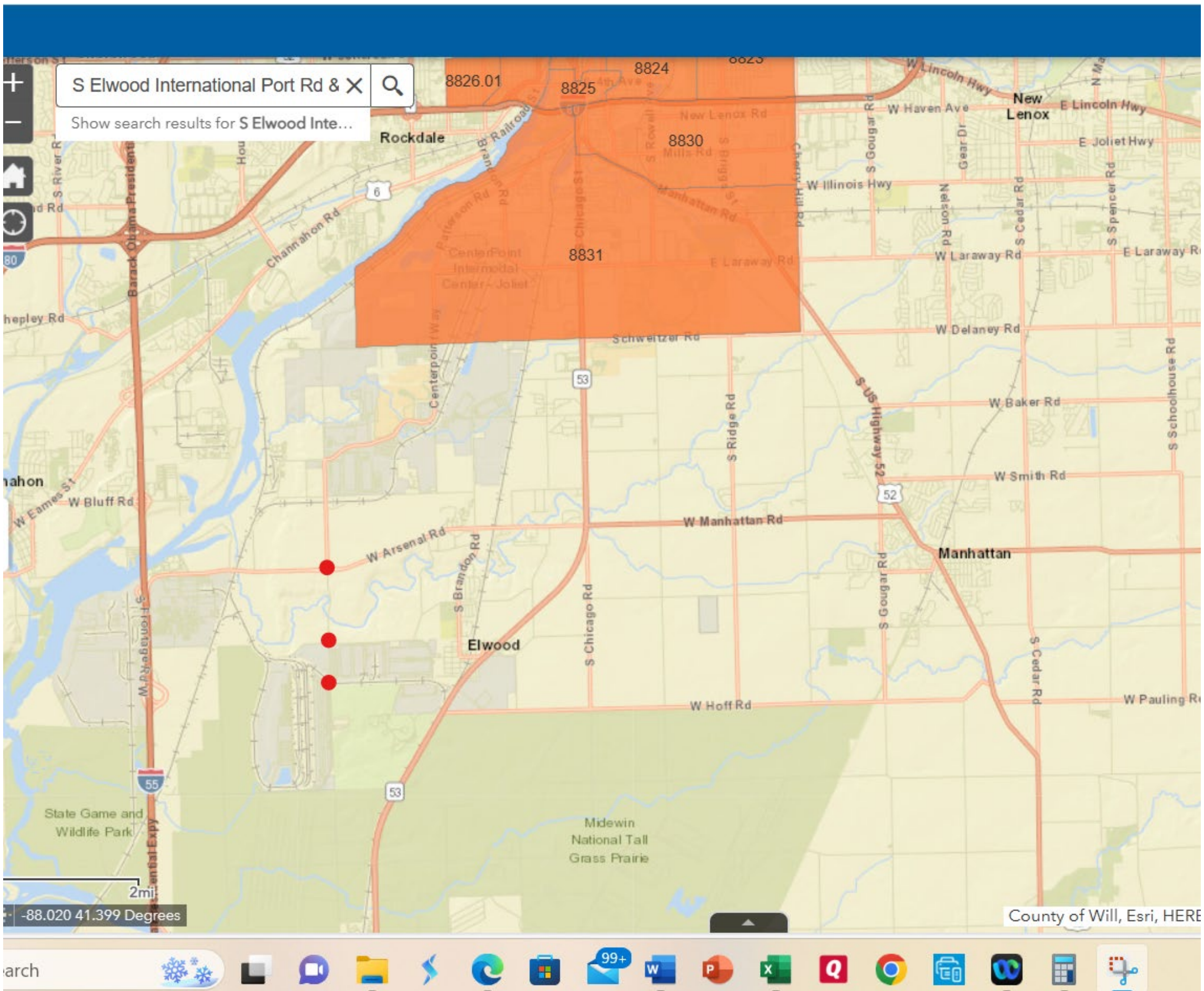
Census Tracts (2020 Census)	**Census Tracts (2010 Census)**

STEP 1: Urban vs. Rural Using [Grant Project Location Verification]() Tool
The EIPR intersections with Walter Strawn Drive and Mississippi Street are an urbanized area. The EIPR intersection with Arsenal Road is in a rural area.

Exhibit 1: Urban versus Rural Designation



STEP 2: Verify Area of Persistent Poverty- using the same tool use the Area of Persistent Poverty layer to identify where the Project is in the Areas of Persistent Poverty or not. **The project intersections are not in an area of persistent poverty. The map shows the geospatial relationship between the intersections and the nearest APP.**



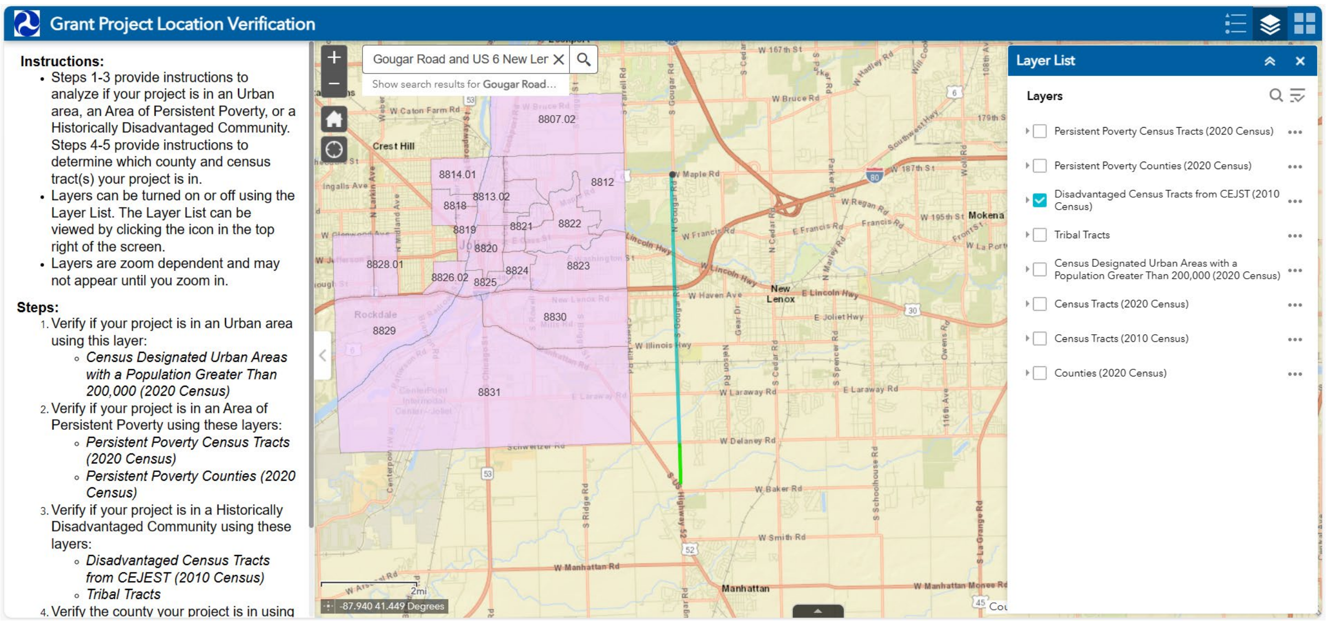
STEP 3: Verify the Census Tracts for the 2010 Census and 2020 Census. The census tracts in Segment 1 include 8811.08, 8811.09, and 8811.12. Segment two runs through Census Tracts 8811.09 and 8835.10.

STEP 4: Verify the County. The project lies completely within **Will County Illinois**.

STEP 5: Double check the Census Tract line between the 2010 Census and the 2020 Census. In the case of this Project, the **Census Tract lines did not change between the two decennial censuses**.

The detailed CEJST Tool results can be seen below. (Segment one is highlighted in blue and segment two is highlighted in green.)

Exhibit 2: CEJST Tool for Project Area



Merit Criteria Section

The Merit Criteria Section varies from one Project Funding Program to another. The main themes may be grouped slightly differently from Program to Program. For this example, the 8 criteria from RAISE FY24 have been listed in a Merit Criteria Matrix to be used as a reference to help the applicant review the Recommended and Highly Recommended Criteria for each Merit Criteria.

See the Project Merit Criteria Matrix for additional information and research prepared on the Project listed by the 8 Merit Criteria categories. Use the Matrix to help research the data for each Merit Criteria and write the narrative for each Merit Criteria.

Project Readiness

Example Instructions in RAISE FY24: *Project readiness describes an applicant's preparedness to move a proposed project forward once it receives a RAISE grant. The Project Readiness file should include information that, when considered with the project budget information, is sufficient for the Department to evaluate whether the project is reasonably expected to begin the capital or planning project in a timely manner and meet both the obligation and expenditure deadlines. Applicants can see a Project Readiness checklist on the DOT Navigator website.[20] The Project Readiness file should include the following sections:*

A. PROJECT SCHEDULE (capital and planning projects)

Example Instructions in RAISE FY24: *The Project Readiness file should include a detailed project schedule that identifies all major project activities and milestones. For capital projects, examples of such milestones include State and local planning approvals; start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications, and estimates; procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction start and end. For planning projects, examples of milestones may include start dates, schedule for public engagement and completion dates.*

The schedule should be sufficiently detailed to demonstrate that: (may want to add a narrative stating the following.

- *all necessary activities will be complete at least six months in advance of the obligation deadline[21] to allow sufficient time for unexpected delays and not put the funds at risk of expiring before they are obligated;[22]*
- *the capital project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2033;*
- *all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary; and*
- *the applicant will or has meaningfully sought community input through public involvement, particularly disadvantaged communities or other communities with environmental justice concerns that may be affected by the project where applicable.*

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[20] https://www.transportation.gov/dot-navigator

[21] The statutory obligation deadline is September 30, 2028. The Department assesses risk against an earlier deadline of June 30, 2028 to allow time to complete administrative processing and address challenges before the statutory deadline.

Example Schedule

Exhibit 3: Gougar Road Project Schedule

Example Construction Schedule	2022				2023				2024				2025				2026		
	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q
Site Plan PE 30%																			
Engineering 60%																			
Award announcement																			
Environmental Review																			
FE & Permitting																			
Obligation																			
Construction Utilities																			
Construction Road																			
Close Out Contract																			

B. ENVIRONMENTAL RISK ASSESSMENT (capital projects only) ***Example Instructions in RAISE FY24:***

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- **Project Planning –** *Practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.*
- **Project Delivery** – *Examples of successfully delivered projects of similar size, scope, and complexity.*

Merit Criteria RAISE Planning Grant

Safety

Crashes
Fatalities/Serious Injuries
Truck involved crashes
Truck involved Fatalities/Serious Injuries

Environmental Sustainability

Environmental Justice
Environmental Sustainability – U.S. National Blueprint for Transportation Decarbonization
Emissions reduction
Improve resiliency of at risk infrastructure
Incorporating nature-based solutions and natural infrastructure

Quality of Life

Affordable transportation options
Job Access
Bike/Ped facility

Mobility and Community Connectivity

Directly increasing intermodal and multimodal freight movement

State of Good Repair

Restore and modernize

Partnership and Collaboration

Engage residents
Partner with DBE or 8(a) firms
Partner with high quality workforce development programs
Partner with unions
Partner with community groups

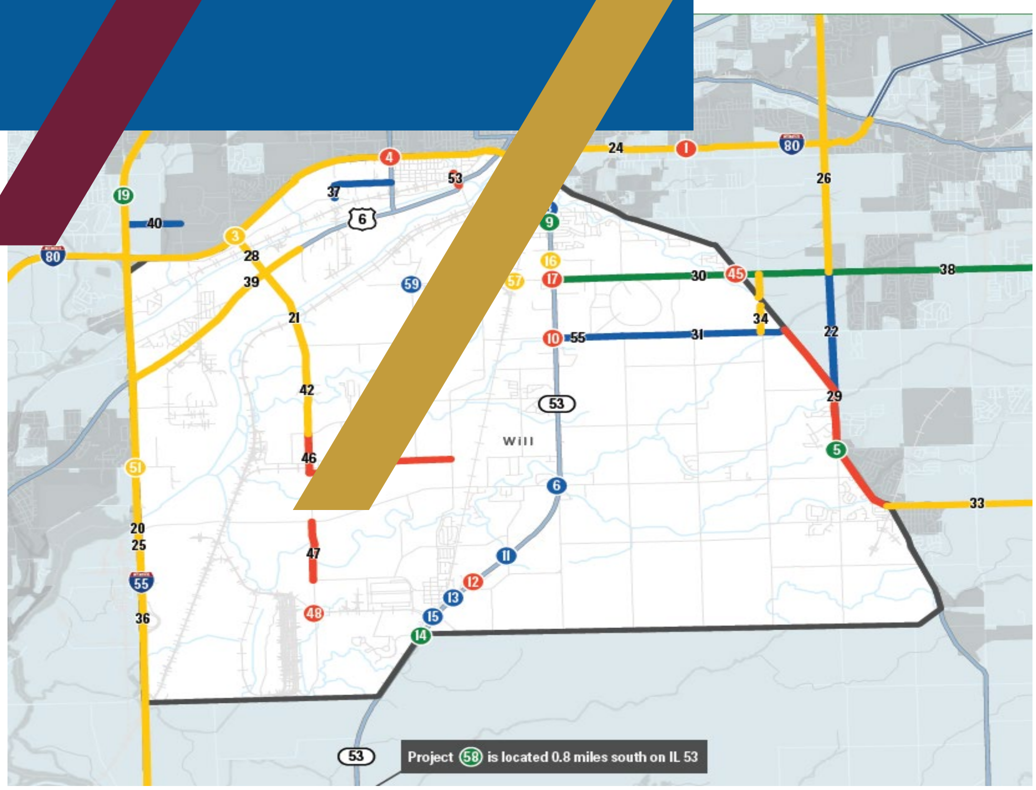
Innovation

Technologies
Project Delivery
Financing

Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

Detailed Project Summary
U.S. Route 6



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General Project Information

Jurisdiction

Illinois Department of Transportation

Source of Project(s)

Will Connects 2040, Will County Community Friendly Freight Mobility Plan

Project Description

The US Route 6 project includes Phase I engineering services for the improvement of US Route 6 generally from I-55 to the new Houbolt Road/Hollywood Road and finally to IL7, a total of approximately 4.8 miles. Located within the City of Joliet and the Village of Channahon, US Route 6 is currently a two-lane rural facility with channelization at the signalized intersections of Thomas Dillion Drive/Bradley Street & McClintock Road. In addition, there are five unsignalized intersections. The corridor crosses an at-grade railroad crossing just west of Youngs Road. This project will tie into the completed US 6 interchange with I-55 improvements to the west, through the Houbolt Road/Hollywood Road intersection currently under construction to IL 7 to the east. The study will determine what the needs are to improve the corridor as required per the current State and Federal requirements.

Project Cost

Current Phase 1 Estimate .... $3.4 million for Phase I

Project Phases and Status

Phase 1 is being done by Will County in partnership with Joliet, Channahon, and IDOT. It was awarded to TranSystems in January 2023, Phase 1 is expected to begin in early 2024.

Grant Program Alignment

USDOT

- RAISE
- INFRA
- Charging and Fueling Infrastructure for EVSE if included in the project

FHWA through IDOT

- Illinois Competitive Freight Program

Project Description Section

This Phase 1 Planning Project is a collaboration among IDOT, the City of Joliet, the Village of Channahon and Will County.

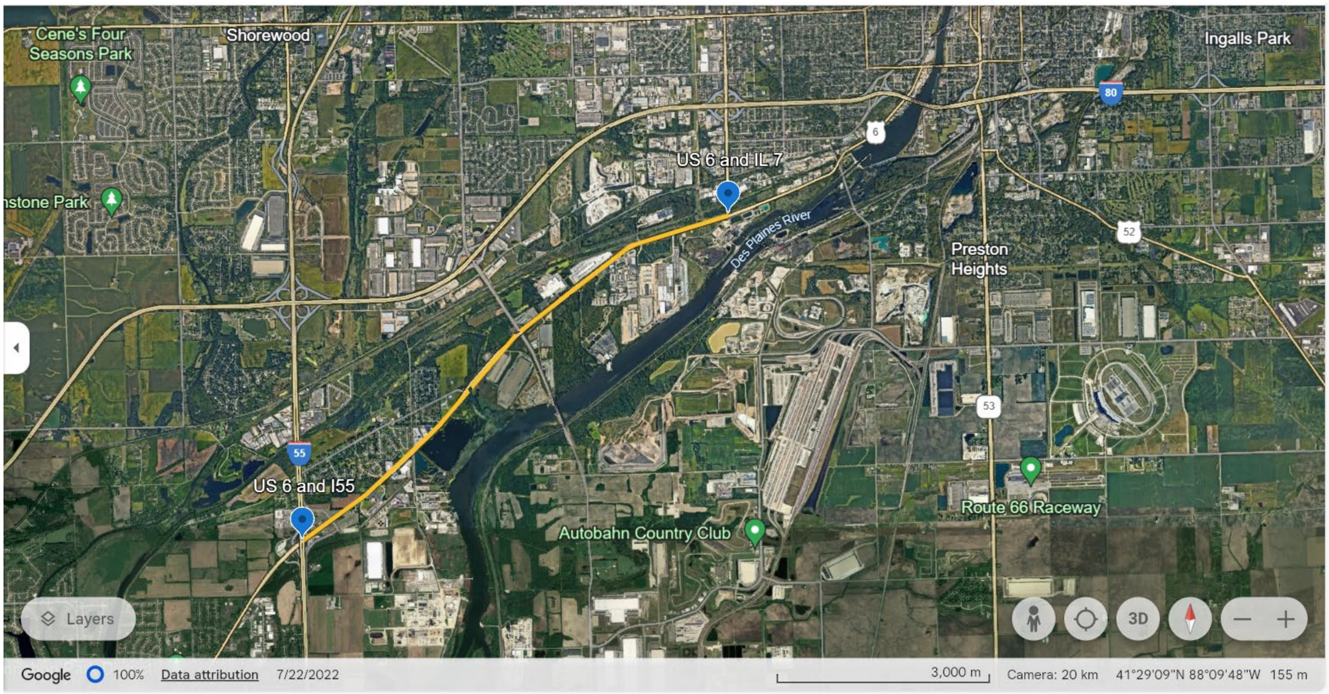
The US Route 6 project includes Phase I engineering services for the improvement of US Route 6 between I-55 and IL 7 / Larkin Avenue (~4.8 miles). Located within the City of Joliet and the Village of Channahon, US Route 6 is currently a two-lane rural roadway with five unsignalized intersections. The corridor includes a highway - railroad (CSX) crossing just west of Youngs Road (Crossing number 608232Y)[1]. Lion Electric has located is first U.S. EV production plant along this corridor.

The project will tie into the completed US 6 interchange with I-55 improvements to the west and the improvements to the Houbolt Road/Hollywood Road intersection currently under construction to the logical termini of IL 7 / Larkin Avenue on the east end of the project. The study will determine the improvements necessary to support current and future traffic and developments.

[1] https://icc.illinois.gov/rail-safety/crossing/608232Y/inventory

Project Location Section / File

This Project is located in Channahon and Joliet on U.S. 6 between Interstate 55 to the west and Houbolt Road/Hollywood Road to the east.



The Current Funding Program NOFO's have added the following directions to include a separate file that helps USDOT staff locate the project.

> *"Applicants should submit one of the following file types for project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY 2024 RAISE grants program, as described in NOFO Section C. Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and. prj components of the Shapefile), GeoJSON, KML, or KMZ. Applicants may use Google Earth, a publicly available online mapping tool, to prepare a KML file.* ***These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact."***

If an applicant needs to prepare one of these files, these are suggested instructions:

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)

Project Budget

The Project Budget represents Phase 1 only, which will determine the engineer's estimate for the selected alternative at 30% design.

Table 1: US 6 Road Project

Task #	Task Name	Cost	Percentage of Total Cost
1	Phase 1	$3.4 million	100%
2	Final Design and NEPA	$	%
3	Construction	$	%
4	Close out		
Total Project Cost		$3.4 million	100%
Federal Funds Received from Previous Grant		$0	
RAISE FY24 Federal Funding Request		$0	0%
Non-Federal Funding/Match (list sources) Please list amounts per source IDOT City of Joliet Village of Channahon Will County		$1.7 million $533,333 $464,000 $715,667	50% 16% 13% 21%
Portion of Non-Federal Funding from the Private Sector Please list amounts per source		$0	
Portion of Total Project Costs Spent in a Rural Area 43% (1.13 miles of 2.6 miles – see jurisdiction map)		$0	0%
Pending Federal Funding Requests		$0	

Table 1: Funding Sources by Component

Funding Source	Phase 1 Funding Amount	Total Funding
RAISE Funds:	$0	$0
Other Federal Funds:	$0	$0
Non-Federal Funds:	$3,400,000	3,400,000
Total:	$3,400,000	$3,400,000

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Table 2a: Project Costs by 2020 Census Tract

Note: Please refer to the Census Tracts (2020 Census) layer in the Grant Project Location Verification mapping tool to identify 2020 Census tracts.

2020 Census Tract(s)	Project Costs per Census Tract
8829	$
8832.11	$
8833.06	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2b: Project Costs per 2010 Census Tract

Note: Please refer to the Disadvantaged Census Tracts from CEJST (2010 Census) layer in the **Grant Project Location Verification mapping tool to identify 2010 Census tracts.**

2010 Census Tract(s)	Project Costs per Census Tract
8829	$
8832.11	$
8833.06	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Note: Please refer to the Census Designated Urban areas with Population of More than 200,000 (2020 Census) layer in the [Grant Project Location Verification] mapping tool to identify urban areas.

Table 2c: Project Costs by Urban / Rural Areas

Urban/Rural	Project Costs
Urban *(2020 Census-designated urban area with a population greater than 200,000)*	$
Rural *(Located outside of a 2020 Census-designated urban area with a population greater than 200,000)*	$
	Total Project Cost: $

This information can be found using the referenced USDOT mapping Tools

Instructions:

Steps 1-3 provide instructions to analyze if your project is in an Urban area, an Area of Persistent Poverty, or a Historically Disadvantaged Community. Steps 4-5 provide instructions to determine which county and census tract(s) your project is in.

Layers can be turned on or off using the Layer List. The Layer List can be viewed by clicking the icon in the top right of the screen.

Layers are zoom dependent and may not appear until you zoom in.

These instructions can also be viewed by clicking the arrow for the side bar located on the left side of the screen.

Step 1: Verify if your project is in an **Urban** area using this layer:

Census Designated Urban Areas with a Population Greater Than 200,000 (2020 Census)

Step 2: Verify if your project is in an **Area of Persistent Poverty** using these layers:

Persistent Poverty Census Tracts (2020 Census) | Persistent Poverty Counties (2020 Census)

Step 3: Verify if your project is in a **Historically Disadvantaged Community** using these layers:

Disadvantaged Census Tracts from CEJEST (2010 Census) | Tribal Tracts

Step 4: Verify the **county** your project is in using this layer:

Counties (2020 Census)

Step 5: Verify the **census tract(s)** your project is in using these layers:

Census Tracts (2020 Census) | Census Tracts (2010 Census)

STEP 1: Urban vs. Rural Using Grant Project Location Verification Tool

The Project passes through a mix of rural and urban areas. Exhibit 2 is the jurisdiction map of the project facility with the linear feet by jurisdiction, note some of the sections are split at the centerline and therefore are split between urban and rural.

Exhibit 1: Urban versus Rural Designation

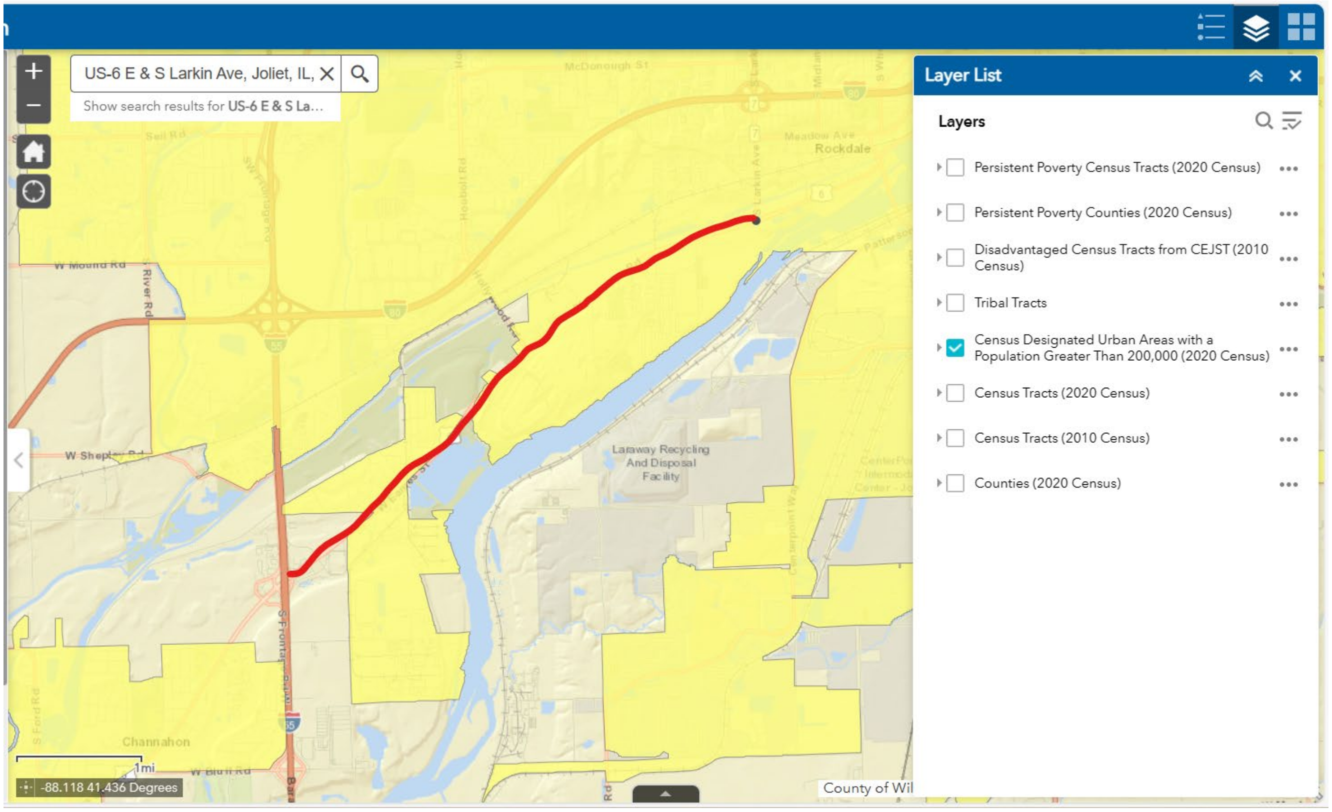
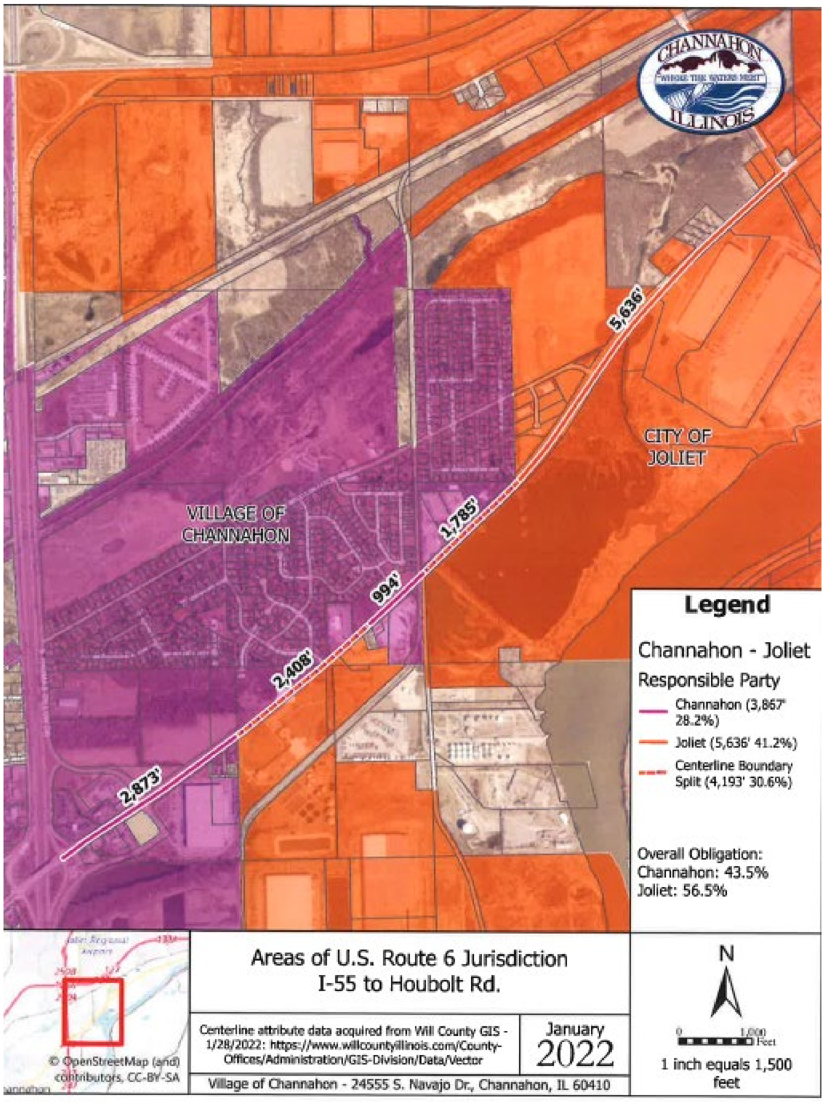
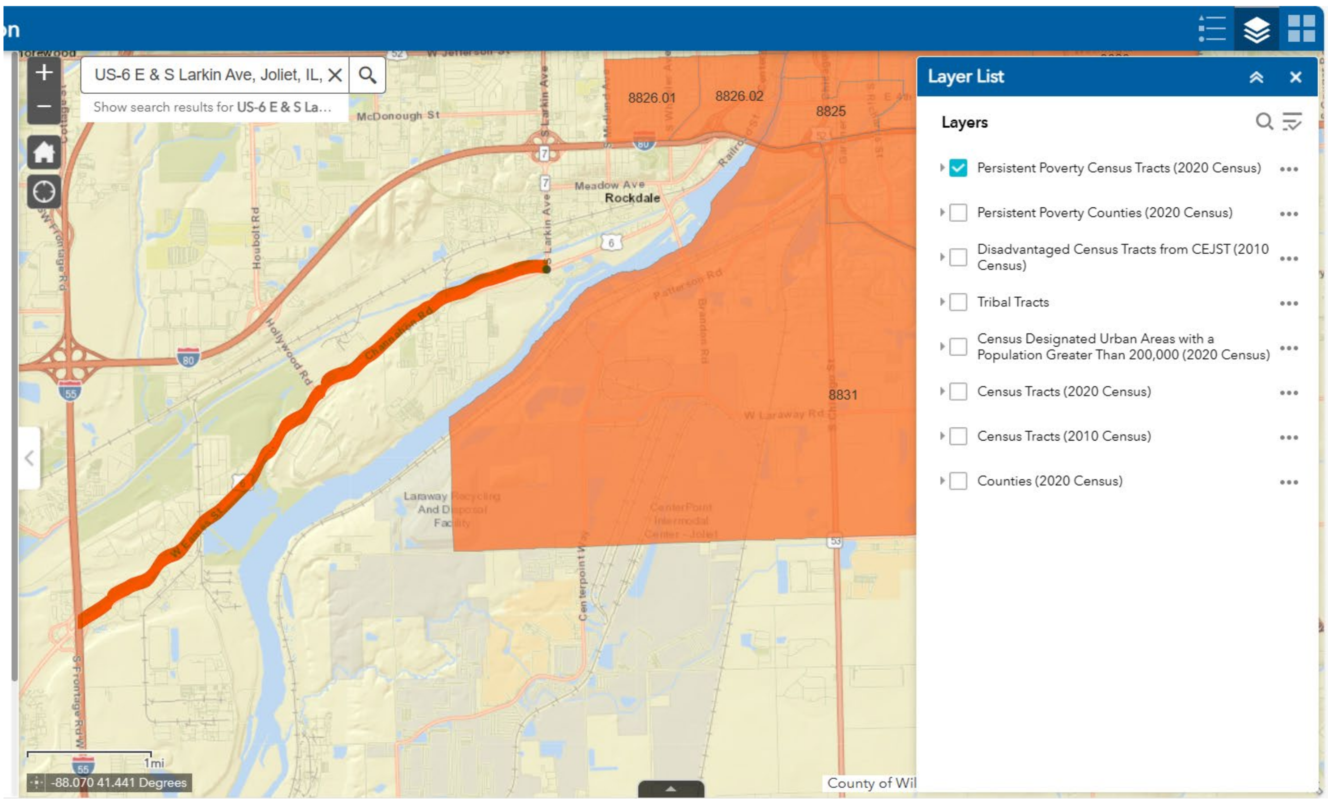


Exhibit 2: Project Jurisdiction Map from US 6 to Houbolt Road/Hollywood Blvd.



STEP 2: Verify Area of Persistent Poverty- using the same tool use the Area of Persistent Poverty layer to identify where the Project is in the Areas of Persistent Poverty or not. **The project does not encompass an Area of Persistent Poverty.** There is a Census Tract Area of Persistent Poverty just to the east of the eastern termini of the project. (Census Tract 8831)



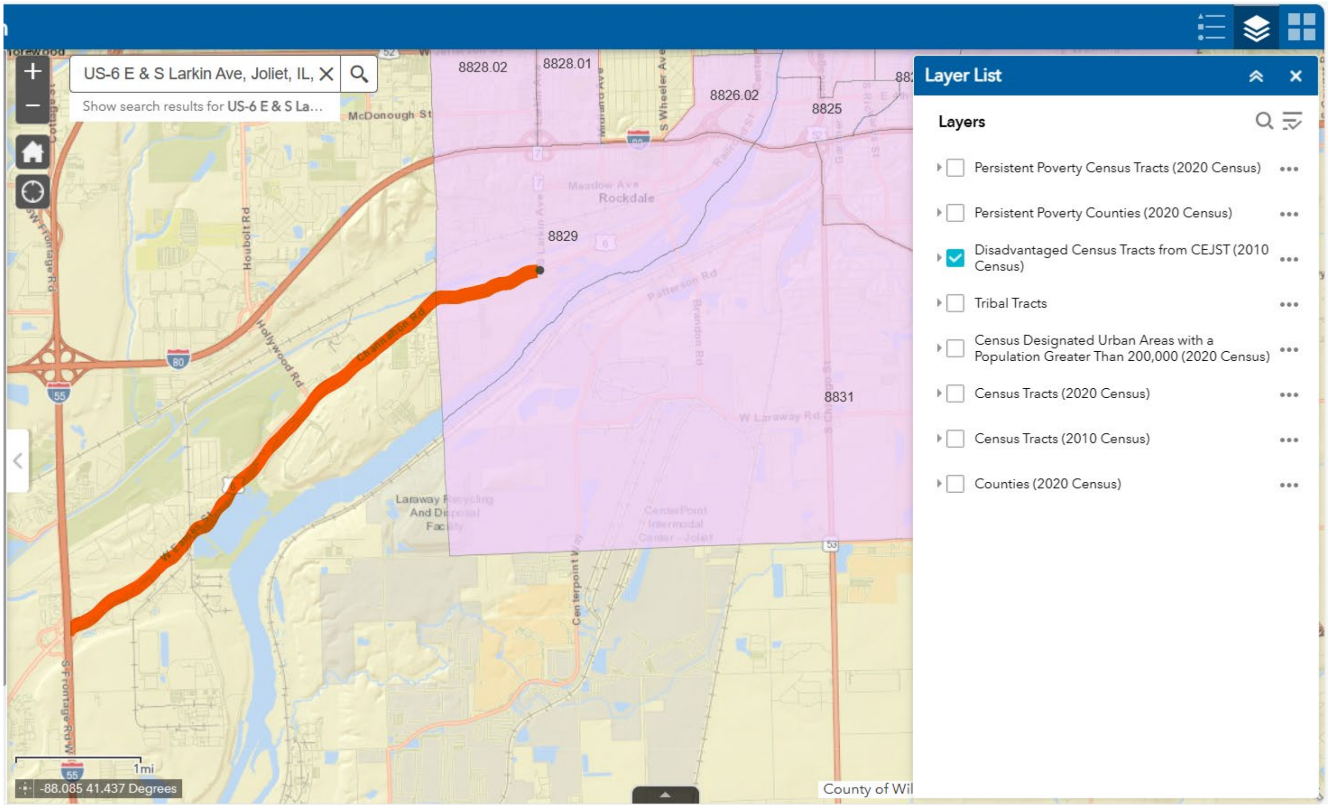
STEP 3: Verify the Census Tracts for the 2010 Census and 2020 Census. The Census Tracts involved in the project are **8829, 8832.11, and 8833.06** for both the 2010 and 2020 Censuses.

STEP 4: Verify the County. The project lies completely within **Will County Illinois**.

STEP 5: Double check the Census Tract line between the 2010 Census and the 2020 Census. In the case of this Project, the **Census Tract lines did not change between the two decennial censuses**.

The detailed CEJST Tool results can be seen below. The last 0.8 miles is located in a disadvantaged census tract under the 2010 Census.

Exhibit 3: CEJST Tool for Project Area



Merit Criteria Section

The Merit Criteria Section varies from one Project Funding Program to another. The main themes may be grouped slightly differently from Program to Program. For this example, the 8 criteria from RAISE FY24 have been listed in a Merit Criteria Matrix to be used as a reference to help the applicant review the Recommended and Highly Recommended Criteria for each Merit Criteria.

See the Project Merit Criteria Matrix for additional information and research that can be prepared on the Project listed by the 8 Merit Criteria categories. Use the Matrix to help research the data for each Merit Criteria and write the narrative for each Merit Criteria.

Project Readiness

Example Instructions in RAISE FY24: *Project readiness describes an applicant's preparedness to move a proposed project forward once it receives a RAISE grant. The Project Readiness file should include information that, when considered with the project budget information, is sufficient for the Department to evaluate whether the project is reasonably expected to begin the capital or planning project in a timely manner and meet both the obligation and expenditure deadlines. Applicants can see a Project Readiness checklist on the [DOT Navigator website](https://www.transportation.gov/dot-navigator).[20] The Project Readiness file should include the following sections:*

A. PROJECT SCHEDULE (capital and planning projects)

Example Instructions in RAISE FY24: *The Project Readiness file should include a detailed project schedule that identifies all major project activities and milestones. For capital projects, examples of such milestones include State and local planning approvals; start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications, and estimates; procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction start and end. For planning projects, examples of milestones may include start dates, schedule for public engagement and completion dates.*

The schedule should be sufficiently detailed to demonstrate that: (may want to add a narrative stating the following.

- *all necessary activities will be complete at least six months in advance of the obligation deadline[21] to allow sufficient time for unexpected delays and not put the funds at risk of expiring before they are obligated;[22]*
- *the capital project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2033;*
- *all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary; and*
- *the applicant will or has meaningfully sought community input through public involvement, particularly disadvantaged communities or other communities with environmental justice concerns that may be affected by the project where applicable.*

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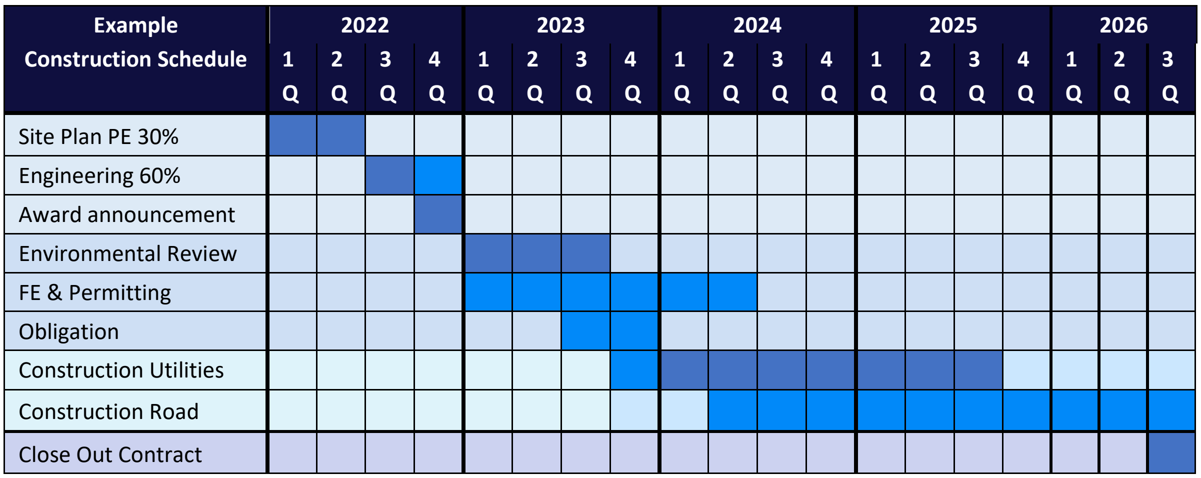
[20] https://www.transportation.gov/dot-navigator

[21] The statutory obligation deadline is September 30, 2028. The Department assesses risk against an earlier deadline of June 30, 2028 to allow time to complete administrative processing and address challenges before the statutory deadline.

Example Schedule

Exhibit 4: Example Project Schedule



B. ENVIRONMENTAL RISK ASSESSMENT (capital projects only)

Example Instructions in RAISE FY24:

This section of the application should include sufficient information for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements. To assist the Department's environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies.

The Will County Division of Transportation, the Phase 1 project lead, anticipates that the environmental review will be an Environmental Assessment (EA) which will include data collection, as well as analyses including: traffic counts and 2050 projections, traffic modeling and analysis, Section 4(f) documentation, drainage studies including hydraulic reports; geometric studies including widening and intersection design studies; Traffic Management Plan; Public Involvement; Combined Design Report, and all other work necessary to document Phase I studies

Required Approvals. ***Example Instructions in RAISE FY24:***

This section should provide:

Information about the NEPA status of the project

For this project, the consultant has been selected and a contract negotiated with the Phase 1 work to begin upon the securing of the additional funds beyond those agreed to by the project parties.

*If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final **Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared**. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway (e.g., environmental assessment, environmental impact statement), where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the final agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements.*

Information on reviews, approvals, and permits by other Federal and State agencies.

An application should indicate whether the proposed project requires reviews or approval actions by other agencies,[23] indicate the status of such actions, provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a link or other reference to copies of any reviews, approvals, and permits prepared.

Environmental studies or other documents, through a link, that describe in detail known project impacts, and possible mitigation for those impacts.

A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan.

[22] Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

[23] Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design including the consideration of ensuring proportional impacts to all populations.

State and Local Approvals

This section should provide:

Receipt (or the schedule for anticipated receipt) of Tribal government, State, and local approvals *on which the project depends, such as State and local environmental and planning approvals, and Statewide Transportation Improvement Program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities.*

Federal Transportation Requirements Affecting State and Local Planning

The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects, including projects located at airport facilities. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration such as letters of support from the State DOT if the project is intended to be included in the State Freight Plan, or results from application of the FHWA Freight Mobility Trends Tool.[24]

[24] https://fpcb.ops.fhwa.dot.gov/mobility_trends_tool.aspx

Assessment of Project Risks and Mitigation Strategies

Instructions in the RAISE FY24 NOFO*: Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match (non-federal funding), lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks and harms to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will* *mitigate those risks.*

Project risks can also include the unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information on the RAISE program website, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

Exhibit 5: Risk Matrix

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Technical Feasibility	Feasibility	.	Low
Design Standards Conformance	Feasibility		Low
Partner Approvals	Schedule		Low
Local Jurisdiction Approvals	Schedule		Low
Environmental Approvals	Cost, schedule	.	Low/ Medium
Funding	Cost, schedule		Medium
Public and Stakeholder Support	Cost, schedule		Low
ROW	Cost, schedule		None
Construction	Cost, schedule	Include Amount of Contingency included in the Project Budget	Low / Medium
Construction	Cost of Steel and other components	Products and materials will be domestically sourced. Current tariffs may put extra pressure on American component prices and supply timelines.	Medium
Grant Management	Compliance		Low

It is recommended that the Project Sponsor Fill in a Risk Matrix such as the example above. Describe the Current Status and Anticipated Mitigation Activities that will help to reduce the risk of that Risk Area. Rate the Level of the Risk in the far right column as Low, Medium or High.

C. TECHNICAL CAPACITY ASSESSMENT (capital and planning projects)

All applications should include a section in the Project Readiness file that demonstrates their technical capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions, described in Section E.1 of this NOFO. The applicant should address the following in the technical capacity section of the Project Readiness file:

- **Federal Funding –** *Experience implementing federally funded transportation projects*.
- **Federal Regulations** – *Understanding of federal contract and procurement requirements, Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon Act, etc*.
- **Project Planning –** *Practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.*
- **Project Delivery** – *Examples of successfully delivered projects of similar size, scope, and complexity.*

Merit Criteria RAISE Grant

Safety

Crashes
Fatalities/Serious Injuries
Truck involved crashes
Truck involved Fatalities/Serious Injuries

Environmental Sustainability

Environmental Justice
Environmental Sustainability – U.S. National Blueprint for Transportation Decarbonization
Emissions reduction
Improve resiliency of at risk infrastructure
Incorporating nature-based solutions and natural infrastructure

Quality of Life

Affordable transportation options
Job Access
Bike/Ped facility

Mobility and Community Connectivity

Directly increasing intermodal and multimodal freight movement

State of Good Repair

Restore and modernize

Partnership and Collaboration

Engage residents
Partner with DBE or 8(a) firms
Partner with high quality workforce development programs
Partner with unions
Partner with community groups

Innovation

Technologies

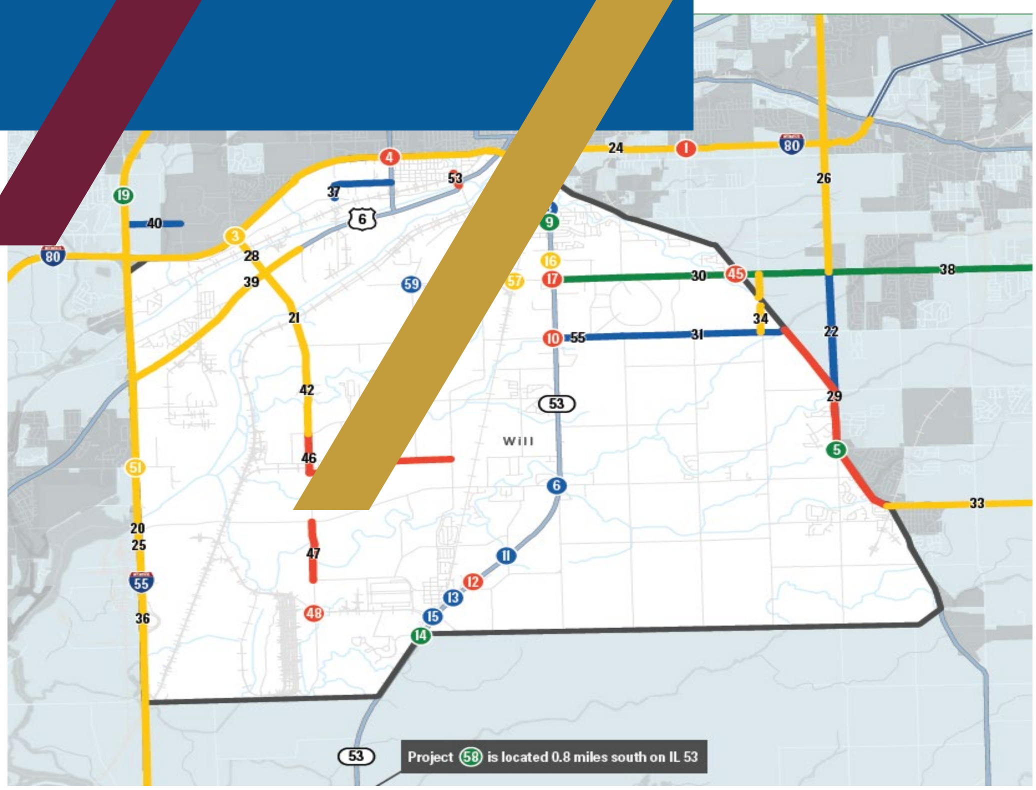
Project Delivery

Financing

Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

Detailed Project Summary
U.S. 52



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General Project Information

Jurisdiction

Project 1 and 2: Illinois Department of Transportation
Project 3: Village of Manhattan

Source of Project(s)

I. River Road to Houbolt Road .... CMAP TIP (12-18-0019)
II. Manhattan-Monee Road to Laraway Road .... Will Connects 2040 Unconstrained List
III. At Gougar and Smith Road .... CMAP TIP (12-11-0050)

Project Description

I. River Road to Houbolt Road (North of I80)

Reconstruction of 2.5 miles, widening of the existing pavement and construction of additional lanes for 2.5 miles, bridge widening, turning lanes, culvert extension, bridge repairs, utility adjustments, and construction engineering. Improvement 01 - US52 from River Rd to Houbolt Rd - I-55 AT IL 59 ACCESS PROJECT (i55atil59accessproject.org)

Structures included in the corridor:

Structure #	Type	Feature Crossed	Condition Ratings	Width (if available)
099-0276	4 Span	Du Page River	Satis/Satis/Good	68 feet
099-0139	4 Span	I-55	Satis/Satis/Satis	64 feet
099-0851	Culvert	Ditch	Good	NA

There are not any highway – railroad grade crossings.

II. Manhattan-Monee Road to Laraway Road (South of I80)

Widen to 4 lanes, approximately 4.7 miles

Structures included in the corridor:

Structure #	Type	Feature Crossed	Condition Ratings	Width (if available)
099-0422	Culvert	Ditch	Good	24 feet
099-0129	2 Span	N. Br. Jackson Creek	Fair/Fair/Good	42.5 feet
099-0421	Culvert	Ditch	Good	24 feet
099-0130	1 Span Slab	Jackson Creek	V. Good/Good/Good	44.5 feet

099-0256	1 Span Slab	Wilson Creek	Satis/Satis/Good	30 feet

There are not any highway – railroad grade crossings in this corridor.

III. At Gougar Road and Smith Road (South of I80) PROJECT COMPLETE

Intersection improvements (intersection realigned by Manhattan in 2019)

Project Cost

Included in IDOT MYP ....$90.4 million
Manhattan-Monee Road to Laraway Road .... TBD
US 52 at Gougar and Smith Roads..Competed

Project Phases and Status

I. Included in IDOT's FY 24 – 29 Multiyear Highway Program (FY 25 – FY 29 portion of the program)
II. Nothing currently planned
III. Project has been completed

Grant Program Alignment

USDOT

- RAISE
- INFRA

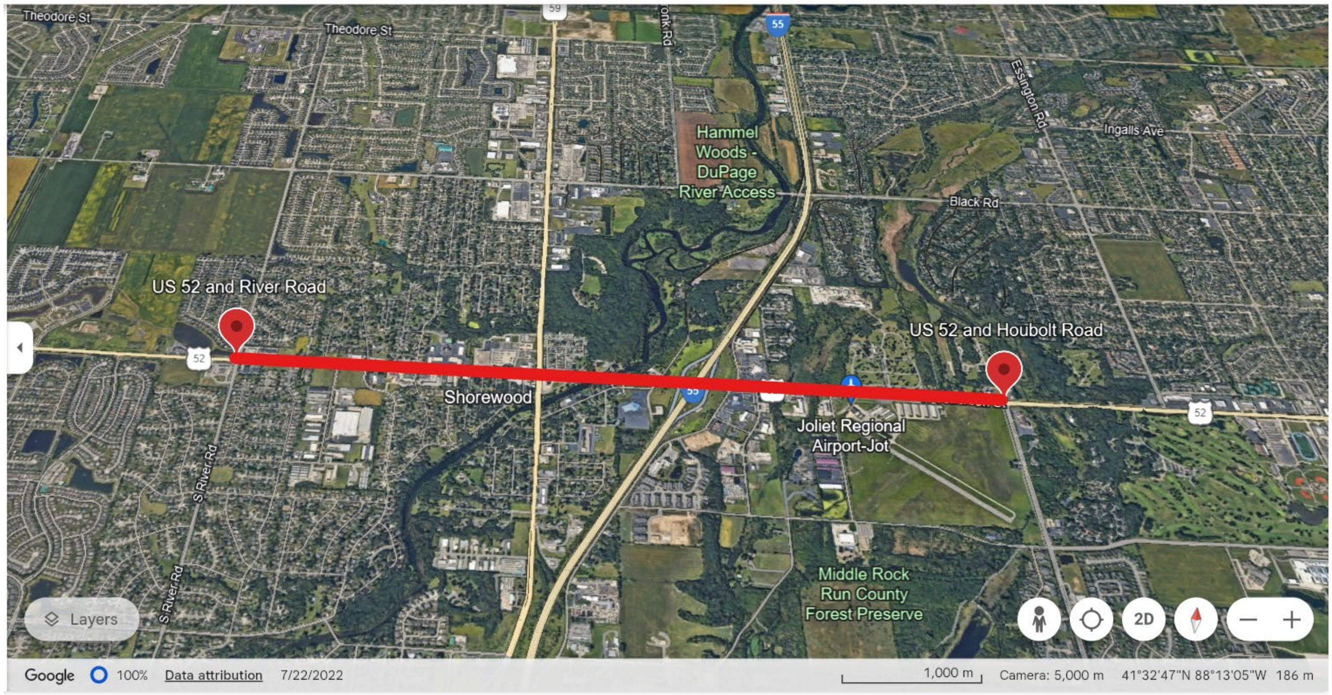
FHWA

- SS4A
- Charging and Fueling Infrastructure for EVSE
- BIP - one structure in Project 2 may be eligible (099-0129)

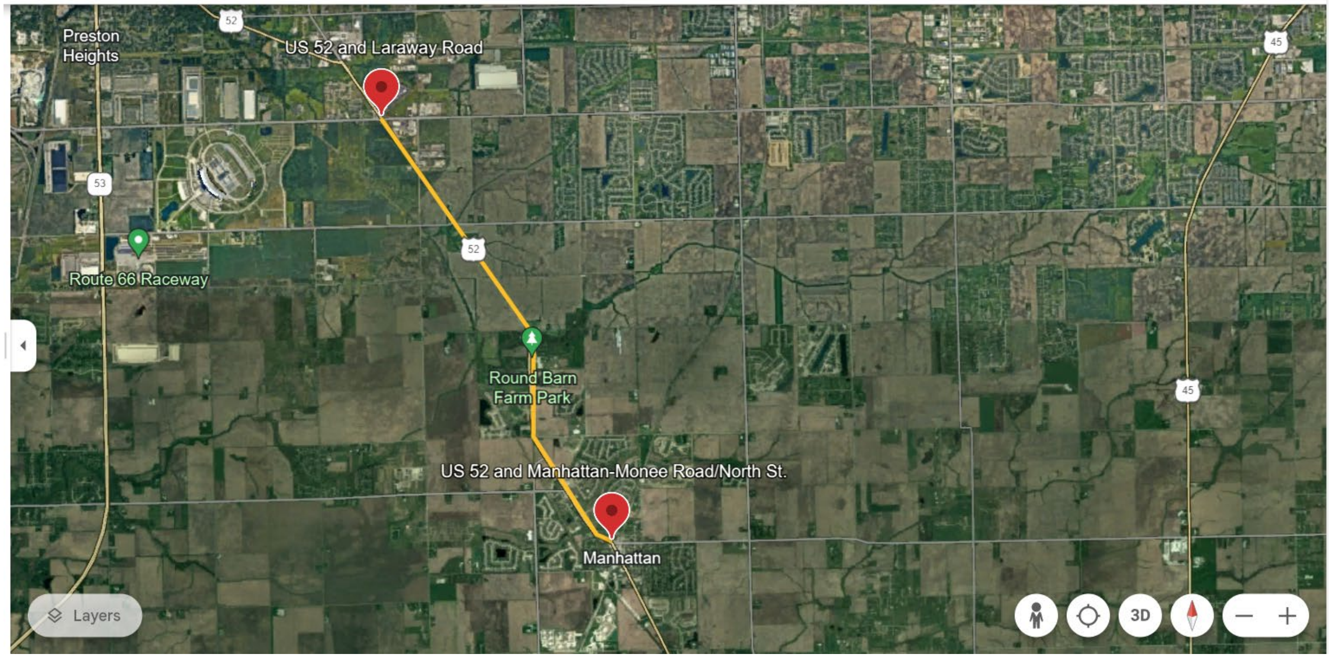
Project Location Section / File

There are three separate projects.

I. River Road to Houbolt Road



II. Manhattan-Monee Road to Laraway Road



III. At Gougar and Smith Roads (project complete)

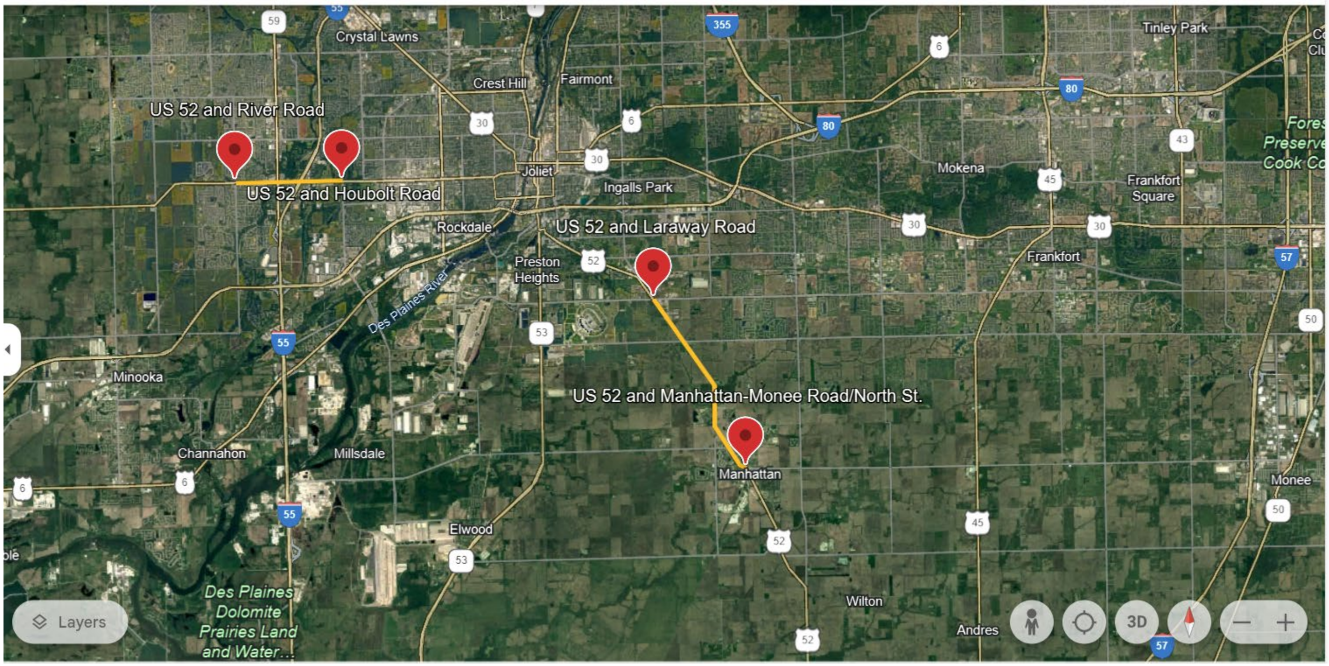


Figure 1: US 52 Projects 1 and 2 Geospatial Relationship

The Current Funding Program NOFO's have added the following directions to include a separate file that helps USDOT staff locate the project.

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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)

Project Budget

Table 1: Example Project Budget

Task #	Task Name	Cost	Percentage of Total Cost
1	Phase 1	$	%
2	Final Design and NEPA	$	%
3	Construction	$	%
4	Close out		
Total Project Cost		$	%
Federal Funds Received from Previous Grant		$0	
RAISE FY24 Federal Funding Request		$0	%
Non-Federal Funding/Match (list sources) Please list amounts per source		$	%
Portion of Non-Federal Funding from the Private Sector Please list amounts per source		$0	
Portion of Total Project Costs Spent in a Rural Area -see jurisdiction map)		$0	%
Pending Federal Funding Requests		$0	

Project 1: River Road to Houbolt Road – as programmed by IDOT FY 24 – FY 29 Multiyear Program

Activity	Amount
Reconstruction, widening, bridge widening, turn lanes, bridge repair, ADA improvements	$30,400,000
Add lands	$45,600,000
Utility Adjustments	$4,000,000
Construction Engineering	$9,880,000
Misc.	$500,000

Project 2: Manhattan-Monee Road to Laraway Road – Budget TBD

Table 1: Funding Sources by Component

Funding Source	Funding Amount	Total Funding
RAISE Funds:	$0	$0
Other Federal Funds:	$0	$0
Non-Federal Funds:	$0	$0
Total:	$0	$0

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Census Tracts in tables 2a and 2b are only for Project 1

Table 2a: Project Costs by 2020 Census Tract

Note: Please refer to the Census Tracts (2020 Census) layer in the Grant Project Location Verification mapping tool to identify 2020 Census tracts.

2020 Census Tract(s)	Project Costs per Census Tract
8832.10	$
8832.11	$
8832.13	$
8832.14	$
8832.16	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2b: Project Costs per 2010 Census Tract

Note: Please refer to the Disadvantaged Census Tracts from CEJST (2010 Census) layer in the **Grant Project Location Verification mapping tool to identify 2010 Census tracts.**

2010 Census Tract(s)	Project Costs per Census Tract
8832.10	$
8832.11	$
8832.13	$
8832.14	$
8832.16	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Note: Please refer to the Census Designated Urban areas with Population of More than 200,000 (2020 Census) layer in the Grant Project Location Verification *mapping tool to identify urban areas.*

Table 2c: Project Costs by Urban / Rural Areas

Urban/Rural	Project Costs
Urban *(2020 Census-designated urban area with a population greater than 200,000)*	$
Rural *(Located outside of a 2020 Census-designated urban area with a population greater than 200,000)*	$
	Total Project Cost: $

This information can be found using the referenced USDOT mapping Tools

Instructions:

Steps 1-3 provide instructions to analyze if your project is in an Urban area, an Area of Persistent Poverty, or a Historically Disadvantaged Community. Steps 4-5 provide instructions to determine which county and census tract(s) your project is in.

Layers can be turned on or off using the Layer List. The Layer List can be viewed by clicking the icon in the top right of the screen.

Layers are zoom dependent and may not appear until you zoom in.

These instructions can also be viewed by clicking the arrow for the side bar located on the left side of the screen.

Step 1: Verify if your project is in an **Urban** area using this layer:

Census Designated Urban Areas with a Population Greater Than 200,000 (2020 Census)

Step 2: Verify if your project is in an **Area of Persistent Poverty** using these layers:

Persistent Poverty Census Tracts (2020 Census) | Persistent Poverty Counties (2020 Census)

Step 3: Verify if your project is in a **Historically Disadvantaged Community** using these layers:

Disadvantaged Census Tracts from CEJEST (2010 Census) | Tribal Tracts

Step 4: Verify the **county** your project is in using this layer:

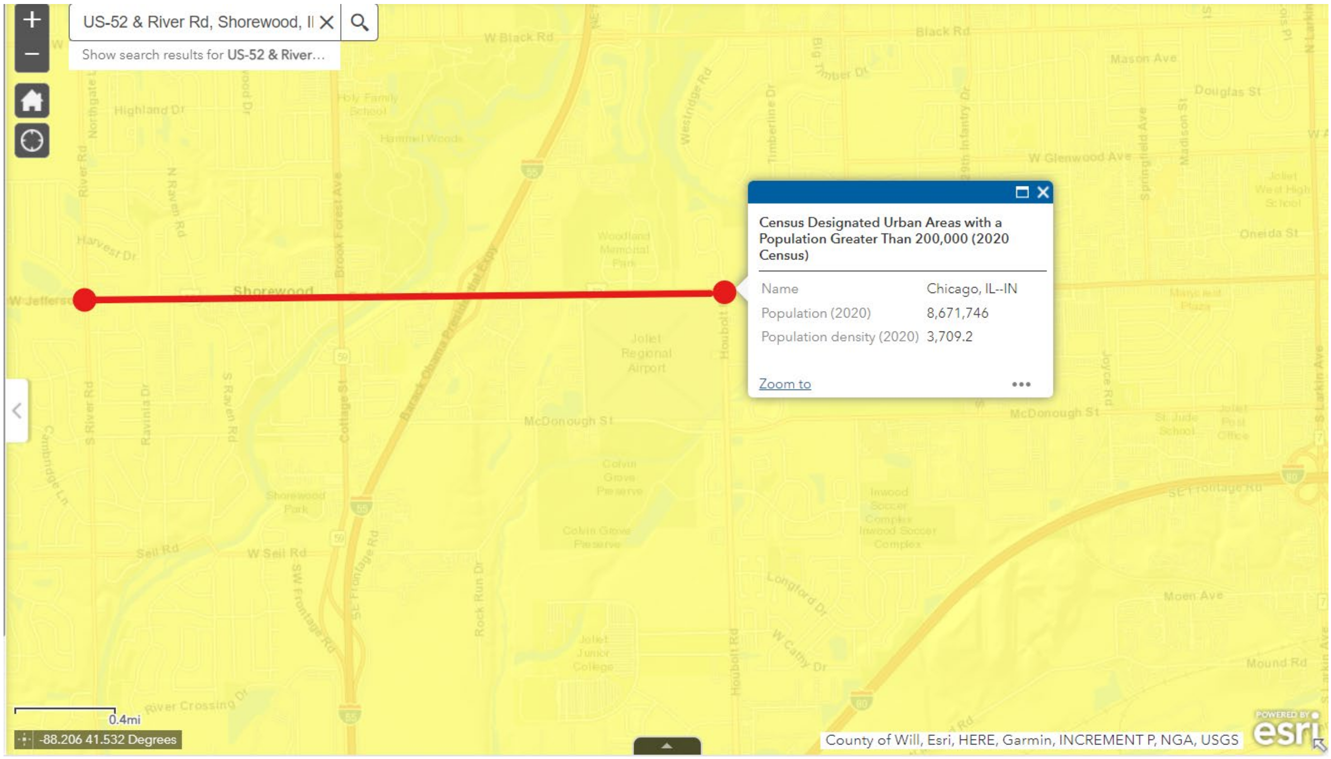
Counties (2020 Census)

Step 5: Verify the **census tract(s)** your project is in using these layers:

Census Tracts (2020 Census) | Census Tracts (2010 Census)

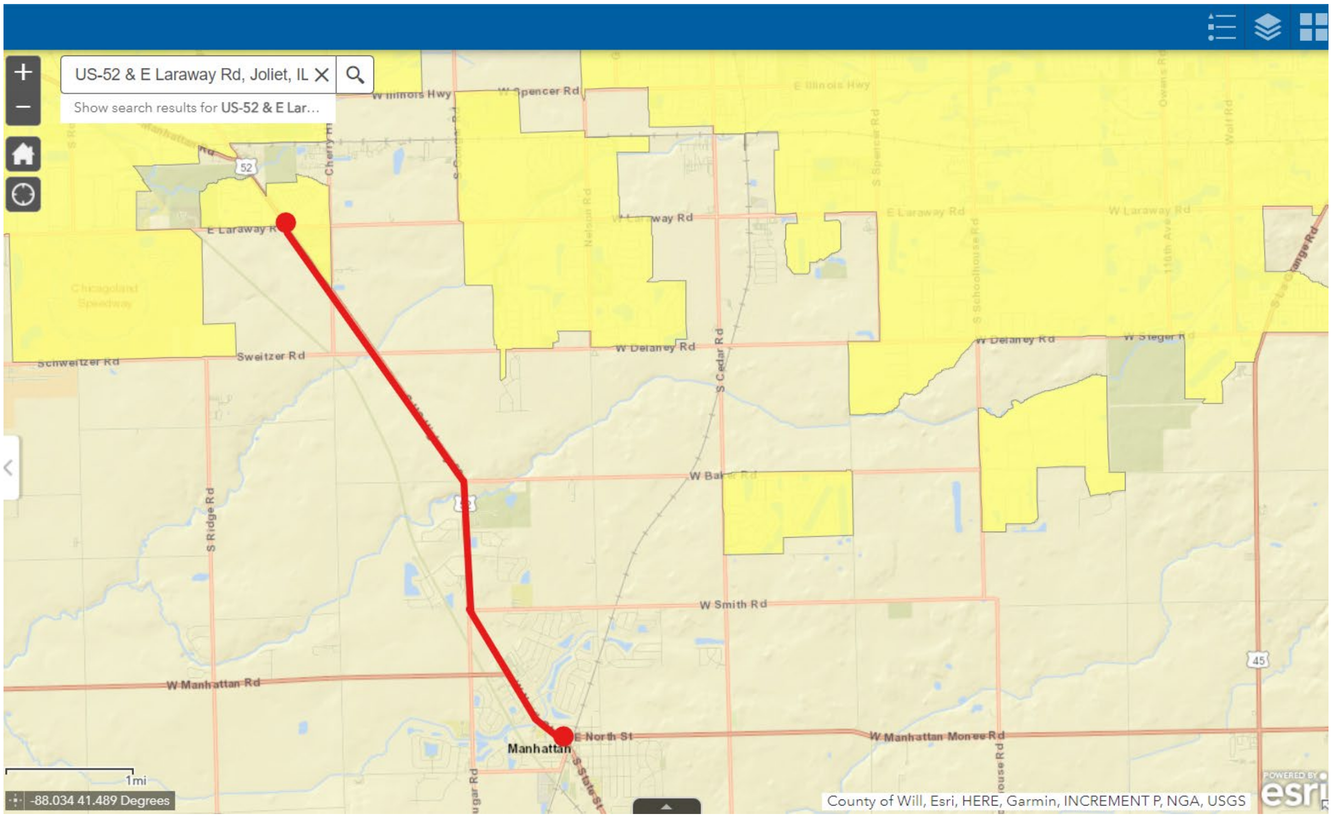
STEP 1: Urban vs. Rural Using [Grant Project Location Verification]() Tool

Exhibit 1: Urban versus Rural Design ation Project 1



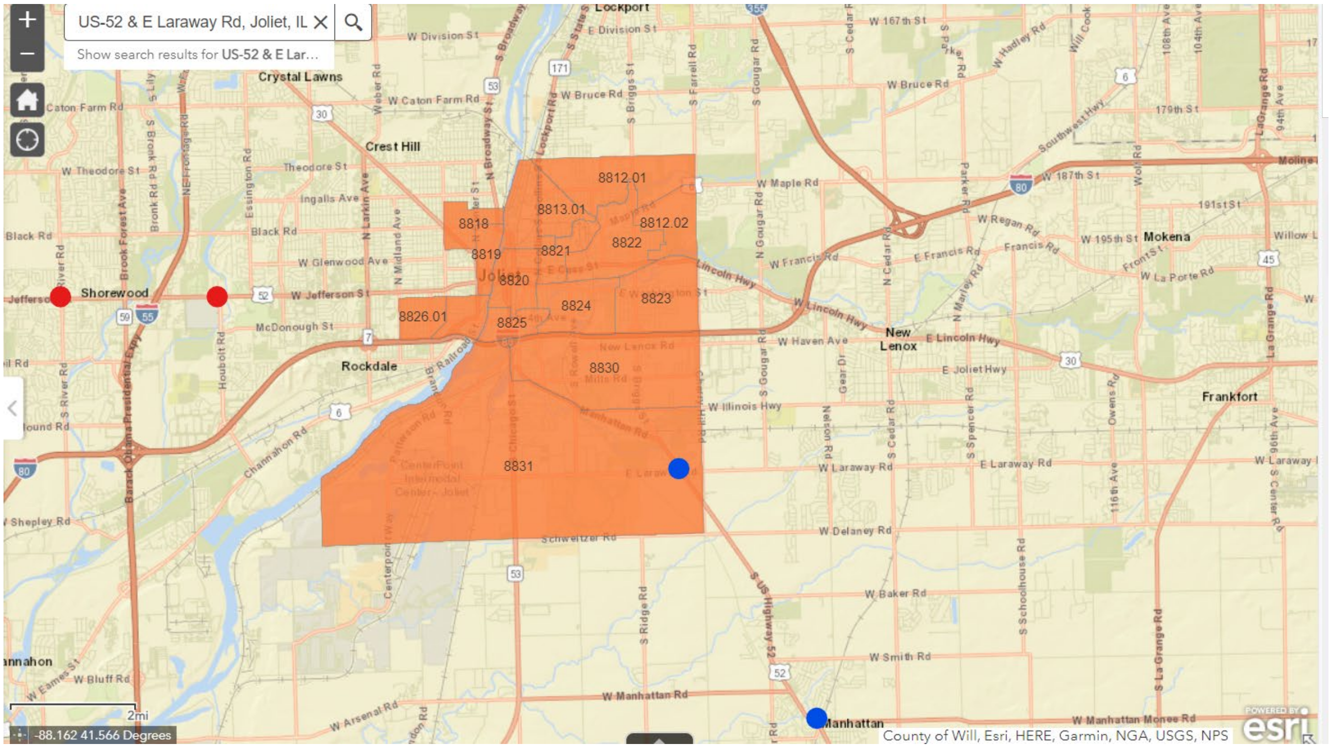
Project 1 lies completely within the Chicago Urbanized Area.

Exhibit 2: Urban versus Rural Designation Project 2



Project 2 lies mostly in a Rural area. At the northeastern edge of the project 0.6 miles borders between the Chicago Urbanized Area and a Rural area. Thus, on the charts that need the project costs split between rural and urban the specific project costs would be allocated between urban and rural based upon the specific line items within the budget and their location within the project area.

STEP 2: Verify Area of Persistent Poverty- using the same tool use the Area of Persistent Poverty layer to identify where the Project is in the Areas of Persistent Poverty or not. **Project 1 (red dots) does not encompass an Area of Persistent Poverty. Project 2 (blue dots) encompasses an Area of Persistent Poverty at its northwestern corner for approximately 0.6 miles.**



STEP 3: Verify the Census Tracts for the 2010 Census and 2020 Census.

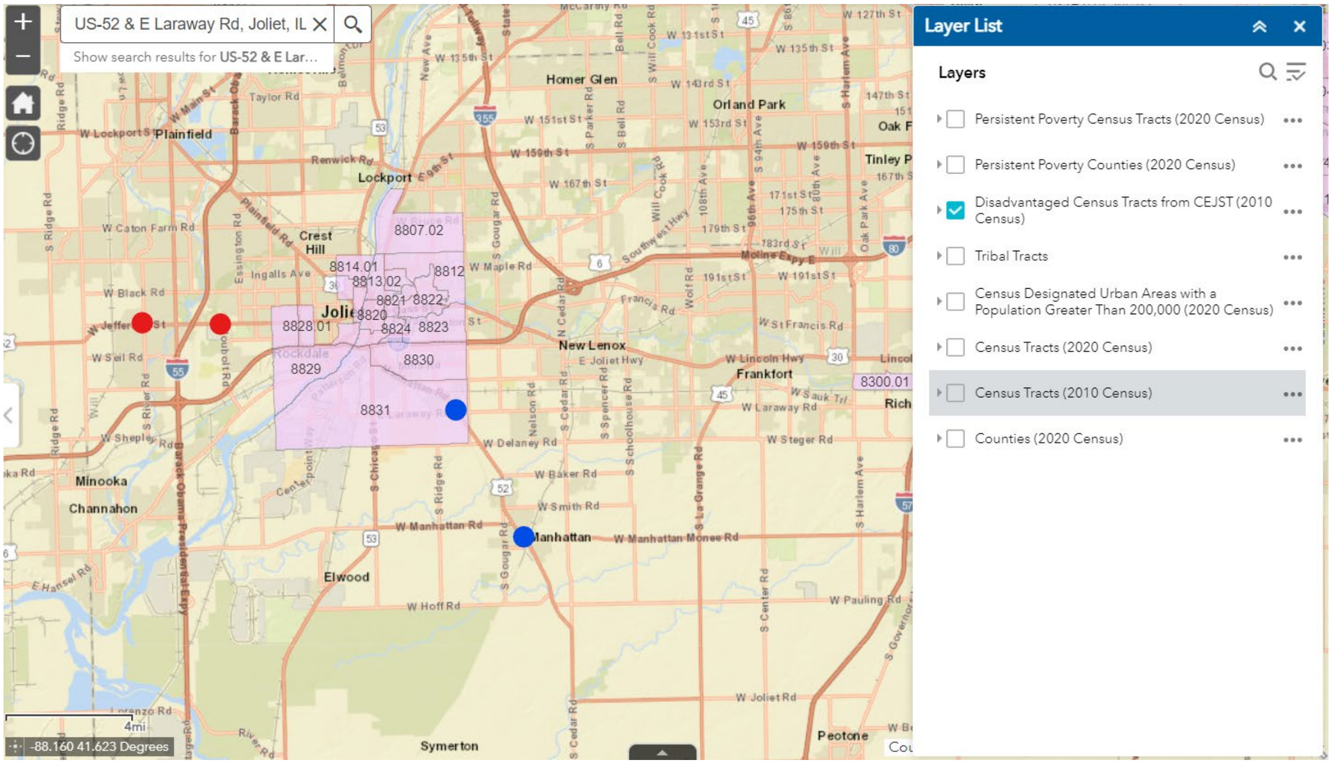
Project 1	Project 2
8832.10	8811.09
8832.11	8831
8832.13	8835.09
8832.14	8835.10
8832.16	

STEP 4: Verify the County. Both projects lie completely within **Will County Illinois**.

STEP 5: Double check the Census Tract line between the 2010 Census and the 2020 Census. In the case of this Project, the **Census Tract lines did not change between the two decennial censuses**.

The detailed CEJST Tool results can be seen below. Project 1 is identified by the red dots and Project 2 is identified by the blue dots. Project 2 encompasses a small section of a Disadvantaged Census Tract for 0.6 miles.

Exhibit 3: CEJST Tool for Project Area



Merit Criteria Section

The Merit Criteria Section varies from one Project Funding Program to another. The main themes may be grouped slightly differently from Program to Program. For this example, the 8 criteria from RAISE FY24 have been listed in a **Merit Criteria Matrix** to be used as a reference to help the applicant review the Recommended and Highly Recommended Criteria for each Merit Criteria.

See the Project Merit Criteria Matrix for additional information and research that can be prepared on the Project listed by the 8 Merit Criteria categories. Use the Matrix to help research the data for each Merit Criteria and write the narrative for each Merit Criteria.

Project Readiness

Example Instructions in RAISE FY24: *Project readiness describes an applicant's preparedness to move a proposed project forward once it receives a RAISE grant. The Project Readiness file should include information that, when considered with the project budget information, is sufficient for the Department to evaluate whether the project is reasonably expected to begin the capital or planning project in a timely manner and meet both the obligation and expenditure deadlines. Applicants can see a Project Readiness checklist on the DOT Navigator website.[20] The Project Readiness file should include the following sections:*

A. PROJECT SCHEDULE (capital and planning projects)

Example Instructions in RAISE FY24: *The Project Readiness file should include a detailed project schedule that identifies all major project activities and milestones. For capital projects, examples of such milestones include State and local planning approvals; start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications, and estimates; procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction start and end. For planning projects, examples of milestones may include start dates, schedule for public engagement and completion dates.*

The schedule should be sufficiently detailed to demonstrate that: (may want to add a narrative stating the following.

- *all necessary activities will be complete at least six months in advance of the obligation deadline[21] to allow sufficient time for unexpected delays and not put the funds at risk of expiring before they are obligated;[22]*
- *the capital project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2033;*
- *all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary; and*
- *the applicant will or has meaningfully sought community input through public involvement, particularly disadvantaged communities or other communities with environmental justice concerns that may be affected by the project where applicable.*

[20] https://www.transportation.gov/dot-navigator

[21] The statutory obligation deadline is September 30, 2028. The Department assesses risk against an earlier deadline of June 30, 2028 to allow time to complete administrative processing and address challenges before the statutory deadline.

Example Schedule

Exhibit 4: Example Project Schedule

Example Construction Schedule	2022				2023				2024				2025				2026		
	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q
Site Plan PE 30%																			
Engineering 60%																			
Award announcement																			
Environmental Review																			
FE & Permitting																			
Obligation																			
Construction Utilities																			
Construction Road																			
Close Out Contract																			

B. ENVIRONMENTAL RISK ASSESSMENT (capital projects only) ***Example Instructions in RAISE FY24:***

This section of the application should include sufficient information for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements. To assist the Department's environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies.

Required Approvals. ***Example Instructions in RAISE FY24:***

This section should provide:

Information about the NEPA status of the project

For this project, the consultant has been selected and a contract negotiated with the Phase 1 work to begin upon the securing of the additional funds beyond those agreed to by the project parties.

*If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final **Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared**. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway (e.g., environmental assessment, environmental impact statement), where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the final agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements.*

Information on reviews, approvals, and permits by other Federal and State agencies.

An application should indicate whether the proposed project requires reviews or approval actions by other agencies,[23] indicate the status of such actions, provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a link or other reference to copies of any reviews, approvals, and permits prepared.

Environmental studies or other documents, through a link, that describe in detail known project impacts, and possible mitigation for those impacts.

A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan.

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[22] Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

[23] Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design including the consideration of ensuring proportional impacts to all populations.

State and Local Approvals

This section should provide:

Receipt (or the schedule for anticipated receipt) of Tribal government, State, and local approvals

List and describe the permits and approvals on which the project depends, such as State and local environmental and planning approvals, and Statewide Transportation Improvement Program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities.

Federal Transportation Requirements Affecting State and Local Planning

The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects, including projects located at airport facilities. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration such as letters of support from the State DOT if the project is intended to be included in the State Freight Plan, or results from application of the FHWA Freight Mobility Trends Tool.[24]

[24] https://fpcb.ops.fhwa.dot.gov/mobility_trends_tool.aspx

Assessment of Project Risks and Mitigation Strategies

***Instructions in the RAISE FY24 NOFO**: Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match (non-federal funding), lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks and harms to the project and the strategies that the lead* *applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.*

Project risks can also include the unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information on the RAISE program website, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

Exhibit 5: Risk Matrix

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Technical Feasibility	Feasibility	.	Low
Design Standards Conformance	Feasibility		Low
Partner Approvals	Schedule		Low
Local Jurisdiction Approvals	Schedule		Low
Environmental Approvals	Cost, schedule	.	Low/ Medium
Funding	Cost, schedule		Medium
Public and Stakeholder Support	Cost, schedule		Low
ROW	Cost, schedule		None
Construction	Cost, schedule	Include Amount of Contingency included in the Project Budget	Low / Medium
Construction	Cost of Steel and other components	Products and materials will be domestically sourced. Current tariffs may put extra pressure on American component prices and supply timelines.	Medium

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Grant Management	Compliance		Low

It is recommended that the Project Sponsor Fill in a Risk Matrix such as the example above. Describe the Current Status and Anticipated Mitigation Activities that will help to reduce the risk of that Risk Area. Rate the Level of the Risk in the far right column as Low, Medium or High.

C. TECHNICAL CAPACITY ASSESSMENT (capital and planning projects)

All applications should include a section in the Project Readiness file that demonstrates their technical capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions, described in Section E.1 of this NOFO. The applicant should address the following in the technical capacity section of the Project Readiness file:

- **Federal Funding –** *Experience implementing federally funded transportation projects*.

- **Federal Regulations** – *Understanding of federal contract and procurement requirements, Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon Act, etc*.

- **Project Planning –** *Practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.*

- **Project Delivery** – *Examples of successfully delivered projects of similar size, scope, and complexity.*

Merit Criteria RAISE Planning Grant

Safety

Crashes
Fatalities/Serious Injuries
Truck involved crashes
Truck involved Fatalities/Serious Injuries

Environmental Sustainability

Environmental Justice
Environmental Sustainability – U.S. National Blueprint for Transportation Decarbonization
Emissions reduction
Improve resiliency of at risk infrastructure
Incorporating nature-based solutions and natural infrastructure

Quality of Life

Affordable transportation options
Job Access
Bike/Ped facility

Mobility and Community Connectivity

Directly increasing intermodal and multimodal freight movement

State of Good Repair

Restore and modernize

Partnership and Collaboration

Engage residents
Partner with DBE or 8(a) firms
Partner with high quality workforce development programs
Partner with unions
Partner with community groups

Innovation

Technologies
Project Delivery
Financing

Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

Detailed Project Summary

Schweitzer Road

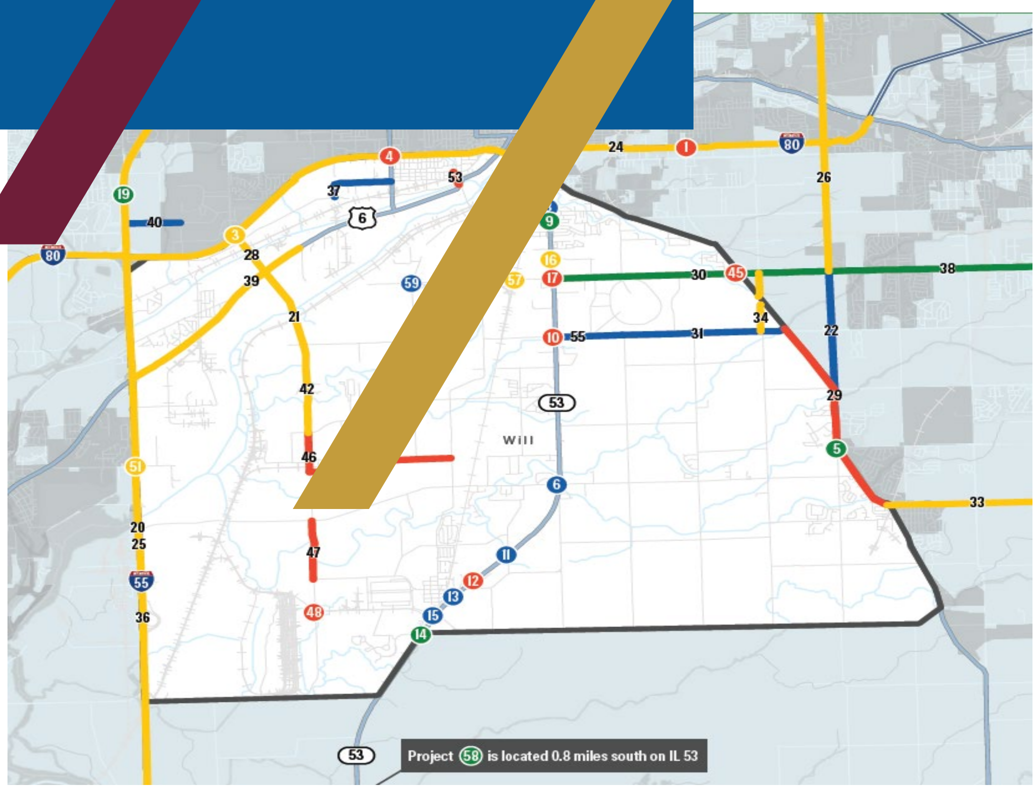

TABLE OF CONTENTS

General Project Information

Jurisdiction

City of Joliet

Source of Project(s)

- Il 53 to Rowell – Transportation Master Plan Travel Demand Model
- Rowell to US 52 - Will Connects 2040

Project Description

Both segments add lanes to make it a modernized four lane facility to accommodate growing demand. Schweitzer Road from Rowell Road to US 52 is approximately 2.3 miles and from Rowell Road to IL 53 is approximately 1 mile. Schweitzer Road is crossed by the Wauponsee Glacial Trail near the Cherry Hill Road intersection just east of US 52. There are no bridges or highway-railroad grade crossings on either segment.

Project Cost

Rowell to US 52 .... $28.729 million
IL 53 to Rowell .... TBD

Project Phases and Status

The project is in the conceptual phase. A feasibility study should be done to determine alternatives to be considered.

Grant Program Alignment

USDOT

- RAISE - Planning

FHWA through IDOT

- Illinois Competitive Freight Program - Planning

Project Description Section

This project provides a critical link between the busy IL 53 corridor and US 52 to the east. The segment between US 52 and Rowell Road is included in Will Connects 2040, which is Will County's long-range transportation plan (LRTP). The County is in the process of preparing its next LRTP. The project calls for widening Schweitzer Road from its current two-lane configuration to four lanes.

The segment between Rowell Road and IL 53 was identified by the Travel Demand Model as being a necessary improvement based on projected traffic and development scenarios for 2030. The model identified this segment as a low performing highway segment. The recommended improvement includes expanding the current roadway to a four-lane facility. While the project is not in the County's jurisdiction, a Complete Streets approach should be considered for this segment.

Project Location Section / File

The Current Funding Program NOFO's have added the following directions to include a separate file that helps USDOT staff locate the project.

"Applicants should submit one of the following file types for project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY 2024 RAISE grants program, as described in NOFO Section C. Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and. prj components of the Shapefile), GeoJSON, KML, or KMZ. Applicants may use Google Earth, a publicly available

online mapping tool, to prepare a KML file. ***These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact."***

If an applicant needs to prepare one of these files, these are suggested instructions:

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)

Project Budget

The estimated cost of the project from US 52 to Rowell Road is $28.7 million based on a planning level estimate. There is not an estimate for improving Schweitzer between IL 53 to the west and Rowell Road.

Table 1: Example Detailed Project Budget

Task #	Task Name	Cost	Percentage of Total Cost
1	Phase 1		%
2	Final Design and NEPA	$	%
3	Construction	$	%
4	Close out		
Total Project Cost		$TBD	100%
Federal Funds Received from Previous Grant		$0	
RAISE FY24 Federal Funding Request		$	16%
Non-Federal Funding/Match (list sources) Please list amounts per source		$0	0%
Portion of Non-Federal Funding from the Private Sector Please list amounts per source		$0	
Portion of Total Project Costs Spent in a Rural Area– see jurisdiction map)		$0	0%
Pending Federal Funding Requests		$0	

Table 1: Funding Sources by Component

Funding Source	Phase 1 Funding Amount	Total Funding
RAISE Funds:	$0	$0
Other Federal Funds:	$0	$0
Non-Federal Funds:	$0	$0
Total:	$0	$0

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Table 2a: Project Costs by 2020 Census Tract

Note: Please refer to the Census Tracts (2020 Census) layer in the Grant Project Location Verification mapping tool to identify 2020 Census tracts.

2020 Census Tract(s)	Project Costs per Census Tract
8832.11	$
8833.06	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2b: Project Costs per 2010 Census Tract

Note: Please refer to the Disadvantaged Census Tracts from CEJST (2010 Census) layer in the **Grant Project Location Verification mapping tool to identify 2010 Census tracts.**

2010 Census Tract(s)	Project Costs per Census Tract
8832.11	$
8833.06	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2c: Project Costs by Urban / Rural Areas

Note: Please refer to the Census Designated Urban areas with Population of More than 200,000 (2020 Census) layer in the **Grant Project Location Verification** *mapping tool to identify urban areas.*

Urban/Rural	Project Costs
Urban *(2020 Census-designated urban area with a population greater than 200,000)*	$
Rural *(Located outside of a 2020 Census-designated urban area with a population greater than 200,000)*	$
	Total Project Cost: $

This information can be found using the referenced USDOT mapping Tools

Instructions:

Steps 1-3 provide instructions to analyze if your project is in an Urban area, an Area of Persistent Poverty, or a Historically Disadvantaged Community. Steps 4-5 provide instructions to determine which county and census tract(s) your project is in.

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Layers are zoom dependent and may not appear until you zoom in.

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Step 1: Verify if your project is in an **Urban** area using this layer:

Census Designated Urban Areas with a Population Greater Than 200,000 (2020 Census)

Step 2: Verify if your project is in an **Area of Persistent Poverty** using these layers:

Persistent Poverty Census Tracts (2020 Census) | **Persistent Poverty Counties (2020 Census)**

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Disadvantaged Census Tracts from CEJEST (2010 Census) | **Tribal Tracts**

Step 4: Verify the **county** your project is in using this layer:

Counties (2020 Census)

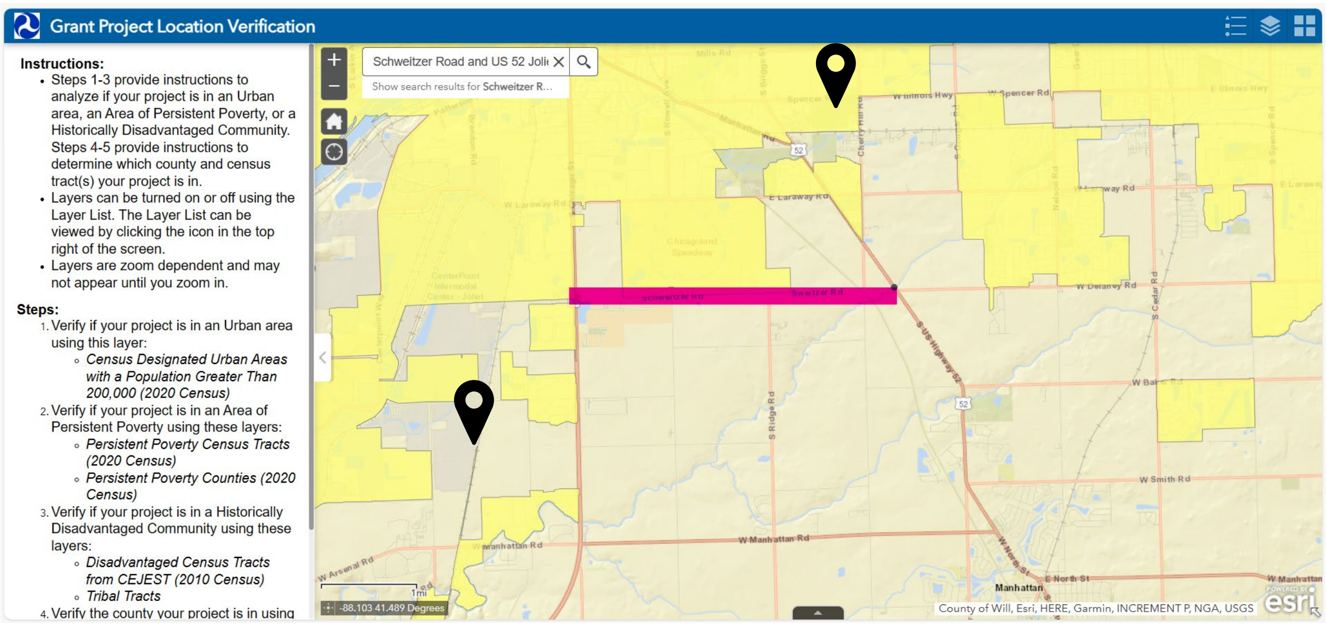
Step 5: Verify the **census tract(s)** your project is in using these layers:

Census Tracts (2020 Census) | **Census Tracts (2010 Census)**

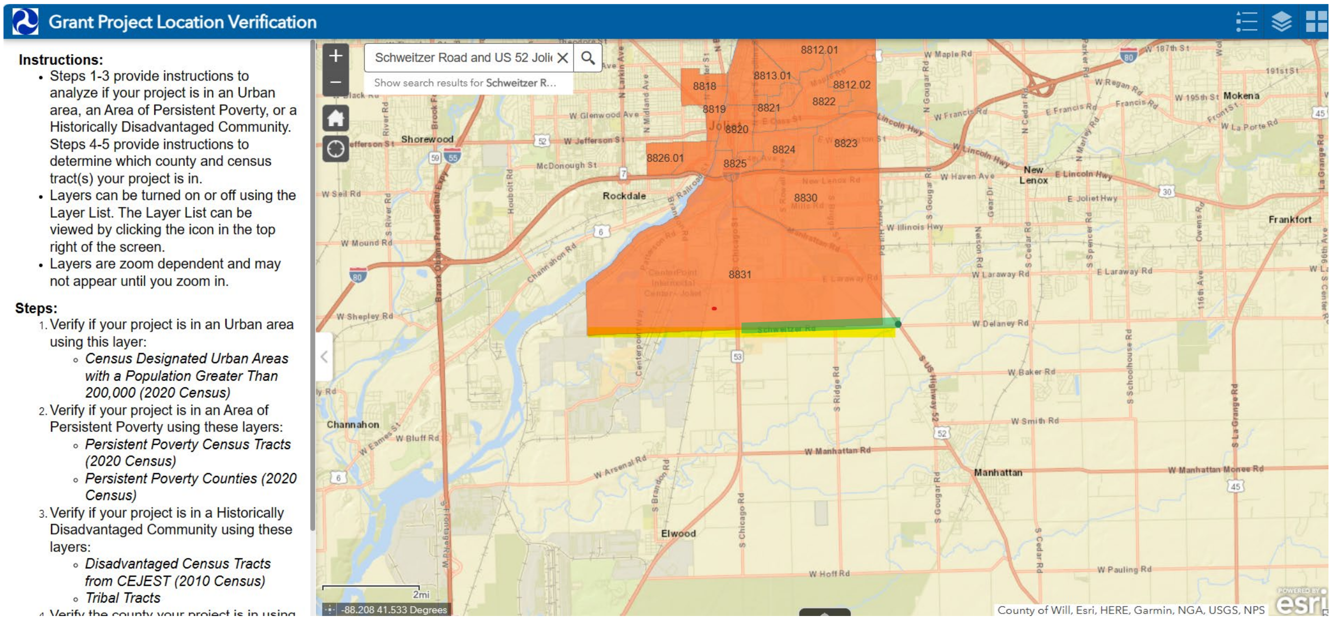
STEP 1: Urban vs. Rural Using **Grant Project Location Verification** Tool

The Project passes through a mix of rural and urban areas. Approximately 1.5 miles of the 3.3 miles of the project borders an urban area resulting in approximately 2.5 miles of the project considered rural and 0.8 miles of the project considered urban.

Exhibit 1: Urban versus Rural Designation



STEP 2: Verify Area of Persistent Poverty- using the same tool use the Area of Persistent Poverty layer to identify where the Project is in the Areas of Persistent Poverty or not. **The project borders an Area of Persistent Poverty for 3 of the 3.3 miles of the project.** (Census Tract 8831)



STEP 3: Verify the Census Tracts for the 2010 Census and 2020 Census. The majority of the project is on the border between Census Tract 8831 and 8833.07 with the last 0.2 miles bordering between 8811.09 and 8835.10 for both the 2010 and 2020 Censuses.

STEP 4: Verify the County. The project lies completely within **Will County Illinois**.

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The detailed CEJST Tool results can be seen below.

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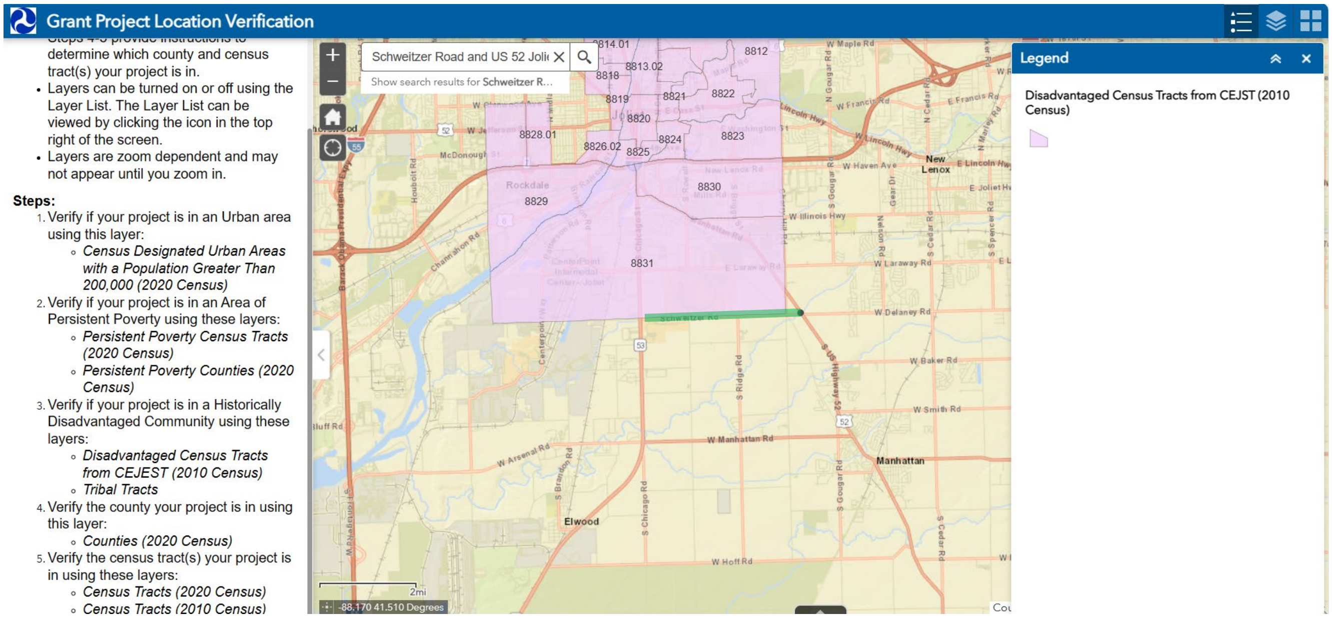

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- *all necessary activities will be complete at least six months in advance of the obligation deadline[21] to allow sufficient time for unexpected delays and not put the funds at risk of expiring before they are obligated;[22]*
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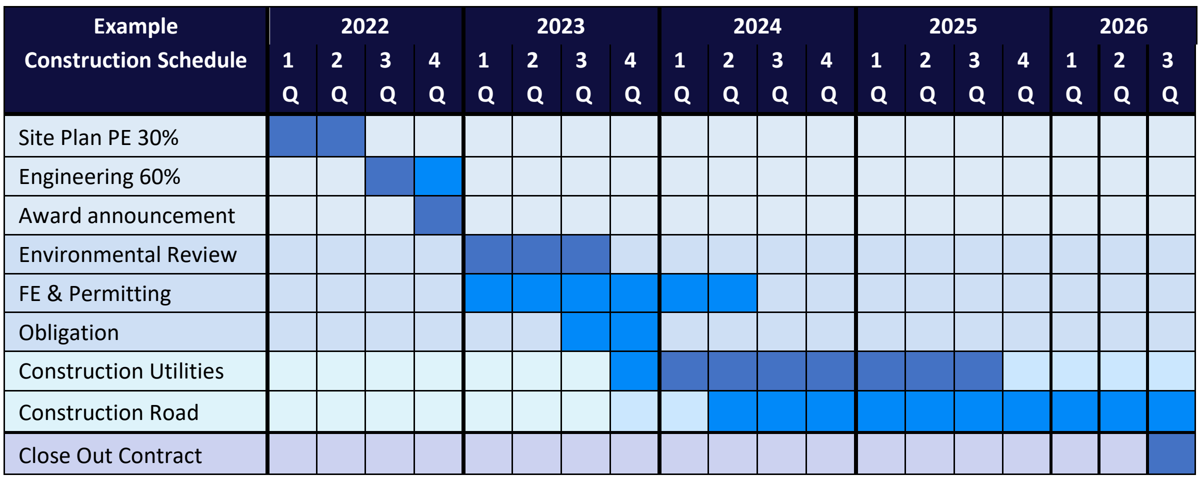
Example Schedule

Exhibit 3: Example Project Schedule



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Information on reviews, approvals, and permits by other Federal and State agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,[23] indicate the status of such actions, provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a link or other reference to copies of any reviews, approvals, and permits prepared.

[22] Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

[23] Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

Environmental studies or other documents, through a link, that describe in detail known project impacts, and possible mitigation for those impacts.

A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan.

A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design including the consideration of ensuring proportional impacts to all populations.

State and Local Approvals

This section should provide:

Receipt (or the schedule for anticipated receipt) of Tribal government, State, and local approvals *on which the project depends, such as State and local environmental and planning approvals, and Statewide Transportation Improvement Program (STIP) or transportation improvement* *program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities.*

Federal Transportation Requirements Affecting State and Local Planning

The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects, including projects located at airport facilities. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration such as letters of support from the State DOT if the project is intended to be included in the State Freight Plan, or results from application of the FHWA Freight Mobility Trends Tool.[24]

[24] https://fpcb.ops.fhwa.dot.gov/mobility_trends_tool.aspx

Assessment of Project Risks and Mitigation Strategies

***Instructions in the RAISE FY24 NOFO**: Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match (non-federal funding), lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks and harms to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.*

Project risks can also include the unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information on the RAISE program website, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

Exhibit 4: Risk Matrix

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Technical Feasibility	Feasibility	.	Low
Design Standards Conformance	Feasibility		Low
Partner Approvals	Schedule		Low
Local Jurisdiction Approvals	Schedule		Low
Environmental Approvals	Cost, schedule	.	Low/ Medium
Funding	Cost, schedule		Medium
Public and Stakeholder Support	Cost, schedule		Low
ROW	Cost, schedule		None
Construction	Cost, schedule	Include Amount of Contingency included in the Project Budget	Low / Medium
Construction	Cost of Steel and other components	Products and materials will be domestically sourced. Current tariffs may put extra pressure on American component prices and supply timelines.	Medium
Grant Management	Compliance		Low

It is recommended that the Project Sponsor Fill in a Risk Matrix such as the example above. Describe the Current Status and Anticipated Mitigation Activities that will help to reduce the risk of that Risk Area. Rate the Level of the Risk in the far right column as Low, Medium or High.

C. TECHNICAL CAPACITY ASSESSMENT (capital and planning projects)

All applications should include a section in the Project Readiness file that demonstrates their technical capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions, described in Section E.1 of this NOFO. The applicant should address the following in the technical capacity section of the Project Readiness file:

- **Federal Funding –** *Experience implementing federally funded transportation projects*.

- **Federal Regulations** – *Understanding of federal contract and procurement requirements, Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon Act, etc*.

- **Project Planning –** *Practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.*

- **Project Delivery** – *Examples of successfully delivered projects of similar size, scope, and complexity.*

Merit Criteria RAISE Planning Grant

Safety

Crashes
Fatalities/Serious Injuries
Truck involved crashes
Truck involved Fatalities/Serious Injuries

Environmental Sustainability

Environmental Justice
Environmental Sustainability – U.S. National Blueprint for Transportation Decarbonization
Emissions reduction
Improve resiliency of at risk infrastructure
Incorporating nature-based solutions and natural infrastructure

Quality of Life

Affordable transportation options
Job Access
Bike/Ped facility

Mobility and Community Connectivity

Directly increasing intermodal and multimodal freight movement

State of Good Repair

Restore and modernize

Partnership and Collaboration

Engage residents
Partner with DBE or 8(a) firms
Partner with high quality workforce development programs
Partner with unions
Partner with community groups

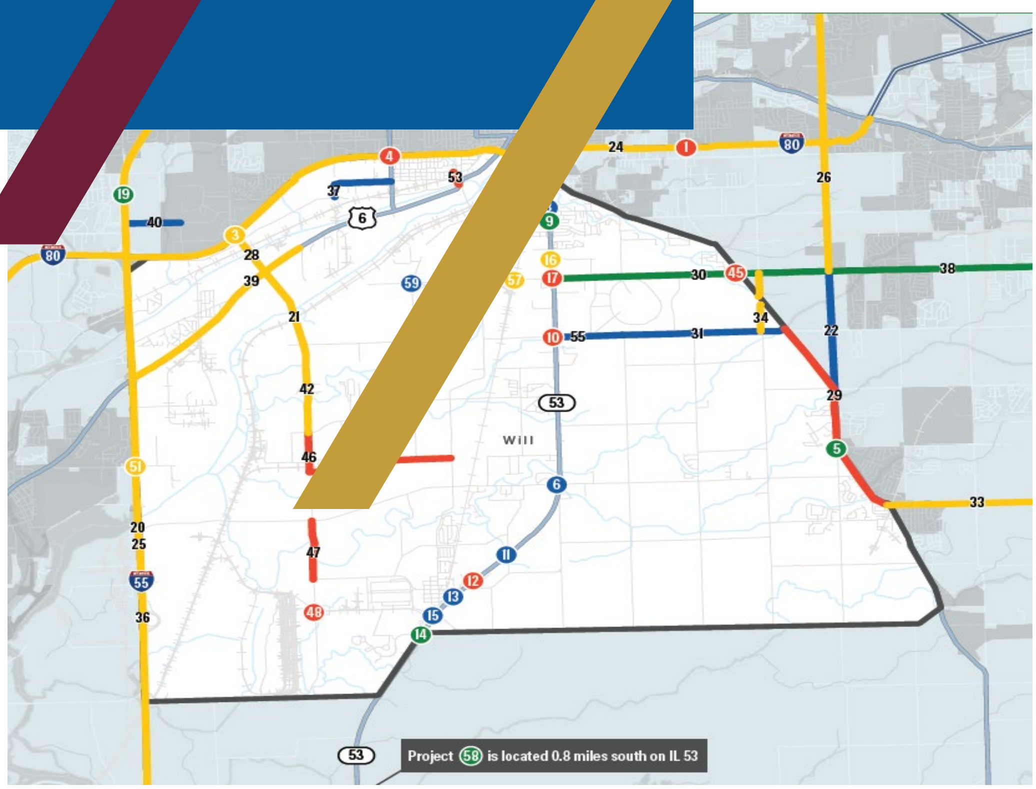
Innovation

Technologies
Project Delivery
Financing

Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

Detailed Project Summary
Laraway Road



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General Project Information

Jurisdiction

Joliet:

- Intersection at Centerpoint Way
- Grade separation at UP crossing
- Add lanes between IL 53 and US 52

IDOT: Intersection at US 52

Will County: Modernization and capacity enhancements between US 52 and IL 43 (Harlem Avenue)

Source of Project(s)

- Intersection at Centerpoint Way: Listed in the TMP
- Grade separation at UP crossing: CMAP NEIL Priority Grade Crossing and ICC Crossing Safety Improvement Program 2024 – 2028 and Rebuild Illinois Program
- Il 53 to US 52 add lanes: Will Connects 2040
- US 52 intersection: Will County 2023 – 2028 TIP, TMP Intersection analysis
- US 52 to IL 43 add lanes: Will County Community Friendly Freight Mobility Plan, Will Connects 2040, and Will County 2023 – 2028 TIP

Project Description

From west to east the Laraway Road Corridor is being implemented in segments and subsegments as follows:

1. Intersection improvements at Centerpoint Way
2. Grade separation west of IL 53 at the Union Pacific grade crossing
3. Add lanes between IL 53 and US 52, 2.66 miles, there are no structures or grade crossings
4. Intersection with US 52 intersection improvements and signal modernization
5. US 52 to IL 53 add lanes and intersection improvements along the entire 12.4-mile corridor

Project Cost

Intersection at CenterPoint Way .... TBD
Grade Separation at the UP crossing (per ICC)........................$35 million
IL 53 to US 52 .... TBD
US 52 Intersection..$18.8 million

Project Phases and Status

1. Intersection improvements at Centerpoint Way. Joliet indicates that this project may be considered at some future date, but not at this time.
2. Grade separation west of IL 53 at the Union Pacific grade crossing. PEL Study has been completed, Joliet has nothing currently planned, however the project has received $9 million from the ICC Grade Crossing Protection Program and another $11 million from ICC Rebuild Illinois.
3. Add lanes between IL 53 and US 52, 2.66 miles, has been identified as a project for future consideration.
4. Intersection with US 52 is included in the Will County TIP with construction expected to begin in 2024.
5. Add lanes and intersection improvements along the entire 12.4 mile corridor. This project has been split in to 7 subsegments as follows (from west to east):
    1. Intersection of US 52 and Laraway Road, including the 1/3rd mile of roadway between US 52 and Laraway Road: *Phase 2 completed. ROW acquisition ongoing. Construction anticipated to begin in 2024*
    2. Cherry Hill Road to Nelson Road: *In Design, construction expected in 2026-2027*
    3. Nelson Road to Cedar Road: Construction contract awarded in early in 2023 and awaiting utility relocations
    4. Cedar Road to Spencer Road: Design Approval (DA) received 12/5/2022. Phase 2 ongoing, VE Study complete
    5. Spencer Road to Scheer Road: Design Approval (DA) received 12/5/2022. Phase 2 ongoing, VE Study complete
    6. Scheer Road to Wolf Road: Design Approval (DA) received 12/5/2022. Phase 2 ongoing, VE Study complete
    7. US 45 to IL 53: Future Project

Grant Program Alignment

FRA

- Consolidated Railroad Infrastructure and Safety Improvement (CRISI)

FHWA through IDOT

- Illinois Competitive Freight Program

Project Description Section

The project consists of five sections that are further divided into subsections.

1. Intersection improvements at Centerpoint Way
2. Grade separation west of IL 53 at the Union Pacific grade crossing. (crossing 289771E). There are 17 trains per day, which includes 10 intercity passenger trains on the Chicago – St. Louis high speed rail corridor. Trains are allowed to travel up to 90 mph along this corridor. The average annual daily traffic is 9,600 vehicles, 58% of which are heavy trucks.
3. Add lanes between IL 53 and US 52, 2.66 miles, has been identified as a project for future consideration
    a. There are no structures within the project termini
    b. There are no highway – railroad grade crossings within the project termini
    c. Currently there is one lane in each direction and a center turn lane
4. Intersection with US 52 is included in the Will County TIP with construction expected to begin in 2024, according to the 2024 – 2029 Will County TIP

    The proposed design for this segment of roadway includes two lanes in each direction with a painted median. The intersection of US Route 52 will include a single left and right turn lane on all legs except the south leg of the intersection. This leg will only have a left turn lane. The existing traffic signals will be modernized. The intersection of Cherry Hill Road will have left and right turn lanes on all legs. Laraway Road will have two lanes in each direction, whereas Cherry Hill Road will have a single through lane in each direction.

5. Add lanes and intersection improvements along the entire 12.4 mile corridor.
    a. Cherry Hill Road to Nelson Road

    This construction segment ties into the US 52 Intersection Improvement on the west (See this project description in the Intersection Improvement section) and ties into the Nelson Road to Cedar Road segment to the east. The proposed cross section includes two lanes in each direction with a barrier median, curb and gutter, the upgrading of existing signals and channelization at select intersections as well as multiple noise walls. By Resolution, the segment between US 52 and Gougar Road has been designated as a Class II Truck Route

    b. Nelson Road to Cedar Road

    This construction segment includes the Nelson Road intersection on the west and ties into the Cedar Road intersection improvements on the east.

This area is currently the most developed of this portion of the Laraway Road Corridor. In addition to the overall corridor improvements already discussed above, noise walls will be included in this segment. The Nelson Road intersection will be improved with upgraded traffic signals.

c. Cedar Road to Spencer Road

This segment includes a barrier median along Laraway Road. The design criteria for this project calls for full access median breaks at a minimum ¼ mile spacing. Along this segment there will be breaks at Whitehall Road, Rachel Road, and Spencer Road. Each of these intersections will be channelized to include left turn lanes on all legs of the intersections. Tudor Lane will be Right-in/Right-out controlled due to its proximity to the Spencer Road intersection.

d. Spencer Road to Scheer Road

The longest of the segments, this project starts east of Spencer Road and includes the Scheer Road intersection. This 1.7-mile segment will tie into the project to the west, with the design criteria for this project calling for full access median breaks at a minimum ¼ mile spacing. In this segment median breaks will be at Country Lane, Schoolhouse Road, Tower Lane, Heatherglen Drive, and Scheer Road. Traffic signals are only proposed at the existing locations, no additional traffic signals in this segment are planned.

e. Scheer Road to Wolf Road

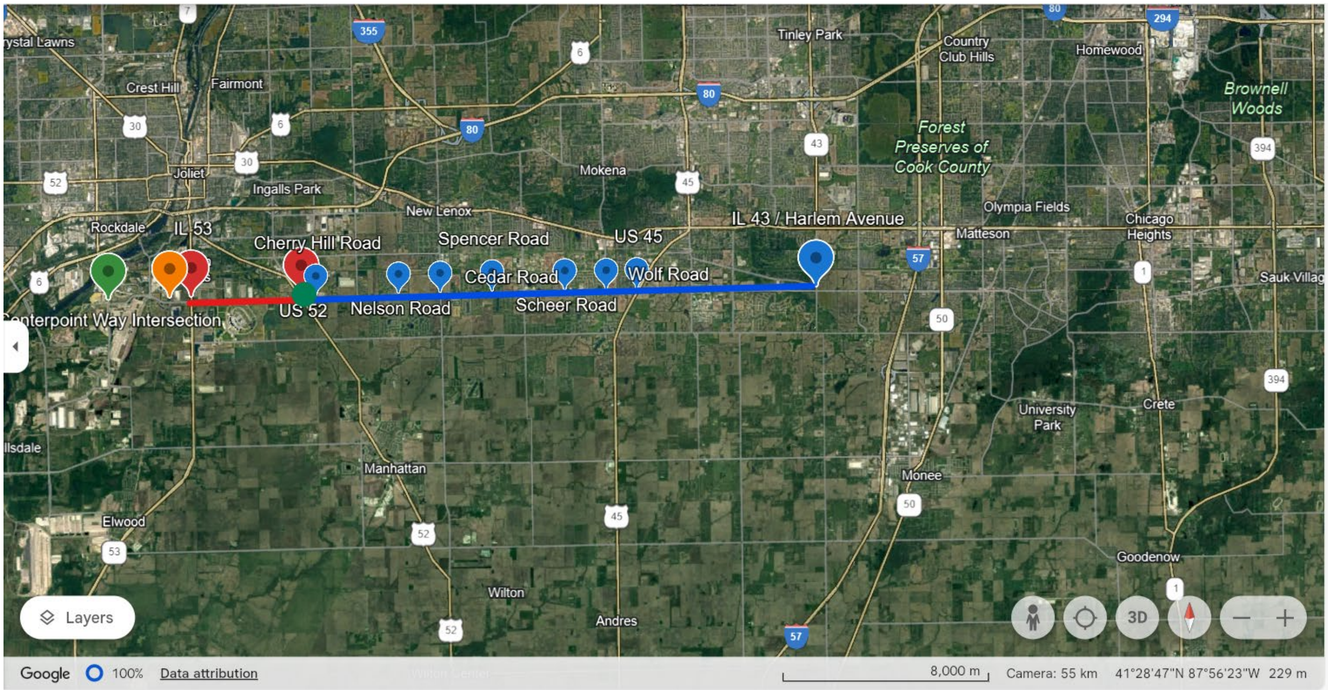
This project starts east of Scheer Road tying into the Spencer Road to Scheer Road project to the west and the US Route 45 (LaGrange Road) Intersection to the east. Like the projects to the west and east, this project will consist of an improvement to 2 lanes in each direction with barrier median and an upgraded drainage system. Breaks in the barrier median will be at the standard ¼ mile spacing, in this segment full access points will be at Ledgestone Way, 116th Avenue/Owens Road, and Wolf Road. Traffic signals are only planned at existing locations.

f. US 45 to IL 53 / Harlem Avenue will be determined during preliminary engineering

Project Location Section / File

The Current Funding Program NOFO's have added the following directions to include a separate file that helps USDOT staff locate the project.

> *"Applicants should submit one of the following file types for project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY 2024 RAISE grants program, as described in NOFO Section C. Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and. prj components of the Shapefile), GeoJSON, KML, or KMZ. Applicants may use Google Earth, a publicly available online mapping tool, to prepare a KML file.* ***These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact."***



- Project 1: Green place marker
- Project 2: Orange place marker
- Project 3: Red Corridor
- Project 4: Green dot
- Project 5: Blue Corridor – segments delineated by blue place markers

If an applicant needs to prepare one of these files, these are suggested instructions:

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)

Project Budget

Table 1: Example Project Budget

Task #	Task Name	Cost	Percentage of Total Cost
1	Phase 1		%
2	Final Design and NEPA	$	%
3	Construction	$	%
4	Close out		
Total Project Cost		$TBD	100%
Federal Funds Received from Previous Grant		$0	
RAISE FY24 Federal Funding Request		$	0%
Non-Federal Funding/Match (list sources) Please list amounts per source		$0	0% 0%
Portion of Non-Federal Funding from the Private Sector Please list amounts per source		$0	
Portion of Total Project Costs Spent in a Rural Area		$0	0%
Pending Federal Funding Requests		$0	

Table 1: Funding Sources by Component

Funding Source	Funding Amount	Total Funding
RAISE Funds:	$0	$0
Other Federal Funds:	$0	$0
Non-Federal Funds:	$0	$0
Total:	$0	$0

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Table 2a: Project Costs by 2020 Census Tract

Note: Please refer to the Census Tracts (2020 Census) layer in the Grant Project Location Verification mapping tool to identify 2020 Census tracts.

2020 Census Tract(s)	Project Costs per Census Tract
	$
	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2b: Project Costs per 2010 Census Tract

Note: Please refer to the Disadvantaged Census Tracts from CEJST (2010 Census) layer in the **Grant Project Location Verification mapping tool to identify 2010 Census tracts.**

2010 Census Tract(s)	Project Costs per Census Tract
	$
	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2c: Project Costs by Urban / Rural Areas

Note: Please refer to the Census Designated Urban areas with Population of More than 200,000 (2020 Census) layer in the **Grant Project Location Verification** *mapping tool to identify urban areas.*

Urban/Rural	Project Costs
Urban *(2020 Census-designated urban area with a population greater than 200,000)*	$
Rural *(Located outside of a 2020 Census-designated urban area with a population greater than 200,000)*	$
	Total Project Cost: $

This information can be found using the referenced USDOT mapping Tools

Instructions:

Steps 1-3 provide instructions to analyze if your project is in an Urban area, an Area of Persistent Poverty, or a Historically Disadvantaged Community. Steps 4-5 provide instructions to determine which county and census tract(s) your project is in.

Layers can be turned on or off using the Layer List. The Layer List can be viewed by clicking the icon in the top right of the screen.

Layers are zoom dependent and may not appear until you zoom in.

These instructions can also be viewed by clicking the arrow for the side bar located on the left side of the screen.

Step 1: Verify if your project is in an **Urban** area using this layer:

Census Designated Urban Areas with a Population Greater Than 200,000 (2020 Census)

Step 2: Verify if your project is in an **Area of Persistent Poverty** using these layers:

Persistent Poverty Census Tracts (2020 Census)	Persistent Poverty Counties (2020 Census)

Step 3: Verify if your project is in a **Historically Disadvantaged Community** using these layers:

Disadvantaged Census Tracts from CEJEST (2010 Census)	Tribal Tracts

Step 4: Verify the **county** your project is in using this layer:

Counties (2020 Census)

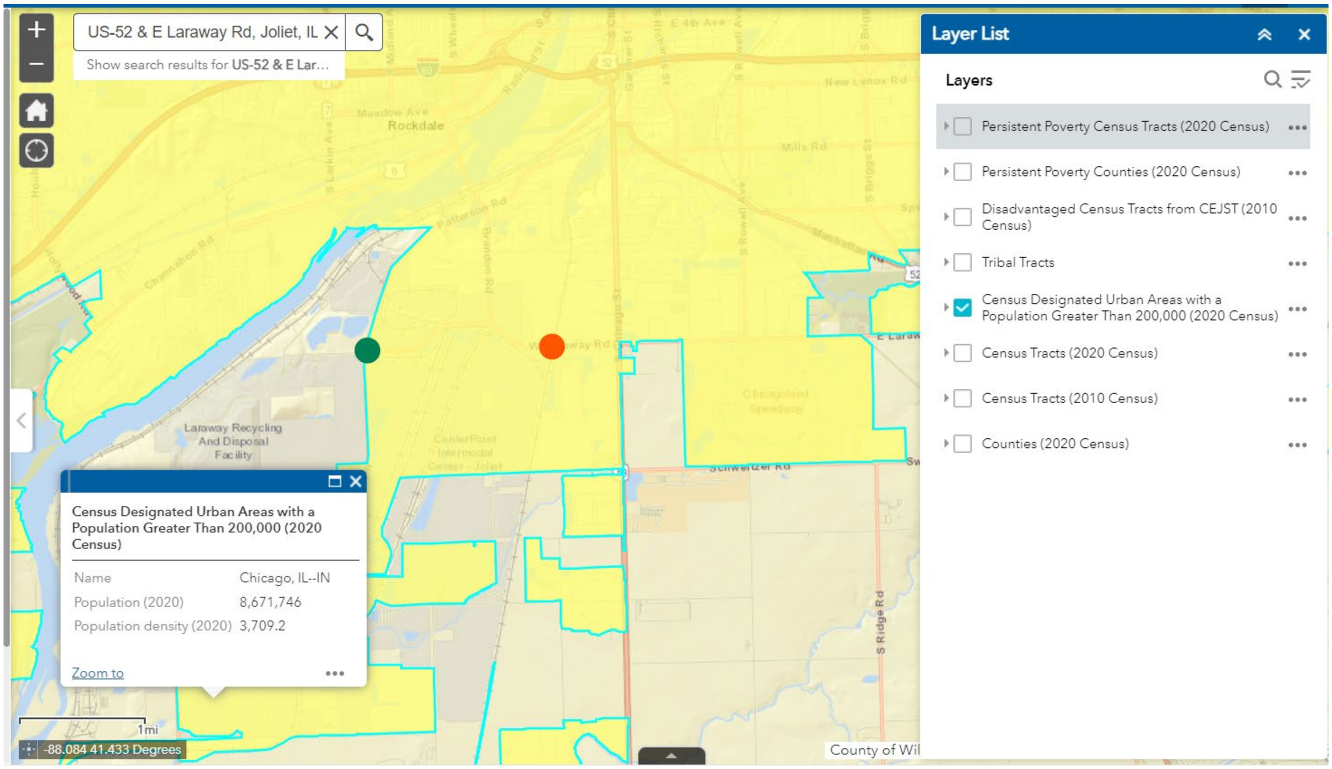
Step 5: Verify the **census tract(s)** your project is in using these layers:

Census Tracts (2020 Census)	Census Tracts (2010 Census)

STEP 1: Urban vs. Rural Using [Grant Project Location Verification]() Tool

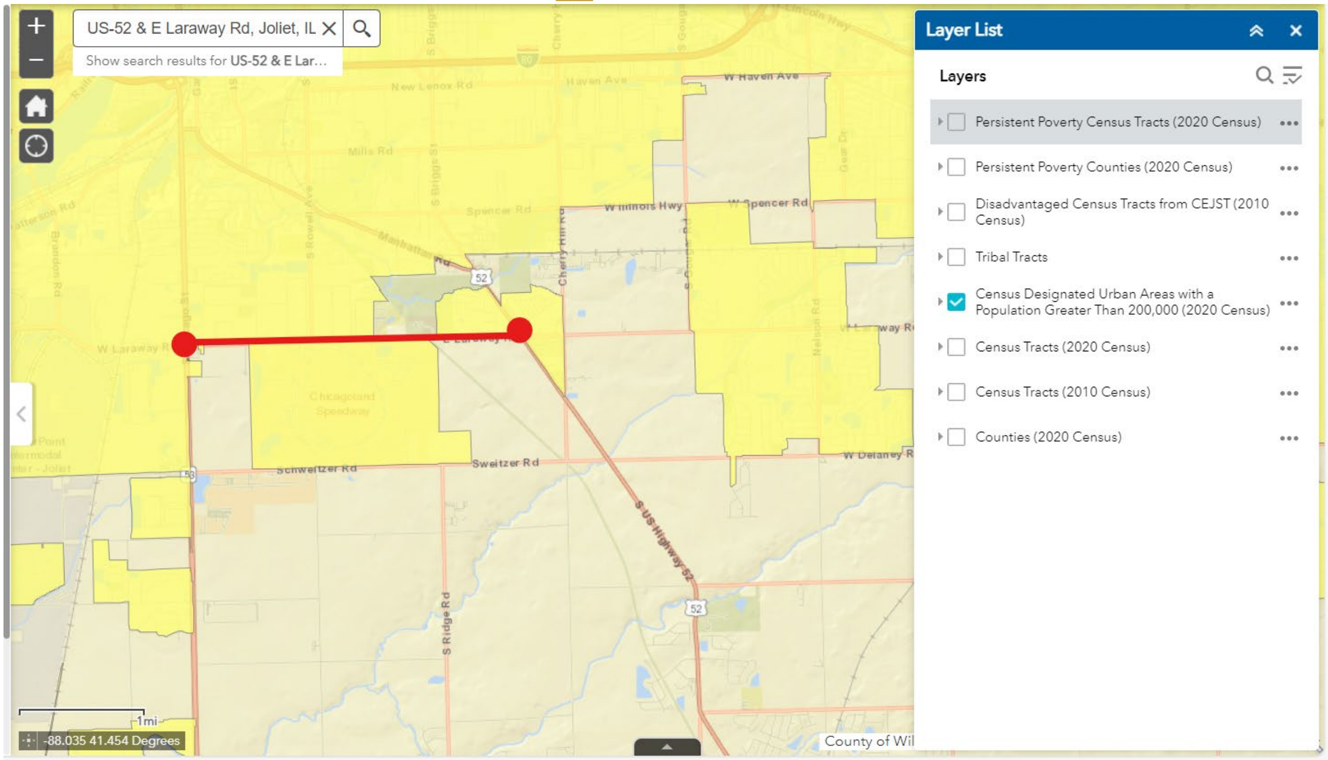
The EIPR intersections with Walter Strawn Drive and Mississippi Street are an urbanized area. The EIPR intersection with Arsenal Road is in a rural area.

Exhibit 1: Urban versus Rural Designation

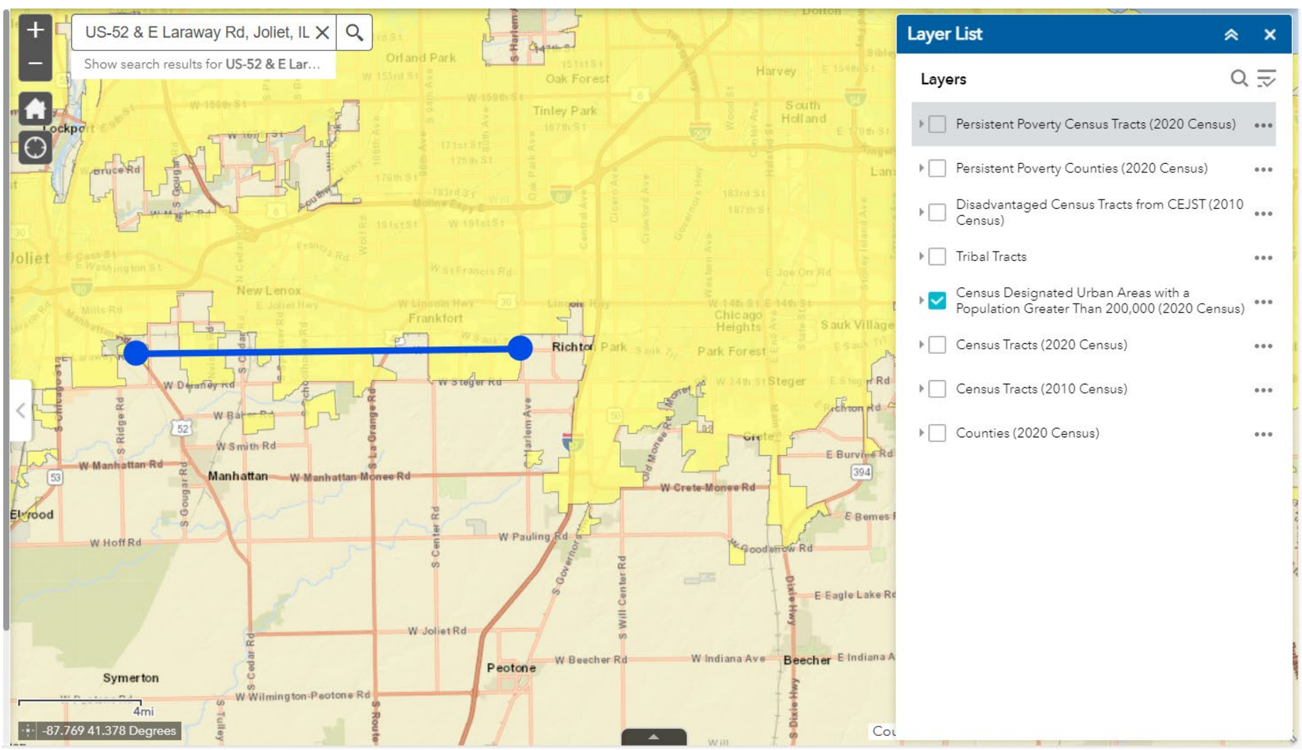


Green dot: Centerpoint Way and Laraway Road Intersection

Orange dot: UPRR grade crossing (3 main lines)

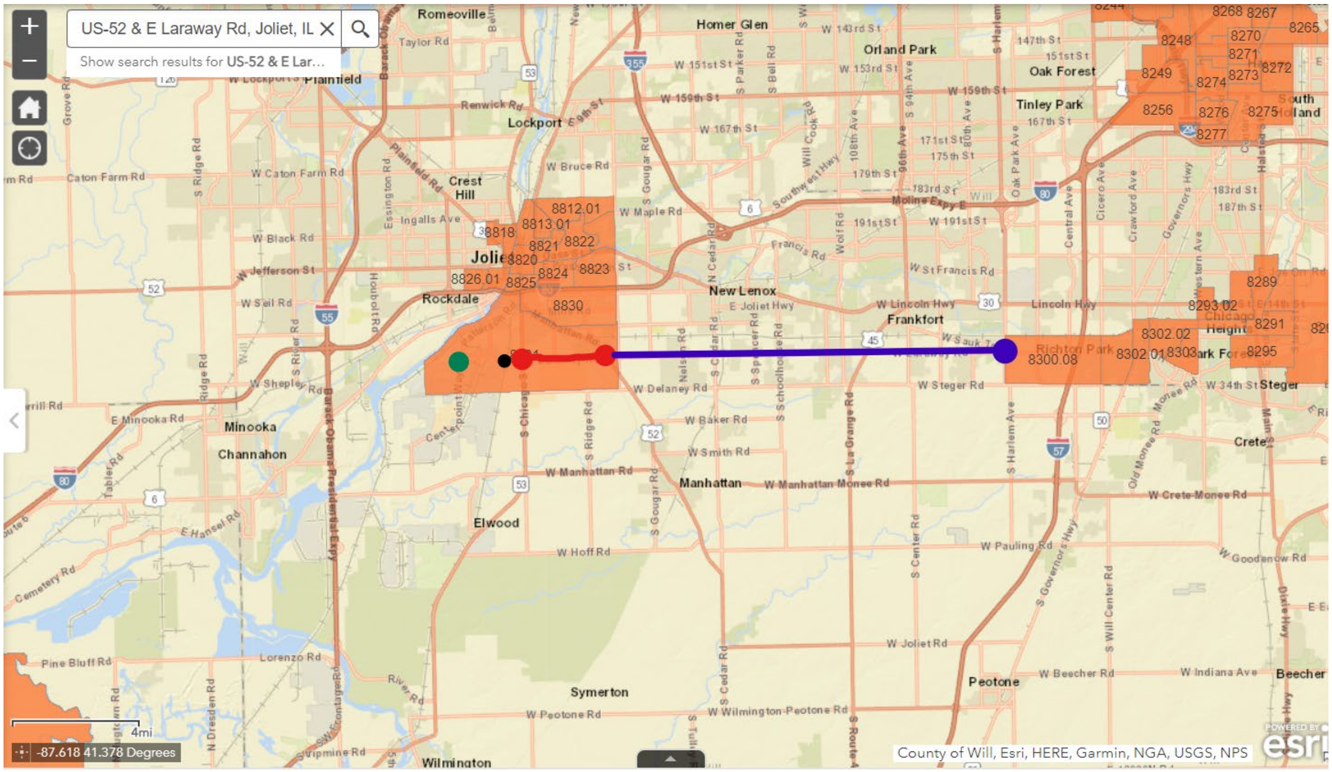


Red line: IL 53 to US 52



Blue line: US 52 to IL 43 / Harlem Avenue

STEP 2: Verify Area of Persistent Poverty- using the same tool use the Area of Persistent Poverty layer to identify where the Project is in the Areas of Persistent Poverty or not. **The map shows that the first four projects are in an Area of Persistent Poverty (Census Tract 8831), while the larger corridor project connects two Areas of Persistent Poverty.**



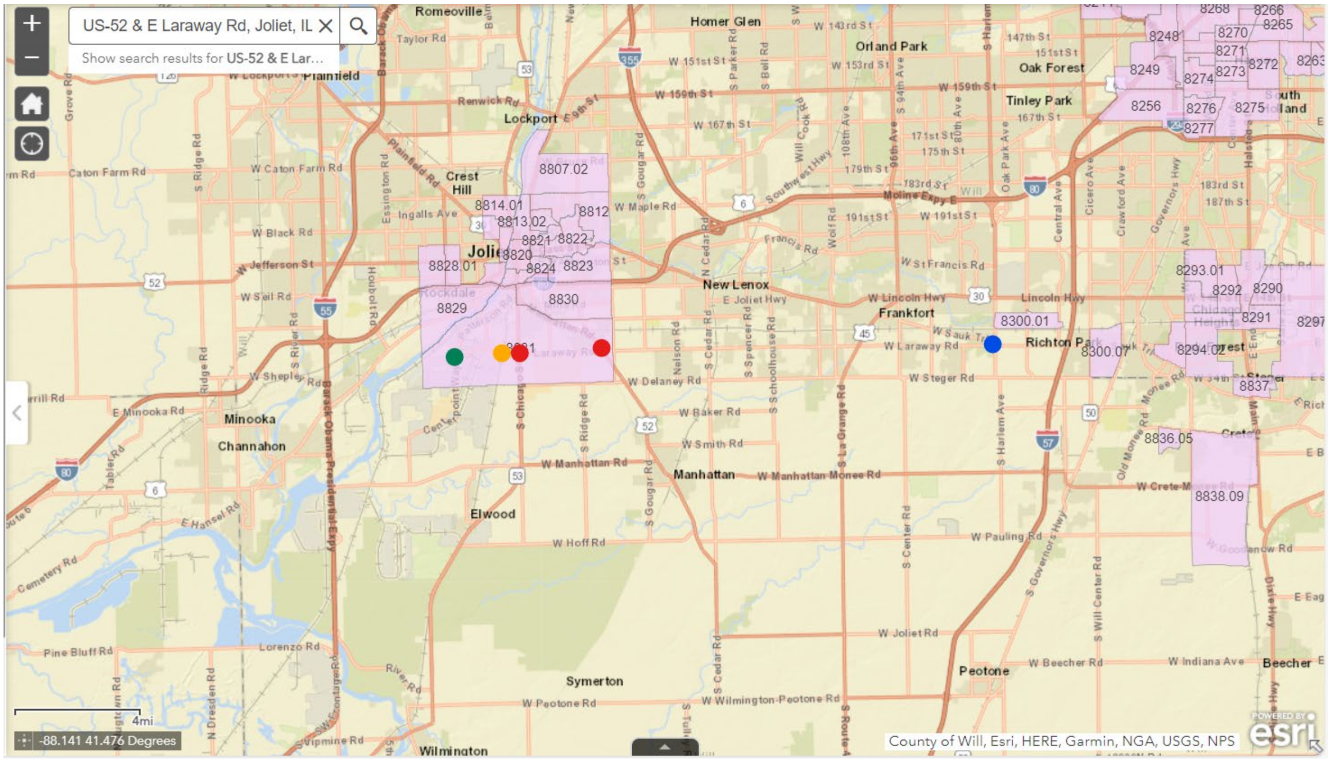
STEP 3: Verify the Census Tracts for the 2010 Census and 2020 Census.
Projects 1, 2, 3 and 4 are all in **Census Tract 8831**.
Project 5 includes **Census Tracts 8831, 8811.09, 8811.12, 8811.13, 8835.16, 8835.04, 8835.05.**

STEP 4: Verify the County. All 5 projects lie completely within **Will County Illinois**.

STEP 5: Double check the Census Tract line between the 2010 Census and the 2020 Census. In the case of this Project, the **Census Tract lines did not change between the two decennial censuses**.

The detailed CEJST Tool results can be seen below. (Segment one is highlighted in blue and segment two is highlighted in green.)

Exhibit 2: CEJST Tool for Project Area



Merit Criteria Section

The Merit Criteria Section varies from one Project Funding Program to another. The main themes may be grouped slightly differently from Program to Program. For this example, the 8 criteria from RAISE FY24 have been listed in a Merit Criteria Matrix to be used as a reference to help the applicant review the Recommended and Highly Recommended Criteria for each Merit Criteria.

See the Project Merit Criteria Matrix for additional information and research prepared on the Project listed by the 8 Merit Criteria categories. Use the Matrix to help research the data for each Merit Criteria and write the narrative for each Merit Criteria.

Project Readiness

Example Instructions in RAISE FY24: *Project readiness describes an applicant's preparedness to move a proposed project forward once it receives a RAISE grant. The Project Readiness file should include information that, when considered with the project budget information, is sufficient for the Department to evaluate whether the project is reasonably expected to begin the capital or planning project in a timely manner and meet both the obligation and expenditure deadlines. Applicants can see a Project Readiness checklist on the DOT Navigator website.*[20] *The Project Readiness file should include the following sections:*

A. PROJECT SCHEDULE (capital and planning projects)

Example Instructions in RAISE FY24: *The Project Readiness file should include a detailed project schedule that identifies all major project activities and milestones. For capital projects, examples of such milestones include State and local planning approvals; start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications, and estimates; procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction start and end. For planning projects, examples of milestones may include start dates, schedule for public engagement and completion dates.*

The schedule should be sufficiently detailed to demonstrate that: (may want to add a narrative stating the following.

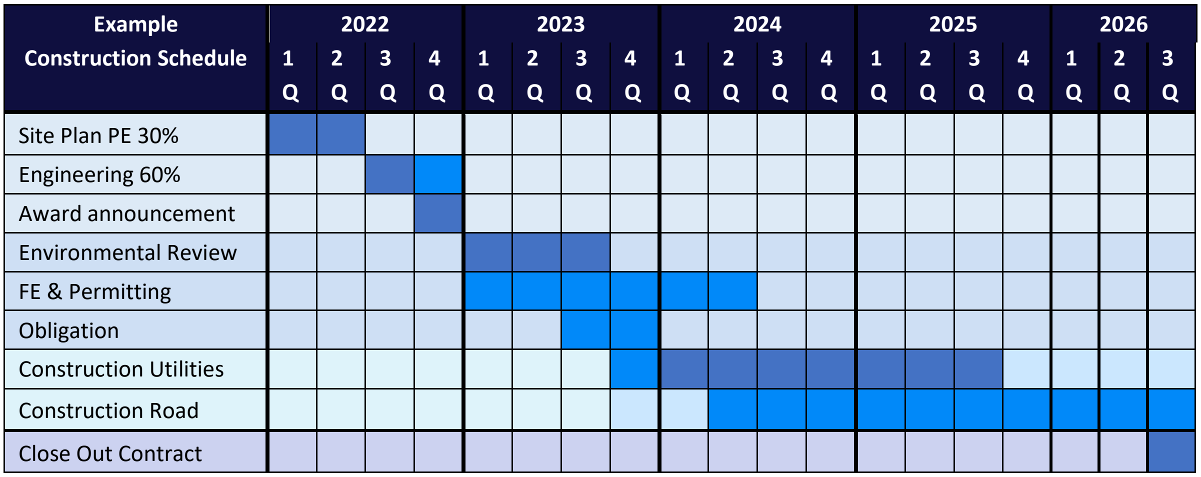
- *all necessary activities will be complete at least six months in advance of the obligation deadline*[21] *to allow sufficient time for unexpected delays and not put the funds at risk of expiring before they are obligated;*[22]
- *the capital project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2033;*
- *all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary; and*
- *the applicant will or has meaningfully sought community input through public involvement, particularly disadvantaged communities or other communities with environmental justice concerns that may be affected by the project where applicable.*

[20] https://www.transportation.gov/dot-navigator

[21] The statutory obligation deadline is September 30, 2028. The Department assesses risk against an earlier deadline of June 30, 2028 to allow time to complete administrative processing and address challenges before the statutory deadline.

Example Schedule

Exhibit 3: Example Project Schedule



B. ENVIRONMENTAL RISK ASSESSMENT (capital projects only) *Example Instructions in RAISE FY24:*

This section of the application should include sufficient information for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements. To assist the Department's environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies.

Required Approvals. *Example Instructions in RAISE FY24:*

This section should provide:

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Instructions in the RAISE FY24 NOFO*: Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match (non-federal funding), lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks and harms to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.*

Project risks can also include the unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information on the RAISE program website, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

Exhibit 4: Risk Matrix

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Technical Feasibility	Feasibility	.	Low
Design Standards Conformance	Feasibility		Low
Partner Approvals	Schedule		Low
Local Jurisdiction Approvals	Schedule		Low
Environmental Approvals	Cost, schedule	.	Low/ Medium
Funding	Cost, schedule		Medium
Public and Stakeholder Support	Cost, schedule		Low
ROW	Cost, schedule		None
Construction	Cost, schedule	Include Amount of Contingency included in the Project Budget	Low / Medium
Construction	Cost of Steel and other components	Products and materials will be domestically sourced. Current tariffs may put extra pressure on American component prices and supply timelines.	Medium
Grant Management	Compliance		Low

It is recommended that the Project Sponsor, Fill in a Risk Matrix such as the example above. Describe the Current Status and Anticipated Mitigation Activities that will help to reduce the risk of that Risk Area. Rate the Level of the Risk in the far right column as Low, Medium or High.

C. TECHNICAL CAPACITY ASSESSMENT (capital and planning projects)

All applications should include a section in the Project Readiness file that demonstrates their technical

capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions, described in Section E.1 of this NOFO. The applicant should address the following in the technical capacity section of the Project Readiness file:

- **Federal Funding –** *Experience implementing federally funded transportation projects*.

- **Federal Regulations** – *Understanding of federal contract and procurement requirements, Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon Act, etc*.

- **Project Planning –** *Practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.*

- **Project Delivery** – *Examples of successfully delivered projects of similar size, scope, and complexity.*

Merit Criteria RAISE Grant

Safety

Crashes
Fatalities/Serious Injuries
Truck involved crashes
Truck involved Fatalities/Serious Injuries

Environmental Sustainability

Environmental Justice
Environmental Sustainability – U.S. National Blueprint for Transportation Decarbonization
Emissions reduction
Improve resiliency of at risk infrastructure
Incorporating nature-based solutions and natural infrastructure

Quality of Life

Affordable transportation options
Job Access
Bike/Ped facility

Mobility and Community Connectivity

Directly increasing intermodal and multimodal freight movement

State of Good Repair

Restore and modernize

Partnership and Collaboration

Engage residents
Partner with DBE or 8(a) firms
Partner with high quality workforce development programs
Partner with unions
Partner with community groups

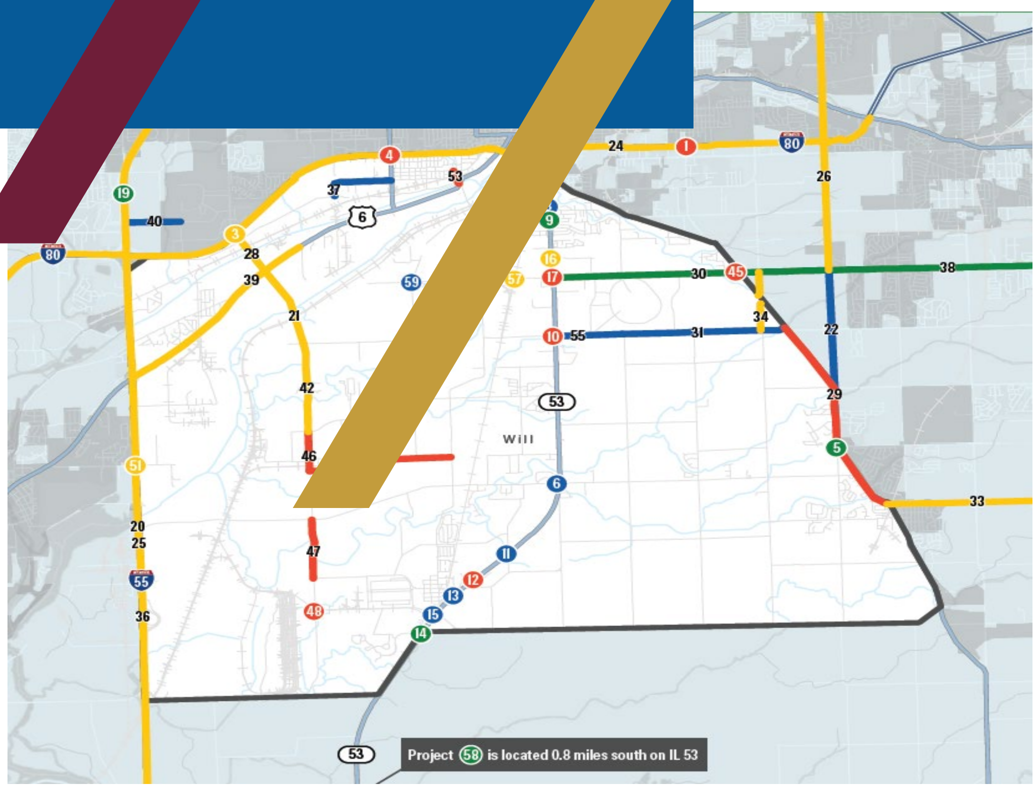
Innovation

Technologies
Project Delivery
Financing

Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

Detailed Project Summary
Manhattan - Monee Road



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General Project Information

Jurisdiction

IDOT

Source of Project(s)

- Will Connects 2040 and the Will County Community Friendly Freight Mobility Plan

Project Description

The project adds lanes going from two to four lanes between US 52 and US 45, approximately 5.4 miles.

Project Cost

Planning level estimate 2015$ (Will Connects 2040) $76,720,000

Project Phases and Status

IDOT has no plans for this project at the current time. Would need to conduct either a feasibility study or preliminary engineering.

Grant Program Alignment

USDOT

- RAISE Planning
- CFI for potential EVSE

FHWA through IDOT

- Illinois Competitive Freight Program

Project Description Section

The project adds lanes from two to four lanes between US 52 and US 45, approximately 5.4 miles.

There are 2 culverts and one structure. The structure's Deck and Superstructure are rated satisfactory (6) and the Substructure is rated very good (8).

099-0931 Culvert over a ditch
https://apps1.dot.illinois.gov/bridgesinfosystem/details.aspx?sn=0990931

099-0194 Culvert over a tributary to Prairie Creek
https://apps1.dot.illinois.gov/bridgesinfosystem/details.aspx?sn=0990194

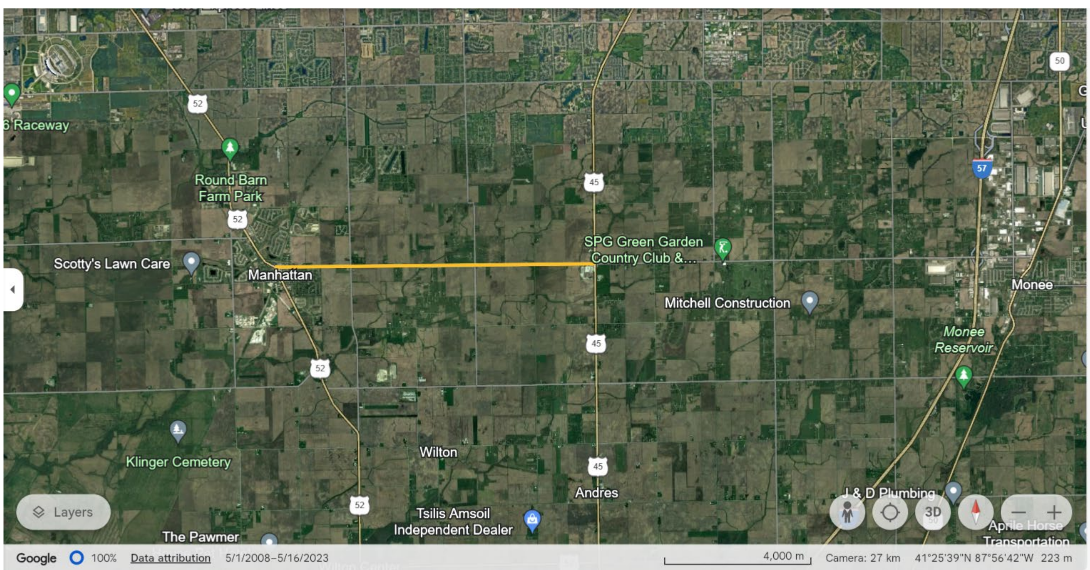
099-0310 Structure over Prairie Creek
https://apps1.dot.illinois.gov/bridgesinfosystem/details.aspx?sn=0990310

There is one highway – railway grade crossing just east of US 52, 478905X.

Project Location Section / File

The Current Funding Program NOFO's have added the following directions to include a separate file that helps USDOT staff locate the project.

> *"Applicants should submit one of the following file types for project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY 2024 RAISE grants program, as described in NOFO Section C. Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and. prj components of the Shapefile), GeoJSON, KML, or KMZ. Applicants may use Google Earth, a publicly available online mapping tool, to prepare a KML file.* ***These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact."***



If an applicant needs to prepare one of these files, these are suggested instructions:

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)

Project Budget

The Project cost is a planning level cost of $76,720,000 (2015$) from Will Connects 2040 LRTP.

Table 1: Elwood International Port Road Intersections Signalization Project

Task #	Task Name	Cost	Percentage of Total Cost
1	Phase 1		%
2	Final Design and NEPA	$	%
3	Construction	$	%
4	Close out		
Total Project Cost		$TBD	100%
Federal Funds Received from Previous Grant		$0	
RAISE FY24 Federal Funding Request		$	0%
Non-Federal Funding/Match (list sources) Please list amounts per source		$0	0%
Portion of Non-Federal Funding from the Private Sector Please list amounts per source		$0	
Portion of Total Project Costs Spent in a Rural Area		$0	0%
Pending Federal Funding Requests		$0	

Table 1: Funding Sources by Component

Funding Source	Phase 1 Funding Amount	Total Funding
RAISE Funds:	$0	$0
Other Federal Funds:	$0	$0
Non-Federal Funds:	$0	$0
Total:	$0	$0

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Table 2a: Project Costs by 2020 Census Tract

Note: Please refer to the Census Tracts (2020 Census) layer in the Grant Project Location Verification mapping tool to identify 2020 Census tracts.

2020 Census Tract(s)	Project Costs per Census Tract
8835.07	$
8835.09	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2b: Project Costs per 2010 Census Tract

Note: Please refer to the Disadvantaged Census Tracts from CEJST (2010 Census) layer in the **Grant Project Location Verification mapping tool to identify 2010 Census tracts.**

2010 Census Tract(s)	Project Costs per Census Tract
8835.07	$
8835.09	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2c: Project Costs by Urban / Rural Areas

Note: Please refer to the Census Designated Urban areas with Population of More than 200,000 (2020 Census) layer in the ***Grant Project Location Verification*** *mapping tool to identify urban areas.*

Urban/Rural	Project Costs
Urban *(2020 Census-designated urban area with a population greater than 200,000)*	$
Rural *(Located outside of a 2020 Census-designated urban area with a population greater than 200,000)*	$
	Total Project Cost: $

The project limits are completely within a rural area.

This information can be found using the referenced USDOT mapping Tools

Instructions:

Steps 1-3 provide instructions to analyze if your project is in an Urban area, an Area of Persistent Poverty, or a Historically Disadvantaged Community. Steps 4-5 provide instructions to determine which county and census tract(s) your project is in.

Layers can be turned on or off using the Layer List. The Layer List can be viewed by clicking the icon in the top right of the screen.

Layers are zoom dependent and may not appear until you zoom in.

These instructions can also be viewed by clicking the arrow for the side bar located on the left side of the screen.

Step 1: Verify if your project is in an **Urban** area using this layer:

Census Designated Urban Areas with a Population Greater Than 200,000 (2020 Census)

Step 2: Verify if your project is in an **Area of Persistent Poverty** using these layers:

Persistent Poverty Census Tracts (2020 Census) | **Persistent Poverty Counties (2020 Census)**

Step 3: Verify if your project is in a **Historically Disadvantaged Community** using these layers:

Disadvantaged Census Tracts from CEJEST (2010 Census) | **Tribal Tracts**

Step 4: Verify the **county** your project is in using this layer:

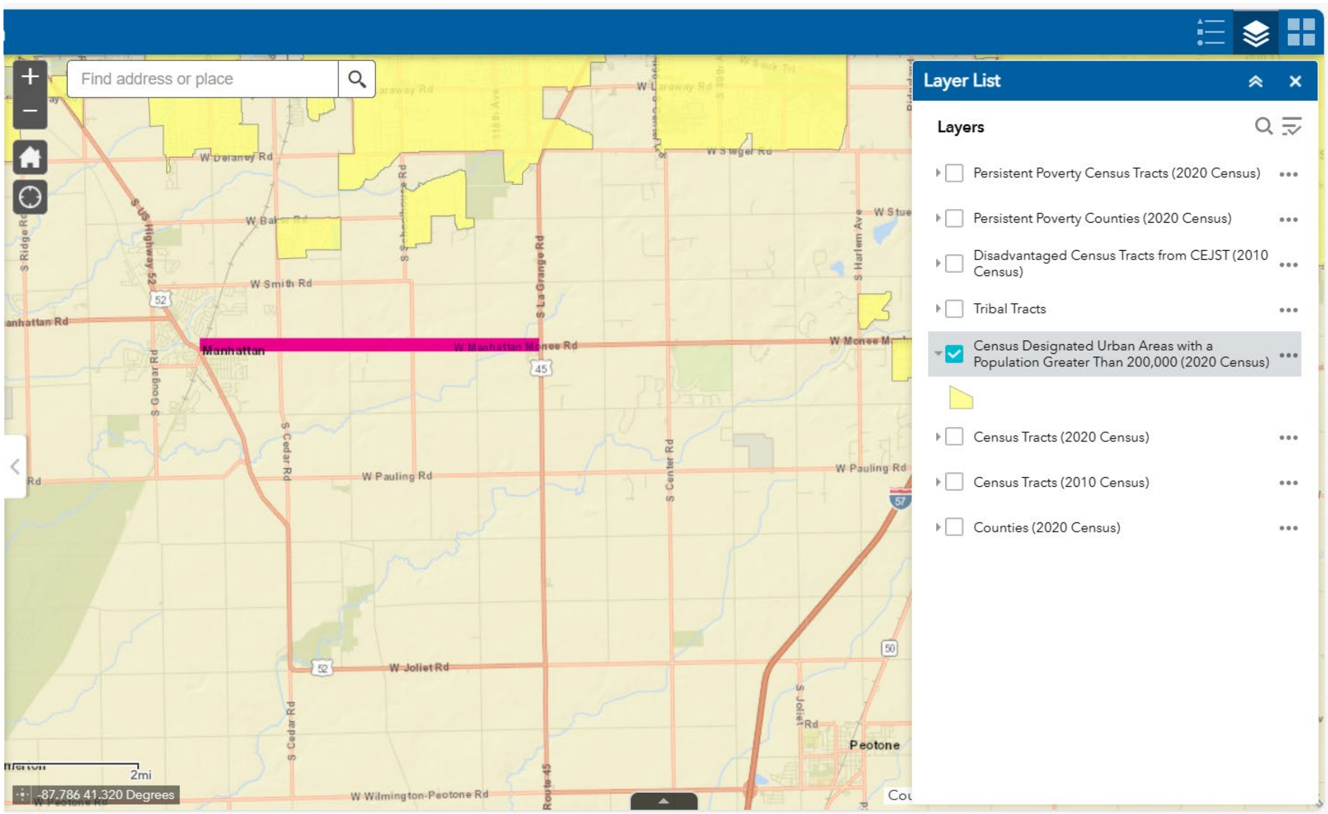
Counties (2020 Census)

Step 5: Verify the **census tract(s)** your project is in using these layers:

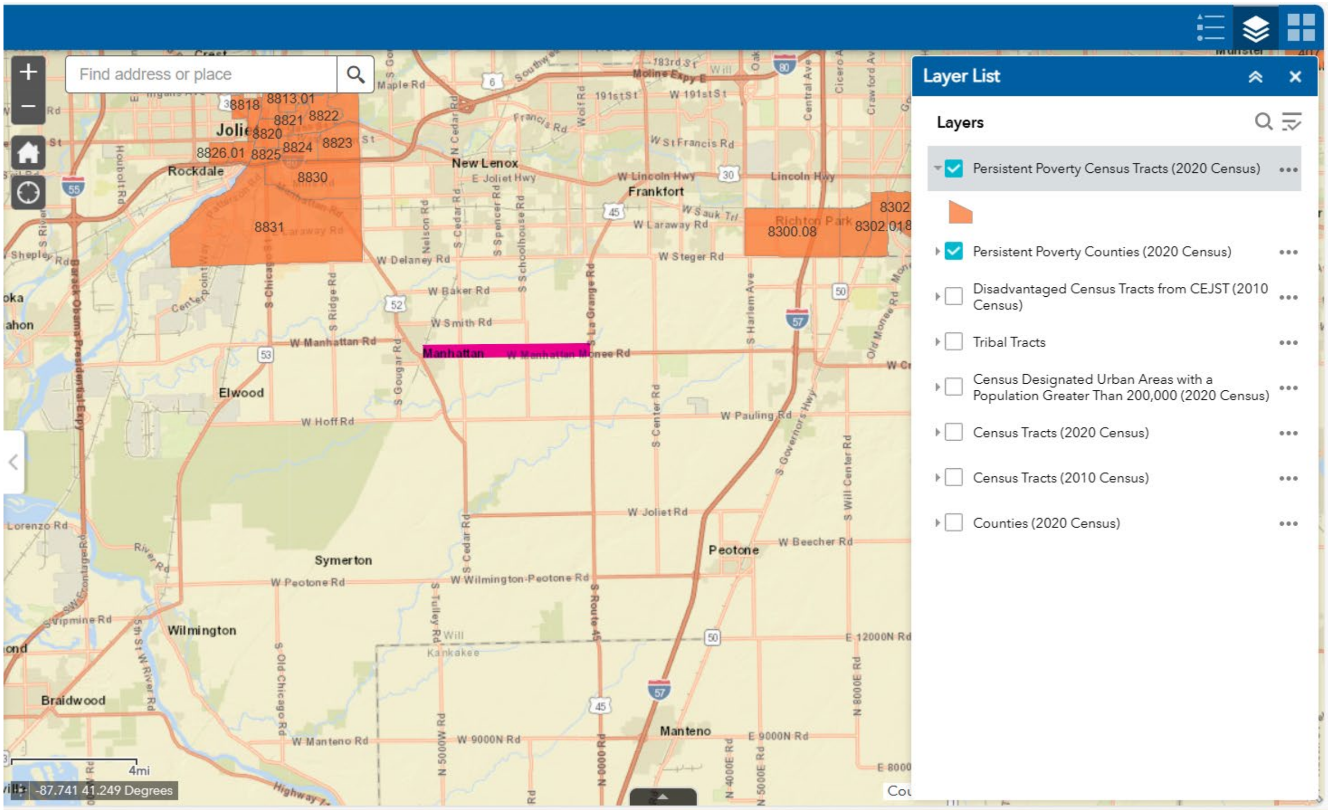
Census Tracts (2020 Census) | **Census Tracts (2010 Census)**

STEP 1: Urban vs. Rural Using [Grant Project Location Verification]() Tool
The EIPR intersections with Walter Strawn Drive and Mississippi Street are an urbanized area. The EIPR intersection with Arsenal Road is in a rural area.

Exhibit 1: Urban versus Rural Designation



STEP 2: Verify Area of Persistent Poverty- using the same tool use the Area of Persistent Poverty layer to identify where the Project is in the Areas of Persistent Poverty or not. **The project is not in an area of persistent poverty. The map shows the geospatial relationship between the project and the nearest APP.**



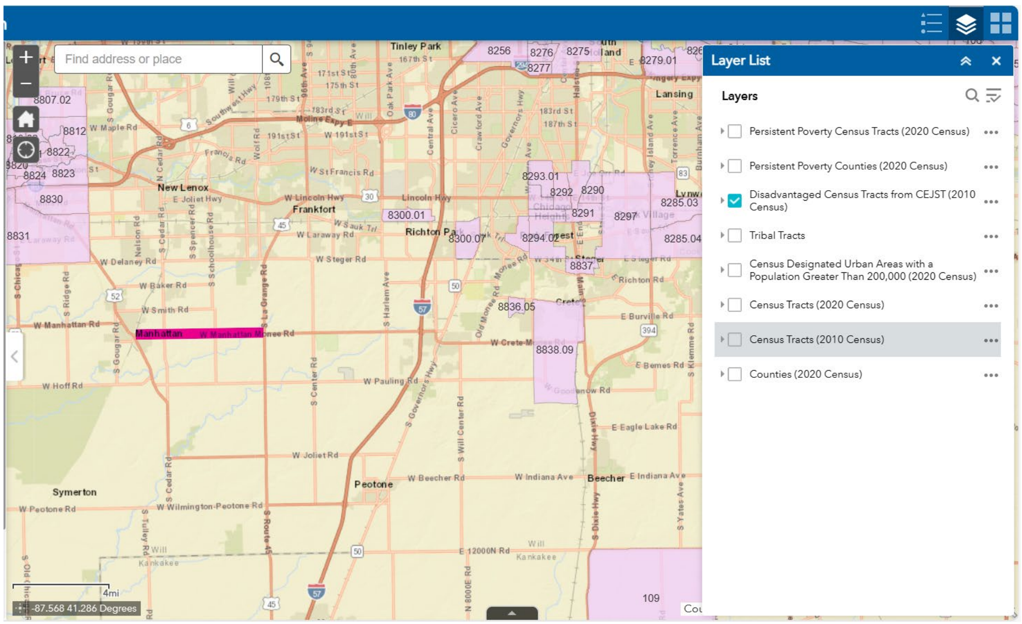
STEP 3: Verify the Census Tracts for the 2010 Census and 2020 Census. The project is split between Census Tract 8835.07 and 8835.09.

STEP 4: Verify the County. The project lies completely within **Will County Illinois**.

STEP 5: Double check the Census Tract line between the 2010 Census and the 2020 Census. In the case of this Project, the **Census Tract lines did not change between the two decennial censuses**.

The detailed CEJST Tool results can be seen below.

Exhibit 2: CEJST Tool for Project Area



Merit Criteria Section

The Merit Criteria Section varies from one Project Funding Program to another. The main themes may be grouped slightly differently from Program to Program. For this example, the 8 criteria from RAISE FY24 have been listed in a Merit Criteria Matrix to be used as a reference to help the applicant review the Recommended and Highly Recommended Criteria for each Merit Criteria.

See the Project Merit Criteria Matrix for additional information and research that can be prepared on the Project listed by the 8 Merit Criteria categories. Use the Matrix to help research the data for each Merit Criteria and write the narrative for each Merit Criteria.

Project Readiness

***Example Instructions in RAISE FY24:** Project readiness describes an applicant's preparedness to move a proposed project forward once it receives a RAISE grant. The Project Readiness file should include information that, when considered with the project budget information, is sufficient for the Department to evaluate whether the project is reasonably expected to begin the capital or planning project in a timely manner and meet both the obligation and expenditure deadlines. Applicants can see a Project Readiness checklist on the DOT Navigator website.[20] The Project Readiness file should include the following sections:*

A. PROJECT SCHEDULE (capital and planning projects)

***Example Instructions in RAISE FY24:** The Project Readiness file should include a detailed project schedule that identifies all major project activities and milestones. For capital projects, examples of such milestones include State and local planning approvals; start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications, and estimates; procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction start and end. For planning projects, examples of milestones may include start dates, schedule for public engagement and completion dates.*

The schedule should be sufficiently detailed to demonstrate that: (may want to add a narrative stating the following.

- *all necessary activities will be complete at least six months in advance of the obligation deadline[21] to allow sufficient time for unexpected delays and not put the funds at risk of expiring before they are obligated;[22]*
- *the capital project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2033;*
- *all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary; and*
- *the applicant will or has meaningfully sought community input through public involvement, particularly disadvantaged communities or other communities with environmental justice concerns that may be affected by the project where applicable.*

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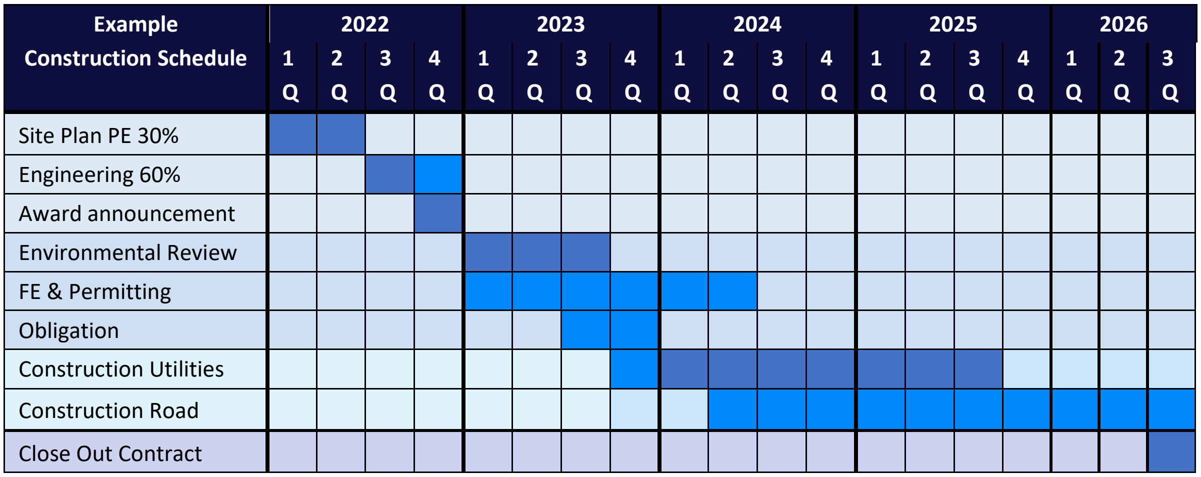
[20] https://www.transportation.gov/dot-navigator

[21] The statutory obligation deadline is September 30, 2028. The Department assesses risk against an earlier deadline of June 30, 2028 to allow time to complete administrative processing and address challenges before the statutory deadline.

Example Schedule

Exhibit 3: Example Project Schedule



B. ENVIRONMENTAL RISK ASSESSMENT (capital projects only)

Example Instructions in RAISE FY24:

This section of the application should include sufficient information for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements. To assist the Department's environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies.

Required Approvals. ***Example Instructions in RAISE FY24:***

This section should provide:

Information about the NEPA status of the project

If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final **Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared**. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway (e.g., environmental assessment, environmental impact statement), where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the final agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements.

Information on reviews, approvals, and permits by other Federal and State agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,[23] indicate the status of such actions, provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a link or other reference to copies of any reviews, approvals, and permits prepared.

[22] Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

[23] Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

Environmental studies or other documents, through a link, that describe in detail known project impacts, and possible mitigation for those impacts.

A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan.

A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design including the consideration of ensuring proportional impacts to all populations.

State and Local Approvals

This section should provide:

Receipt (or the schedule for anticipated receipt) of Tribal government, State, and local approvals on which the project depends, such as State and local environmental and planning approvals, and Statewide Transportation Improvement Program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities.

Federal Transportation Requirements Affecting State and Local Planning

The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects, including projects located at airport facilities. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration such as letters of support from the State DOT if the project is intended to be included in the State Freight Plan, or results from application of the FHWA Freight Mobility Trends Tool.[24]

[24] https://fpcb.ops.fhwa.dot.gov/mobility_trends_tool.aspx

Assessment of Project Risks and Mitigation Strategies

Instructions in the RAISE FY24 NOFO*: Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match (non-federal funding), lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks and harms to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.*

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If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information on the RAISE program website, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

Exhibit 4: Risk Matrix

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ROW	Cost, schedule		None
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Construction	Cost of Steel and other components	Products and materials will be domestically sourced. Current tariffs may put extra pressure on American component prices and supply timelines.	Medium
Grant Management	Compliance		Low

It is recommended that the Project Sponsor Fill in a Risk Matrix such as the example above. Describe the Current Status and Anticipated Mitigation Activities that will help to reduce the risk of that Risk Area. Rate the Level of the Risk in the far right column as Low, Medium or High.

C. TECHNICAL CAPACITY ASSESSMENT (capital and planning projects)

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capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions, described in Section E.1 of this NOFO. The applicant should address the following in the technical capacity section of the Project Readiness file:

- **Federal Funding –** *Experience implementing federally funded transportation projects*.

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- **Project Planning –** *Practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.*

- **Project Delivery** – *Examples of successfully delivered projects of similar size, scope, and complexity.*

Merit Criteria RAISE Planning Grant

Safety

Crashes
Fatalities/Serious Injuries
Truck involved crashes
Truck involved Fatalities/Serious Injuries

Environmental Sustainability

Environmental Justice
Environmental Sustainability – U.S. National Blueprint for Transportation Decarbonization
Emissions reduction
Improve resiliency of at risk infrastructure
Incorporating nature-based solutions and natural infrastructure

Quality of Life

Affordable transportation options
Job Access
Bike/Ped facility

Mobility and Community Connectivity

Directly increasing intermodal and multimodal freight movement

State of Good Repair

Restore and modernize

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Engage residents
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Financing

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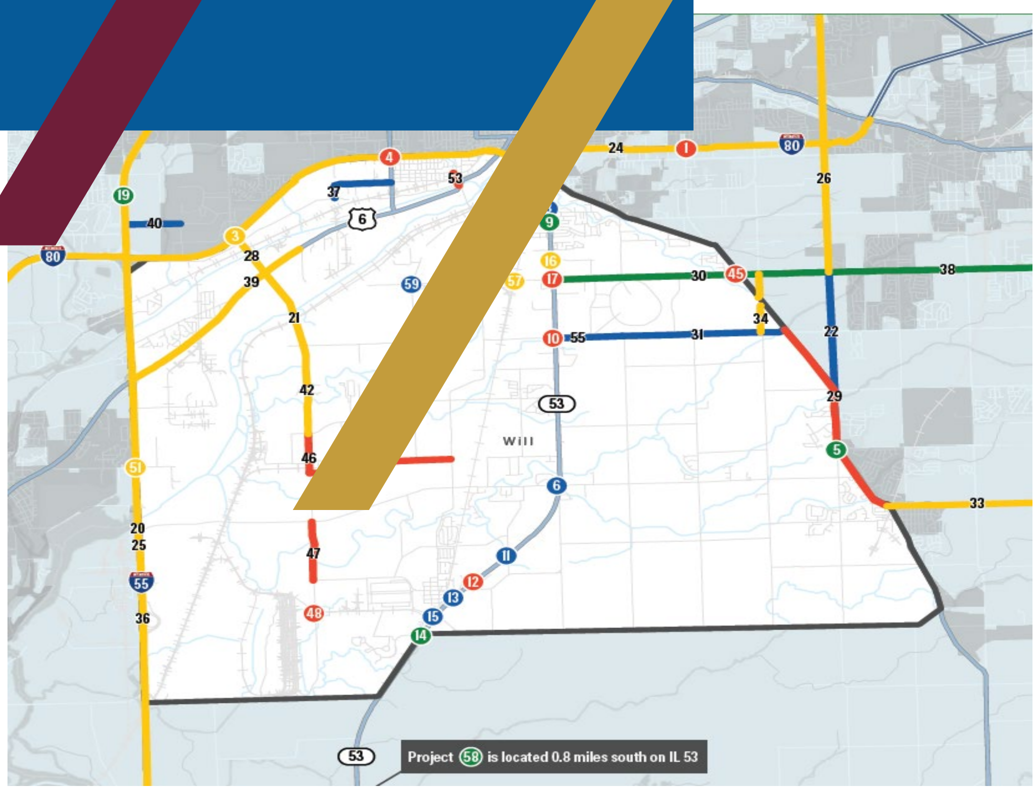
Master Plan
Federal Grants Strategy:

Detailed Project Summary
Gougar Road



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General Project Information

Jurisdiction

Will County

Source of Project(s)

- Laraway Road to US 6: Will Connects 2040 and CMAP TIP (12-19-0038)
- Laraway Road to US 52: Will Connects 2040

Project Description

The project consists of two sections.

1. Laraway Road to US 6 road widening there are four sections
   a. US 6 to Francis Road (not yet started)
   b. Francis Road to Ferro Road
   c. Ferro Road to Spencer Road (Illinois Highway)
   d. Illinois Highway to Laraway Road – including CN RR grade separation
2. Laraway Road to US 52 is a new roadway

Project Cost

Laraway Road to US 6 (per Will Connects 2040) $53,302,000
Laraway Road to US 52 (per Will Connects 2040) $35,759,000

Project Phases and Status

Laraway Road to Francis Road

At just over 3.25 miles, Gougar Road from Laraway Road on the south to Francis Road on the north is the next project on the constrained list in Will Connects 2040 that WCDOT is pursuing. This segment of Gougar Road is currently a rural two-lane cross section with intermittent intersection channelization and a handful of signals. Gougar Road, by resolution, is a County Freeway. That resolution establishes the future cross section as two lanes in each direction with a barrier median. A second resolution designates Gougar Road from Laraway Road to US 30 as a Class II Truck Route. Phase 2 is expected to begin in 2024.

This section includes two highway-railroad grade crossings:

260611F: Over the CN / Wisconsin Central, 21 trains per day – this project has been previously submitted for a **CRISI grant**, this project would also be eligible for an **RCE grant**

https://icc.illinois.gov/rail-safety/crossing/260611F/inventory

608205C: Over Metra Commuter Rail, 62 trains per day, 44 are passenger trains

https://icc.illinois.gov/rail-safety/crossing/608205C/inventory

Structures in this Section include
099-0203 over I80, it is a 4-span bridge and is rated poor/poor/fair, making it eligible for **BIP funding**

https://apps1.dot.illinois.gov/bridgesinfosystem/details.aspx?sn=0990203

099-3373 over Hickory Creek, it is a 2-span bridge and is rated good/very good/very good

https://apps1.dot.illinois.gov/bridgesinfosystem/details.aspx?sn=0993373

Spencer to Ferro and Ferro to Francis are funded in the current Will County TIP.

Francis Road to US 6

This section is approximately 1.3 miles and is not included in the current Will County TIP.

There are no railroad – highway grade crossings in this Section.

There are no structures in this Section.

New Road from Laraway Road at the northern termini to US 52 at the southern termini

This section is approximately 2 miles and crosses Jackson Branch Creek. There are railroads to cross.

Grant Program Alignment

USDOT

- RAISE
- INFRA
- BIP for struture 099-0203
- CFI for alternative fuels infrastructure if identified in AFRP
- SS4A if identified in CMAP Regional plan

FRA

- Consolidated Railroad Infrastructure and Safety Improvement (CRISI)
- Rail Crossing Elimination (RCE)

FHWA through IDOT

- Illinois Competitive Freight Program

Project Description Section

Laraway Road to Francis Road

At just over 3.25 miles, Gougar Road from Laraway Road on the south to Francis Road on the north is the next project on the constrained list in Will Connects 2040 that WCDOT is pursuing. This segment of Gougar Road is currently a rural two-lane cross section with intermittent intersection channelization and a handful of signals. Gougar Road, by resolution, is a County Freeway. That resolution establishes the future cross section as two lanes in each direction with a barrier median. A second resolution designates Gougar Road from Laraway Road to US 30 as a Class II Truck Route. Phase 2 is expected to begin in 2024.

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https://icc.illinois.gov/rail-safety/crossing/260611F/inventory

608205C: Over Metra Commuter Rail, 62 trains per day, 44 are passenger trains

https://icc.illinois.gov/rail-safety/crossing/608205C/inventory

Structures in this Section include
099-0203 over I80, it is a 4-span bridge and is rated poor/poor/fair, making it eligible for **BIP funding**

https://apps1.dot.illinois.gov/bridgesinfosystem/details.aspx?sn=0990203

099-3373 over Hickory Creek, it is a 2-span bridge and is rated good/very good/very good

https://apps1.dot.illinois.gov/bridgesinfosystem/details.aspx?sn=0993373

Spencer to Ferro and Ferro to Francis are funded in the current Will County TIP.

Francis Road to US 6

This section is approximately 1.3 miles and is not included in the current Will County TIP.

There are no railroad – highway grade crossings in this Section.

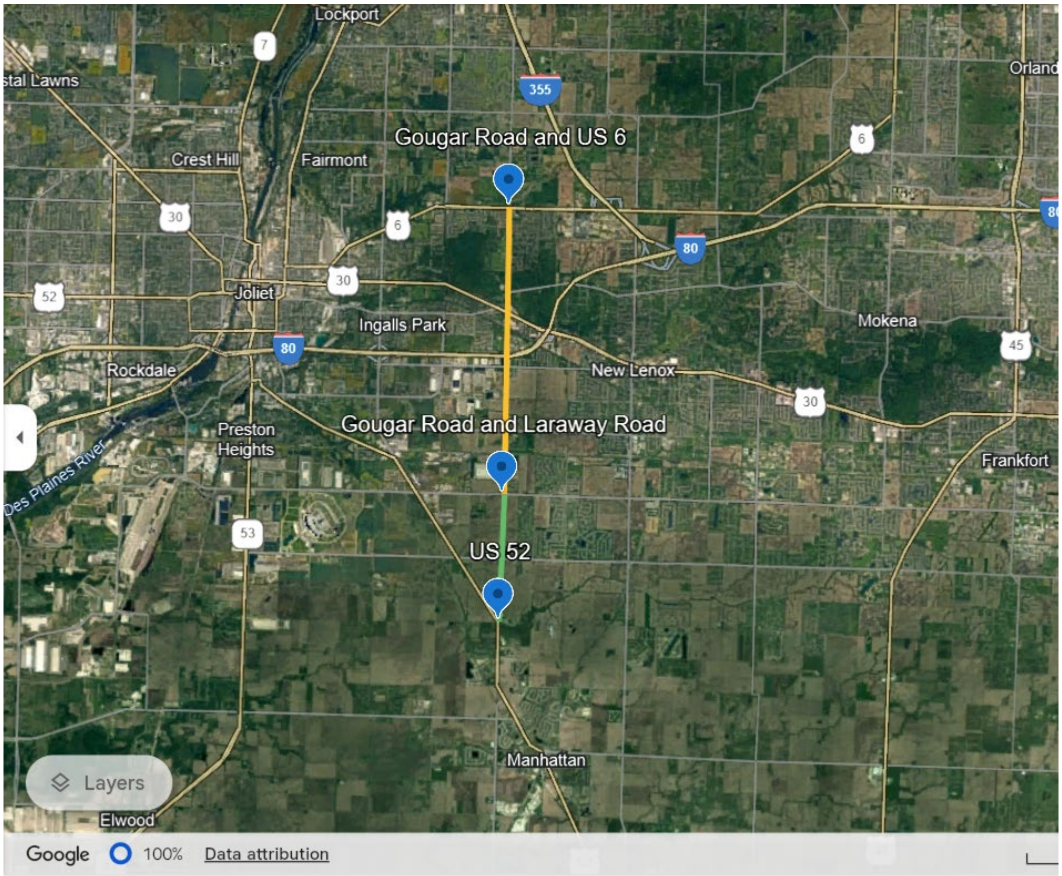
There are no structures in this Section.

New Road from Laraway Road at the northern termini to US 52 at the southern termini

This section is approximately 2 miles and crosses Jackson Branch Creek. There are railroads to cross.

Project Location Section / File

The Current Funding Program NOFO's have added the following directions to include a separate file that helps USDOT staff locate the project.



"Applicants should submit one of the following file types for project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY 2024 RAISE grants program, as described in NOFO Section C. Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and. prj components of the Shapefile), GeoJSON, KML, or KMZ. Applicants may use Google Earth, a publicly available online mapping tool, to prepare a KML file. ***These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact."***

If an applicant needs to prepare one of these files, these are suggested instructions:

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)

Project Budget

The Project budget includes:

Spencer Road to Ferro Road:

Land Acquisition.. $900,000

Construction $13,500,000

Construction Engineering $1,350,000

Ferro Road to Francis Road

Phase II Engineering.. $1,350,000

Land Acquisition.. $450,000

Construction $13,500,000

Construction Engineering $1,350,000

CN Grade Separation

Utility Relocation $9,000,000

Construction $22,559,500

Construction Engineering $2,200,000

Table 1: Example Project Budget

Task #	Task Name	Cost	Percentage of Total Cost
1	Phase 1		%
2	Final Design and NEPA	$	%
3	Construction	$	%
4	Close out		
Total Project Cost		$TBD	100%
Federal Funds Received from Previous Grant		$0	
RAISE FY24 Federal Funding Request		$	0%
Non-Federal Funding/Match (list sources) Please list amounts per source		$0	0%
Portion of Non-Federal Funding from the Private Sector Please list amounts per source		$0	

Portion of Total Project Costs Spent in a Rural Area	$0	0%
Pending Federal Funding Requests	$0	

Table 1: Funding Sources by Component

Funding Source	Phase 1 Funding Amount	Total Funding
RAISE Funds:	$0	$0
Other Federal Funds:	$0	$0
Non-Federal Funds:	$0	$0
Total:	$0	$0

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Table 2a: Project Costs by 2020 Census Tract

Note: Please refer to the Census Tracts (2020 Census) layer in the Grant Project Location Verification mapping tool to identify 2020 Census tracts.

2020 Census Tract(s)	Project Costs per Census Tract
	$
	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2b: Project Costs per 2010 Census Tract

Note: Please refer to the Disadvantaged Census Tracts from CEJST (2010 Census) layer in the **Grant Project Location Verification mapping tool to identify 2010 Census tracts.**

2010 Census Tract(s)	Project Costs per Census Tract
	$
	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2c: Project Costs by Urban / Rural Areas

Note: Please refer to the Census Designated Urban areas with Population of More than 200,000 (2020 Census) layer in the **Grant Project Location Verification** *mapping tool to identify urban areas.*

Urban/Rural	Project Costs
Urban *(2020 Census-designated urban area with a population greater than 200,000)*	$
Rural *(Located outside of a 2020 Census-designated urban area with a population greater than 200,000)*	$
	Total Project Cost: $

This information can be found using the referenced USDOT mapping Tools

Instructions:

Steps 1-3 provide instructions to analyze if your project is in an Urban area, an Area of Persistent Poverty, or a Historically Disadvantaged Community. Steps 4-5 provide instructions to determine which county and census tract(s) your project is in.

Layers can be turned on or off using the Layer List. The Layer List can be viewed by clicking the icon in the top right of the screen.

Layers are zoom dependent and may not appear until you zoom in.

These instructions can also be viewed by clicking the arrow for the side bar located on the left side of the screen.

Step 1: Verify if your project is in an **Urban** area using this layer:

Census Designated Urban Areas with a Population Greater Than 200,000 (2020 Census)

Step 2: Verify if your project is in an **Area of Persistent Poverty** using these layers:

Persistent Poverty Census Tracts (2020 Census) | Persistent Poverty Counties (2020 Census)

Step 3: Verify if your project is in a **Historically Disadvantaged Community** using these layers:

Disadvantaged Census Tracts from CEJEST (2010 Census) | Tribal Tracts

Step 4: Verify the **county** your project is in using this layer:

Counties (2020 Census)

Step 5: Verify the **census tract(s)** your project is in using these layers:

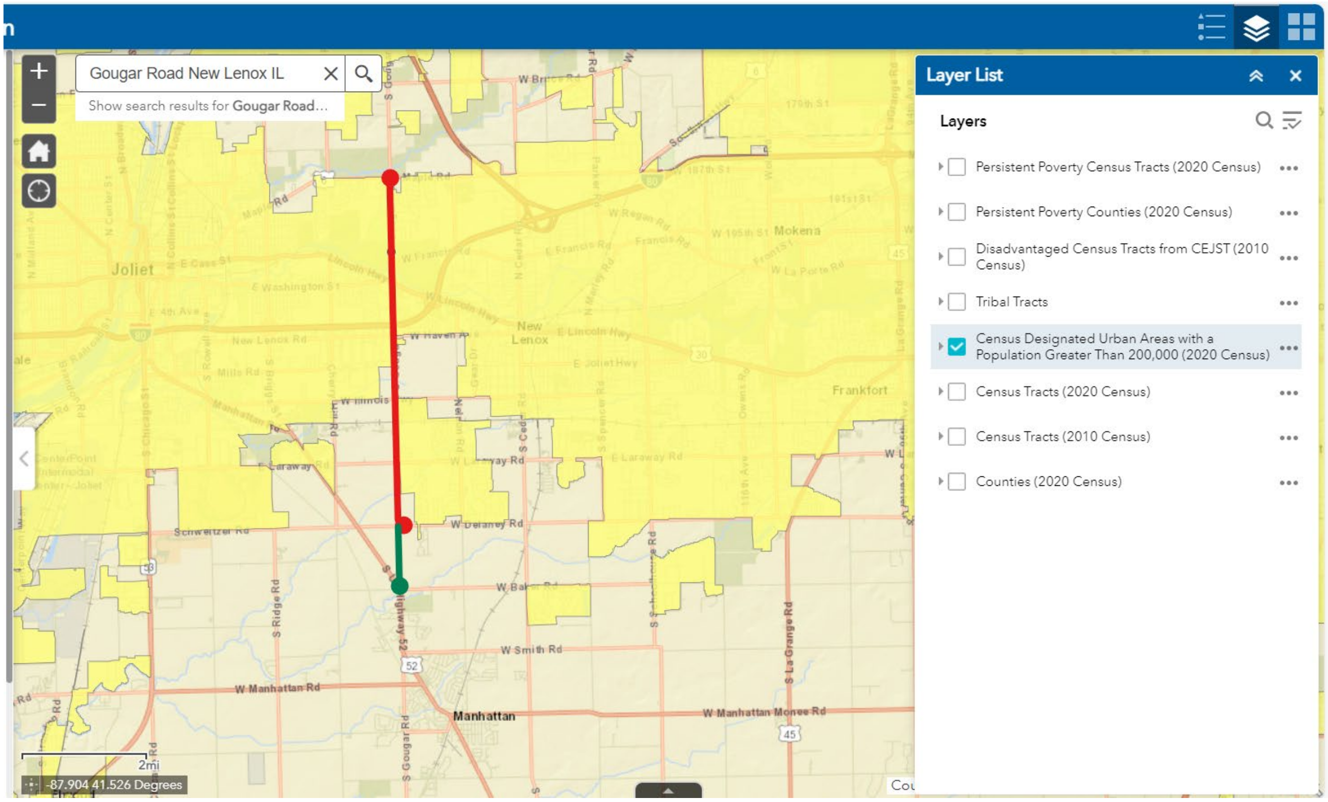
Census Tracts (2020 Census) | Census Tracts (2010 Census)

STEP 1: Urban vs. Rural Using [Grant Project Location Verification](#) Tool

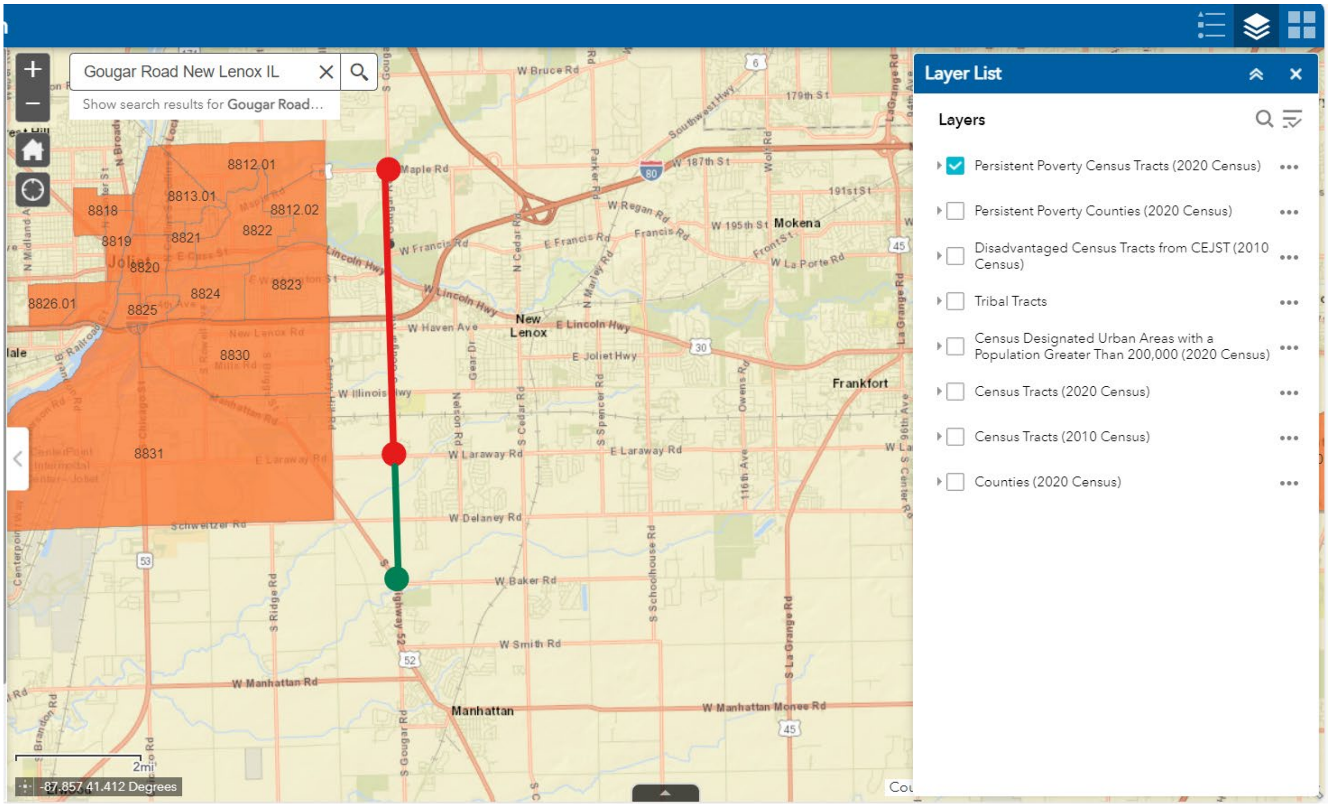
Most of the project between Laraway Road on the south and US 6 on the north is in the Chicago Urbanized area. Gougar borders a rural area for the first 0.2 miles starting at US 6 and moving south. There is a 0.05 mile section where Gougar borders a rural are just south of Haven Road. There is a section of Gougar entirely in a rural area for .86 miles north of Spencer Road/Illinois Highway. Between Illinois Highway and Laraway Road, Gougar borders a rural area to the west for 1 mile.

The project between Laraway Road on the north and US 52 on the south is in a Rural area.

Exhibit 1: Urban versus Rural Designation



STEP 2: Verify Area of Persistent Poverty- using the same tool use the Area of Persistent Poverty layer to identify where the Project is in the Areas of Persistent Poverty or not. **The projects are not in an area of persistent poverty. The map shows the geospatial relationship between the projects and the nearest APP.**



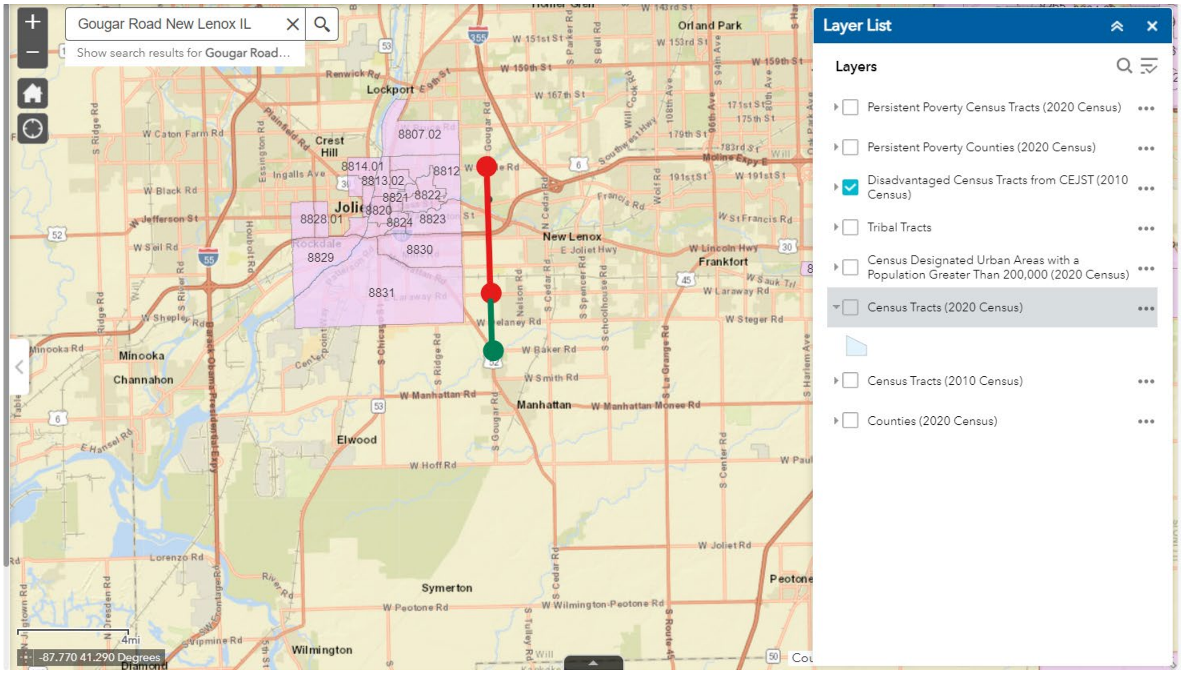
STEP 3: Verify the Census Tracts for the 2010 Census and 2020 Census. The census tracts in Project 1 include **8811.08, 8811.09, 8811.11, and 8811.12**. Project two runs through Census Tracts **8811.09 and 8835.10.**

STEP 4: Verify the County. The project lies completely within **Will County Illinois**.

STEP 5: Double check the Census Tract line between the 2010 Census and the 2020 Census. In the case of this Project, the **Census Tract lines did not change between the two decennial censuses**.

The detailed CEJST Tool results can be seen below. (Project one is highlighted in red and Project two is highlighted in green.) Both projects are within a mile of a number of disadvantaged census tracts.

Exhibit 2: CEJST Tool for Project Area



Merit Criteria Section

The Merit Criteria Section varies from one Project Funding Program to another. The main themes may be grouped slightly differently from Program to Program. For this example, the 8 criteria from RAISE FY24 have been listed in a Merit Criteria Matrix to be used as a reference to help the applicant review the Recommended and Highly Recommended Criteria for each Merit Criteria.

See the Project Merit Criteria Matrix for additional information and research prepared on the Project listed by the 8 Merit Criteria categories. Use the Matrix to help research the data for each Merit Criteria and write the narrative for each Merit Criteria.

Project Readiness

Example Instructions in RAISE FY24: *Project readiness describes an applicant's preparedness to move a proposed project forward once it receives a RAISE grant. The Project Readiness file should include information that, when considered with the project budget information, is sufficient for the Department to evaluate whether the project is reasonably expected to begin the capital or planning project in a timely manner and meet both the obligation and expenditure deadlines. Applicants can see a Project Readiness checklist on the DOT Navigator website.*[20] *The Project Readiness file should include the following sections:*

A. PROJECT SCHEDULE (capital and planning projects)

Example Instructions in RAISE FY24: *The Project Readiness file should include a detailed project schedule that identifies all major project activities and milestones. For capital projects, examples of such milestones include State and local planning approvals; start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications, and estimates; procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction start and end. For planning projects, examples of milestones may include start dates, schedule for public engagement and completion dates.*

The schedule should be sufficiently detailed to demonstrate that: (may want to add a narrative stating the following.

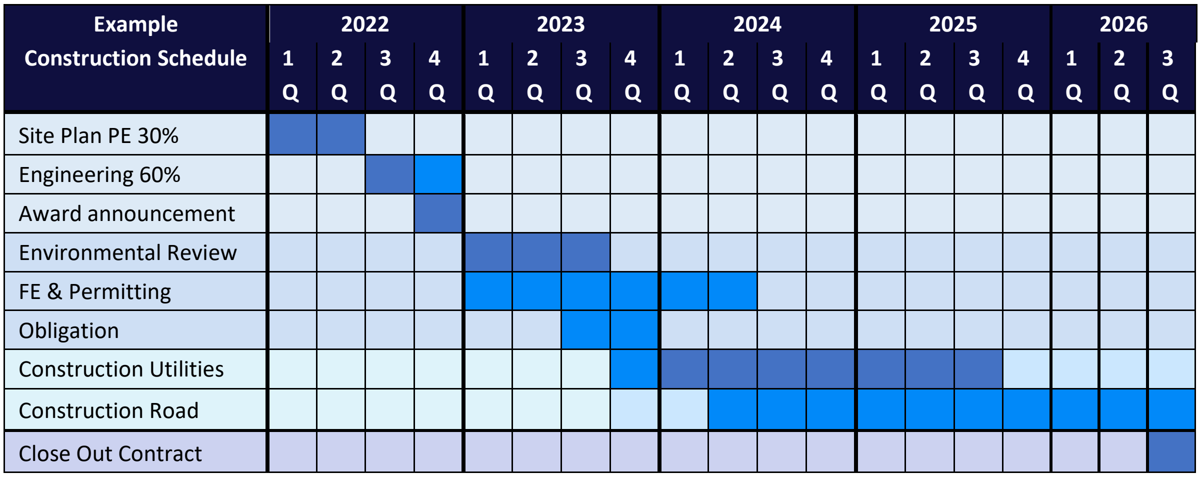
- *all necessary activities will be complete at least six months in advance of the obligation deadline*[21] *to allow sufficient time for unexpected delays and not put the funds at risk of expiring before they are obligated;*[22]
- *the capital project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2033;*
- *all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary; and*
- *the applicant will or has meaningfully sought community input through public involvement, particularly disadvantaged communities or other communities with environmental justice concerns that may be affected by the project where applicable.*

[20] https://www.transportation.gov/dot-navigator

[21] The statutory obligation deadline is September 30, 2028. The Department assesses risk against an earlier deadline of June 30, 2028 to allow time to complete administrative processing and address challenges before the statutory deadline.

Example Schedule

Exhibit 3: Example Project Schedule



B. ENVIRONMENTAL RISK ASSESSMENT (capital projects only) ***Example Instructions in RAISE FY24:***

This section of the application should include sufficient information for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements. To assist the Department's environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies.

Required Approvals. ***Example Instructions in RAISE FY24:***

This section should provide:

Information about the NEPA status of the project

If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final **Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared**. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway (e.g., environmental assessment, environmental impact statement), where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the final agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements.

Information on reviews, approvals, and permits by other Federal and State agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,[23] indicate the status of such actions, provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a link or other reference to copies of any reviews, approvals, and permits prepared.

[22] Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

[23] Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

Environmental studies or other documents, through a link, that describe in detail known project impacts, and possible mitigation for those impacts.

A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan.

A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design including the consideration of ensuring proportional impacts to all populations.

State and Local Approvals

This section should provide:

Receipt (or the schedule for anticipated receipt) of Tribal government, State, and local approvals on which the project depends, such as State and local environmental and planning approvals, and Statewide Transportation Improvement Program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities.

Federal Transportation Requirements Affecting State and Local Planning

The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects, including projects located at airport facilities. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration such as letters of support from the State DOT if the project is intended to be included in the State Freight Plan, or results from application of the FHWA Freight Mobility Trends Tool.[24]

[24] https://fpcb.ops.fhwa.dot.gov/mobility_trends_tool.aspx

Assessment of Project Risks and Mitigation Strategies

Instructions in the RAISE FY24 NOFO*: Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match (non-federal funding), lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks and harms to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.*

Project risks can also include the unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information on the RAISE program website, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

Exhibit 4: Risk Matrix

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Technical Feasibility	Feasibility	.	Low
Design Standards Conformance	Feasibility		Low
Partner Approvals	Schedule		Low
Local Jurisdiction Approvals	Schedule		Low
Environmental Approvals	Cost, schedule	.	Low/ Medium
Funding	Cost, schedule		Medium
Public and Stakeholder Support	Cost, schedule		Low
ROW	Cost, schedule		None
Construction	Cost, schedule	Include Amount of Contingency included in the Project Budget	Low / Medium
Construction	Cost of Steel and other components	Products and materials will be domestically sourced. Current tariffs may put extra pressure on American component prices and supply timelines.	Medium
Grant Management	Compliance		Low

It is recommended that the Project Sponsor Fill in a Risk Matrix such as the example above. Describe the Current Status and Anticipated Mitigation Activities that will help to reduce the risk of that Risk Area. Rate the Level of the Risk in the far right column as Low, Medium or High.

C. TECHNICAL CAPACITY ASSESSMENT (capital and planning projects)

All applications should include a section in the Project Readiness file that demonstrates their technical

capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions, described in Section E.1 of this NOFO. The applicant should address the following in the technical capacity section of the Project Readiness file:

- **Federal Funding –** *Experience implementing federally funded transportation projects*.

- **Federal Regulations** – *Understanding of federal contract and procurement requirements, Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon Act, etc*.

- **Project Planning –** *Practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.*

- **Project Delivery** – *Examples of successfully delivered projects of similar size, scope, and complexity.*

Merit Criteria RAISE Planning Grant

Safety

Crashes
Fatalities/Serious Injuries
Truck involved crashes
Truck involved Fatalities/Serious Injuries

Environmental Sustainability

Environmental Justice
Environmental Sustainability – U.S. National Blueprint for Transportation Decarbonization
Emissions reduction
Improve resiliency of at risk infrastructure
Incorporating nature-based solutions and natural infrastructure

Quality of Life

Affordable transportation options
Job Access
Bike/Ped facility

Mobility and Community Connectivity

Directly increasing intermodal and multimodal freight movement

State of Good Repair

Restore and modernize

Partnership and Collaboration

Engage residents
Partner with DBE or 8(a) firms
Partner with high quality workforce development programs
Partner with unions
Partner with community groups

Innovation

Technologies
Project Delivery
Financing

Intermodal Transportation Master Plan Federal Grants Strategy:

Detailed Project Summary Bradon Rd: Rockdale and CenterPoint Projects

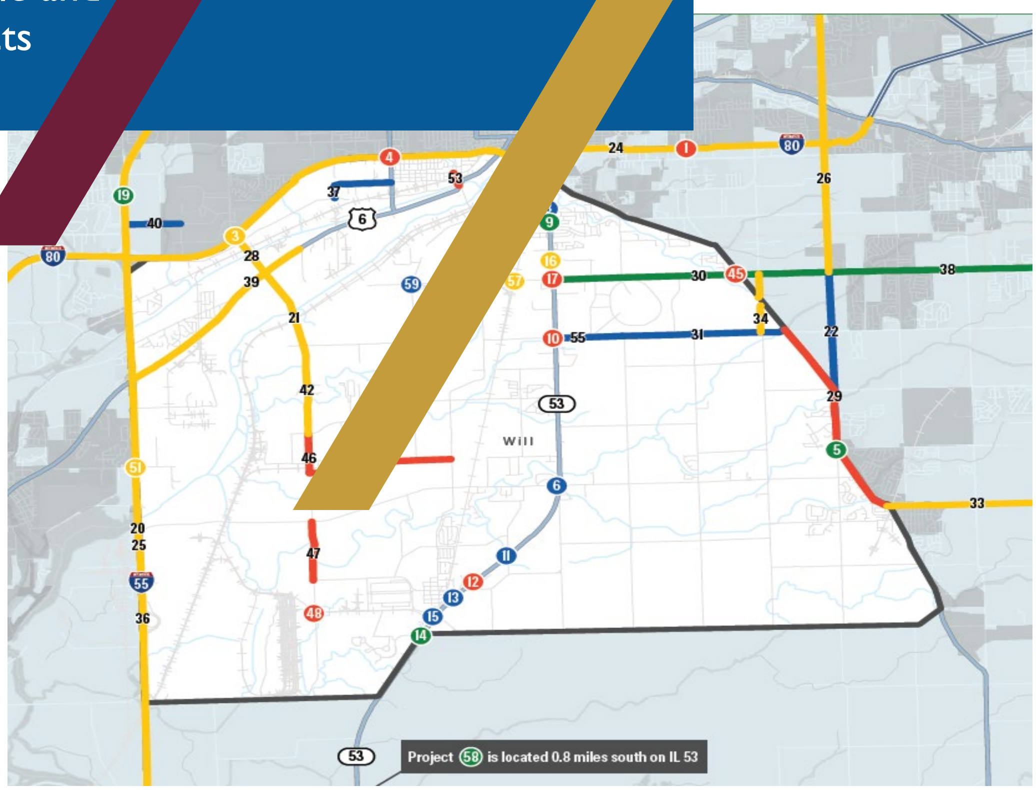


TABLE OF CONTENTS

General Project Information

Jurisdiction

Project 1: Rockdale
Project 2: CenterPoint (north of Millsdale to W. Laraway Rd.) and Elwood (south of Millsdale to Noel Rd.)

Source of Project(s)

- Project 1: Transportation Master Plan Travel Demand Model
- Project 2: Listed as Moving Will County Truck Routing Study

Project Description

The project consists of two projects.

1. Intersection project between Meadow Avenue and US 6 in Rockdale
2. Add lanes, realignment, and reconstruction from W. Laraway Road to Noel Road

Project Cost

Meadow Avenue to US 6 Intersection project .... TBD
W. Laraway Road to Noel Road add lanes, realignment, reconstruction. .... TBD

Project Phases and Status

Neither project has moved beyond the conceptual phase by inclusion in the TMP and the Truck Routing Study.

Grant Program Alignment

USDOT

- RAISE - planning
- INFRA - development

FHWA through IDOT

- Illinois Competitive Freight Program - planning

Project Description Section

The project consists of two separate projects.

1. Intersection improvements on Brandon Road between Meadow Avenue and US 6. This project was recommended based on the results of the travel demand model developed as part of the TMP.

Figure 1: Project 1 Location

2. Adding capacity (lanes) and realignment/reconstruction between W. Laraway Road to Noel Road to accommodate growing freight demands. There is one bridge (099-0456) over Cedar Creek that is rated in very good condition.

   https://apps1.dot.illinois.gov/bridgesinfosystem/details.aspx?sn=0994506

   There are no railroad – highway grade crossings within the project limits.

   The project is approximately 3.5 miles.

Project Location Section / File

The Current Funding Program NOFO's have added the following directions to include a separate file that helps USDOT staff locate the project.

> *"Applicants should submit one of the following file types for project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY 2024 RAISE grants program, as described in NOFO Section C.*

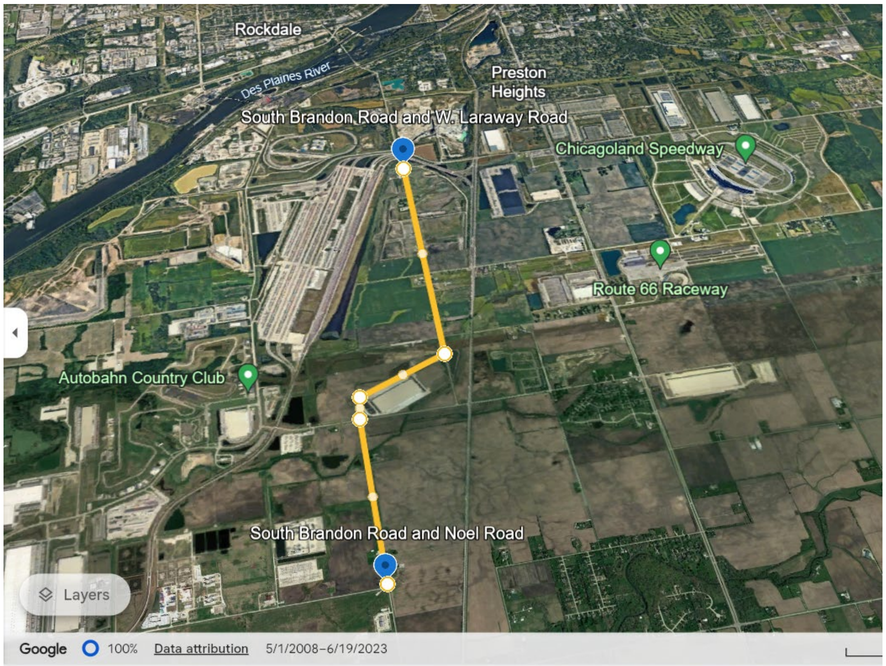


Figure 2: Project 2 Location

> *Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and. prj components of the Shapefile), GeoJSON, KML, or KMZ. Applicants may use Google Earth, a publicly available online mapping tool, to prepare a KML file.* ***These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact."***

If an applicant needs to prepare one of these files, these are suggested instructions:

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)

Project Budget

The Project budget for both projects is TBD.

Table 1: Elwood International Port Road Intersections Signalization Project

Task #	Task Name	Cost	Percentage of Total Cost
1	Phase 1		%
2	Final Design and NEPA	$	%
3	Construction	$	%
4	Close out		
Total Project Cost		$TBD	100%
Federal Funds Received from Previous Grant		$0	
RAISE FY24 Federal Funding Request		$	0%
Non-Federal Funding/Match (list sources) Please list amounts per source		$0	0%
Portion of Non-Federal Funding from the Private Sector Please list amounts per source		$0	
Portion of Total Project Costs Spent in a Rural Area		$0	0%
Pending Federal Funding Requests		$0	

Table 1: Funding Sources by Component

	Phase 1	Total Funding
Funding Source	**Funding Amount**	
RAISE Funds:	$0	$0
Other Federal Funds:	$0	$0
Non-Federal Funds:	$0	$0
Total:	$0	$0

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Table 2a: Project Costs by 2020 Census Tract

Note: Please refer to the Census Tracts (2020 Census) layer in the Grant Project Location Verification mapping tool to identify 2020 Census tracts.

2020 Census Tract(s)	Project Costs per Census Tract
Project 1: 8829	$
Project 2:	$
8831	$
8833.07	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2b: Project Costs per 2010 Census Tract

Note: Please refer to the Disadvantaged Census Tracts from CEJST (2010 Census) layer in the **Grant Project Location Verification mapping tool to identify 2010 Census tracts.**

2010 Census Tract(s)	Project Costs per Census Tract
Project 1: 8829	$
Project 2:	$
8831	$
8833.07	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2c: Project Costs by Urban / Rural Areas

Note: Please refer to the Census Designated Urban areas with Population of More than 200,000 (2020 Census) layer in the **Grant Project Location Verification** *mapping tool to identify urban areas.*

Urban/Rural	Project Costs
Urban *(2020 Census-designated urban area with a population greater than 200,000)*	$
Rural *(Located outside of a 2020 Census-designated urban area with a population greater than 200,000)*	$
	Total Project Cost: $

Project 1 is all within the Chicago Urbanized area

Project 2 limits are mixed urban and rural: Urban from Laraway to Schweitzer Road, Rural from Schweitzer Road to Sharp Road, Urban from Sharp Road to Millsdale Road, Rural from Millsdale Road to the Elwood power station entrance road and Urban from the power station entrance road to Noel Road. Urban approximately 2.2 miles, Rural approximately 1.1 miles. **Thus, the project would be determined to be a Urban Project under the RAISE FY24 definition of Urban vs. Rural.** **Please note that each Federal Program may have Urban vs. Rural defined differently. Be sure to double check the NOFO.**

This information can be found using the referenced USDOT mapping Tools

Instructions:

Steps 1-3 provide instructions to analyze if your project is in an Urban area, an Area of Persistent Poverty, or a Historically Disadvantaged Community. Steps 4-5 provide instructions to determine which county and census tract(s) your project is in.

Layers can be turned on or off using the Layer List. The Layer List can be viewed by clicking the icon in the top right of the screen.

Layers are zoom dependent and may not appear until you zoom in.

These instructions can also be viewed by clicking the arrow for the side bar located on the left side of the screen.

Step 1: Verify if your project is in an **Urban** area using this layer:

- Census Designated Urban Areas with a Population Greater Than 200,000 (2020 Census)

Step 2: Verify if your project is in an **Area of Persistent Poverty** using these layers:

- Persistent Poverty Census Tracts (2020 Census)
- Persistent Poverty Counties (2020 Census)

Step 3: Verify if your project is in a **Historically Disadvantaged Community** using these layers:

- Disadvantaged Census Tracts from CEJEST (2010 Census)
- Tribal Tracts

Step 4: Verify the **county** your project is in using this layer:

- Counties (2020 Census)

Step 5: Verify the **census tract(s)** your project is in using these layers:

- Census Tracts (2020 Census)
- Census Tracts (2010 Census)

STEP 1: Urban vs. Rural Using Grant Project Location Verification Tool
The EIPR intersections with Walter Strawn Drive and Mississippi Street are an urbanized area. The EIPR intersection with Arsenal Road is in a rural area.

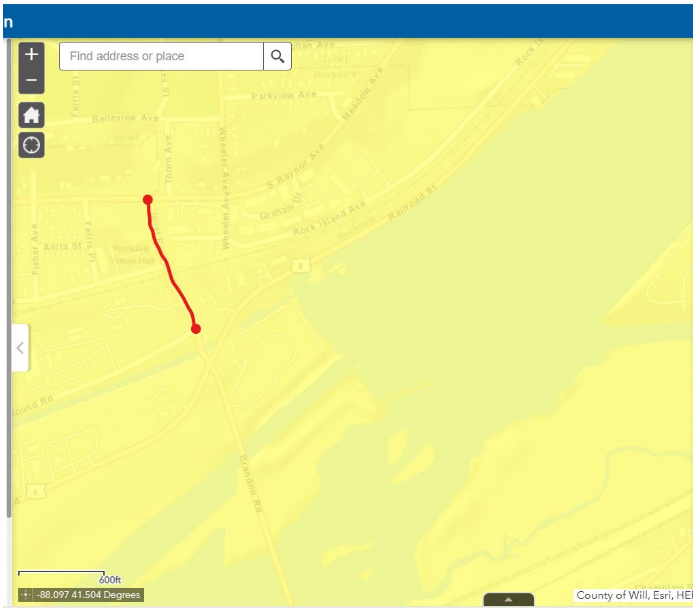


Figure 3: Urban versus Rural Designation Project 1

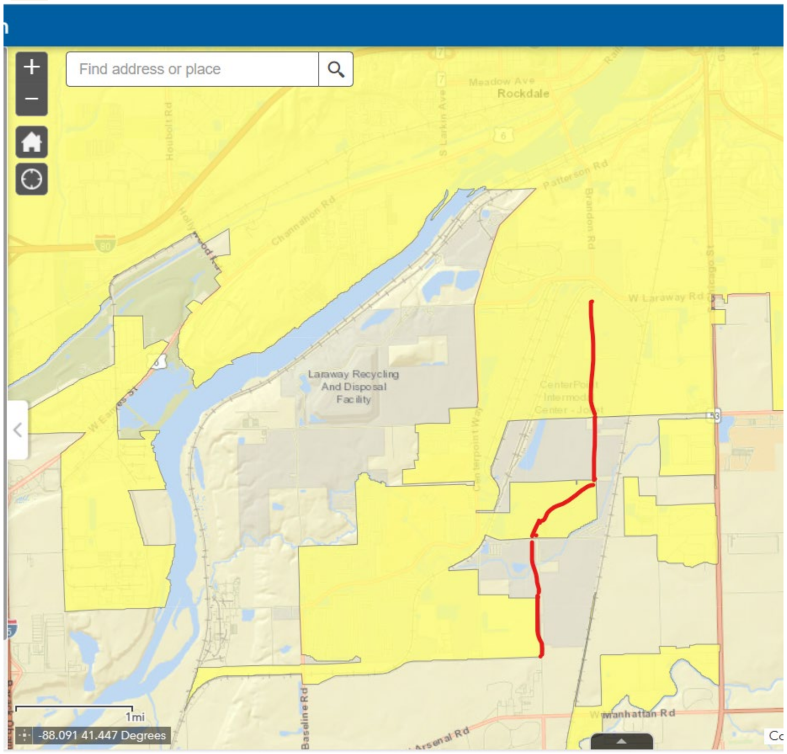


Figure 4: Urban versus Rural Designation Project 2

STEP 2: Verify Area of Persistent Poverty- using the same tool use the Area of Persistent Poverty layer to identify where the Project is in the Areas of Persistent Poverty or not. **The project intersections are not in an area of persistent poverty. The map shows the geospatial relationship between the intersections and the nearest APP.**

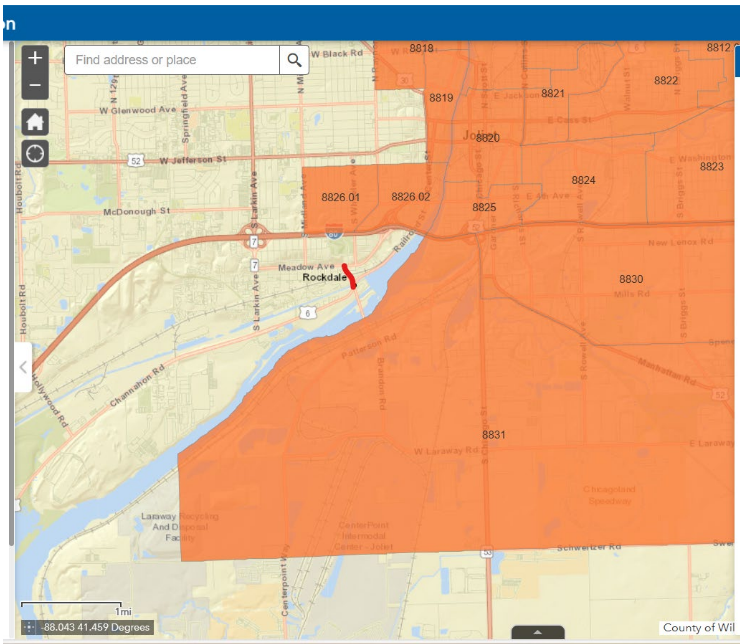


Figure 5: Areas of Persistent Poverty Near Project 1

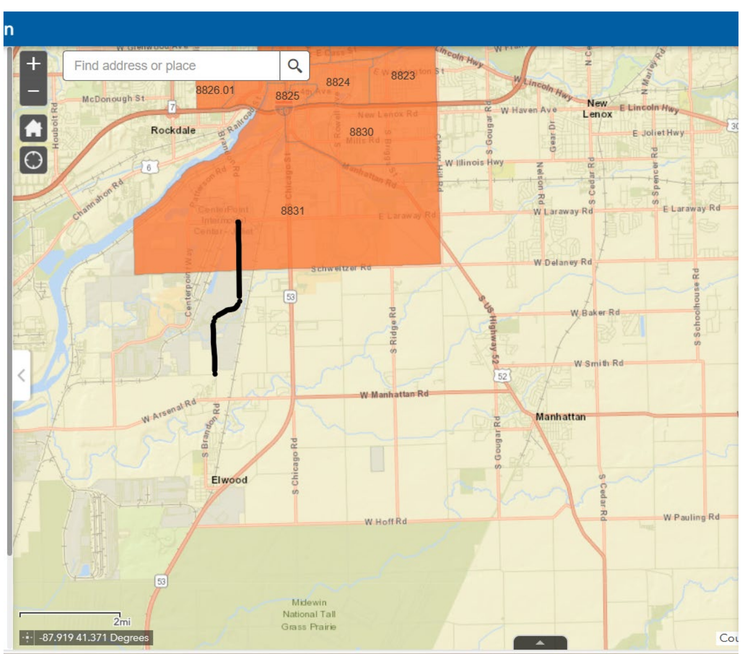


Figure 6: Areas of Persistent Poverty Project 2

For Project 2: It will be important to determine how many miles are in the Area of Persistent Poverty (APP) versus how many miles are outside of the APP. The designation will be given to where the majority of the project lays. It appears from this map, that Project 2 is not in an APP, but it would be good to check the actual mileage.

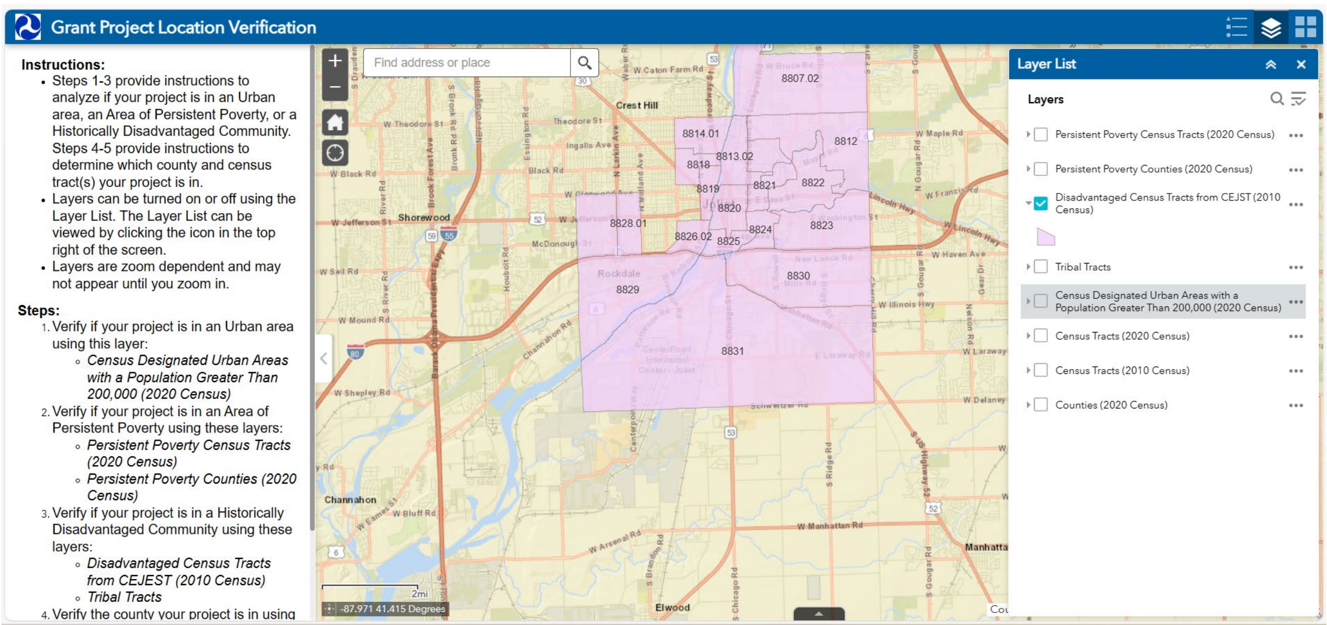
STEP 3: Verify the Census Tracts for the 2010 Census and 2020 Census. The census tract for Project 1 is 8831. The census tracts for Project 2 are 8831 and 8833.07.

STEP 4: Verify the County. The project lies completely within **Will County Illinois**.

STEP 5: Double check the Census Tract line between the 2010 Census and the 2020 Census. In the case of this Project, the **Census Tract lines did not change between the two decennial censuses**.

CEJST Disadvantaged Community: The detailed CEJST Tool results can be seen below. As illustrated, Census Tract 8831 is considered disadvantaged and covers all of Project 1 and part of Project 2.

Exhibit 1: CEJST Tool for Project Area



Merit Criteria Section

The Merit Criteria Section varies from one Project Funding Program to another. The main themes may be grouped slightly differently from Program to Program. For this example, the 8 criteria from RAISE FY24 have been listed in a **Merit Criteria Matrix** to be used as a reference to help the applicant review the Recommended and Highly Recommended Criteria for each Merit Criteria.

See the **Projects Merit Criteria Matrix** for additional information and research prepared on the Project listed by the 8 Merit Criteria categories. Use the Matrix to help research the data for each Merit Criteria and write the narrative for each Merit Criteria.

Project Readiness

Example Instructions in RAISE FY24: *Project readiness describes an applicant's preparedness to move a proposed project forward once it receives a RAISE grant. The Project Readiness file should include information that, when considered with the project budget information, is sufficient for the Department to evaluate whether the project is reasonably expected to begin the capital or planning project in a timely manner and meet both the obligation and expenditure deadlines. Applicants can see a Project Readiness checklist on the DOT Navigator website.[20] The Project Readiness file should include the following sections:*

A. PROJECT SCHEDULE (capital and planning projects)

Example Instructions in RAISE FY24: *The Project Readiness file should include a detailed project schedule that identifies all major project activities and milestones. For capital projects, examples of such milestones include State and local planning approvals; start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications, and estimates; procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction start and end. For planning projects, examples of milestones may include start dates, schedule for public engagement and completion dates.*

The schedule should be sufficiently detailed to demonstrate that: (may want to add a narrative stating the following.

- *all necessary activities will be complete at least six months in advance of the obligation deadline[21] to allow sufficient time for unexpected delays and not put the funds at risk of expiring before they are obligated;[22]*
- *the capital project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2033;*
- *all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary; and*
- *the applicant will or has meaningfully sought community input through public involvement, particularly disadvantaged communities or other communities with environmental justice concerns that may be affected by the project where applicable.*

---

[20] https://www.transportation.gov/dot-navigator

[21] The statutory obligation deadline is September 30, 2028. The Department assesses risk against an earlier deadline of June 30, 2028 to allow time to complete administrative processing and address challenges before the statutory deadline.

Example Schedule

Exhibit 2: Example Project Schedule

Example Construction Schedule	2022				2023				2024				2025				2026		
	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q
Site Plan PE 30%																			
Engineering 60%																			
Award announcement																			
Environmental Review																			
FE & Permitting																			
Obligation																			
Construction Utilities																			
Construction Road																			
Close Out Contract																			

B. ENVIRONMENTAL RISK ASSESSMENT (capital projects only) ***Example Instructions in RAISE FY24:***

This section of the application should include sufficient information for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements. To assist the Department's environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies.

Required Approvals. ***Example Instructions in RAISE FY24:***

This section should provide:

Information about the NEPA status of the project

If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final **Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared**. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway (e.g., environmental assessment, environmental impact statement), where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the final agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements.

Information on reviews, approvals, and permits by other Federal and State agencies.
An application should indicate whether the proposed project requires reviews or approval actions by other agencies,[23] indicate the status of such actions, provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a link or other reference to copies of any reviews, approvals, and permits prepared.

[22] Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.
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Environmental studies or other documents, through a link, that describe in detail known project impacts, and possible mitigation for those impacts.

A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan.

A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design including the consideration of ensuring proportional impacts to all populations.

State and Local Approvals

This section should provide:

Receipt (or the schedule for anticipated receipt) of Tribal government, State, and local approvals

List and describe which permits and approvals are required to implement the project depends, such as State and local environmental and planning approvals, and Statewide Transportation Improvement Program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities.

Federal Transportation Requirements Affecting State and Local Planning

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[24] https://fpcb.ops.fhwa.dot.gov/mobility_trends_tool.aspx

Assessment of Project Risks and Mitigation Strategies

***Instructions in the RAISE FY24 NOFO**: Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match (non-federal funding), lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks and harms to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.*

Project risks can also include the unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information on the RAISE program website, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

Exhibit 3: Risk Matrix

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Technical Feasibility	Feasibility	.	Low
Design Standards Conformance	Feasibility		Low
Partner Approvals	Schedule		Low
Local Jurisdiction Approvals	Schedule		Low
Environmental Approvals	Cost, schedule	.	Low/ Medium
Funding	Cost, schedule		Medium
Public and Stakeholder Support	Cost, schedule		Low
ROW	Cost, schedule		None
Construction	Cost, schedule	Include Amount of Contingency included in the Project Budget	Low / Medium
Construction	Cost of Steel and other components	Products and materials will be domestically sourced. Current tariffs may put extra pressure on American component prices and supply timelines.	Medium
Grant Management	Compliance		Low

It is suggested that a Risk Matrix such as the example above is completed for each project. Describe the Current Status and Anticipated Mitigation Activities that will help to reduce the risk of that Risk Area. Rate the Level of the Risk in the far right column as Low, Medium or High.

C. TECHNICAL CAPACITY ASSESSMENT (capital and planning projects)

All applications should include a section in the Project Readiness file that demonstrates their technical capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions, described in Section E.1 of this NOFO. The applicant should address the following in the technical capacity section of the Project Readiness file:

- **Federal Funding –** *Experience implementing federally funded transportation projects*.

- **Federal Regulations** – *Understanding of federal contract and procurement requirements, Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon Act, etc*.

- **Project Planning –** *Practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.*

- **Project Delivery** – *Examples of successfully delivered projects of similar size, scope, and complexity.*

Merit Criteria RAISE Planning Grant

Safety

Crashes
Fatalities/Serious Injuries
Truck involved crashes
Truck involved Fatalities/Serious Injuries

Environmental Sustainability

Environmental Justice
Environmental Sustainability – U.S. National Blueprint for Transportation Decarbonization
Emissions reduction
Improve resiliency of at risk infrastructure
Incorporating nature-based solutions and natural infrastructure

Quality of Life

Affordable transportation options
Job Access
Bike/Ped facility

Mobility and Community Connectivity

Directly increasing intermodal and multimodal freight movement

State of Good Repair

Restore and modernize

Partnership and Collaboration

Engage residents
Partner with DBE or 8(a) firms
Partner with high quality workforce development programs
Partner with unions
Partner with community groups

Innovation

Technologies
Project Delivery
Financing

Intermodal Transportation Master Plan Federal Grants Strategy:

Detailed Project Summary
CenterPoint Way

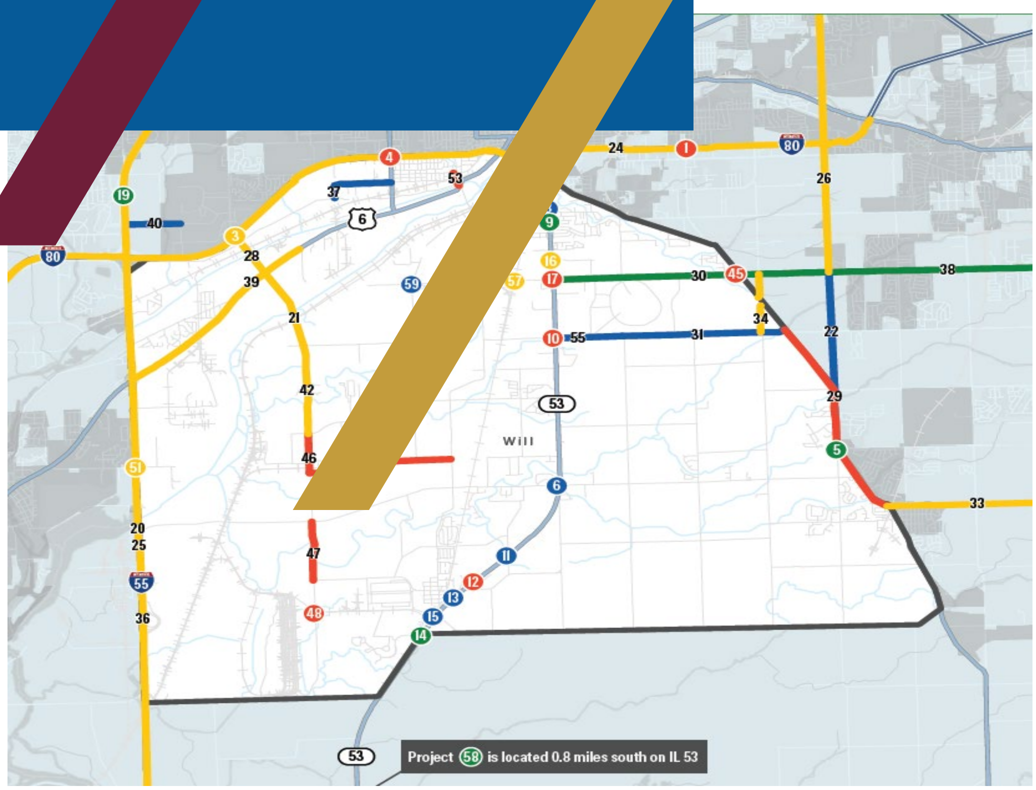


TABLE OF CONTENTS

General Project Information

Jurisdiction

CenterPoint - private

Source of Project(s)

- Transportation Master Plan intersection analysis and Travel Demand Model, Will County Community Friendly Freight Mobility Plan

Project Description

The project is a capacity enhancement to add lanes between Schweitzer Road and Millsdale Road, approximately 0.93 miles. There is one structure (a culvert) over Cedar Creek (099-9922) that is not rated.

https://apps1.dot.illinois.gov/bridgesinfosystem/details.aspx?sn=0999922

Project Cost

Add Lanes between Schweitzer Road and Millsdale Road.. TBD

Project Phases and Status

The project was recommended as a result of the travel demand model and intersection analysis. CenterPoint is aware of the project but currently has nothing planned. Given the length of the project, CenterPoint would likely do the work without pursuing Federal grant funding.

Grant Program Alignment

USDOT

- RAISE

FHWA through IDOT

- Illinois Competitive Freight Program

Project Description Section

The project is a capacity enhancement to add lanes between Schweitzer Road and Millsdale Road, approximately 0.93 miles. There is one structure (a culvert) over Cedar Creek (099-9922) that is not rated.

https://apps1.dot.illinois.gov/bridgesinfosystem/details.aspx?sn=0999922

There are no highway-railway grade crossings within the project termini.

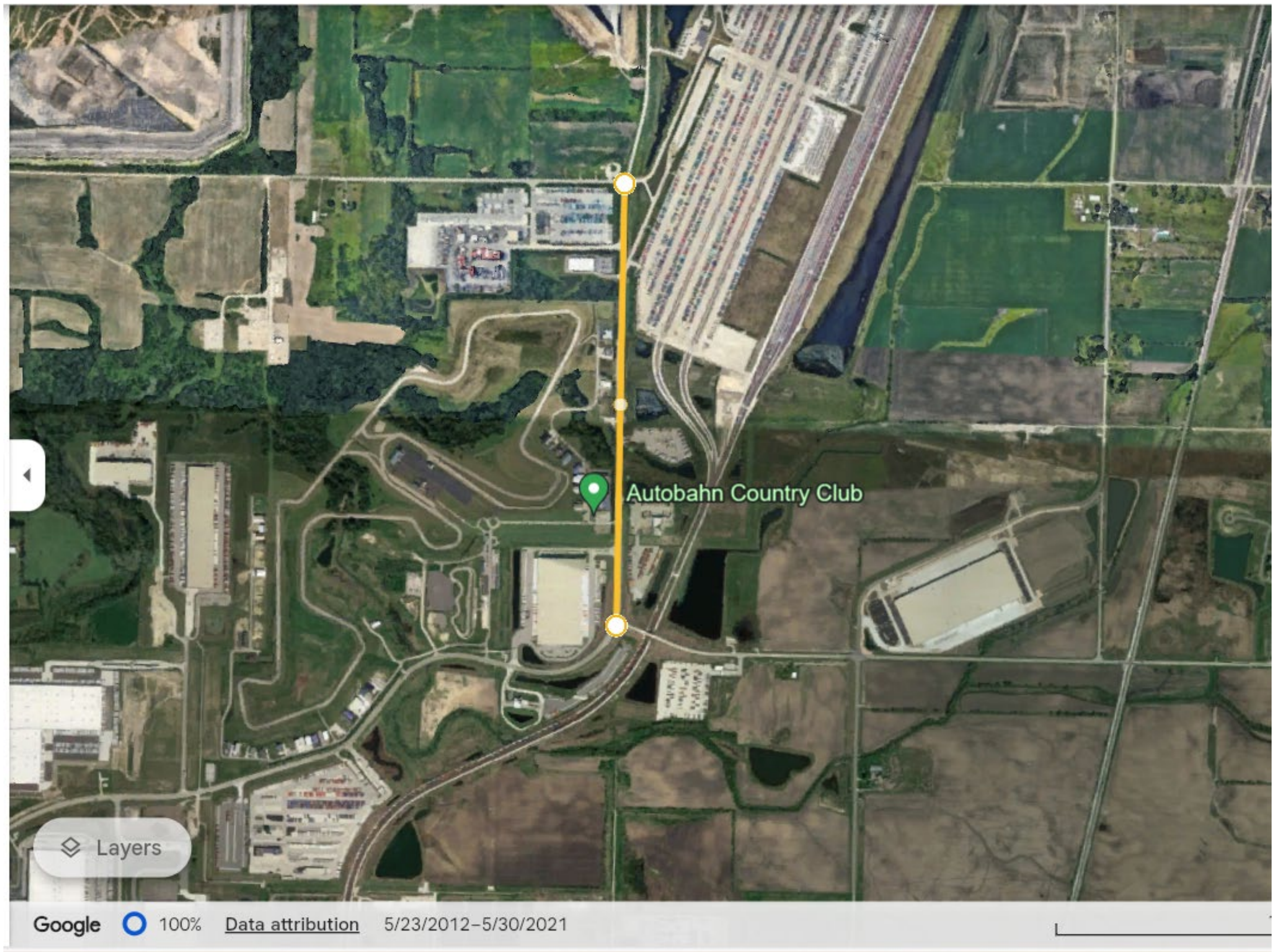


Figure 1: Project Location

Project Location Section / File

The Current Funding Program NOFO's have added the following directions to include a separate file that helps USDOT staff locate the project.

> *"Applicants should submit one of the following file types for project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY 2024 RAISE grants program, as described in NOFO Section C. Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and. prj components of the Shapefile), GeoJSON, KML, or KMZ. Applicants may use Google Earth, a publicly available online mapping tool, to prepare a KML file.* ***These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact."***

If an applicant needs to prepare one of these files, these are suggested instructions:

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)

Project Budget

The Project budget would need to be determined by a feasibility study or preliminary engineering.

Table 1: Example Project Budget

Task #	Task Name	Cost	Percentage of Total Cost
1	Phase 1		%
2	Final Design and NEPA	$	%
3	Construction	$	%
4	Close out		
Total Project Cost		$TBD	100%
Federal Funds Received from Previous Grant		$0	
RAISE FY24 Federal Funding Request		$	0%
Non-Federal Funding/Match (list sources) Please list amounts per source		$0	0%
Portion of Non-Federal Funding from the Private Sector Please list amounts per source		$0	
Portion of Total Project Costs Spent in a Rural Area		$0	0%
Pending Federal Funding Requests		$0	

Table 1: Funding Sources by Component

Funding Source	Funding Amount	Total Funding
RAISE Funds:	$0	$0
Other Federal Funds:	$0	$0
Non-Federal Funds:	$0	$0
Total:	$0	$0

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Table 2a: Project Costs by 2020 Census Tract

Note: Please refer to the Census Tracts (2020 Census) layer in the Grant Project Location Verification mapping tool to identify 2020 Census tracts.

2020 Census Tract(s)	Project Costs per Census Tract
8833.07	$
	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2b: Project Costs per 2010 Census Tract

Note: Please refer to the Disadvantaged Census Tracts from CEJST (2010 Census) layer in the **Grant Project Location Verification mapping tool to identify 2010 Census tracts.**

2010 Census Tract(s)	Project Costs per Census Tract
8833.07	$
	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2c: Project Costs by Urban / Rural Areas

Note: Please refer to the Census Designated Urban areas with Population of More than 200,000 (2020 Census) layer in the **Grant Project Location Verification** *mapping tool to identify urban areas.*

Urban/Rural	Project Costs
Urban *(2020 Census-designated urban area with a population greater than 200,000)*	$
Rural *(Located outside of a 2020 Census-designated urban area with a population greater than 200,000)*	$
	Total Project Cost: $

The project lies completely in the Chicago Urbanized Area.

This information can be found using the referenced USDOT mapping Tools

Instructions:

Steps 1-3 provide instructions to analyze if your project is in an Urban area, an Area of Persistent Poverty, or a Historically Disadvantaged Community. Steps 4-5 provide instructions to determine which county and census tract(s) your project is in.

Layers can be turned on or off using the Layer List. The Layer List can be viewed by clicking the icon in the top right of the screen.

Layers are zoom dependent and may not appear until you zoom in.

These instructions can also be viewed by clicking the arrow for the side bar located on the left side of the screen.

Step 1: Verify if your project is in an **Urban** area using this layer:

Census Designated Urban Areas with a Population Greater Than 200,000 (2020 Census)

Step 2: Verify if your project is in an **Area of Persistent Poverty** using these layers:

Persistent Poverty Census Tracts (2020 Census) | **Persistent Poverty Counties (2020 Census)**

Step 3: Verify if your project is in a **Historically Disadvantaged Community** using these layers:

Disadvantaged Census Tracts from CEJEST (2010 Census) | **Tribal Tracts**

Step 4: Verify the **county** your project is in using this layer:

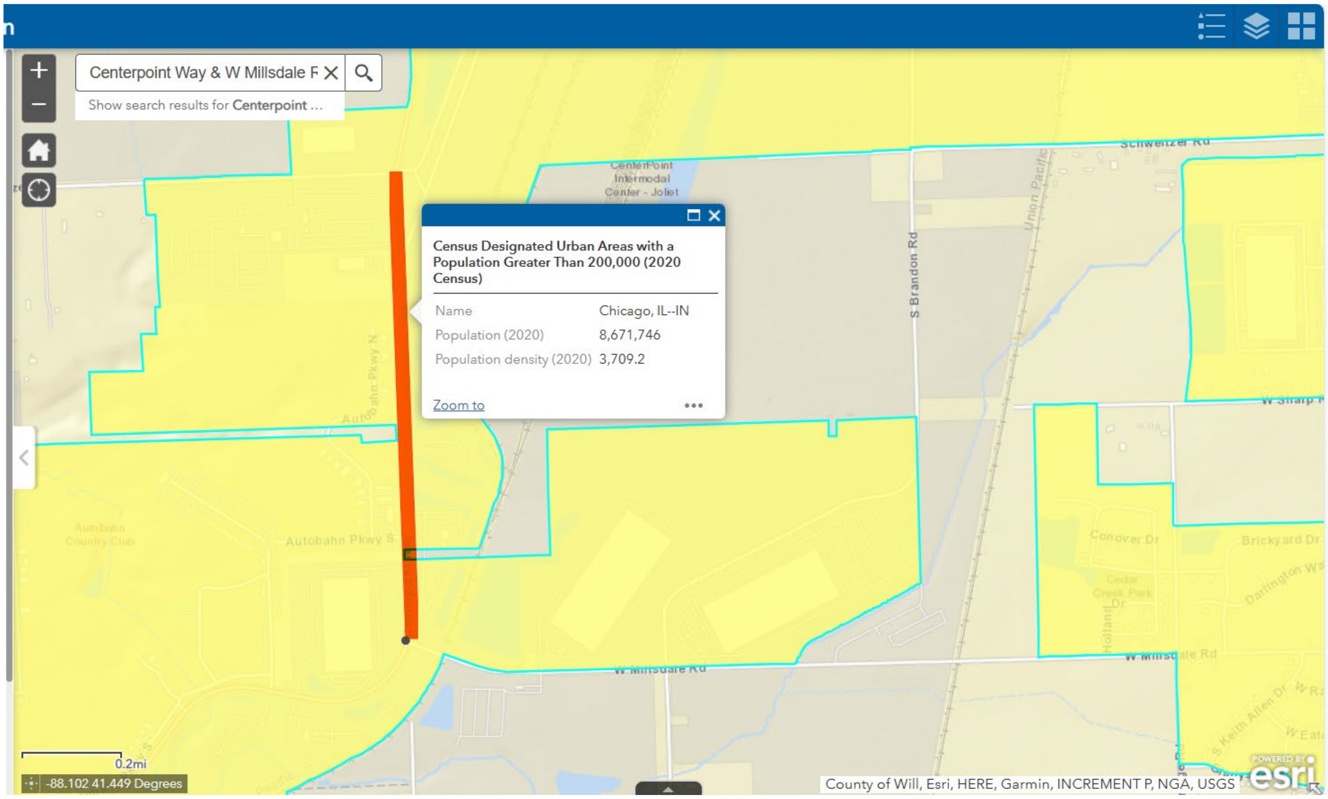
Counties (2020 Census)

Step 5: Verify the **census tract(s)** your project is in using these layers:

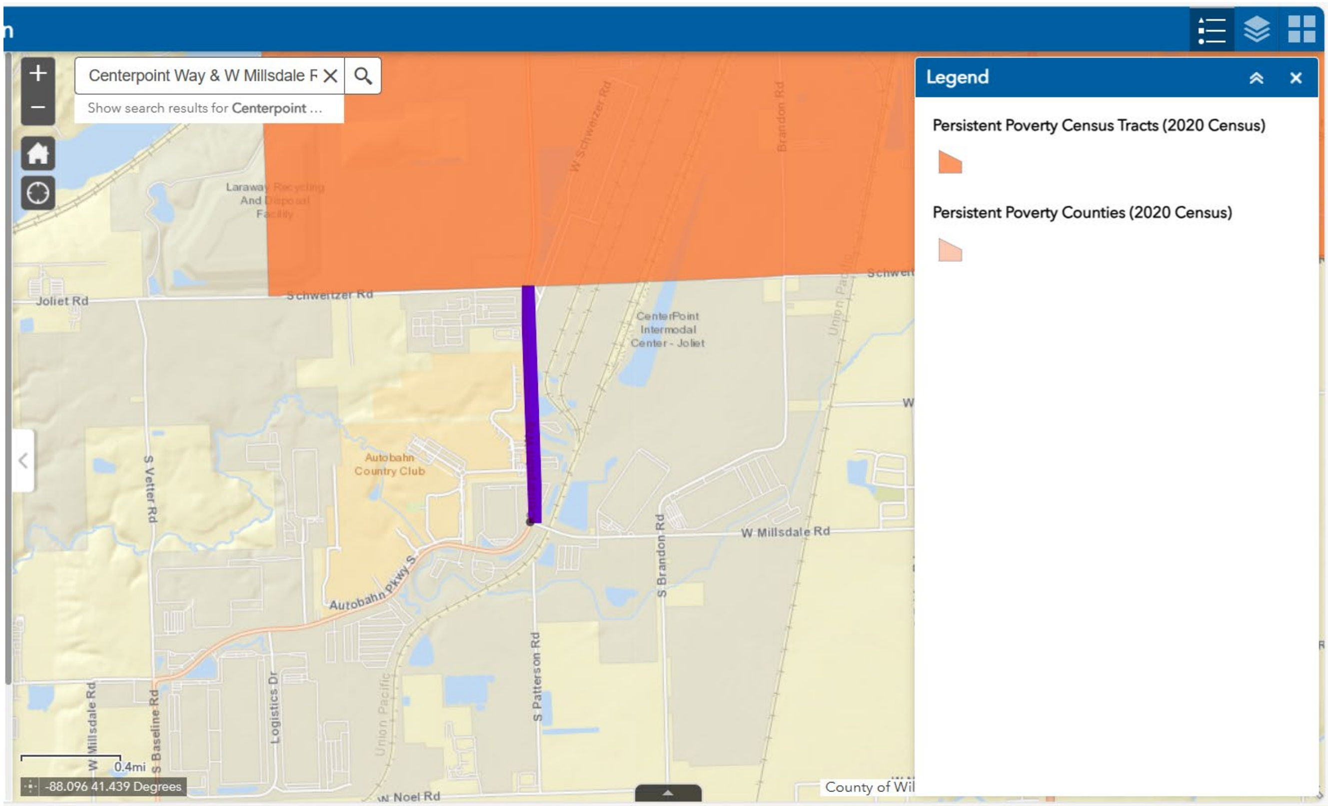
Census Tracts (2020 Census) | **Census Tracts (2010 Census)**

STEP 1: Urban vs. Rural Using [Grant Project Location Verification]() Tool
The entire project lies within the Chicago Urbanized Area.

Exhibit 1: Urban versus Rural Designation



STEP 2: Verify Area of Persistent Poverty- using the same tool use the Area of Persistent Poverty layer to identify where the Project is in the Areas of Persistent Poverty or not. **The project is adjacent to an Area of Persistent Poverty. The map shows the geospatial relationship between the project and the nearest APP.**



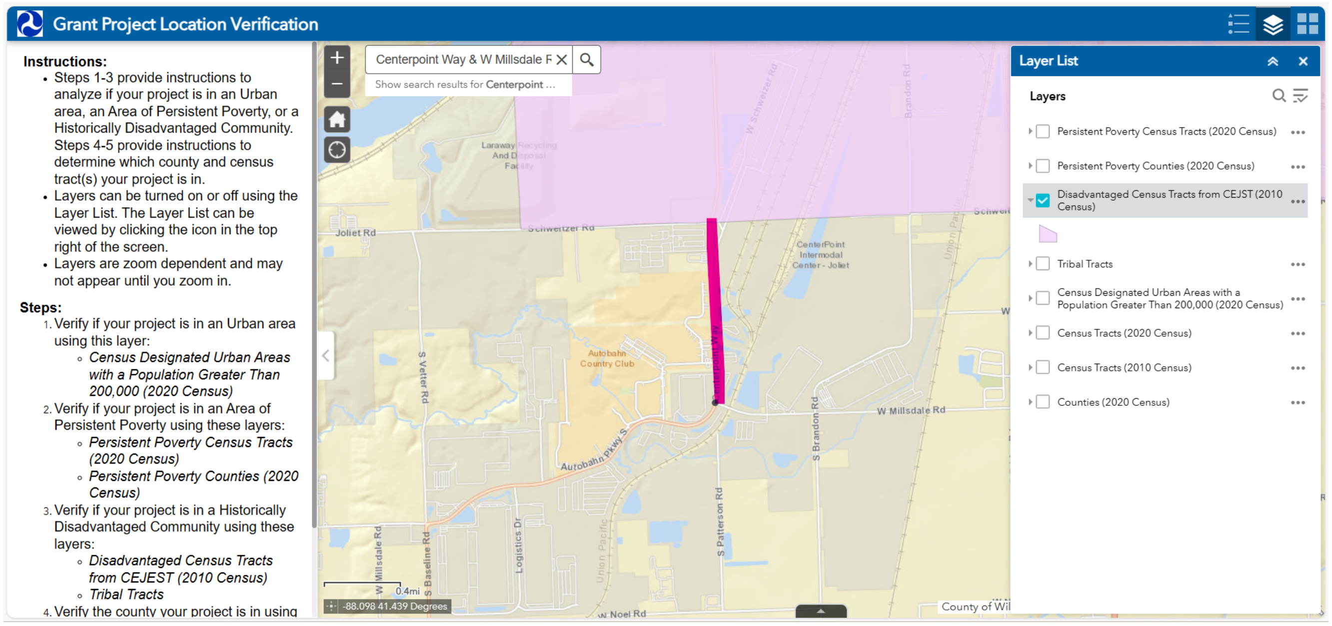
STEP 3: Verify the Census Tracts for the 2010 Census and 2020 Census. The project lies completely in Census Tract 8833.07.

STEP 4: Verify the County. The project lies completely within **Will County Illinois**.

STEP 5: Double check the Census Tract line between the 2010 Census and the 2020 Census. In the case of this Project, the **Census Tract lines did not change between the two decennial censuses**.

The detailed CEJST Tool results can be seen below.

Exhibit 2: CEJST Tool for Project Area



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The Merit Criteria Section varies from one Project Funding Program to another. The main themes may be grouped slightly differently from Program to Program. For this example, the 8 criteria from RAISE FY24 have been listed in a **Merit Criteria Matrix** to be used as a reference to help the applicant review the Recommended and Highly Recommended Criteria for each Merit Criteria.

Note: A Merit Criteria Matrix has not been prepared for this project at this time due to the project's status

See the **Project Merit Criteria Matrix** for additional information and research that can be prepared on the Project listed by the 8 Merit Criteria categories. Use the Matrix to help research the data for each Merit Criteria and write the narrative for each Merit Criteria.

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Example Instructions in RAISE FY24: *Project readiness describes an applicant's preparedness to move a proposed project forward once it receives a RAISE grant. The Project Readiness file should include information that, when considered with the project budget information, is sufficient for the Department to evaluate whether the project is reasonably expected to begin the capital or planning project in a timely manner and meet both the obligation and expenditure deadlines. Applicants can see a Project Readiness checklist on the DOT Navigator website.*[20] *The Project Readiness file should include the following sections:*

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Example Schedule

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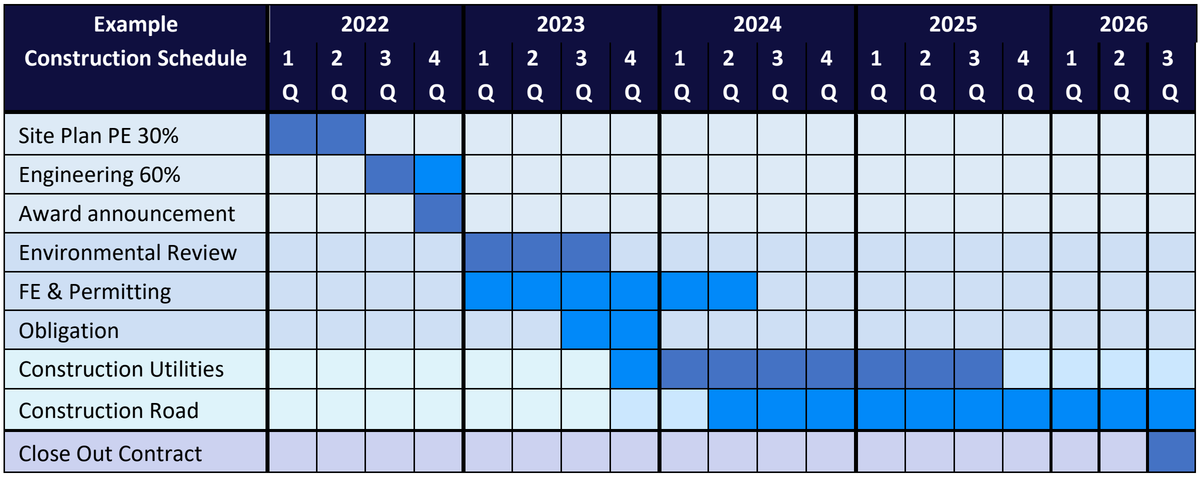

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Merit Criteria RAISE Planning Grant

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Truck involved crashes
Truck involved Fatalities/Serious Injuries

Environmental Sustainability

Environmental Justice
Environmental Sustainability – U.S. National Blueprint for Transportation Decarbonization
Emissions reduction
Improve resiliency of at risk infrastructure
Incorporating nature-based solutions and natural infrastructure

Quality of Life

Affordable transportation options
Job Access
Bike/Ped facility

Mobility and Community Connectivity

Directly increasing intermodal and multimodal freight movement

State of Good Repair

Restore and modernize

Partnership and Collaboration

Engage residents
Partner with DBE or 8(a) firms
Partner with high quality workforce development programs
Partner with unions
Partner with community groups

Innovation

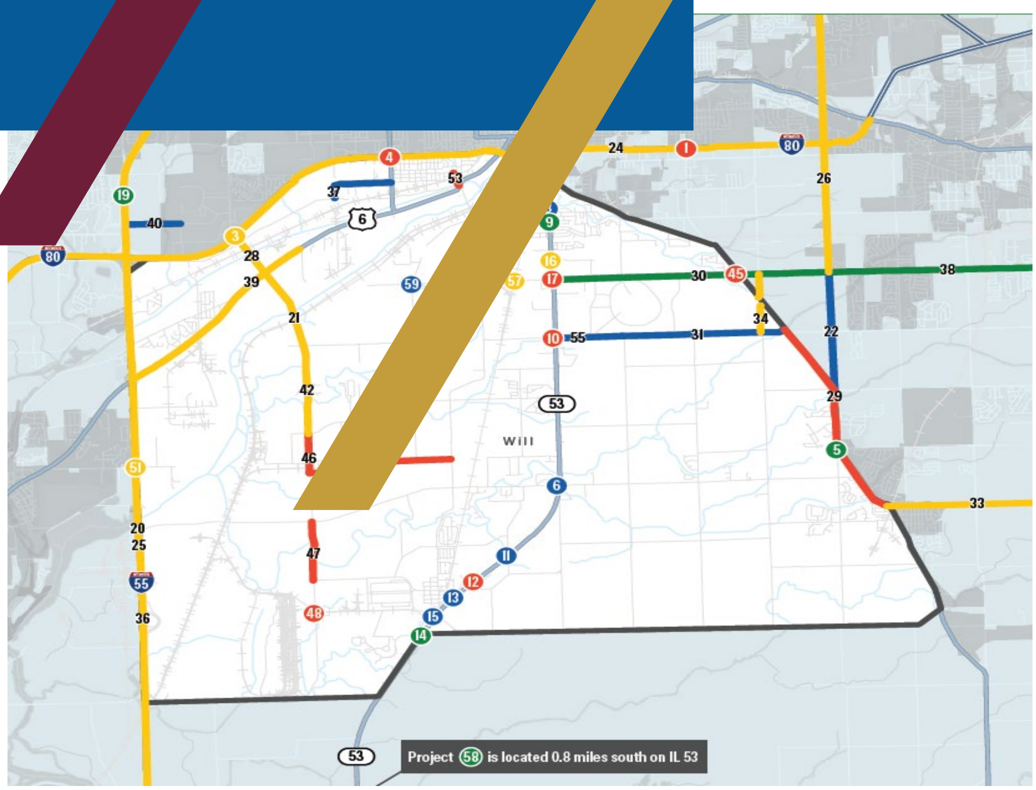
Technologies
Project Delivery
Financing

Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

Detailed Project Summary

Elwood International Port Road



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General Project Information

Jurisdiction

Village of Elwood

Source of Project(s)

- Elwood International Port Road and Walter Strawn Drive – Transportation Master Plan (TMP) intersection analysis
- Elwood International Port Road from Mississippi Street to Arsenal Road – TMP intersection analysis and Travel Demand Model

Project Description

The project consists of two sections.

1. Traffic signal installation at Elwood International Port Road and Walter Strawn Drive
2. Consider traffic signals at both intersections when warranted and signal coordination with ungated railroad crossing.

Project Cost

Signalization of EIPR and Walter Strawn Dr. Intersection .... TBD
Signalization and coordination at EIPR and Mississippi St. and Arsenal Rd. .... TBD

Project Phases and Status

Both projects were recommended by the TMP and the Village of Elwood has nothing planned at this point.

Grant Program Alignment

FRA

- Consolidated Railroad Infrastructure and Safety Improvement (CRISI)

FHWA through IDOT

- Illinois Competitive Freight Program

Project Description Section

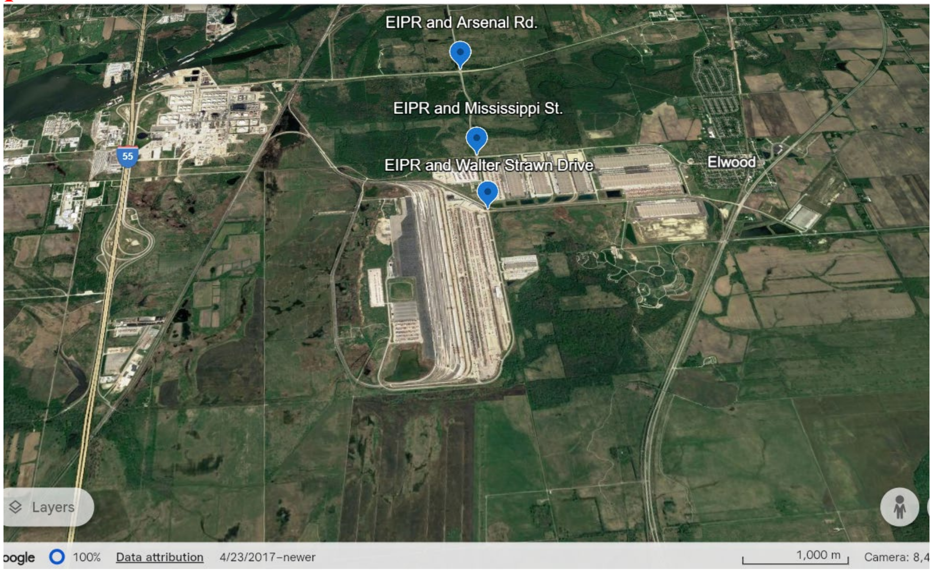
The project consists of two sections.

1. Traffic signal installation at Elwood International Port Road and Walter Strawn Drive
2. Consider traffic signals at both intersections when warranted and signal coordination with ungated railroad crossing.

Project Location Section / File

The Current Funding Program NOFO's have added the following directions to include a separate file that helps USDOT staff locate the project.

> *"Applicants should submit one of the following file types for project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY 2024 RAISE grants program, as described in NOFO Section C. Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and. prj components of the Shapefile), GeoJSON, KML, or KMZ. Applicants may use Google Earth, a publicly available online mapping tool, to prepare a KML file.* ***These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact."***



If an applicant needs to prepare one of these files, these are suggested instructions:

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)

Project Budget

The Project budget for both sections is TBD.

Table 1: Example Detailed Budget

Task #	Task Name	Cost	Percentage of Total Cost
1	Phase 1		%
2	Final Design and NEPA	$	%
3	Construction	$	%
4	Close out		
Total Project Cost		$TBD	100%
Federal Funds Received from Previous Grant		$0	
RAISE FY24 Federal Funding Request		$	0%
Non-Federal Funding/Match (list sources) Please list amounts per source		$0	0%
Portion of Non-Federal Funding from the Private Sector Please list amounts per source		$0	
Portion of Total Project Costs Spent in a Rural Area		$0	0%
Pending Federal Funding Requests		$0	

Table 1: Funding Sources by Component

Funding Source	Funding Amount	Total Funding
RAISE Funds:	$0	$0
Other Federal Funds:	$0	$0
Non-Federal Funds:	$0	$0
Total:	$0	$0

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Table 2a: Project Costs by 2020 Census Tract

Note: Please refer to the Census Tracts (2020 Census) layer in the Grant Project Location Verification mapping tool to identify 2020 Census tracts.

2020 Census Tract(s)	Project Costs per Census Tract
8833.06	$
	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2b: Project Costs per 2010 Census Tract

Note: Please refer to the Disadvantaged Census Tracts from CEJST (2010 Census) layer in the **Grant Project Location Verification mapping tool to identify 2010 Census tracts.**

2010 Census Tract(s)	Project Costs per Census Tract
8833.06	$
	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2c: Project Costs by Urban / Rural Areas

Note: Please refer to the Census Designated Urban areas with Population of More than 200,000 (2020 Census) layer in the **Grant Project Location Verification** *mapping tool to identify urban areas.*

Urban/Rural	Project Costs
Urban *(2020 Census-designated urban area with a population greater than 200,000)*	$
Rural *(Located outside of a 2020 Census-designated urban area with a population greater than 200,000)*	$
	Total Project Cost: $

The EIPR intersections with Walter Strawn Drive and Mississippi Street are an urbanized area. The EIPR intersection with Arsenal Road is in a rural area.

This information can be found using the referenced USDOT mapping Tools

Instructions:

Steps 1-3 provide instructions to analyze if your project is in an Urban area, an Area of Persistent Poverty, or a Historically Disadvantaged Community. Steps 4-5 provide instructions to determine which county and census tract(s) your project is in.

Layers can be turned on or off using the Layer List. The Layer List can be viewed by clicking the icon in the top right of the screen.

Layers are zoom dependent and may not appear until you zoom in.

These instructions can also be viewed by clicking the arrow for the side bar located on the left side of the screen.

Step 1: Verify if your project is in an **Urban** area using this layer:

Census Designated Urban Areas with a Population Greater Than 200,000 (2020 Census)

Step 2: Verify if your project is in an **Area of Persistent Poverty** using these layers:

Persistent Poverty Census Tracts (2020 Census) | **Persistent Poverty Counties (2020 Census)**

Step 3: Verify if your project is in a **Historically Disadvantaged Community** using these layers:

Disadvantaged Census Tracts from CEJEST (2010 Census) | **Tribal Tracts**

Step 4: Verify the **county** your project is in using this layer:

Counties (2020 Census)

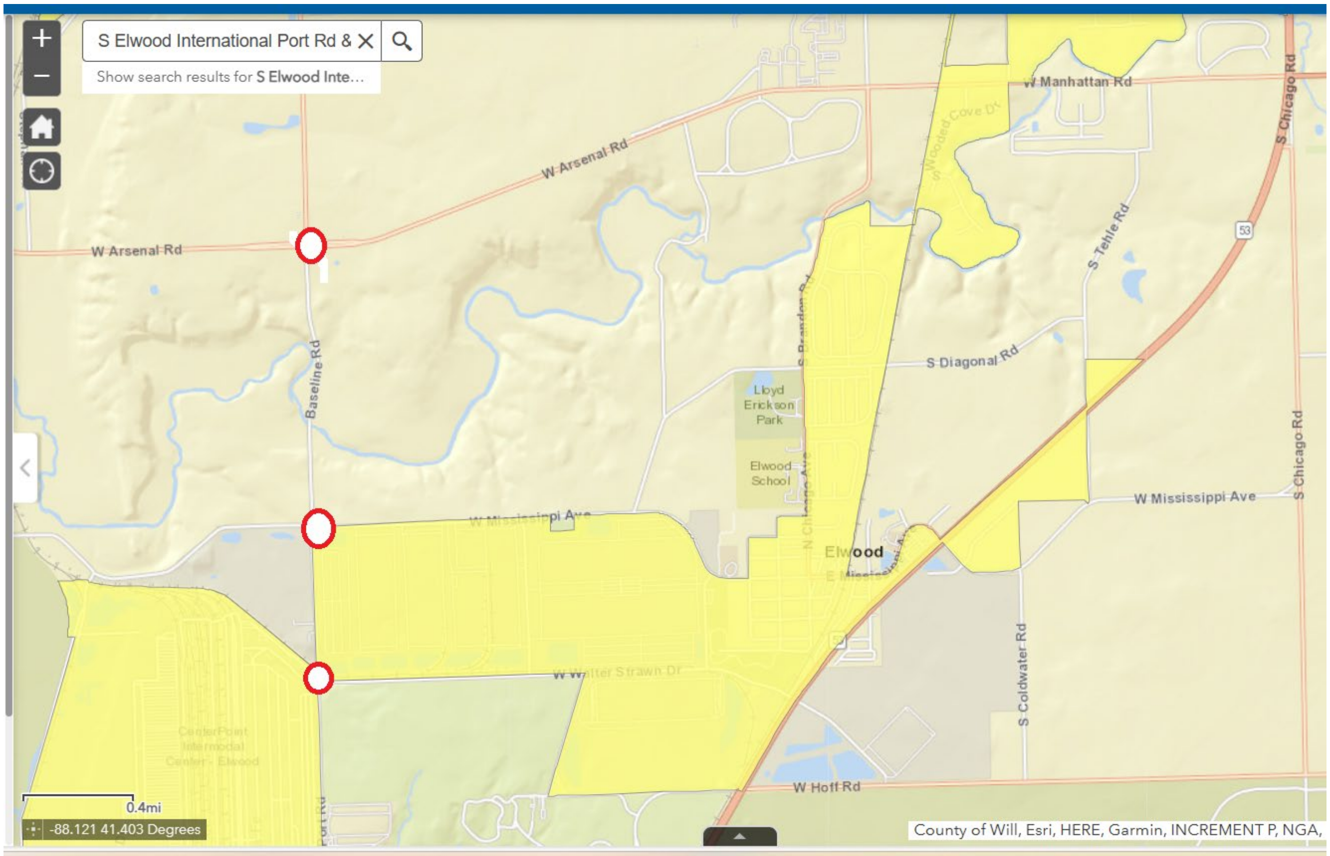
Step 5: Verify the **census tract(s)** your project is in using these layers:

Census Tracts (2020 Census) | **Census Tracts (2010 Census)**

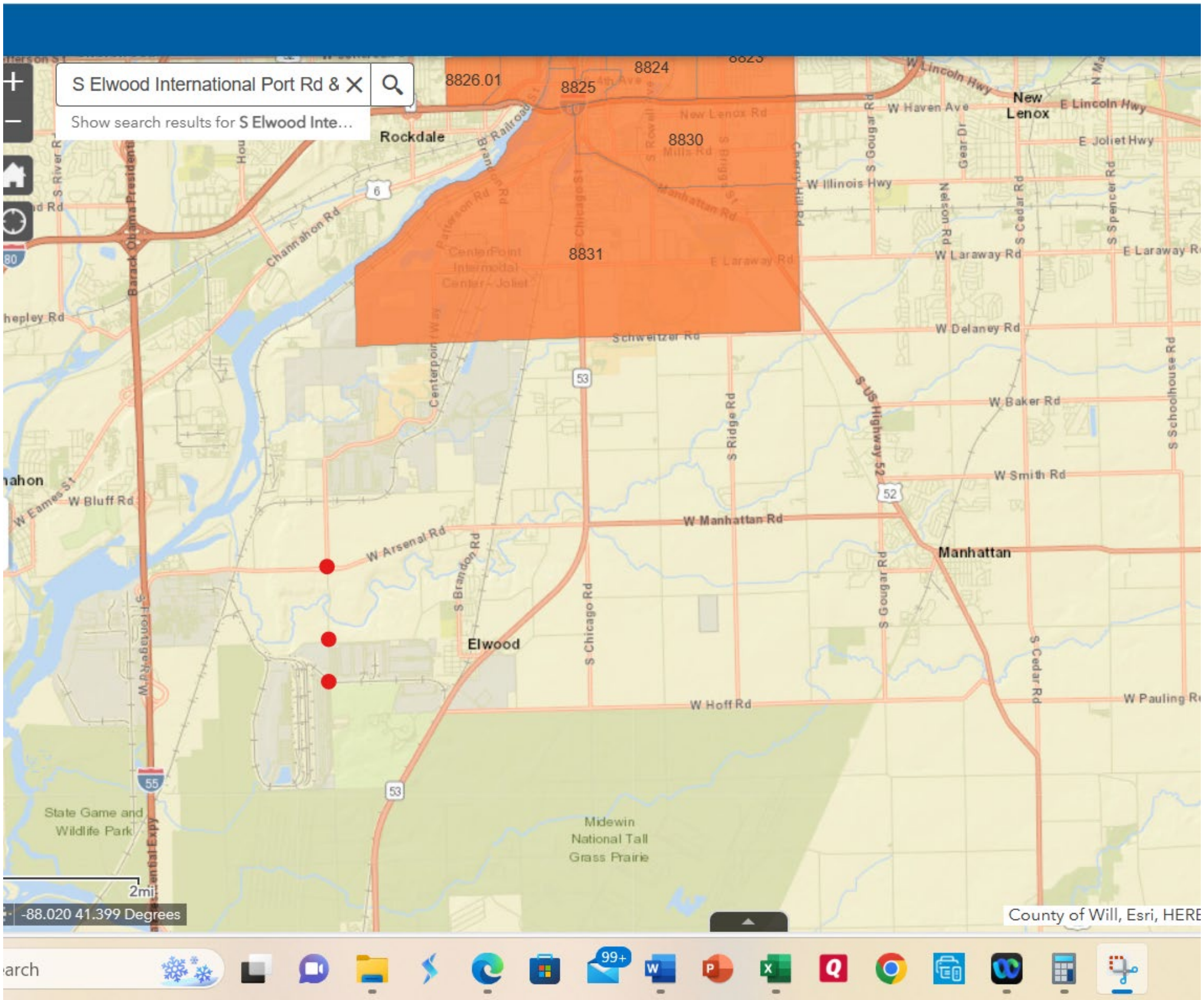
STEP 1: Urban vs. Rural Using [Grant Project Location Verification]() Tool

The EIPR intersections with Walter Strawn Drive and Mississippi Street are an urbanized area. The EIPR intersection with Arsenal Road is in a rural area.

Exhibit 1: Urban versus Rural Designation



STEP 2: Verify Area of Persistent Poverty- using the same tool use the Area of Persistent Poverty layer to identify where the Project is in the Areas of Persistent Poverty or not. **The project intersections are not in an area of persistent poverty. The map shows the geospatial relationship between the intersections and the nearest APP.**



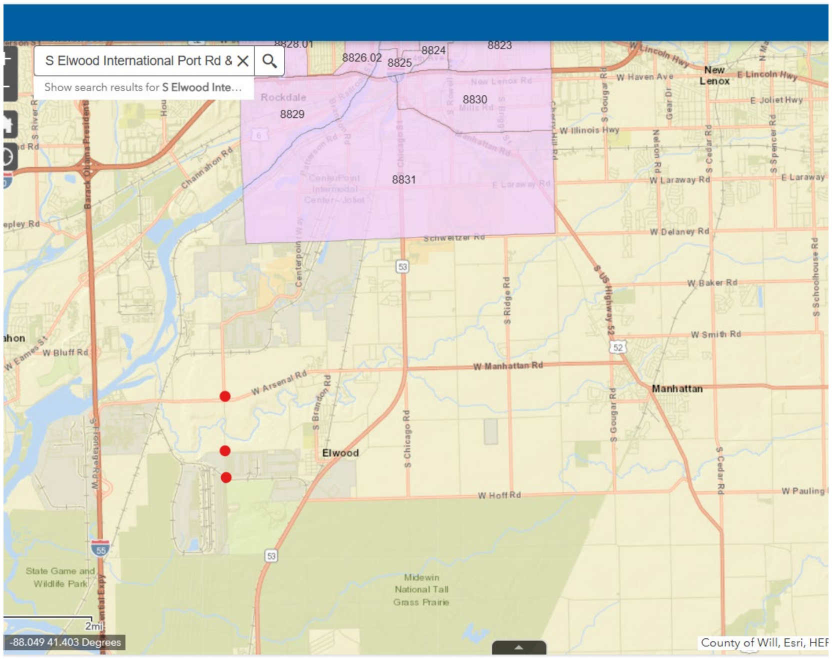
STEP 3: Verify the Census Tracts for the 2010 Census and 2020 Census. All of the intersections are within Census Tract 8833.06.

STEP 4: Verify the County. The project lies completely within **Will County Illinois**.

STEP 5: Double check the Census Tract line between the 2010 Census and the 2020 Census. In the case of this Project, the **Census Tract lines did not change between the two decennial censuses**.

The detailed CEJST Tool results can be seen below. (Segment one is highlighted in blue and segment two is highlighted in green.)

Exhibit 2: CEJST Tool for Project Area



Merit Criteria Section

The Merit Criteria Section varies from one Project Funding Program to another. The main themes may be grouped slightly differently from Program to Program. For this example, the 8 criteria from RAISE FY24 have been listed in a Merit Criteria Matrix to be used as a reference to help the applicant review the Recommended and Highly Recommended Criteria for each Merit Criteria.

See the Project Merit Criteria Matrix for additional information and research that can be prepared on the Project listed by the 8 Merit Criteria categories. Use the Matrix to help research the data for each Merit Criteria and write the narrative for each Merit Criteria.

Project Readiness

Example Instructions in RAISE FY24: *Project readiness describes an applicant's preparedness to move a proposed project forward once it receives a RAISE grant. The Project Readiness file should include information that, when considered with the project budget information, is sufficient for the Department to evaluate whether the project is reasonably expected to begin the capital or planning project in a timely manner and meet both the obligation and expenditure deadlines. Applicants can see a Project Readiness checklist on the DOT Navigator website.[20] The Project Readiness file should include the following sections:*

A. PROJECT SCHEDULE (capital and planning projects)

Example Instructions in RAISE FY24: *The Project Readiness file should include a detailed project schedule that identifies all major project activities and milestones. For capital projects, examples of such milestones include State and local planning approvals; start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications, and estimates; procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction start and end. For planning projects, examples of milestones may include start dates, schedule for public engagement and completion dates.*

The schedule should be sufficiently detailed to demonstrate that: (may want to add a narrative stating the following.

- *all necessary activities will be complete at least six months in advance of the obligation deadline[21] to allow sufficient time for unexpected delays and not put the funds at risk of expiring before they are obligated;[22]*
- *the capital project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2033;*
- *all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary; and*
- *the applicant will or has meaningfully sought community input through public involvement, particularly disadvantaged communities or other communities with environmental justice concerns that may be affected by the project where applicable.*

---

[20] https://www.transportation.gov/dot-navigator

[21] The statutory obligation deadline is September 30, 2028. The Department assesses risk against an earlier deadline of June 30, 2028 to allow time to complete administrative processing and address challenges before the statutory deadline.

Example Schedule

Exhibit 3: Example Project Schedule

Example Construction Schedule	2022				2023				2024				2025				2026		
	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q
Site Plan PE 30%																			
Engineering 60%																			
Award announcement																			
Environmental Review																			
FE & Permitting																			
Obligation																			
Construction Utilities																			
Construction Road																			
Close Out Contract																			

B. ENVIRONMENTAL RISK ASSESSMENT (capital projects only) ***Example Instructions in RAISE FY24:***

This section of the application should include sufficient information for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements. To assist the Department's environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies.

Required Approvals. ***Example Instructions in RAISE FY24:***

This section should provide:

Information about the NEPA status of the project

If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final **Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared**. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway (e.g., environmental assessment, environmental impact statement), where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the final agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements.

Information on reviews, approvals, and permits by other Federal and State agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,[23] indicate the status of such actions, provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a link or other reference to copies of any reviews, approvals, and permits prepared.

[22] Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

[23] Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

Environmental studies or other documents, through a link, that describe in detail known project impacts, and possible mitigation for those impacts.

A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan.

A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design including the consideration of ensuring proportional impacts to all populations.

State and Local Approvals

This section should provide:

Receipt (or the schedule for anticipated receipt) of Tribal government, State, and local approvals

List and describe permits and approvals on which the project depends, such as State and local environmental and planning approvals, and Statewide Transportation Improvement Program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant

State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities.

Federal Transportation Requirements Affecting State and Local Planning

The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects, including projects located at airport facilities. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration such as letters of support from the State DOT if the project is intended to be included in the State Freight Plan, or results from application of the FHWA Freight Mobility Trends Tool.[24]

[24] https://fpcb.ops.fhwa.dot.gov/mobility_trends_tool.aspx

Assessment of Project Risks and Mitigation Strategies

***Instructions in the RAISE FY24 NOFO**: Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match (non-federal funding), lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks and harms to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.*

Project risks can also include the unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information on the RAISE program website, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

Exhibit 4: Risk Matrix

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Technical Feasibility	Feasibility	.	Low
Design Standards Conformance	Feasibility		Low
Partner Approvals	Schedule		Low
Local Jurisdiction Approvals	Schedule		Low
Environmental Approvals	Cost, schedule	.	Low/ Medium
Funding	Cost, schedule		Medium
Public and Stakeholder Support	Cost, schedule		Low
ROW	Cost, schedule		None
Construction	Cost, schedule	Include Amount of Contingency included in the Project Budget	Low / Medium
Construction	Cost of Steel and other components	Products and materials will be domestically sourced. Current tariffs may put extra pressure on American component prices and supply timelines.	Medium
Grant Management	Compliance		Low

It is recommended that the Project Sponsor Fill in a Risk Matrix such as the example above. Describe the Current Status and Anticipated Mitigation Activities that will help to reduce the risk of that Risk Area. Rate the Level of the Risk in the far right column as Low, Medium or High.

C. TECHNICAL CAPACITY ASSESSMENT (capital and planning projects)

All applications should include a section in the Project Readiness file that demonstrates their technical capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions, described in Section E.1 of this NOFO. The applicant should address the following in the technical capacity section of the Project Readiness file:

- **Federal Funding –** *Experience implementing federally funded transportation projects*.

- **Federal Regulations** – *Understanding of federal contract and procurement requirements, Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon Act, etc*.

- **Project Planning –** *Practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.*

- **Project Delivery** – *Examples of successfully delivered projects of similar size, scope, and complexity.*

Merit Criteria RAISE Planning Grant

Safety

Crashes
Fatalities/Serious Injuries
Truck involved crashes
Truck involved Fatalities/Serious Injuries

Environmental Sustainability

Environmental Justice
Environmental Sustainability – U.S. National Blueprint for Transportation Decarbonization
Emissions reduction
Improve resiliency of at risk infrastructure
Incorporating nature-based solutions and natural infrastructure

Quality of Life

Affordable transportation options
Job Access
Bike/Ped facility

Mobility and Community Connectivity

Directly increasing intermodal and multimodal freight movement

State of Good Repair

Restore and modernize

Partnership and Collaboration

Engage residents
Partner with DBE or 8(a) firms
Partner with high quality workforce development programs
Partner with unions
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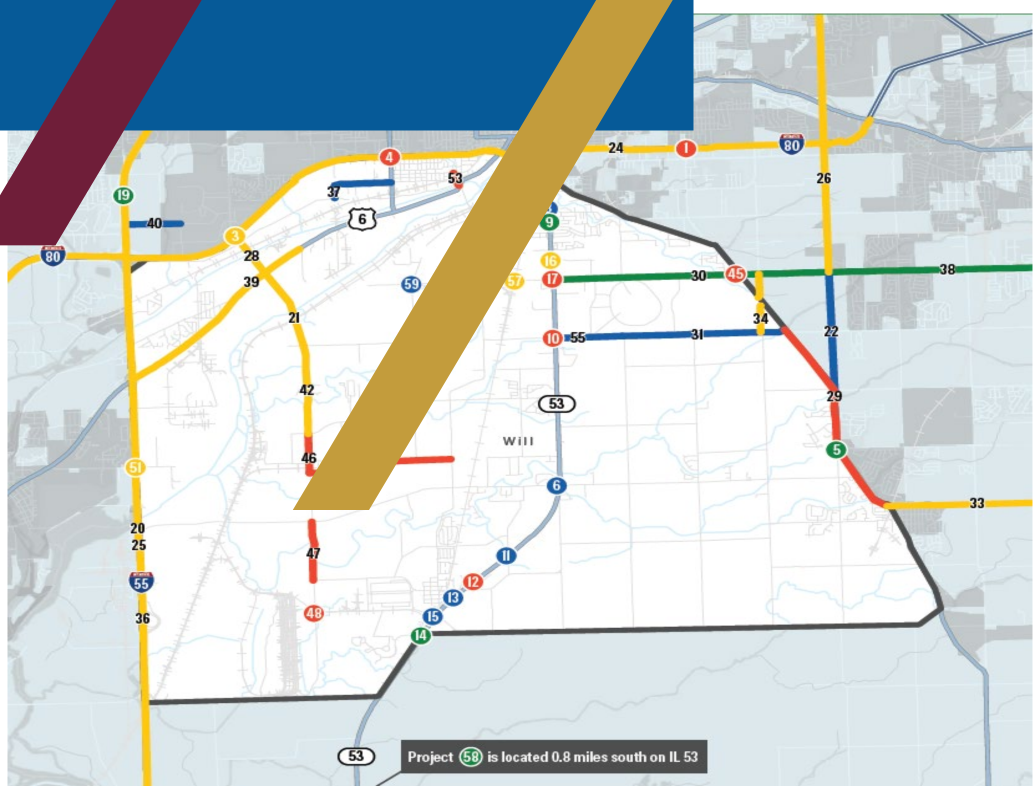
Technologies
Project Delivery
Financing

JADA
Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

Detailed Project Summary
Cherry Hill Road



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General Project Information

Jurisdiction

Will County

Source of Project

US 52 to Mills Road: Will Connects 2040 and TMP Travel Demand Model
US 52 to Schweitzer Road: TMP Travel Demand Model

Project Description

US 52 to Mills Road is to add lanes (2 lanes in each direction)
US 52 south to Schweitzer Road is also recommended for add lanes based on future projections.

Project Cost

US 52 to Mills (2015$) .... $24.2 million
US 52 to Schweitzer .... TBD

Project Phase and Status

- US 52 to Mills is on the Will Connects 2040 Unconstrained projects list (#13).
  This section includes one structure (099-4359) a culvert over Sugar Run Creek, the culvert is in fair condition. https://apps1.dot.illinois.gov/bridgesinfosystem/details.aspx?sn=0994359
  There is one railroad-highway grade crossing over the CN/Wisconsin Central with 17 trains per day. ICC Crossing Number: 260609E
- US 52 to Schweitzer Road has had no feasibility studies or preliminary engineering initiated

Grant Program Alignment

USDOT

- RAISE
- INFRA

FHWA

- Reducing Truck Emissions at Port Facilities
- Rural for Project 2
- SS4A if on CMAP Safety Action Plan

FRA

- CRISI for 260609E
- RCE

Project Description Section

- US 52 to Mills is on the Will Connects 2040 Unconstrained projects list (#13) and provides for adding lanes to a four lane cross section.

  This project includes one structure (099-4359) a culvert over Sugar Run Creek, the culvert is in fair condition. https://apps1.dot.illinois.gov/bridgesinfosystem/details.aspx?sn=0994359

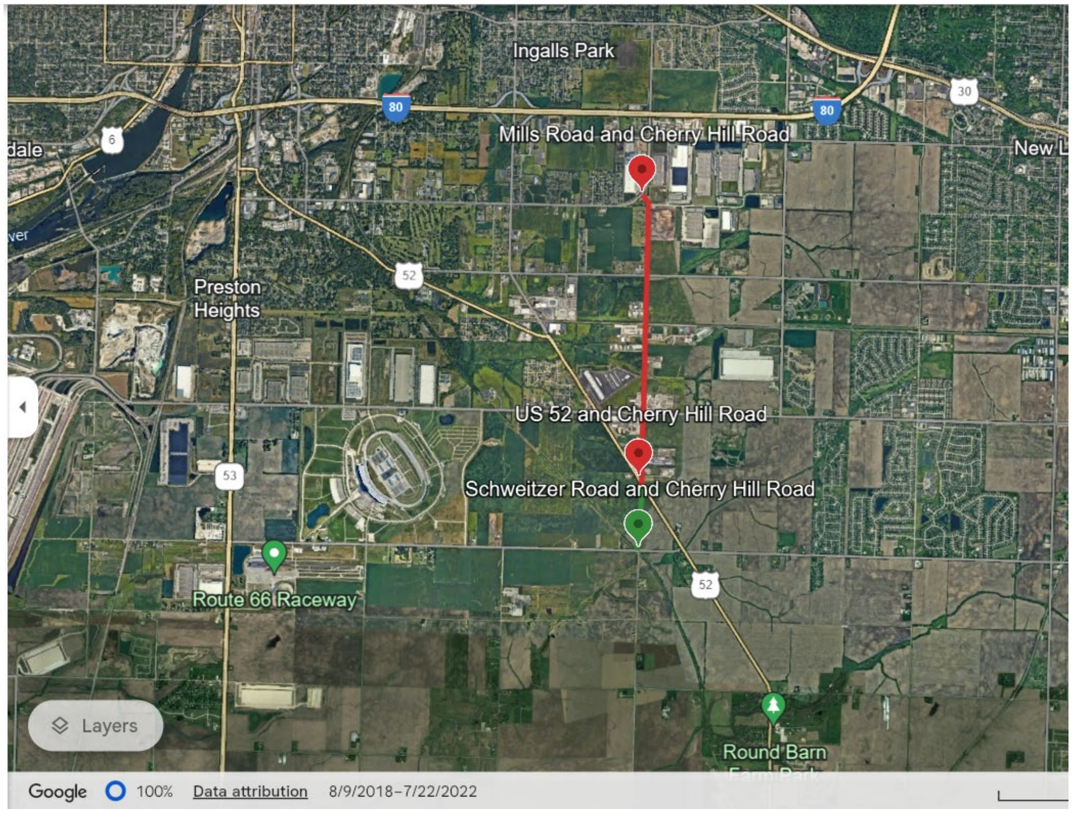
  There is one railroad-highway grade crossing over the CN/Wisconsin Central with 17 trains per day. ICC Crossing Number: 260609E

- US 52 south to Schweitzer Road is also recommended for add lanes based on future projections. There are no structures or highway-railroad grade crossings within the project limits.

Note: WC DOT has included Cherry Hill Road north of Mills to US 30 in the TIP. The roadway was constructed in 1952 and the TIP funds a Phase 1 study. Within the project termini there is one structure that carries Cherry Hill Road over I-80, and it is currently rated good/good/very good. There are no railroad-highway grade crossings.

Project Location Section / File

The Current Funding Program NOFO's have added the following directions to include a separate file that helps USDOT staff locate the project. (Project 1 is delineated in red, Project 2 is delineated in green).



"Applicants should submit one of the following file types for project location identification. This will be used to verify the urban/rural designation and the APP/HDC designations described in the Project Description file. These location designations, together with budget information, could affect eligibility under the FY 2024 RAISE grants program, as described in NOFO Section C. Therefore, accuracy in the location file is important. Acceptable file types are: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and. prj components of the Shapefile), GeoJSON, KML, or KMZ. Applicants may use Google Earth, a publicly available online mapping tool, to prepare a KML file. ***These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact."***

If an applicant needs to prepare one of these files, these are suggested instructions:

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)

Project Budget

Project 1 is included in the LRTP for $24,196,000 (2015$)

Table 1: Example Project Budget

Task #	Task Name	Cost	Percentage of Total Cost
1	Phase 1		%
2	Final Design and NEPA	$	%
3	Construction	$	%
4	Close out		
Total Project Cost		$TBD	100%
Federal Funds Received from Previous Grant		$0	
RAISE FY24 Federal Funding Request		$	0%
Non-Federal Funding/Match (list sources) Please list amounts per source		$0	0%
Portion of Non-Federal Funding from the Private Sector Please list amounts per source		$0	
Portion of Total Project Costs Spent in a Rural Area		$0	0%
Pending Federal Funding Requests		$0	

Table 1: Funding Sources by Component

Funding Source	Phase 1 Funding Amount	Total Funding
RAISE Funds:	$0	$0
Other Federal Funds:	$0	$0
Non-Federal Funds:	$0	$0
Total:	$0	$0

If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

Table 2a: Project Costs by 2020 Census Tract

Note: Please refer to the Census Tracts (2020 Census) layer in the Grant Project Location Verification mapping tool to identify 2020 Census tracts.

2020 Census Tract(s)	Project Costs per Census Tract
	$
	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2b: Project Costs per 2010 Census Tract

Note: Please refer to the Disadvantaged Census Tracts from CEJST (2010 Census) layer in the **Grant Project Location Verification mapping tool to identify 2010 Census tracts.**

2010 Census Tract(s)	Project Costs per Census Tract
	$
	$
	$
	$
	Total Project Cost: $

Add more rows for additional census tracts, if needed.

Table 2c: Project Costs by Urban / Rural Areas

Note: Please refer to the Census Designated Urban areas with Population of More than 200,000 (2020 Census) layer in the **Grant Project Location Verification** *mapping tool to identify urban areas.*

Urban/Rural	Project Costs
Urban *(2020 Census-designated urban area with a population greater than 200,000)*	$
Rural *(Located outside of a 2020 Census-designated urban area with a population greater than 200,000)*	$
	Total Project Cost: $

This information can be found using the referenced USDOT mapping Tools

Instructions:

Steps 1-3 provide instructions to analyze if your project is in an Urban area, an Area of Persistent Poverty, or a Historically Disadvantaged Community. Steps 4-5 provide instructions to determine which county and census tract(s) your project is in.

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Layers are zoom dependent and may not appear until you zoom in.

These instructions can also be viewed by clicking the arrow for the side bar located on the left side of the screen.

Step 1: Verify if your project is in an **Urban** area using this layer:

Census Designated Urban Areas with a Population Greater Than 200,000 (2020 Census)

Step 2: Verify if your project is in an **Area of Persistent Poverty** using these layers:

Persistent Poverty Census Tracts (2020 Census) | **Persistent Poverty Counties (2020 Census)**

Step 3: Verify if your project is in a **Historically Disadvantaged Community** using these layers:

Disadvantaged Census Tracts from CEJEST (2010 Census) | **Tribal Tracts**

Step 4: Verify the **county** your project is in using this layer:

Counties (2020 Census)

Step 5: Verify the **census tract(s)** your project is in using these layers:

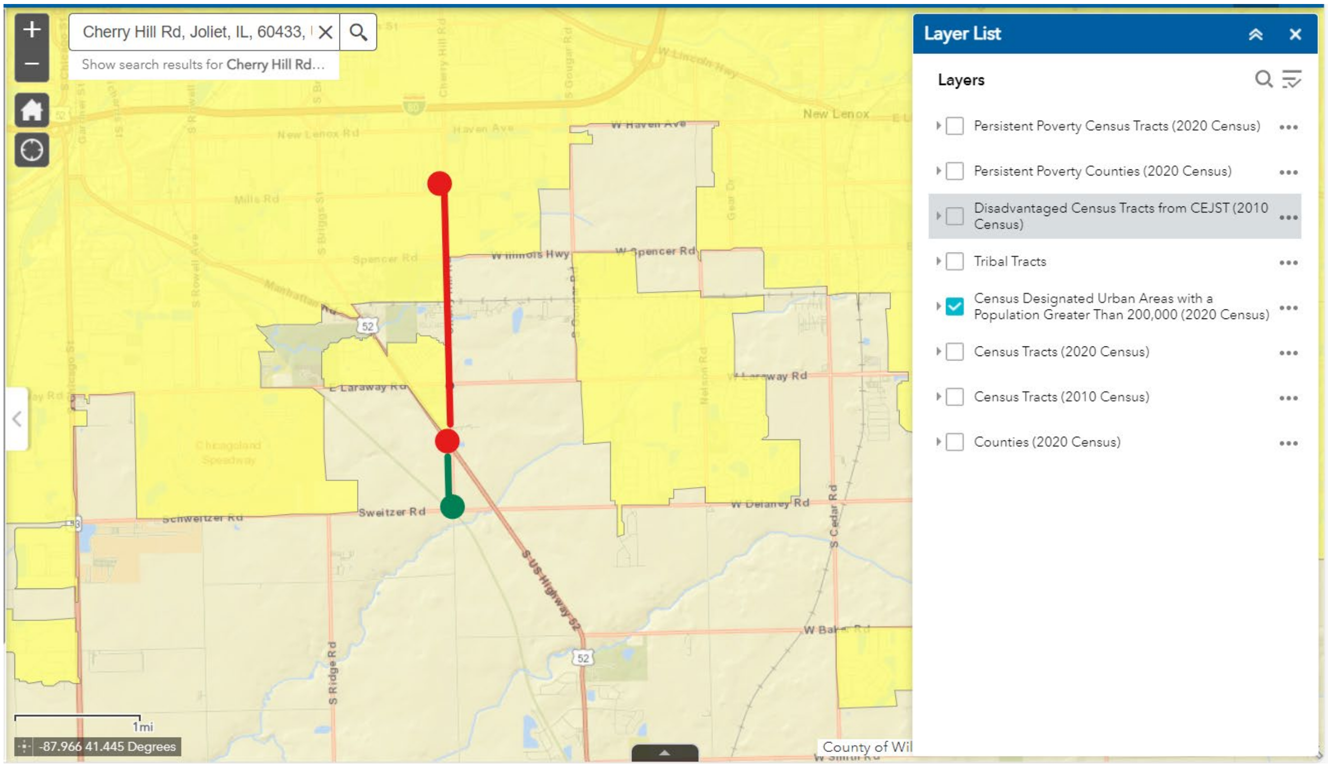
Census Tracts (2020 Census) | **Census Tracts (2010 Census)**

STEP 1: Urban vs. Rural Using [Grant Project Location Verification]() Tool

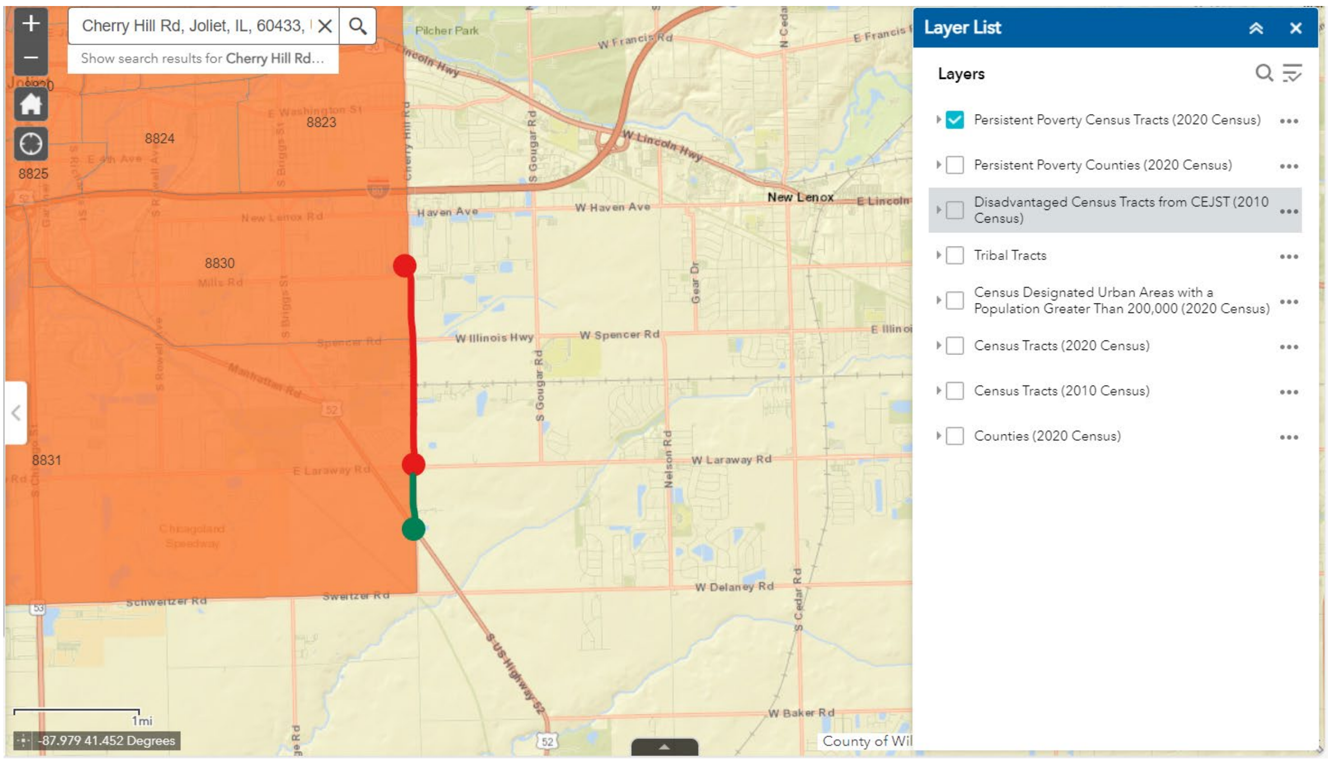
Project 1 is located in a mix of designated Urban and Rural areas. The project borders a Rural area on the east for 1.5 miles between Illinois Highway and US 52 and for 0.34 miles to the west from the CN RR to Sugar Run Creek.

Project 2 is located entirely in a designated Rural area.

Exhibit 1: Urban versus Rural Designation



STEP 2: Verify Area of Persistent Poverty- using the same tool use the Area of Persistent Poverty layer to identify where the Project is in the Areas of Persistent Poverty or not. **Both projects Areas of Persistent Poverty Census tracts to the west. The map shows the geospatial relationship between the projects and the nearest APP. Based upon RAISE FY24 directives, this Project would be given a designation of being in an APP. This designation will need to be reviewed for future applications under other NOFO's**



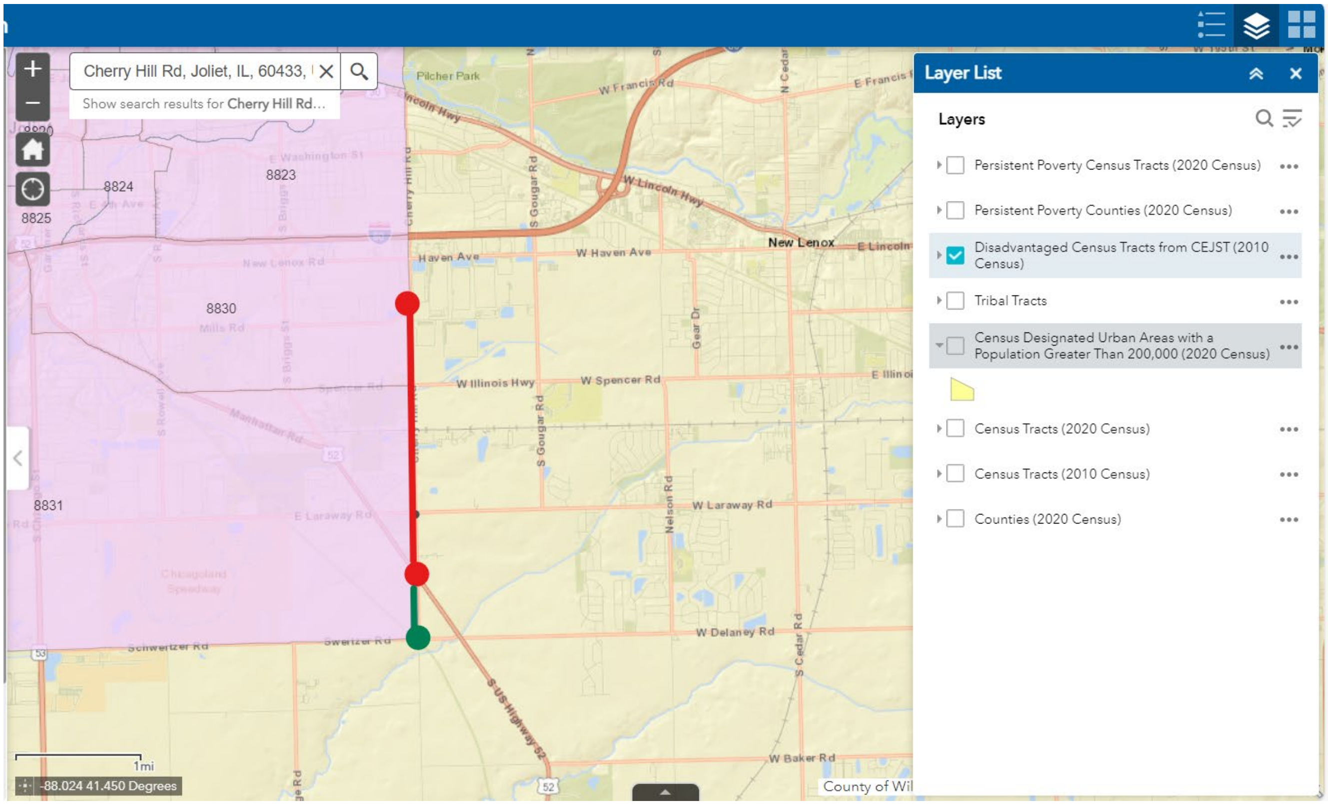
STEP 3: Verify the Census Tracts for the 2010 Census and 2020 Census. The census tracts in Project 1 include **8811.09, 8811.12, 8830, and 8831**. Project two runs through Census Tracts **8811.09 and 8831.**

STEP 4: Verify the County. The project lies completely within **Will County Illinois**.

STEP 5: Double check the Census Tract line between the 2010 Census and the 2020 Census. In the case of this Project, the **Census Tract lines did not change between the two decennial censuses**.

The detailed CEJST Tool results can be seen below. (Project one is highlighted in red and Project two is highlighted in green.) Both projects border on a disadvantaged census tracts.

Exhibit 2: CEJST Tool for Project Area



Merit Criteria Section

The Merit Criteria Section varies from one Project Funding Program to another. The main themes may be grouped slightly differently from Program to Program. For this example, the 8 criteria from RAISE FY24 have been listed in a **Merit Criteria Matrix** to be used as a reference to help the applicant review the Recommended and Highly Recommended Criteria for each Merit Criteria.

See the Project Merit Criteria Matrix for additional information and research prepared on the Project listed by the 8 Merit Criteria categories. Use the Matrix to help research the data for each Merit Criteria and write the narrative for each Merit Criteria.

Project Readiness

Example Instructions in RAISE FY24: *Project readiness describes an applicant's preparedness to move a proposed project forward once it receives a RAISE grant. The Project Readiness file should include information that, when considered with the project budget information, is sufficient for the Department to evaluate whether the project is reasonably expected to begin the capital or planning project in a timely manner and meet both the obligation and expenditure deadlines. Applicants can see a Project Readiness checklist on the DOT Navigator website.[20] The Project Readiness file should include the following sections:*

A. PROJECT SCHEDULE (capital and planning projects)

Example Instructions in RAISE FY24: *The Project Readiness file should include a detailed project schedule that identifies all major project activities and milestones. For capital projects, examples of such milestones include State and local planning approvals; start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications, and estimates; procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction start and end. For planning projects, examples of milestones may include start dates, schedule for public engagement and completion dates.*

The schedule should be sufficiently detailed to demonstrate that: (may want to add a narrative stating the following.

- *all necessary activities will be complete at least six months in advance of the obligation deadline[21] to allow sufficient time for unexpected delays and not put the funds at risk of expiring before they are obligated;[22]*
- *the capital project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2033;*
- *all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary; and*
- *the applicant will or has meaningfully sought community input through public involvement, particularly disadvantaged communities or other communities with environmental justice concerns that may be affected by the project where applicable.*

[20] https://www.transportation.gov/dot-navigator

[21] The statutory obligation deadline is September 30, 2028. The Department assesses risk against an earlier deadline of June 30, 2028 to allow time to complete administrative processing and address challenges before the statutory deadline.

Example Schedule

Exhibit 3: Example Project Schedule

Example Construction Schedule	2022				2023				2024				2025				2026		
	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q	4 Q	1 Q	2 Q	3 Q
Site Plan PE 30%																			
Engineering 60%																			
Award announcement																			
Environmental Review																			
FE & Permitting																			
Obligation																			
Construction Utilities																			
Construction Road																			
Close Out Contract																			

B. ENVIRONMENTAL RISK ASSESSMENT (capital projects only) ***Example Instructions in RAISE FY24:***

This section of the application should include sufficient information for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements. To assist the Department's environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies.

Required Approvals. ***Example Instructions in RAISE FY24:***

This section should provide:

Information about the NEPA status of the project

If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final **Categorical Exclusion, Finding of No Significant Impact, Record of Decision,**

and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway (e.g., environmental assessment, environmental impact statement), where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the final agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements.

Information on reviews, approvals, and permits by other Federal and State agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,[23] indicate the status of such actions, provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a link or other reference to copies of any reviews, approvals, and permits prepared.

[22] Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

[23] Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

Environmental studies or other documents, through a link, that describe in detail known project impacts, and possible mitigation for those impacts.

A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan.

A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into

project development and design including the consideration of ensuring proportional impacts to all populations.

State and Local Approvals

This section should provide:

Receipt (or the schedule for anticipated receipt) of Tribal government, State, and local approvals on which the project depends, such as State and local environmental and planning approvals, and Statewide Transportation Improvement Program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities.

Federal Transportation Requirements Affecting State and Local Planning

The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects, including projects located at airport facilities. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration such as letters of support from the State DOT if the project is intended to be included in the State Freight Plan, or results from application of the FHWA Freight Mobility Trends Tool.[24]

[24] https://fpcb.ops.fhwa.dot.gov/mobility_trends_tool.aspx

Assessment of Project Risks and Mitigation Strategies

***Instructions in the RAISE FY24 NOFO**: Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match (non-federal funding), lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks and harms to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The* *applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.*

Project risks can also include the unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information on the RAISE program website, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

Exhibit 4: Risk Matrix

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Technical Feasibility	Feasibility	.	Low
Design Standards Conformance	Feasibility		Low
Partner Approvals	Schedule		Low
Local Jurisdiction Approvals	Schedule		Low
Environmental Approvals	Cost, schedule	.	Low/ Medium
Funding	Cost, schedule		Medium
Public and Stakeholder Support	Cost, schedule		Low
ROW	Cost, schedule		None
Construction	Cost, schedule	Include Amount of Contingency included in the Project Budget	Low / Medium
Construction	Cost of Steel and other components	Products and materials will be domestically sourced. Current tariffs may put extra pressure on American component prices and supply timelines.	Medium

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Grant Management	Compliance		Low

It is recommended that the Project Sponsor Fill in a Risk Matrix such as the example above. Describe the Current Status and Anticipated Mitigation Activities that will help to reduce the risk of that Risk Area. Rate the Level of the Risk in the far right column as Low, Medium or High.

C. TECHNICAL CAPACITY ASSESSMENT (capital and planning projects)

All applications should include a section in the Project Readiness file that demonstrates their technical capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions, described in Section E.1 of this NOFO. The applicant should address the following in the technical capacity section of the Project Readiness file:

- **Federal Funding –** *Experience implementing federally funded transportation projects*.

- **Federal Regulations** – *Understanding of federal contract and procurement requirements, Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon Act, etc*.

- **Project Planning –** *Practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.*

- **Project Delivery** – *Examples of successfully delivered projects of similar size, scope, and complexity.*

Merit Criteria RAISE Planning Grant

Safety

Crashes
Fatalities/Serious Injuries
Truck involved crashes
Truck involved Fatalities/Serious Injuries

Environmental Sustainability

Environmental Justice
Environmental Sustainability – U.S. National Blueprint for Transportation Decarbonization
Emissions reduction
Improve resiliency of at risk infrastructure
Incorporating nature-based solutions and natural infrastructure

Quality of Life

Affordable transportation options
Job Access
Bike/Ped facility

Mobility and Community Connectivity

Directly increasing intermodal and multimodal freight movement

State of Good Repair

Restore and modernize

Partnership and Collaboration

Engage residents
Partner with DBE or 8(a) firms
Partner with high quality workforce development programs
Partner with unions
Partner with community groups

Innovation

Technologies
Project Delivery
Financing

JANUARY 31,2024

APPENDIX E: DETAILED GRANT PROGRAM SUMMARIES

ANN SCHNEIDER AND JEANNIE BECKETT

ANN L. SCHNEIDER AND ASSOCIATES AND THE BECKETT GROUP

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Transportation Master Plan Grants Strategy

List of Detailed Grant Summaries

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JADA
Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

Bridge Investment Program (BIP)

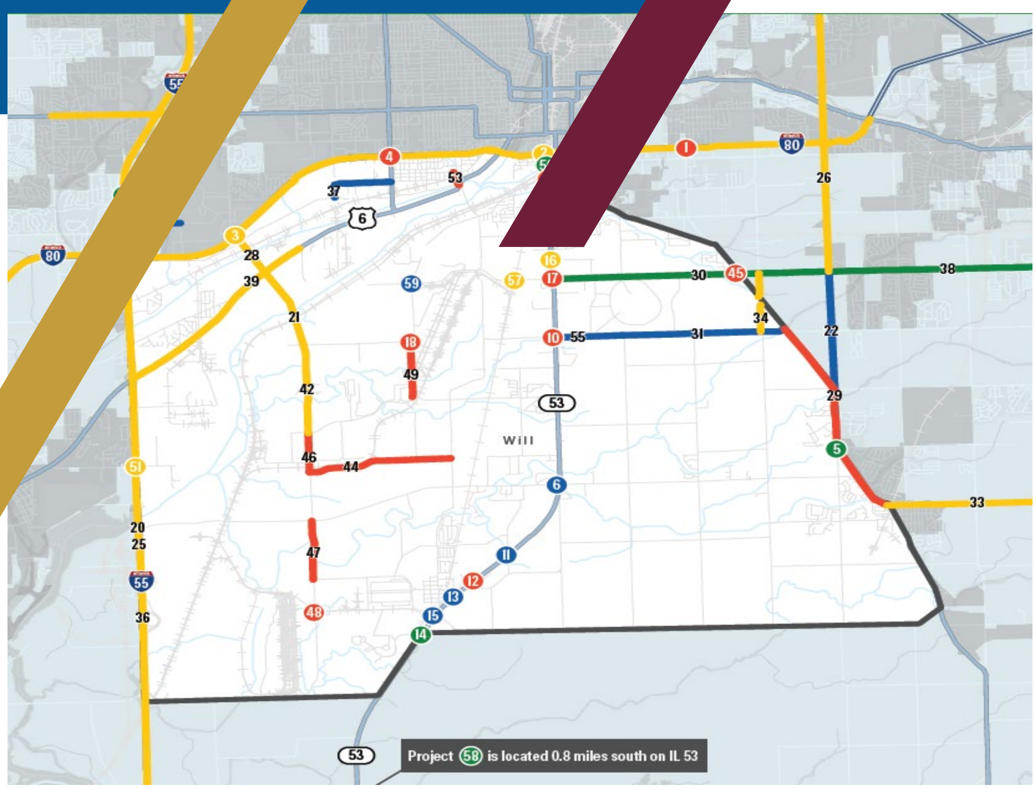


TABLE OF CONTENTS

FHWA's Website: BIP - Funding Programs - Management and Preservation - Bridges & Structures - Federal Highway Administration (dot.gov).

General FY 22 Grant Information

Application Due Date........July 5, 2022
Awards Announced Date
- Planning grants........January 4, 2023
- Large Bridge grants........March 29, 2023
- Bridge grants........April 13, 2023

Amount Available
- Planning grants........$20 million
- Bridge and Large Bridge grants........$2.34 billion
- Large Bridge grants (part of $2.34 billion)........at least $300 million
- Culverts on the NBIS........no more than 5% of funds available

Limits

Planning projects........no minimum or maximum
Bridge projects minimum........$2.5 million
Large Bridge projects minimum........$50 million

Maximum Federal Share

Large Bridge........50%
Bridge........80%
Off-system Bridges........90%
Planning........90% for off-system bridges and interstates, 80% for others

Page Limit

Application narrative page limit........25 pages

Deadlines

Obligation deadline........September 30, 2025
Expenditure deadline........September 30, 2030

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Application Content Checklist

Information	Form Name	NOFO Section
Application Template for project type	**See required content**	**D.2.a.**
SF-424	**SF-424**	**D.2.**
SF-424C	**Budget information for construction**	**D.2.**

Planning Project Template

Information	NOFO Section
Basic Project Information – Description, location, and parties	**D.2.d.I.**
National Bridge Inventory Data	**D.2.d.II.**
Project costs – Grant Funds, Sources, and Use of all Project Funding	**D.2.d.III.**
Project Outcome Criteria	**E.1.**
Project Priority Considerations	**E.2.**

Bridge Project and Large Bridge Project Template

Information	NOFO Section
Basic Project Information – Description, location, and parties	**D.2.d.I.**
National Bridge Inventory Data	**D.2.d.II.**
Project costs – Grant Funds, Sources, and Use of all Project Funding	**D.2.d.III.**
Project Outcome Criteria	**E.1.**
Benefit- Cost Analysis	**D.2.d.V.**
Project Readiness and Environmental Risk	**D.2.d.VI**
Project Priority Considerations	**E.2.**

Eligibility Requirements

Eligible Applicants

- State or group of states
- MPO (over 200,000 population)
- Unit of local government or group of local governments
- Political subdivision of state or local government
- Special purpose district or public authority with transportation purposes
- Federal land management agency
- Tribal government or consortium of Tribal governments
- Multistate or multijurisdiction group of eligible entities

Eligible Projects

Planning	Bridge (≤ $100m)	Large Bridge (>$100m)
• Planning • Feasibility analysis • Revenue forecasting	• Replace, rehabilitate, preserve or protect one or more bridges on the NBIS • Bridge bundling • Culverts on the NBIS	• Replace, rehabilitate, preserve or protect one or more bridges on the NBIS • Bridge bundling • Culverts on the NBIS

Applicants must also address two additional Title 23 requirements

1. How the bridge will be maintained (23 USC §116(b))
2. Accommodations for bicyclists and pedestrians (23 USC §217(e))

Eligible Project Costs

Planning	Bridge & Large Bridge
• Planning • Feasibility analysis • Revenue forecasting • All other pre-construction costs are ineligible costs	• Development phase activities including environmental review, preliminary engineering and design • Construction • Expenses related to protection of a bridge • Upon request, subsidy and administrative costs to provide Federal credit assistance (e.g., TIFIA)

USDOT will also consider support for community engagement as an eligible cost. If DOT makes a multi-year grant award, interest and other financing costs of carrying out a part of the project within a reasonable time shall be considered a cost of carrying out the project and eligible for Federal cost share.

Letters of No Prejudice

Applicants can request a letter of no prejudice to make eligible project costs incurred prior to the date on which the project receives BIP funding assistance eligible for Federal cost share if the following conditions are met:

Before applicant carries out the activity, DOT approves a Letter of No Prejudice for the Activity

THe FHWA NEPA process is complete with a verifiable ROD, FONSI, or CE

The activity is carried out without Federal assistance and in accordance with all applicable procedures/requirements.

Limitations on Award of BIP Grants

Planning	Bridge Project Large Bridge Project	Instructions
No limitations	Reasonably expected to begin construction not later than 18 months after obligation	Provide expected date of obligation and construction start date referencing project budget and schedule as needed. If the project has multiple independent components, or will be obligated and construction in multiple phase, provide sufficient information to show that each component meets the requirement. USDOT will base their determination on project risk rating for Project Readiness.
	Preliminary Engineering (PE) is complete for the project.	For a project to or independent project component to be based on the results of PE, indicate which of the following activities have been completed as of the date of application submission: • Environmental assessment • Topographic surveys • Metes and bounds surveys • Geotechnical investigations • Hydrologic analysis • Utility engineering • Traffic studies • Financial plans • Revenue estimates • Hazardous materials assessment • General estimates of types and quantities of materials • Other work needed to establish parameters for final design If one or more of the activities was included in a larger plan or document not described, explicitly state that and reference the document DOT will base its determination on the assessment by technical capacity evaluation.

Evaluation and Selection Process

Analysis Team

- Assess statutory evaluation requirements
- Assess statutory Secretarial considerations
- Assess statutorily required project selections priorities
- Evaluate projects using project outcome criteria
- Send overall rating and evaluation of responsiveness to priority considerations to Second Level Review Team (SLRT)

2nd Level Review Team

- Determine which Highly Recommended projects to advance to the FHWA Administrator
- May also recommend a "Recommended Project" that meets one or more of the priority considerations
  - Considering how well project addressed project outcome criteria
  - Number of criteria rated High
  - Project's high rating under Project Readiness

FHWA Administrator

- Determine which Highly Recommeded and Recommended projects to advance to the Secretary after considering SLRT recommendations including responsiveness to DOT Priority Considerations
- May advise Secretary
  - Reduced awards
  - Awards under a different funding category than identified in the applicaiton
  - In the case of a bridge bundle, options for funding certain bridges of the bundle immediately ready to proceed to construction upon award, separate grants for bridges in bundle that may need to complete NEPA, or remove certain bridges completely

Secretary

- Identify applications that best address
  - BIP program goals,
  - Statutory selection criteria
  - DOT Priority Considerations
- Ensure effective use of Federal funding while improving
  - Transportation safety
  - Reducing surface transportation-related GHGs
  - Delivering equitable transportation options and access
  - Accomadating new and emerging technologies

Selection Criteria

Planning Projects

Outcome Criterion	Highly Qualified	Qualified	Not Qualified
BIP Program goals	Application describes in detail and provides supporting data how a Bridge or Large Bridge Project would advance a BIP goal	Application generally describes how the proposed project will advance a BIP goal and the data provide is limited or does not directly demonstrate how the Bridge/Large Bridge project would advance a BIP goal	Application does not clearly described how project will advance a BIP goal, data provides in application does not demonstrate how project will advance a goal, or no data is provided.
Project Description	Application describes Bridge/Large Bridge project in detail and provides comprehensive information about the condition of the bridge(s) along with extensive data or other evidence that demonstrates how the proposed project would be the criteria for a Bridge/Large Bridge project.	Application generally describes the Bridge/Large Bridge projects. Information provided about the condition of the bridge is not comprehensive and incomplete data is submitted to support it meeting Bridge/Large Bridge evaluation criteria.	Application does not describe a Bridge/Large Bridge project, contains little or no information about the condition of the bridge, or how the project would meet Bridge/Large Bridge evaluation criteria.
Project Schedule	Detailed projects schedule including activities completed and currently underway. Project schedule includes anticipated start and end dates for each activity as well as a detailed post-Planning schedule. Information provided is sufficient for reviewers to evaluate with certainty the feasibility of the project schedule.	Application provides information on the project schedule, but it is not detailed. Information is vague and the feasibility of the project schedule cannot be determined with any certainty.	Application does not include a schedule, or the schedule is incomplete. The feasibility of the schedule cannot be assessed.

Project Budget	Application presents detailed budget including source of funds, amounts for major project activity, milestones, and deliverables. Total project cost, funding sources and amounts, and percentage of total project is provided. Federal funding requests are covered comprehensively particularly those that leverage other Federal funding opportunities.	Application includes a cursory budget. It includes major project activity, milestone and deliverable but does not specify the source and amounts of funds. Lacks detail on total project cost, funding sources/amounts, and percentage of total project costs.	No budget is included, or information is incomplete.

Bridge and Large Bridge Projects

Six project outcome criteria are used to evaluate and rate responsiveness to both Statutory Evaluation Requirements and Statutory Secretarial Considerations. The six criteria are also used to assess how projects advance the following DOT policy areas:

- Safety
- Reducing surface transportation GHGs
- Increased resilience to climate change
- Equitable transportation options and access
- Promoting competitiveness of the U.S. economy
- Improving job opportunities
- Accommodating new and emerging technologies

State of Good Repair

Highly Responsive	Application includes quantifiable data that demonstrates: 1. The bridge is in poor condition or in fair condition and at risk of falling into poor condition with the next 3 years 2. Whether the bridge meets current geometric design standards or cannot meet the load and traffic requirements typical of the regional network 3. Whether if the bridge is not improved there is a threat to future transportation network efficiency, mobility of goods or accessibility and mobility of people or economic growth due to closure or reduction in use 4. How the project will improve protection such as seismic or scour to improve long-term resiliency 5. Major activities proposed to improve the condition of the bridge are feasible and there is a detailed description of the project plan, supported by data showing how the project addresses one or more of the above items including a. The number of bridges to be improved and total person miles traveled that would be impacted by the improvement AND b. Verifiable data that the project will reduce maintenance costs and the project will be maintained in a state of good repair AND c. The application demonstrates that the project is consistent with the objectives of an asset management plan (AMP)

Responsive	The application describes 1. The bridge is in poor condition or in fair condition at risk of falling into poor condition within the next 3 years, but the data included in the application is not quantifiable to fully demonstrate current bridge condition or the risk of falling to poor condition in next 3 years 2. The Bridge does not meet current geometric design standards and cannot meet the load and traffic requirements typical of the regional transportation network, but the assertion is not supported with appropriate geometric requirement established by the State, or 3. The application mentions but does not demonstrate that if the bridge is not improved, there is a threat to the future transportation network, mobility of goods or accessibility and mobility of people, or economic growth due to a closure or reduction in use, or 4. The project does not provide details on maintenance costs of the current bridge and reduced costs following the project or how the project will be maintained in a state of good repair, or the application indicates that the project is in an AMP but does not demonstrate how it is consistent with the plan

Non-responsive	The application contains insufficient information to allow reviewers to assess if 1. The bridge is in poor condition or in fair condition and at risk of falling into poor condition within the next 3 years 2. Whether the bridge does not meet current geometric design standards or cannot meet the load and traffic requirements typical of the regional network 3. Whether if the bridge is not improved, there is a threat to future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth due to a closure or reduction in use 4. How the project will improve protection such as seismic or scour to improve long-term resiliency OR Contains insufficient information to allow reviewers to assess one or more of the following: 1. How the project will reduce maintenance costs 2. Whether the project is in an AMP or consistent with an AMP

Safety

Highly Responsive	The application provides verifiable data on 1. The number and type of accidents including serious injuries, and fatalities on or affected by the bridge 2. How the project will target known, documented, if any, safety problems with the bridge within the project area or wider transportation network 3. How the project will protect motorized and non-motorized travelers or communities from health and safety risks including improvements to, or the addition of, or continuation of safety features 4. Whether, and if so, how the project will improve the safety of the bridge and associated sections of roadway 5. Detailed information about whether, and if so how, the project has been or could be designed and operated to maximize the existing ROW for accommodation of non-motorized modes and transit options 6. Provides evidence to support the claimed level of effectiveness of the project in improve all documented safety concerns, if any, for the bridge
Responsive	The application describes 1. New and continued safety benefits that will be achieved in reducing crashes injuries, or fatalities 2. Safety problems with the bridge, within the project area, or wider transportation network if any 3. How the project will protect motorized and non-motorized travelers or communities from health and safety risks including improvements to, the addition of, or continuation of safety features 4. The application generally describes whether and how the project has been or could be designed and operated to maximize the existing ROW for accommodation of non-motorized modes and transit options But lacks data to allow reviewers to determine the claimed level of effectiveness of the project in improving the described safety concern, if any, for the bridge

Non-responsive	The application contains insufficient information to assess 1. New and continued safety benefits that will be achieved in reducing accidents injuries, or fatalities 2. Safety problems with the bridge within the project area or wider transportation network if any and how the project will address the problems or 3. How the project will protect motorized and non-motorized travelers or communities from health and safety risks

Mobility and Economic Competitiveness

Highly Responsive	The application provides 1. Detailed description of the number of structures and total person miles traveled expected to be impacted by the project 2. How the project will improve the mobility, efficiency, and reliability of the movement of people and freight, accounting for current traffic demands and estimated future demands 3. Uses information provided under the state of good repair criterion to support how improvements will improve the flow of a regional network by addressing current geometric conditions of the bridge, whether the conditions or sufficient for load and traffic requirements of regional networks or will improve mobility of people and freight by reducing the person miles traveled impacted by these conditions 4. Demonstrates that the project will increase mobility for freight movement and improve supply chains by reducing congestion and improving reliability 5. Includes verifiable estimates of the anticipated improvements including those that may result in creature land-use productivity OR 1. The project sponsor demonstrates creation of good-paying jobs that may result in equitable access to those jobs with a free and fair choice to join a union 2. The incorporation of strong labor standards including strategies to bring underrepresented workers into the workforce, which can be documented by a signed

	3. letter from a labor union, or worker organization that describes the number and characteristics of high-quality jobs on the project
Responsive	The application describes 1. The number of structures and total person miles traveled expected to be impacted by the project 2. Improvements to the mobility, efficiency, and reliability of the movement of people and freight through the project corridor but does not provide data to support claims or projections for long-term benefits 3. Current geometric features of the bridge without context for required geometric tolerances for the load and traffic requirements of the regional network 4. An increase in mobility for freight movement and improve supply chains by reducing congestion and improving reliability 5. National or regional economic benefits are anticipated by the project, but data to support the benefits are not substantiated 4. The project sponsor demonstrates significant creation of good-paying jobs that may result in equitable access to those jobs with a free and fair choice to join a union, and incorporation of strong labor standards and includes strategies to bring underrepresented workers into the workforce OR 5. How the project will result in hiring and retention of historically underrepresented groups into good-paying jobs
Non-responsive	The application contains insufficient information to allow reviewers to assess one or more of the following: 1. Improvements to the efficiency or reliability of the movement of people and freight through the project corridor, including congestion reduction 2. Current geometric design features of the bridge 3. National or regional economic benefits

Climate Change, Resiliency, and the Environment

Highly Responsive	The application includes quantifiable data that demonstrates: 1. A reduction of air pollution or GHGs (including increasing use of lower carbon travel modes) 2. Improved resiliency of at-risk infrastructure 3. Improve wildlife connectivity especially for aquatic species or 4. Addresses the disproportionate negative environmental impacts on disadvantaged communities
Responsive	The application describes 1. A reduction of air pollution or GHGs, but does not provide data to support a reduction 2. Improved resiliency of at-risk infrastructure without providing data that the project could withstand the likelihood of an event or risk 3. Indicates improvement in wildlife connectivity, but does not providing supporting data 4. Describes how disadvantaged communities will not be impacted without supporting data
Non-responsive	The application contains insufficient information to assess one or more of the following: 1. Reduction of air pollution or GHGs 2. Improve resiliency of at-risk infrastructure 3. Improvement to wildlife connectivity, especially for aquatic species 4. Address negative environmental impacts on disadvantaged communities

Quality of Life

Highly Responsive	The application includes 1. Verifiable evidence that demonstrates the project has or will engage diverse people and communities, particularly Historically Disadvantage Communities or populations, or Areas of Persistent Poverty with effective public participation that is accessible to all persons and taking into account consideration of such input in the planning. Development and

	implementation of the project decision-making process 2. Describes how the planning and engagement I the project design phase will mitigate and, to the greatest extent possible, prevent physical and economic displacement, as may be required by the project 3. Incorporates non-vehicular and public transportation into the project and provides quantifiable benefits to the quality of life of the users 4. Information as to how the project ay advance equitable access to housing and transportation 5. Provides congestion reduction and improved reliability in the project corridor with realistic estimates of improved travel time and traffic throughput
Responsive	The application describes 1. A plan to engage affected communities, but does not provide details on who will be engaged or how engagement will or has occurred 2. Incorporation of non-vehicular and/or public transportation on the project but does not describe benefits realized 3. Expected reduction in congestion and improved reliability but fails to quantify the benefits
Non-responsive	The application contains insufficient information to assess one or more of the following: 1. How the project has or will engage communities affected by the project 2. What considerations for nonvehicular and public transportation were included in the project 3. How the project will provide congestion reduction or reliability benefits to person mobility

Innovation

Highly Responsive	The application includes quantitative benefits for the use of innovative techniques, technology, or financing
Responsive	The application descries the use of an innovative technique, technology, or financing methodology t does not provide sufficient information on the innovation or quantitative benefits from using the innovation
Non-responsive	The application contains insufficient information to assess innovation benefits

Project Scoring

Project Outcome Selection Criteria Responsiveness Rating

Planning Projects

Highly Recommended	Recommended	Not Recommended
• Meets all Highly Qualified project criteria	• Receives one Qualified rating, and • Qualified or Highly Qualified on remaining criteria	• Does not meet one or more of the statutory eligiblity criteria or • Eligible project that receives at least one Not Qualified on a selection criterion

Bridge and Large Bridge Projects

High	All 6 criteria including State of Good Repair and Safety are ranked Highly Responsive
Medium High	5 or more criteria including State of Good Repair and Safety are ranked Highly Responsive
Medium	4 or more criteria including State of Good Repair and Safety are ranked Highly Responsive
Medium Low	State of Good Repair or Safety are ranked Responsive or 3 or fewer Criteria are ranked Highly Responsive
Low	One or more criteria are ranked Non-Responsive

Economic Analysis Rating

High	The project's benefits will exceed its costs, with a benefit cost ratio of at least 1.5
Medium High	The projects' benefits will exceed its costs
Medium	The project's benefits are likely to exceed its costs
Medium Low	The project's costs are likely to exceed its benefits
Low	The project's cost will exceed its benefits

Project Readiness Rating

Rating	1	2	3
Technical Assessment	**Uncertain** The team is not confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements	**Somewhat Certain / Unknown** The team is moderately confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements	**Certain** The team is confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements
Financial Completeness	**Incomplete Funding** The project lacks full funding, or one or more Federal or non-Federal match sources are still uncertain as to whether they will be secured in time to meet the projects construction schedule	**Partially Complete / Appear Stable and Highly Likely to be Available** Project funding is not fully committed but appears highly likely to be secured in time to meet the project's construction schedule	**Complete, Stable and Committed** The project's Federal and non-Federal sources are fully committed and there is demonstrated funding available to cover contingency / cost increases
Environmental Review & Risk	**High Risk** The project has not completed or begun NEPA and there are known environmental, or litigation concerns associated with the project	**Moderate Risk** The project has non-completed NEPA or secured necessary Federal permits, and it is uncertain whether they will be able to complete NEPA or secure necessary Federal permits in the time necessary to meet their project schedule	**Low Risk** The project has completed NEPA, or it is highly likely that they will be able to complete NEPA and other environmental reviews in the time necessary to meet their project schedule

Overall Readiness Rating

High	All 3s
Medium High	Two 3s and one 2
Medium	One 3 and two 2s
Medium Low	All 2s
Low	Any 1s

Overall Application Rating

Highly Recommended	Recommended	Not Recommended
• Meets all of the eligibility requirements • Received a Highly Responsive rating for State of Good Repair and Safety and at least 3 out of four remaining project outcome criteria received a Highly Responsive rating • Received no less than a Medium-High rating for both economic analysis and project readiness	• Meets all of the eligibility requirements • Received a Highly Responsive rating State of Good Repair and Safety, and at least two out of the four remaining project outcome criteria received a Highly Responsive rating • Received no less than a Medium for both economic analysis and project readiness	• Does not meet one or more of the eligiblity requirements • Received non-responsive on any of the criteria • Is not otherwise assigned a Highly Recommended or Recomended rating

DOT Priority Considerations

Large Bridge Projects

For the FY 22 grant program, DOT will give priority consideration to funding Large Bridge projects meeting the condition requirements and demonstrating that but for a BIP grant, the project sponsors will be unable to complete the project AND the project has one or more of the following characteristics

- Geometric design standards at time of of construction were met but the bridge no longer meets current standards
- Total Future eligible costs are no less than $1 billion
- The application demonstrated a need for a BIP grant of not less than $100 million
- Project readiness evaluation demonstrates the project can distribute a grant over a four-year period if a multi-year grant is awarded
- Applicants are a Federal Land Management Agency who owns the bridge and a State and the application provides evidence that upon completion of the project, the bridge will be divested AND
- The project will be ready to proceed to the next stage of delivery within 12 month of a CE determination, FONSI, or ROD
- The project includes accomodations for transit
- The project has national or regional economic signficance
- Without a BIP grant, construction is unlikely to begin before 9/30/25

Bridge Projects

For the FY 22 grant program, DOT will give priority consideration to funding Bridge projects meeting the condition requirements and demonstrating that but for a BIP grant, the project sponsors will be unable to complete final design, any necessary ROW acquisition, and construction AND the project:

The Project is or will be ready to proceed to final design and ROW acquisition if necessary within 12 months of CE Determination, FONSI or ROD

The schedule and budget demonstrate that a 2-phased BIP funding approach is feasible:

1. Initial obligation to complete design and proceed to construction within 12 month of initial award
2. Second obligation of BIP funds for construction reasonably expected to begin construction within 18 months of first obligation of BIP funds

Without a FY 22 BIP grant, construction of the project is unlikely to begin before 9/30/25

Statutory Evaluation Requirements

23 U.S.C. §124

Bridge	Large Bridge	Instructions
Secretary shall evaluate information on project benefits including whether project will generate benefits specified under 23 U.S.C. § 124(f)(3)(B)(i) and (ii)	**Statutory evaluation requirements 23 U.S.C. §124(g)(4)(A) through (E). The project addresses a need to improve the condition of the bridge as determined by the Secretary consistent with the goals of the BIP**	
Costs avoided by the prevention of the closure or reduced use of the bridge to be improved by the project.	Costs avoided by the prevention of the closure or reduced use of the bridge to be improved by the project.	Summarize the benefits of providing protection activities and benefits to reduced future maintenance costs, and benefits from prevention of the closure or reduced use of the bridge, highlighting the assumptions made about the timing of the potential closure and/or reduced use of the bridge in the absence of the project. For Large Bridge projects, describe how the project is in alignment with an asset management plan, and for NHS structures, how it is sponsored by the State and addressed in the State's AMP. The DOT will base its determination of this information during the review of the Project Outcome Criterion for State of Good Repair.
Benefits from protection as described in 23 U.S.C. §133(b)(10) including seismic and scour protection.	Benefits from protection as described in 23 U.S.C. §133(b)(10) including seismic and scour protection.	
Reduction in maintenance costs, including the case of a Federally owned bridge, cost savings to the Federal budget.	Reduction in maintenance costs, including the case of a Federally owned bridge, cost savings to the Federal budget.	
	Is consistent with the objectives of an applicable asset management plan of the project sponsor, including a State asset management plan in the case of a project on the National Highway	

	System (NHS) that is sponsored by a State.	
Safety benefits, including the reduction of accidents and related costs.	Safety benefits, including the reduction of accidents and related costs.	Summarize the safety benefits of the project and independent project components. The DOT will base its determination on the assessment of this information during the review of the Project Outcome Criterion for Safety
Person and freight mobility benefits, including congestion reduction and reliability improvements.	Person and freight mobility benefits, including congestion reduction and reliability improvements.	Summarize the mobility and economic benefits of the project and independent project components and describe the scale of their impact in national or regional terms with a focus on volume and estimated dollar amount of freight movement and the types of goods being moved. The DOT will base its determination on the assessment of this information during the review of the Project Outcome Criterion for Mobility and Economic Competitiveness.
National or regional economic benefits.	National or regional economic benefits	
Benefits from long term resiliency to extreme weather events, flooding, or other natural disasters.	Benefits from long term resiliency to extreme weather events, flooding, or other natural disasters.	Summarize the benefits of the projects to improve resiliency of the bridge to extreme weather events. Also describe anticipated environmental benefits of the project, including how the project will improve wildlife connectivity, especially for aquatic species, and reduce air and other pollutants (such as stormwater runoff pollutants). The DOT will base its determination on the assessment of this information during the review of the Project Outcome Criterion for Climate Change, Resiliency, and the Environment.
Environmental benefits, including wildlife connectivity.	Environmental benefits, including wildlife connectivity.	
Person and freight mobility benefits, including congestion reduction and reliability improvements.	Person and freight mobility benefits, including congestion reduction and reliability improvements.	Summarize the benefits of the project to non-vehicular and public transportation users, including how impacted communities are engaged in the project planning process and how the project will

Benefits to non-vehicular and public transportation users.	Benefits to non-vehicular and public transportation users.	improve community connectivity upon completion. DOT will base its determination on the assessment of this information during the review of the Project Outcome Criterion for Quality of Life
In the case of bridge bundling, benefits from executing the projects as a bundle compared to individual projects.	In the case of bridge bundling, benefits from executing the projects as a bundle compared to individual projects.	Summarize the benefits of the project will earn through the use of innovative design and construction techniques, or innovative technologies and what cost savings the project may achieve through the use of bundling compared to individual projects. DOT will base its determination on the assessment of this information during the review of the Project Outcome Criterion for Innovation.
Benefits from using innovative design and construction techniques or innovative technologies.	Benefits from using innovative design and construction techniques or innovative technologies.	
Whether and to the extent which the benefits are more likely than not to outweigh the total projects costs.	Is cost effective based on an analysis of whether the benefits and avoided costs are expected to outweigh the project costs.	Summarize the results of the BCA, including estimates for the categories of benefits described in statute. DOT will base its determination on the assessment of this information during the review of the Economic Analysis rating.
	Is supported by other Federal or non-Federal financial commitments or revenues adequate to fund ongoing maintenance and preservation.	Indicate funding source(s) and amounts that will account for ongoing maintenance and preservation upon completion of the project. demonstrate the funding is stable and dependable by referencing a letter of commitment, a local government resolution, MOU, or similar documentation. DOT will base its determination on the assessment of this information during review of the Project Readiness rating.

Statutory Secretarial Considerations

- Average daily person and freight throughput supported by the project.
- Number and percentage of bridges in the same State as the project that are in poor condition.
- Extent to which eligible project demonstrates cost savings by bundling mulitiple bridge projects.
- Geographic diversity among grant recipients including balance between needs of urban and rural communities.
- Without assistance, bridge at risk of falling into or remaining in poor condition or in fair condition at risk of falling into poor condition within 3 years, does not meet current geometric design standards, or does not meet current seismic standards.

Statutory Required Selection Priorities

- Give priority to an application for an eligible project that is located in a State in which 2 or more applications for eligible projects were submitted for the current fiscal year
- Fewer than 2 grants have been awarded BIP funds for eligible projects within the State, AND
- The Secretary is not required to award a grant for eligible projects that the Secretary does not determine justified under 23 USC 124(f)(3) or 124(g)(4) or 23 USC 124(c)(B)(iii).

New USDOT Tools for BIP

NOFO and Additional Information:

USDOT BIP website:

BIP - Funding Programs - Management and Preservation - Bridges & Structures - Federal Highway Administration (dot.gov)

Application Templates

- Large Bridge Project Application Template. **Please note: FHWA is aware of an issue with uploading the Large Bridge Project Application Template to Grants.gov in the original .XLSB file type. Please save the file as .XLS file type following these instructions and upload it to Grants.gov.**
- Bridge Project Application Template NEW!
- Planning Grant Application Template NEW!
- Application Template Troubleshooting Guide

Benefit-Cost Analysis Tool

The FHWA has developed the Microsoft® Excel®-based Bridge Investment Program Benefit-Cost Analysis Tool (BIP BCA Tool) to help applicants summarize project costs and benefits, and to obtain data from the NBI in preparation of the economic analysis required for both Large Bridge Project and Bridge (smaller projects) applications. Please visit the Bridge Investment Program Benefit-Cost Analysis Tool home page to download the tool and user manual and to view a training video.

- BIP BCA Tool (.xlsb) (62 mb) UPDATED
- Changes in version 1.0.3:
  - Update to the USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs issued December 2023.
  - Corrected Total Real Capital Costs (C133) to sum across all years in Table 11.
- BIP BCA Tool Q&As
- BIP BCA User Manual (.pdf, 1.1 MB)
- BIP BCA Training Video

Resources

- Estimating Benefits for Bridge Protection Improvements (July, 2023) (.pdf, 750 kb)

Intermodal Transportation Master Plan Federal Grants Strategy:

Charging and Fueling Infrastructure (CFI)

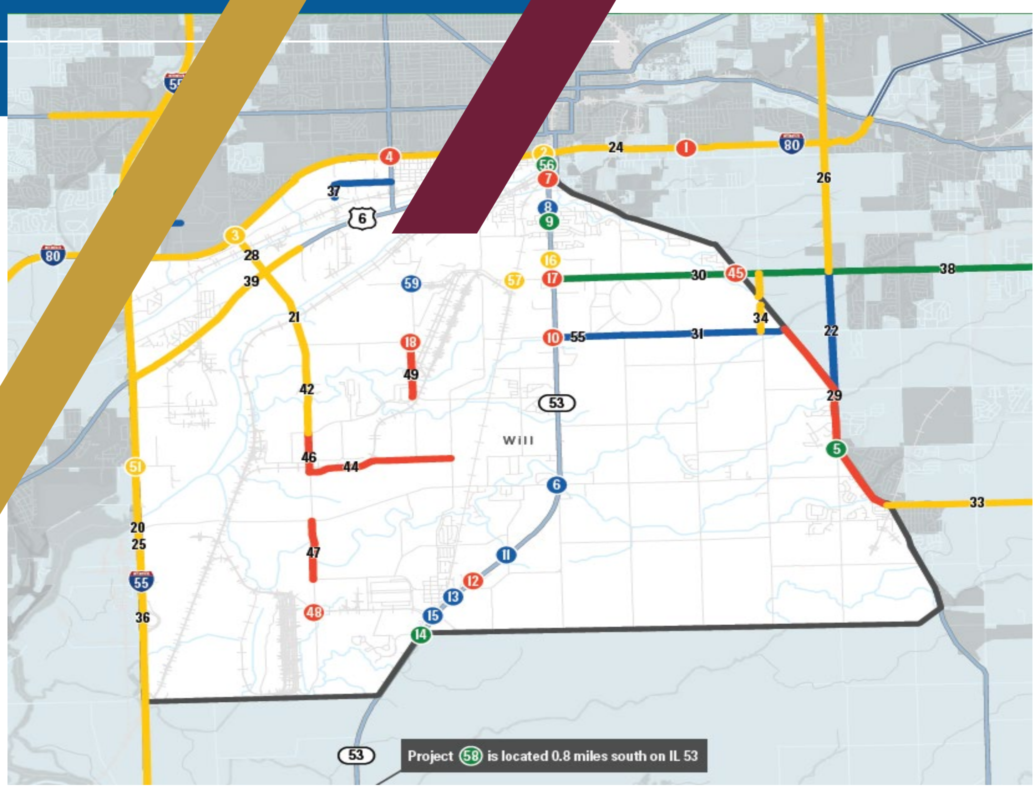


TABLE OF CONTENTS

General FY 22 – FY 23 Grant Information

Due Date .... **May 30, 2023**
Amount Available .... **$700 million**

- **Community Program** .... **$350 million**
- **Corridor Program** .... **$350 million**

Size Limits

Community Program Minimum **$500,000**
Community Program Maximum .... **$15 million**
Corridor Program Minimum .... **$ 1 million**
Corridor Program Maximum .... **None**

Maximum Federal Share

- **Maximum Federal Share** **80%**

Page Limit

Application narrative page limit .... **None**

Deadlines

FY 22 Funds
Obligation deadline .... **September 30, 2025**
Expenditure deadline .... **September 30, 2030**

FY 23 Funds
Obligation deadline .... **September 30, 2026**
Expenditure deadline .... **September 30, 2031**

NOFO, Website and Awards

NOFO: https://www.grants.gov/web/grants/view-opportunity.html?oppId=346798
Website: CFI - Environment - FHWA (dot.gov)
Awards: Not yet posted on website

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Information	NOFO Section
SF-424	**D.2.ii.**
SF-424A/B for non-construction SF-424C/D for construction	**D.2.ii.**
Grants.gov Lobbying Form	**D.2.ii.**
Project Abstract Summary	**D.2.ii.**
Key Contacts (optional)	**D.2.ii.**
Project Narrative	**D.2.i.**
Budget Information	**D.2.i. and ii.**
Project Merit Criteria	**D.2.iii.**
Project Readiness and Environmental Risk	**D.2.iv.**

Project Narrative Content

Community Program

- Project location
- Description of how projet expands community-based infrastructure or fills gaps in access
- Description of how funds will be spent on various portions of the project
- Additional project narrative information describing several focus areas encouraged by FHWA
  - Multi-modal hubs and shared use fleets and services
  - Urban/Suburban area charging and fueling solutions
  - Rural area charging and fueling solutions
  - Fleet vehicles that serve and operate in communities

Corridor Program

- Project location
- Public accessibility of infrastructure
- Outcomes of collaborative engagement with stakeholders
- Whether station location meets statutory requirements
- Details to ensure infrastructure installation can be responsive to technological advances
- Discussion on long-term operation and maintenance
- Assessment of estimated emissions using AFLEET CFI Emissions tool
- Description of how project improves AFCs
- Description of how funds will be spent on various portions of the project
- Additional project narrative information
  - Demonstrate build out of AFCs
  - Zero Emissions corridors for medium/ heavy-duty vehicles
  - Resiliency

Eligibility Requirements

Eligible Applicants

Eligible Applicants	Community Program 23 U.S.C. §151(f)(8)(C)	Corridor Program 23 U.S.C. §151(f)(3)
State or political subdivision of a State (includes D.C. or Puerto Rico)	√	√
MPO	√	√
Unit of local government	√	√
Special purpose district or public authority with a transportation function, including a port authority	√	√
Indian Tribe	√	√
Territory of the U.S.	√	√
Authority, agency, or instrumentality of, or an entity owned, by one or more of entities listed above	√	√
Group of entities listed above	√	√
State or local authority with ownership of publicly accessible transportation facilities	√	

Eligible Project Types

Community Program Eligible Projects	Corridor Program Eligible Projects
• Project expected to reduce GHGs and expand or fill gaps in access to infrastructure • Charging/Fueling Infrastructure is publicly accessible • May be located on any public road or publicly accessible locations or in publicly accessible parking facilities owned or managed by a private entity	• Projects expected to support buildout of charging or alternative fueling infrastructure along designated AFCs • Charging/Fueling Infrastructure is publicly accesible & directly related to charging or fueling of a vehicle • Projects must be located along an AFC • EV charging conveniently and safely located as close to the AFC as possible, and in general, no greater than one mile from Interstate exits or highway intersections along designated AFCs • Alternative fueling infrastructure conveniently and safely located as close to the AFC as possible and in general, no greateer than 5 miles from Interstate exits or highway intersections along designated AFCs

Eligible Project Costs

Community Program

- Acquisition and installation of infrastructure
- Any related construction or reconstruction and acquisition of real property directly related to the project
- Development phase activities including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities
- Educational and community egagemet activities to develop and implement education programs (may not exceed more than 5% of the grant amount awarded)
- **May** contract with a private entity for acquisition, construction, installation, maintenance, or operation of eligible infrastructure

Implementation activities

- Must contract with private entity for acquisition and installation of eligible infrastructure
- Providing a private entity with operating assistance for the first 5 years of operation after installation
- Acquisition and installation of traffic control devices located in the ROW to provide directional information to eligible infrastructure

Note: Recipients of an award related to EV infrastructure are required to comply with appliable sections of the EV Charging Minimum Standards (3 CFR Party 680). See https://www.fhwa.dot.gov/environment/nevi/resources/

Evaluation and Selection Process

Technical Review Team

- Evaluate against merit criteria and assign rating
- Prioritize Highly Recommended and Recommended for responsiveness to
  - Statutory selection priorities (Community Program)
  - Additional considerations
  - Priority Considerations

Senior Review Team

- Determine which projects to advance to FHWA Administrator to recommend for funding
  - Highly recommended
  - Recommended that meet one or more of the DOT Priority Cosniderations
  - Recommended selected over Highly Recommended projects considers how well project addresses Statutory Selection Considerations and Project Merit Criteria
  - Also consider number of Merit Criteria rated Highly Qualified

FHWA Administrator

- Determine which projects advance to the Secretsry
- May advise on options for reduced awards
- Ability to award under either the Community or Corridor Programs to the extent possible

Secretary

- Makes final project selections
- Projects that best address the Vision for Community and Corridor Grants
- Project Merit Criteria, Statuory Selection Priorities, Additional Considerations and DOT Prioritiy Considerations

Selection Criteria

Criteria	Community Program	Corridor Program
Project Merit Criteria	√	√
DOT Statutory Selection Priorities	√	
Additional Considerations	√	√
DOT Priority Considerations	√	√

Project Merit Criteria

Safety

Highly Qualified	Qualified	Not Qualified
The application must demonstrate all	**The application must demonstrate at least one**	**The application contains insufficient information to allow reviewers to assess whether the project demonstrates any**
Provide positive safety benefits for all users	Provides positive safety benefits for all users	Provide positive safety benefits for all users
Project does not negatively impact safety for all users	Project does not negative impact safety for all users	Project does not negatively impact safety for all users
Project promotes safety through design	Project promotes safety through design	Project promotes safety through design

Climate Change, Resilience, and Sustainability

Highly Qualified	Qualified	Not Qualified
The application must demonstrate all	**The application must demonstrate at least one**	**The application contains insufficient information to allow reviewers to assess whether the project demonstrates any**
1. Significantly reduce GHGs in the transportation sector		
2. Incorporate evidence-based climate resilience measures or features and addresses Federal Flood Risk Mitigation Standard		
3. Consider climate change, resilience, and EJ in project planning and deliver		
4. Address extent to which project avoids adverse environmental impacts and disproportionate negative impacts of climate change on disadvantaged communities, including natural disasters with a focus on prevention, response, and recovery		

Equity, Community Engagement, and Justice40

Highly Qualified	Qualified	Not Qualified
The application must demonstrate all	**The application must demonstrate at least one**	**The application contains insufficient information to allow reviewers to assess whether the project demonstrates any**
1. Include an equity analysis which evaluates whether a project will create proportional impacts and remove transportation related disparities to all populations in a project area. Although not required, applicants are encouraged to use DOT's Transportation Disadvantaged Census Tracts or EV Charging Justice 40 Map tool or equivalent tools		
2. Include meaningful public engagement throughout a project's life cycle and to the extent possible, projects that target at least 40% of benefits towards low-income, disadvantaged, underserved by affordable transportation, over overburdened communities		
3. Increase affordable transportation options, improve safety, connect Americans to good-paying jobs, fight climate change, or improve access to resources and quality of life		
4. Enable all people within the multimodal transportation networks to reach their desired destination safely, affordably, and with a comparable level of efficiency and ease		
5. Address, as applicable, the unique challenges rural and Tribal communities face related to mobility and economic development, including isolation, transportation cost burden and traffic safety consistent with DOT's ROUTES initiative if geographically relevant or indicate that it is not relevant		
6. Incorporate and support integrated land use, economic development, and transportation planning to improve the movement of people and goods and local fiscal health, facilitates greater public or private investments and strategies in land use productivity, including rural		

main street revitalization or increase in the production or preservation of location-efficient housing

Workforce Development, Job Quality, and Wealth Creation

Highly Qualified	Qualified	Not Qualified
The application must demonstrate all	**The application must demonstrate at least one**	**The application contains insufficient information to allow reviewers to assess whether the project demonstrates any**
1. Create good-paying jobs with free and fair choice to join a union and expand strong labor standards including, but not limited to, the use of project labor agreements		
2. 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, with a focus on women, people of color, and others that are underrepresented in infrastructure jobs (e.g., people with disabilities, people with convictions, etc.)		
3. Utilize hiring policies and provide workplace culture to promote the entry and retention of underrepresented populations		
4. Promote local inclusive economic development and entrepreneurship such as the utilization of DBEs, MBEs, WBEs, or 8(a) firms		

CFI Program Vision

<table>
<tr><th>Highly Qualified</th><th>Qualified</th><th>Not Qualified</th></tr>
<tr><td>The application demonstrates the project WILL</td><td>The application demonstrates the project MAY</td><td>The application contains insufficient information to allow reviewers to assess whether the project WILL or MAY demonstrate any of the following</td></tr>
<tr><td colspan="3">Community Program</td></tr>
<tr><td colspan="3">1. Equitably expand the deployment of public EV charging infrastructure, or hydrogen, propane, or natural gas fueling infrastructure in publicly accessible locations for use by the community, including but not limited to local businesses, retail centers, municipal and local community sites, intermodal transportation facilities, parking facilities, multimodal hubs, multiunit dwellings, workplaces, commercial districts, tourism destinations and cultural sites, public parks and recreational destinations and other frequented site host locations in the local community</td></tr>
<tr><td colspan="3">2. Project will/may/will or may address one of the following
a. Connect or promote multi-modal hubs and shared-use fleets and services
b. Provide convenient, affordable access to charging and alternative fuel infrastructure to offer urban/suburban area charging and fueling solutions
c. Support multi-purpose use to offer rural areas charging and fueling solutions OR
d. Enable electrification or alternative fuel use for fleet vehicles that serve and operate in the community</td></tr>
<tr><td colspan="3">Corridor Program</td></tr>
<tr><td colspan="3">1. Expand deployment of public DC fast charge EV charging infrastructure or hydrogen, propane or natural gas fueling infrastructure along FHWA designated AFCs that would enable or accelerate the construction of charging/fueling infrastructure that would be unlikely to be completed without Federal Assistance</td></tr>
<tr><td colspan="3">2. Demonstrate that the project will/may/will or may address one of the following areas
a. Demonstrate build-out of AFCs by expanding existing or adding new charging/fueling infrastructure
b. Enable zero emission corridors for medium and heavy-duty vehicles that will enable zero emission movement of goods connecting distribution hubs and population centers
c. Promote reliability and resiliency to intermittent or sustained power outages or extreme weather events</td></tr>
</table>

DOT Statutory Selection Priorities (Unique to the Community Program)

Priority goes to projects that expand access to EV charging infrastructure, or fueling infrastructure for hydrogen, propane, or natural gas in rural areas

Priority goes to projects that expand access to EV charging infrastructure, or fueling infrastructure for hydrogen, propane, or natural gas within low- and moderate-income neighborhoods

Priority goes to projects that expand access to EV charging infrastructure, or fueling infrastructure for hydrogen, propane, or natural gas within communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes as determined by the Secretary

Additional Considerations

Community Program	Corridor Program

• Geographic diversity including balance between urban and rural
• Extent to which project meets current or anticipated market demand for fueling and charging infrastructure, including fast chargers to minimize time to chare or refuel
	• Extent to which project will improve AFC networks by converting corridor pending to corridor ready
	• Provide redundancy to
	  • meet excess demand on corridor ready AFCs **OR**
	  • reduce congestion at existing infrastructure in high traffic locations
	• Supports long-term market without imparing existing providers
	• Extent to which project enables or accelerates construction of infrastructure unlikely to be completed without Federal assistance
	• The extent to which project deploys infrastructure for medium and heavy duty vehicles including on the NHFN and in proximity to intermodal transfer nodes
	• Geographic diversity
	• For private entity must also submit
	  • Most recent audited financial statements
	  • Resumes for key participating members
	  • Other contracting requirements (see page 52 of NOFO)

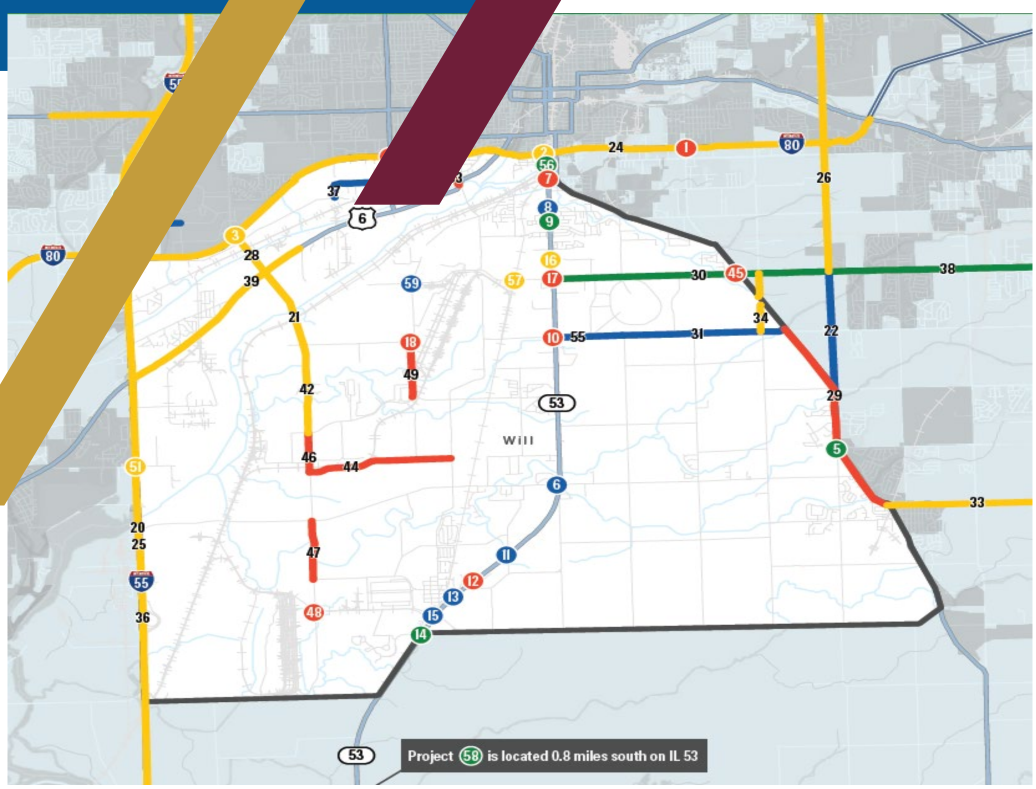
DOT Priority Considerations

DOT will prioritize Highly Recommended or Recommended projects that demonstrate exception benefits under one or more of the following criterion:

- Merit Criterion #3 – Equity, Community Engagement, and Justice 40
- Merit Criterion #4 – Workforce Development, Job Quality, and Wealth Creation
- Merit Criterion #5 – CFI Program Vision

Intermodal Transportation
Master Plan
Federal Grants Strategy:

Consolidated Rail Infrastructure and
Safety Improvement (CRISI)



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General FY 22 Grant Information

Application Due Date .... December 1, 2022
Awards Announced Date .... September 25, 2023
Amount Available .... $1.4 billion

- Maglev Grant Program .... $2 million
- Rural Area Set Aside .... at least $376 million
- Intercity Passenger Rail Set Aside .... at least $150 million
- Trespassing Measures Set Aside .... at least $25 million

Limits

All Tracks .... no predetermined minimum or maximum

Minimum Non-Federal Share

All Tracks 20%
Maximum Federal Share for Preference consideration 50%

Page Limit

Application narrative page limit .... 25 pages

Deadlines

Obligation deadline .... None included in NOFO
Expenditure deadline .... None included in NOFO

Link to NOFO and Grant Website

NOFO FY22:
[Federal Register: Notice of Funding Opportunity for the Consolidated Rail Infrastructure and Safety Improvements Program]

Website: [Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program | FRA (dot.gov)]

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Application Content Checklist

Information	Form Name	NOFO Section
Project narrative	**See required content**	**D.2.a.**
Statement of Work (SOW)	**FRA standard SOW, schedule, budget and performance measures templates**	**D.2.b.i.**
Benefit Cost Analysis (BCA)	**Follow USDOT BCA Guidance for Discretionary Grant Programs**	**D.2.b.ii.**
Environmental Compliance documentation		**D.2.b.iii.**
SF 424	**Application for Federal Assistance**	**D.2.**
SF 424A or SF 424C	**Budget Information for Non-construction (A) or Construction (C)**	**D.2.**
SF 424B or SF 424D	**Assurances for Non-construction (B) or Construction (D)**	**D.2.**
FRA F 30	**Certifications regarding Debarment, Suspension and other Responsibility Matters, Drug Free Workplace Requirements and Lobbying**	**D.2.**
FRA F 251	**Applicant Financial Capability Questionnaire**	**D.2.**
SF LLL	**Disclosure of Lobbying Activities, if applicable**	**D.2.**

Project Narrative Content

Information	NOFO Section
Cover page	**D.2.a.i.**
Project Summary	**D.2.a.ii.**
Project Funding	**D.2.a.iii.**
Applicant Eligibility	**D.2.a.iv.**
Project Eligibility	**D.2.a.v.**
Detailed Project Description	**D.2.a.vi.**
Project Location	**D.2.a.vii.**
Evaluation and Selection Criteria	**D.2.a.viii.**
Project Implementation and Management	**D.2.a.ix.**
Planning Readiness for Tracks 2 and 3	**D.2.a.x.**
Design Readiness for Track 3	**D.2.a.xi.**
Environmental Readiness	**D.a.2.xii.**
USDOT Strategic Goals	**D.2.a.xiii.**

Eligibility Requirements

Eligible Applicants

- State or group of states
- MPO (over 200,000 population)
- An Interstate Compact
- A public agency or publicly chatered authority established by 1 or more states
- A political subdivision of a state
- Amtrak or another intercity passenger rail carrier
- A Class II or Class III RR
- An Association representing 1 or more RRs
- Federally recognized Tribe
- Rail carrier or rail equipment manufacturer in partnership with an eligible entity(ies) above
- Transportation Research Board
- University Transportation Center engaged in rail-related research
- A non-profit labor organization representing employees of rail carrier/contractors

Eligible Projects

- Deployment of RR safety technology including PTC
- A capital project defined in §22901(2)
- Capital project necessary to address congestion or safety challenges affecting rail service
- A capital project necessary to reduce congestion and facilitate ridership growth on IPR
- Highway-rail grade crossing improvement project
- Rail line relocation improvement project
- Capital project to improve shortline or regional RR infrastructure
- Projects necessary to enhance multimodal connections or facilitate service integration
- Development of a safety program or institute
- Development of measure to prevent trespassing and reduce associated injuries/fatalities
- Research to advance any aspect of rail related capital, operations or safety improvements
- Workforce development and training activities
- Research, development, and testing of innovative rail projects
- Preparation of emergency plans for communities through which hazardous materials are transported by rail
- Rehabilitation, remanufacturing or overhauling locomotives to reduce emissions
- Deployment of Maglev

Application Tracks

Track 1 Systems Planning	Track 2 Project Development	Track 3 Final Design / Construction	Track 4 Research, Safety Programs and Institutes	Track 5 Deployment of Maglev Projects

• RR capital plans
• State rail plans
• Regional rail plans
• Corridor service development plans
	• Preliminary Engineering
	• Operations modeling
	• NEPA
		• Final design
		• Construction
		  • PE must be complete
		  • NEPA must be complete
		  • Appropriate agreements are in place
		  • Project management plan in place
			• Workforce development
			• Safety programs or institutes
			• Research
			• Innovative project development & testing
				• Segment or segments of high-speed ground transportation corridor
				• Results in operating facility providing revenue producing service
				• Approved by the Secrtetary

Evaluation and Selection Process

Eligibility, Completeness and Risk Review

- Screen for project eligibility
- Screen for applicant eligibility
- Screen for completeness of application
- Screen for minimum 20% non-Federal match

Technical Panel

- Apply evaluation criteria

Senior Review Team

- Apply selection criteria and recommend initial selection of projects

FRA Administrator

- Select recommended awards for the Secretary's or his designee's review/approval

Evaluation Criteria

Project Benefits	Technical Merit
• Benefits relative to costs in the BCA • Effects on system and service performance • Effects on safety, competitiveness, reliability, trip or transit time, and resilience • Efficiencies from improved integration with other modes • Ability to meet existing or anticipated demand	SOW appropriate to achieve desired outcome Strong project readiness and meets requirements under project track Technical qualifications and experience of key personnel Private sector participation in financing, construction, or operation of the project Applicant has legal, financial, and technical capaccity and continuing control Deployment of innovative technology, project delivery, and financing Consistent with planning guidance and documents set forth by USDOT

Selection Criteria

FRA Preference Criteria

Proposed Federal share of total project cost does not exceed 50%	Net benefits of the grant funds will be maximized considering the BCA	For projects addressing trespassing and reducing associated injuries and fatalities that are located in the top 25 counties with the most pedestrian casualties and include multiple project partners

Strategic Goals

Safety	Ability to foster a safe transportation system Reduce transportation-related fatalities and serious injuries Improve safety at highway-rail grade crossings Reduce incidences of rail-related trespassing Upgrades infrastructure to achieve higher level of safety Uses appropriately trained workforce
Equitable Economic Strength and Improving Core Assets	1. Ability to contribute to economic progress stemming from infrastructure investment and associated job training • Support good paying construction and manufacturing jobs • Free and fair choice to join a Union • Project Labor Agreements • Registered apprenticeships • Community Benefit Agreements • Local hiring provisions • Provides opportunities for families to achieve economic security through rail industry employment 2. Support resilient supply chains and economic opportunity • Increase freight rail capacity • Reduce congestion • Alleviate bottlenecks • Increase multimodal connections
Equity and Barriers to Opportunity	Plan for using small business to complete the project Improves or expands transportation options for underserved communities Mitigates the safety risks and detrimental quality of life effects rail lines have on communities Expands workforce development and career pathways Includes community engagement with feedback loops
Climate Change and Sustainability	Reduces harmful effects of climate change Anticipate improvements to prepare for extreme weather events Reduce emissions Promote energy efficiency Increase resiliency Recycles/redevelops existing infrastructure
Transformation	Ability to expand and improve the nation's rail network Balance new infrastructure for increased capacity with proper maintenance of aging assets Improves supply chain resilience Ensures state of good repair

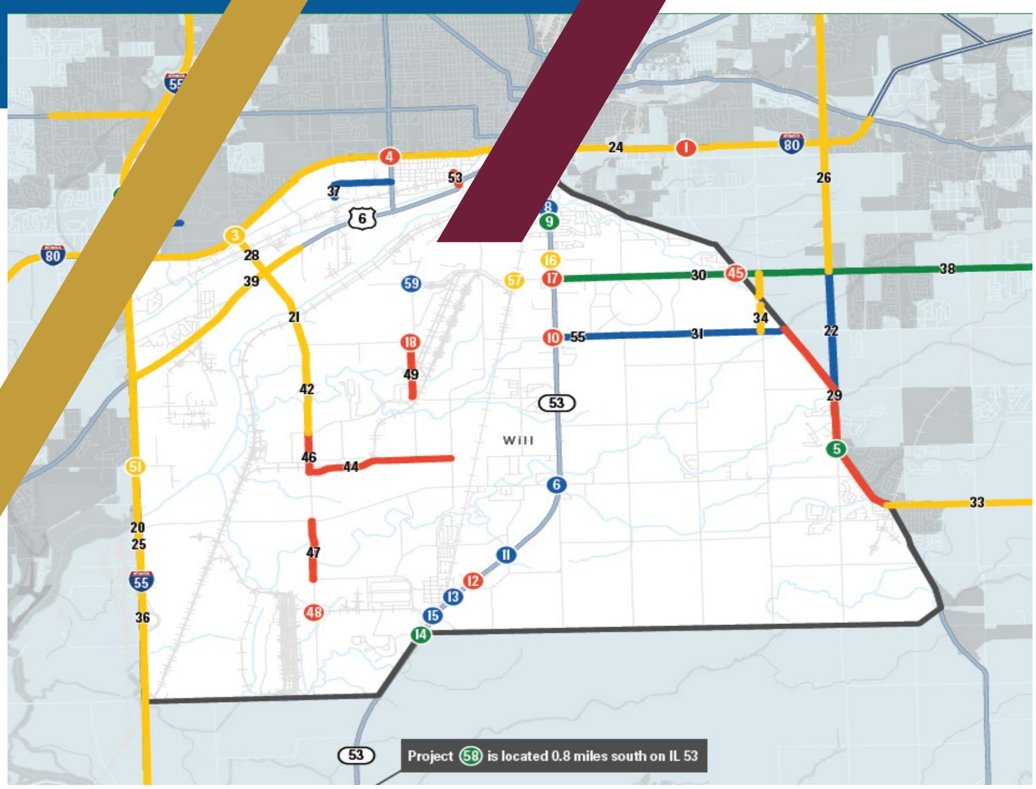
Administrative and National Policy Requirements

Citation (if delineated)	Requirement
2 CFR part 200	**Procurement standards**
	Federal Civil Rights laws and regulations
	DBE requirements
	Debarment and suspension requirements
	Drug-free workplace requirements
	FRA's and OMB's Assurances and Certifications
	ADA compliance
	Safety requirements
	NEPA
	Environmental Justice requirements
2 CFR 200.315	Rights to intangible property
2 CFR part 1201	Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards
49 USC 22905	Protective arrangements with respect to employees affected by actions taken in connection with the project for projects using RR ROW
Chapter 53 of Title 49	Only for commuter rail and PTC projects transferred to FTA
EO 14008, Tackling the Climate Crisis at Home and Abroad	Demonstrate reduction in GHGs, supports emissions reduction goals in a Local/Regional/State plan, focuses on funding SOGR and clean transportation options Basing project design on results of a proven EJ screening tool Conducting enhanced targeted outreach to EJ communities in considering alternatives and final design, supporting mode shift in freight or passenger movement
EO 13985 Advancing Racial Equity and Support for Underserved Communities Through the Federal Government	Completing an equity impact analysis Adopting an equity and inclusion program/plan Conducting meaningful public engagement consistent with Title VI requirements
EO 14025 Worker Organizing and Empowerment and EO 14052 Implementation of the IIJA	• Support strong labor standards and a free and fair choice to join a union including PLAs, local hire agreements, distribution of workplace rights notices and use of appropriately trained workforce • Support of high-quality workforce development programs including registered apprenticeship, labor-management training

	programs and supportive services to help train, place and retain people in good paying jobs and apprenticeships • Local and economic hiring preferences
EO 11246 Equal Employment Opportunity	• Good faith efforts to meet goal of 6.9% of construction hours performed by women • Good faith effort to meet geographic area goals for construction work hours and work performed by people of color • US Department of Labor Office of Federal Contract Compliance Programs for projects selected by the Office for projects over $35 million
Presidential Policy Directive 21 – Critical Infrastructure Security and Resilience	• Demonstrate efforts to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of project • Consistent with cybersecurity performance goals for critical infrastructure and control systems directed by National Security Presidential Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems
49 USC 22905(a) and Public Law 117-58 §70901-52, EO 14005 Ensuring the Future is Made in All of America by All of America's Workers	• Buy America • Build America, Buy America Act • FRA expects all applicants to comply without needing a waiver • To obtain a waiver, a recipient must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials
Title VI of the Civil Rights Act of 1964 and 49 CFR 21 and ADA of 1990 and Section 504 of the Rehabilitation Act of 1973	
Reporting Requirements	See NOFO

Intermodal Transportation Master Plan Federal Grants Strategy:

Infrastructure for Rebuilding America (INFRA)



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General FY 23 – FY 24 Grant Information

Due Date .... August 21, 2023
Amount Available ....$3.0 - $3.1 billion
Small Projects ≤ $100 million.. not less than 15%
Large Projects > $100 million.. not more than 85%
Multimodal freight projects...30%
Large project Rural area share.. at least 25%
Small project Rural area share.. at least 30%
INFRA Leverage Pilot set aside (Federal share < 50%) ....$150 million annually
Small INFRA Leverage Pilot Rural share.. not less than 10%
Large INFRA Leverage Pilot Rural share.. not less than 25%

Size Limits

- Large Project Minimum ....$25 million
- Small Project Minimum (both construction and project development)....................$5 million

Maximum Federal Share

- Maximum Federal Share..60%
- Combined with other Federal Funds, maximum Federal Share..80%

Page Limit

Application narrative page limit (See Application Content Checklist) .... 35 pages

Deadlines

Obligation deadline...September 30, 2026
Expenditure deadline... Not included in NOFO

NOFO. Website and FY23-24 Awards

NOFO: [MPDG NOFO 2023-2024 Final (transportation.gov)]
Website: https://www.transportation.gov/grants/infra-grant-program
FY23-24 Awards: not yet posted
Next NOFO anticipated in Fall 2024 -Early 2025 for FY25

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Application Content Checklist

Information	File Name	NOFO Section	Page Limit
SF-424	SF-424	NA	NA
SF-424C	SF-424C	NA	NA
Project information form	FY23 and FY 24 MPDG Project Information Form	NA	NA
Project description	Project description	D.2.i.	5 pages
Project location file (zipped Shapefile, KML/KMZ, or GEOJSON)	Location File-*State-Project Name*	D.2.ii.	NA
Project budget, sources, and uses of Funding	Project Budget	D.2.iii.	5 pages
Funding commitment documentation	Funding Commitments	D.2.iii.e.	NA
Outcome criteria narrative	Outcome Criteria Narrative	D.2.iv. and E.1.ii.	15 pages
Project readiness	Project Readiness	D.2.v. and E.1.ii.	5 pages
Project requirements	Project Requirements		5 pages
Benefit-Cost Analysis narrative	BCA Narrative	D.2.vi. and E.1.iii.	NA
Benefit-Cost Analysis calculations (Excel recommended)	BCA Calculations	D.2.vi. and E.1.iii.	NA
Data plan (if applicable)	Mega Data Plan-*State-Project Name*	D.2. viii.	NA
Letters of Support (Optional)	Letters of Support	D.2.iv and E.1.i	NA
Community Benefits Plan (Optional)	Community Benefits Plan	E.1.ii. Criterion #5	NA
Title VI Plan (Optional)	Title VI Plan	F.2.	NA

Eligibility Requirements

Eligible Applicants

- State or group of states
- MPO serving area with population > 200,000
- Unit of local government
- Political subdivision of a state
- Special purpose district or public authority with a transportation function
- Federal land management agency applying jointly with a state / group of states
- Tribal government
- Multistate corridor organization
- A group of eligible entities

Eligible Project Types

- Highway freight project on the National Highway Freight Network
- Highway or bridge project on the National Highway System
- Freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility that is a surface transportation project
- Highway-railway grade crossing or grade separation project
- Wildlife crossing project
- Surface transportation project within the boundaries or functionally connected to an international border improving a publicly owned facility
- Project for a marine highway corridor functionally connected to the NHFN reducing road mobile source emissions
- Highway, bridge or freight project on the National Multimodal Freight Network

Eligible Project Costs

Development Phase Activities

Planning, feasibility analysis
Revenue forecasting
Environmental review
Preliminary engineering
Design work
Other preconstruction activities

Implementation activities

Construction
Reconstruction
Rehabilitation
Land acquisition
Environmental mitigation
Construction contingencies
Equipment acquisition
Operational improvements directly related to system performance
TIFIA subsidy and administrative costs

Evaluation and Selection Process

Analysis Phase

- Project meets statutory requirements
- Rate selection criteria

Senior Review Team

- Consider applications and technical evaluation to assign a rating
- Add all "Highly Recommended" projects to the proposed list of Projects for Consideration
- Review list for geographic diversity and program set-asides

Secretary Selection

- Prioritize projects assigned a "Highly Recommended" rating
- Identify applications that best address program requirements and most worthy of funding

Project Outcome Criteria and Scoring

23 U.S.C. 117

Requirement	USDOT Guidance
The project is likely to generate national or regional economic, mobility, or safety benefits	Summarize the economic, mobility and safety benefits of the project and independent project components, describing the scale of their impact in national or regional terms.
The project will be cost-effective	Highlight the results of the BCA. A project is cost effective if the benefit-cost ration is > 1.
The project will contribute to 1 or more of the national goals described under Section 150	Specify the Goal(s) and summarize how the project and independent project components contribute to that goal(s). **23 USC 150: National goals and performance management measures (house.gov)**
The project is based on the results of preliminary engineering	For a project to be based on the results of preliminary engineering, applicants have to indicate which of the following activities have been completed as of the date of application: • Environmental Assessments • Topographic Surveys • Metes and Bounds Surveys • Geotechnical Analysis • Utility Engineering • Traffic Studies • Financial Plans • Revenue Estimates • Hazardous Materials Assessments • General estimation of types and quantities of materials • Other work needed to establish parameters for final design If part of a larger plan or document, it must be explicitly stated with references to the document
For non-Federal financial commitments, 1 or more stable and dependable sources of funding and financing are available to construct, maintain, and operate the project and contingency amounts are available to cover unanticipated cost increases	Applicants must indicate the funding source(s) and amounts that will account for all project costs and demonstrate that the funding is stable, dependable, and dedicated to the project by referencing the STIP/TIP, a letter of commitment, a local government resolution, MOU or similar

	documentation. Applicants must state the contingency amount available for the project.
The project cannot be easily and efficiently completed without other Federal funding or financing available to the project sponsor	Describe negative impacts on the project if the INFRA grant was not awarded. Respond to the following questions: 1. How would the project scope be affected? 2. How would the project schedule be affected? 3. How would the project cost be affected? If none are affected, it must be stated.
The project is reasonable expected to begin construction not later than 18 months after the date of obligation of Federal funds	Applicants are to provide the expected obligation date and construction start date, referencing the budget and schedule as needed.

Safety

Score	Criterion	Example
0	The project negatively affects safety.	The project is likely to result in increased number of fatalities and injuries on a per-user basis due to unsafe design.
1	The application does not contain enough information to assess whether the project results in safety benefits	The application does not describe safety impacts of the project; or whether the project results in safety benefits is ambiguous
2	The project results in safety benefits matching one or more of the descriptions below, BUT safety is not a primary project purpose, or the project does not otherwise meet the description of a “3” rating: • Reduces fatalities and/or serious injuries • Protects non-motorized travelers, motorized travelers, or communities/local residents from safety risks • Implements actions and activities identified in the National Roadway Safety Strategy (NRSS) • Targets the shortage of long-term parking for commercial vehicles on the NHS • Promotes safer speeds in all roadway environments through a combination of thoughtful, equitable, context appropriate roadway design, targeted education, outreach campaigns, and enforcement.	The project results in measurable reductions in crashes, fatalities, or serious injuries to the traveling public, including vulnerable roadway users, by adopting actions and activities identified in the NRSS.
3	Safety is a primary purpose of the project AND the project results in clear and direct safety benefits matching one or more of the descriptions below: • Significantly reduces fatalities and/or serious injuries bringing them below the state-wide avg. • Significantly protects vulnerable or non-motorized users from health and safety risks.	The project targets a well-known safety problem, resulting in a significant reduction in fatalities or serious injuries to motorized and non-motorized users. The project incorporates innovative roadway design or technology aimed at protecting vulnerable users.

State of Good Repair

Score	Criterion	Example
0	The project negatively affects state of good repair.	The project ignores pre-existing maintenance liabilities and increases ongoing maintenance costs without a clear plan to manage or maintain the expanded infrastructure.
1	The application does not contain enough information to assess whether the project results in state of good repair benefits	The project is identified in the sponsor's Asset Management Plan, but it is difficult to verify that the infrastructure asset will operate at a full level of performance after project improvements.
2	The project results in state of good repair benefits matching one or more of the descriptions below, BUT state of good repair is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: • Restores existing core infrastructure at the end of its useful life to a state of good repair • Creates new infrastructure in remote communities that will be maintained in a state of good repair as evidenced by the project's inclusion in an Asset Management Plan	The project is identified in the sponsor's Asset Management Plan and will repair or rebuild an infrastructure asset so that it will at a full level of performance.
3	State of good repair is a primary purpose of the project AND the project results in clear and direct state of good repair benefits matching one or more of the descriptions below: • Restores and modernizes existing core infrastructure (such as through road diets complete streets, or other design improvements) that will result in lower long-term maintenance costs • Addresses current and projected vulnerabilities that if left unaddressed will threaten future transportation network efficiency, mobility of goods or people, or economic growth	The project is identified in the sponsor's Asset Management Plan and will repair or rebuild an infrastructure asset so that it will at a full level of performance and is designed to significantly reduces future operation and maintenance costs throughout the asset life, beyond the costs saved from the initial project expenditures and /or that will significantly lengthen the standard useful life of the asset.

Economic Impacts, Freight Movement, and Job Creation

Score	Criterion	Example
0	The project negatively affects economic impacts, freight movement, and job creation.	The project will detract from local economic activity by demolishing existing homes, businesses, or rendering future development impossible, while failing to generate any appreciable benefits to freight mobility or job accessibility.
1	The application does not contain enough information to assess whether the project results in economic impacts, freight movement, and job creation benefits	The project sponsor provides some justification, but with minimal evidence that the project will help to positively impact regional economic development in the area or help to offset job losses in the area The project sponsor provides minimal evidence that the project will create high quality jobs with a free choice to join a union or the incorporation of strong labor standards and practices, such as project labor agreements (PLAs), use of registered apprenticeships or other joint labor-management training programs, and the use of an appropriately credentialed workforces.

Score	Criterion	Example
2	The project results economic impacts, freight movement, and job creation benefits matching one or more of the descriptions below, BUT economic impacts, freight movement, and job creation is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: *Economic Impacts* • Improves multimodal transportation systems that incorporate affordable transportation option to improve mobility of people and goods • Decreases transportation costs and improves access to employment centers and job opportunities • Enhance recreational and tourism opportunities by providing access to Federal land, national parks, national forests, national recreation areas, national wildlife refuges, wilderness areas, or State parks. • Help the U.S. compete in a global economy by encouraging the location of important industries and future innovations and technology in the U.S. and facilitating efficient and reliable freight movement. *Freight Movement* • Improve intermodal and/or multimodal freight mobility, especially for bottlenecks. *Job Creation* • Results in high quality job creation by supporting good-paying jobs with a free and fair choice to join a union, in project construction and in on-going operations and maintenance • Results in workforce opportunities for historically underrepresented groups, such as through the use of local hire provisions or other workforce strategies targeted at or jointly develop with historically underrepresented groups, to support project development.	The project sponsor demonstrates some or limited new short-term or long-term job creation as a result of the project and it is documented by a signed letter from a business(es) stating the number of new jobs to be created, and how the project is vital to the creation of those jobs The project opens additional new tourism or recreational access and is aligned with a plan that demonstrates that intention The project sponsor demonstrates some evidence that the project will create high quality jobs with a free choice to join a union or the incorporation of strong labor standard and practice, such as project labor agreements, use of registered apprenticeships or other joint labor-management training programs, and the use of an appropriately credentialed workforce.

Score	Criterion	Example
3	Economic Impacts, Freight Movement, and Job Creation is a primary purpose of the project AND the project results in clear and direct economic impacts, freight movement, and job creation benefits matching one or more of the descriptions below: *Economic Impact* • Demonstrates that the project will directly, and in the near-term, result in greater public and private investments in land-use productivity, including rural main street revitalization, equitable commercial and mixed income residential development. • Enhances recreational and tourism opportunities by providing direct access to Federal land, national parks, national forests, national recreation areas, national wildlife refuges wilderness areas, or State parks. *Freight Movement* • Improve intermodal and/or multimodal freight mobility along corridors identified as major freight highway bottlenecks or congested corridors ranked in the top 100 of FHAWs Freight Mobility Trends Report 2019. *Job Creation* • Result in high quality job creation by supporting good-paying jobs with a free and fair choice to join a union, in project construction and in on-going operations and maintenance, and incorporate strong labor standards, such as through the use of PLAs. • Invests in high-quality workforce training programs such as registered apprenticeship programs and joint labor-management training programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences that will promote the entry and retention of local underrepresented populations into those jobs including women, people of color, and people with convictions.	The project expands *direct* access to a national park, with demonstrable benefits to the recreational and tourism economic activity in a rural area. The project sponsor demonstrates that the project addresses a national supply chain bottleneck (identified in the top 100 nationwide), the main goal of the project is to positively impact that bottleneck, and ample evidence is provided that shows significant national supply chin benefits from the project. The project sponsor provided a letter from a labor union or worker organization that describes the number and characteristics of the high-quality jobs on the project and indicating that the project sponsor intends to utilize a PLA.

Climate Change, Resiliency, and the Environment

Score	Criterion	Example
0	The project negatively impacts climate change resiliency and the environment.	The project will increase GHG and harmful pollutant emissions while failing to contribute to increased resiliency or addressing other environmental harms.
1	The application does not contain enough information to assess whether the project results in climate change, resiliency, and the environment benefits	The project will add capacity to a roadway segment which may induce additional VMT increasing emissions, however, potential congestion reduction may reduce some emissions leaving the overall emissions picture ambiguous, particularly when combined with other resiliency and environmental benefits
2	The project results in state of climate change, resiliency and the environment benefits matching one or more of the descriptions below, BUT climate change, resiliency and the environment is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: • Reduces air pollution and GHGs rom transportation • Incorporates lower-embodied carbon pavement and construction materials • Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that disproportionately experience climate change consequences • Incorporates electrification or zero emission vehicle infrastructure • Incorporates nature-based solutions • Reduces air or water pollution, recycles or redevelops brownfield sites • Results in a modal shift that reduces emissions • Promotes energy efficiencies • Serves the renewable energy supply chain • Improves the resilience of at-risk infrastructure, including upgrade of projects in floodplains	The project is identified in the sponsor's Asset Management Plan and will repair or rebuild an infrastructure asset so that it will at a full level of performance.

Score	Criterion	Example
3	Climate change, resiliency and the environment is a primary purpose of the project AND the project results in clear and direct climate change, resiliency and the environment benefits matching one or more of the descriptions below: • *Significantly* reduces air pollution and GHGs from transportation as a result of modal shift or electrification • Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that disproportionally experience climate change consequences as captured by the CEJST tool. • Improves resiliency of at-risk infrastructure, including upgrades to projects in floodplains, while NOT increasing air pollution and GHGs through increased capacity and induced demand.	The project's goal is to incentivize carpooling and eliminate a major roadway bottleneck. The project will provide free flow travel by adding a HOV lane for 3+ passengers and gateless toll gantry thereby encouraging carpooling and reducing traffic and vehicular idling - reducing CO_2 tailpipe emissions. The project will install public EV charges at existing park and ride facilities.

Equity, Multimodal Options, and Quality of Life

Score	Criterion	Example
0	The project negatively impacts equity, multimodal options, and quality of life.	The project exacerbates existing inequitable outcomes by constructing new barriers to walking and biking and burdening a disadvantaged community with high costs.
1	The application does not contain enough information to assess whether the project results in equity, multimodal options, and quality of life benefits.	The project sponsor has developed and published a general equity policy statement for their agency but has not demonstrated any other equity considerations for the actual project. The project sponsor has created additional multimodal access in conjunction with the project, but only as a minimum project requirement, and not as a result of intentional planning efforts.
2	The project results in equity, multimodal options, and quality of life benefits matching one or more of the descriptions below, BUT equity, multimodal options, and quality of life is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: • Increases affordable and accessible transportation choices • Improves access to emergency care, essential services, healthcare providers, or drug and alcohol treatment and rehab centers • Results in lower transportation and housing cost burdens, including through public and private investments to support greater commercial and mixed income residential development near public transportation, along rural main streets or in walkable neighborhoods • Increases the walkability, accessibility for pedestrians and encourage thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely with or without a car in a healthy environment	The project is transforming roadway conditions or adding functionality that improves access to emergency care and essential services in a rural area. The project sponsor is supporting workforce development programs, including labor-management programs, local hire provisions and incorporating workforce strategy into project development in a manner that produces non-trivial benefits.

Score	Criterion	Example
3	Equity, multimodal options, and quality of life is a primary purpose of the project AND the project results in clear and direct equity, multimodal options, and quality of life benefits matching one or more of the descriptions below: • The project is located in an Area of Persistent Poverty or Historically Disadvantaged Community AND the project directly benefits the population in that area • The project sponsor has adopted an equity and inclusion program plan, or has otherwise instituted equity focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure equity in the overall project delivery and implementation • The project includes comprehensive planning and policies to promote hiring of underrepresented populations including local and economic hiring preferences and investments in high-quality workforce development programs with supportive services, including labor-management programs, to help train, place, and retain people in good-paying jobs or registered apprenticeships • The project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation • The project includes new or improved walking and bicycling infrastructure, reduces automobile dependence, and improves access for people with disabilities and proactively incorporates Universal Design • The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities	The project sponsor includes new and/or greatly improved multimodal access across previously bifurcated disadvantaged neighborhoods and demonstrates how specifically the disadvantaged neighborhoods will be positively impacted, and how those improvements were as a result of intentional planning and public input.

Innovation Areas: Technology, Project Delivery, and Financing

Score	Criterion	Example
0	The project negatively impact innovation.	The project removes previously installed innovative technology.
1	The application does not contain enough information to assess whether the project results in innovation benefits	The project references the incorporation of innovative technologies but does not elaborate on the benefits of those technologies or demonstrate how those technologies align with USDOT's innovation principles.
2	The project results in innovation benefits matching one or more of the descriptions below, BUT innovation is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: • Deploy technologies, project delivery, or financing methods that are new or innovative to the applicant or community.	The project incorporates some or limited amounts of materials or construction processes that reduce GHGs. The project incorporates innovative technology that advances USDOT innovation goals and employs innovative project delivery methods that will accelerate delivery and achieve improved outcomes.

Score	Criterion	Example
3	Innovation is a primary purpose of the project AND the project results in clear and direct innovation benefits matching two or more of the descriptions below (benefits can be within the same area): *Innovative Technologies* • Enhance the environment for electric, connected, and automated vehicles to improve the detection, mitigation, and documentation of safety risks • Use low-carbon materials • Use caps, land bridges, or underdecks *Innovative Project Delivery* • 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* • Secure TIFIA, RRIF, or private activity bond financing • Use congestion pricing or other demand management strategies	The project incorporates a significant amounts of materials or construction processes that reduce GHGs and will use practices to facilitate accelerated project delivery.

Economic Analysis Rating

Rating	Description
High	The project's benefits will exceed its costs, with a benefit-cost ratio of at least 1.5
Medium-High	The project's benefits will exceed its costs
Medium	The project's benefits are likely to exceed its costs
Medium-Low	The project's costs are likely to exceed its benefits
Low	The project's costs will exceed its benefits

The Department will rely on quantitative, evidence-based, and data supported analysis.

Project Readiness Rating

Project Readiness Component Ratings

Rating	1	2	3
Technical Capacity Assessment	Uncertain: The team is not confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements	Somewhat certain/unknown: The team is moderately confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements	Certain: The Team is confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements
Financial Completeness	Incomplete Funding: The project lacks full funding, or one or more Federal or non-Federal match sources are still uncertain as to whether they will be secured in tie to meet the projects construction schedule	Partially complete/Appear Stable and Highly Likely to be Available: Project funding is not fully committed but appears highly likely to be secured in time to meet the project's construction schedule	Complete, stable, and committed: The Project's Federal and non-Federal sources are fully committed and there is demonstrated funding available to cover contingency /cost increases.
Environmental Review and Permitting Risk	High Risk: The project has not completed or begun NEPA and there are known environmental, or litigation concerns associated with the project.	Moderate Risk: The project has not completed NEPA or secured necessary Federal permits, and it is uncertain whether they will be able to complete NEPA or secure necessary Federal permits in the time necessary to meet the project schedule.	Low Risk: The project has completed NEPA, or it is highly likely that NEPA can be completed and other environmental reviews in the time necessary to meet the project schedule.

Overall Rating for Project Readiness

Score	Overall Rating
All 3s	**High**
Two 3s, one 2	**Medium-High**
One 3, two 2s	**Medium**
All 2s	**Medium-Low**
Any 1s	**Low**

Geographic Diversity

- Balance Urban and rural communities
- The Department will consider whether project is located in an Area of Persistent Poverty or a Historically Disadvantaged Community as found on the USDOT Climate and Economic Justice Screening Tool Explore the map - Climate & Economic Justice Screening Tool (geoplatform.gov)
- The Department will also consider whether the project is located in the following Federally designated areas:
    - Opportunity Zone
    - Empowerment Zone (HUD)
    - Promise Zones
    - Choice Neighborhoods
    - DOE's Energy Communities
    - USDA's Rural Partners Network
    - DOT Thriving Communities
- A project located in a Federally designated community development zone is more competitive than a similar project that is not located in one.

Overall Application Rating

Not Recommended

- Department determines the project does not meet one or more statutory requirements or additional information is required; or,
- The application receives a low rating in one or more of project outcome, economic analysis, or project readiness; or,
- Identified by the Senior Review Team to not be suitable based on its weakness within a project outcome area.

Recommended

- Department determines the project meets all statutory requirements; and
- The project is not otherwise assigned a "Highly Recommended" or "Not Recommended" rating

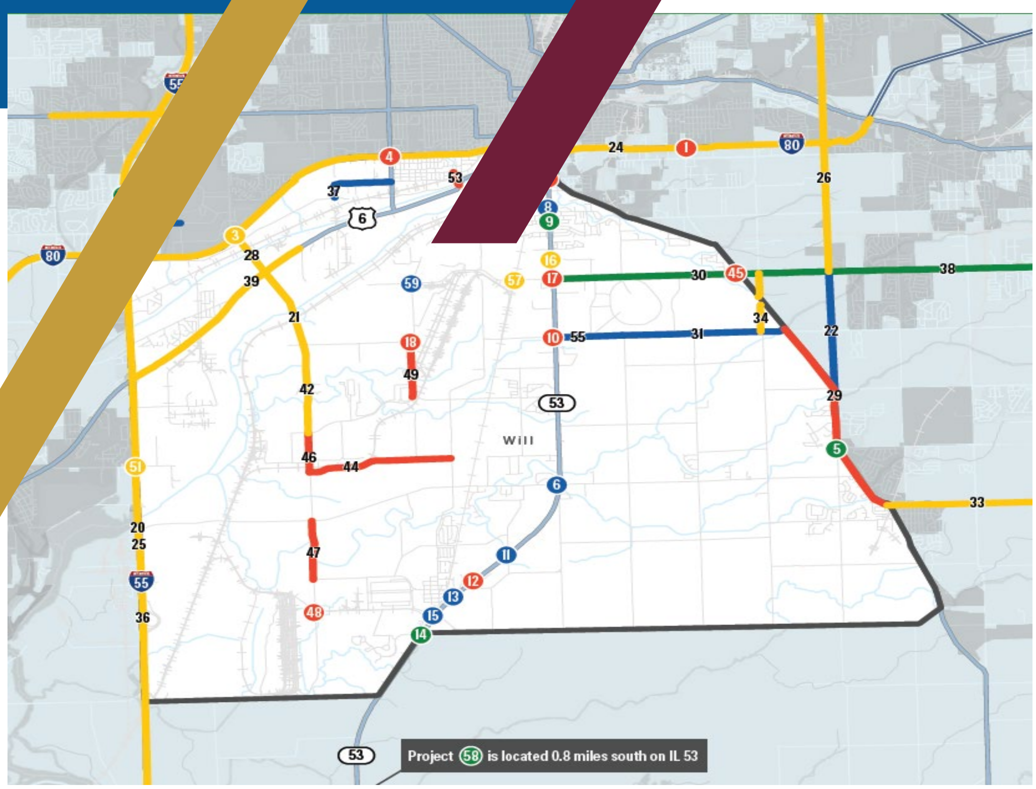
Highly Recommended

- Department determines the project meets all statutory requirements and receives high ratings in all of project outcomes, eonomic analysis, and project readiness; or
- Meets all statutory requirements and is otherwise determined by the Senior Review Team to be an exemplary project of national or regional signficance that generates significant benefits in one of the the project outome areas.

Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

National Project Infrastructure Assistance Program (MEGA)



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General FY 23 – FY 24 Grant Information

Due Date .... August 21, 2023
Amount Available .... $1.8 billion
Projects > $500 million 50%
Projects between $100 million and $500 million 50%

Size Limits

- Minimum .... None
- Maximum .... None

Maximum Federal Share

- Implementation grants 60%
- Combined with other Federal Funds, maximum Federal Share 80%

Page Limit

Application narrative page limit (See Application Content Checklist) .... 35 pages

Deadlines

Obligation deadline .... September 30, 2026
Expenditure deadline .... Not included in NOFO

NOFO, Website and Awards

NOFO: MPDG NOFO 2023-2024 Final (transportation.gov)
Website: The Mega Grant Program | US Department of Transportation
Awards: Not yet posted
Next Anticipated NOFO Fall 24- Early 25 for FY25

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Application Content Checklist

Information	File Name	NOFO Section	Page Limit
SF-424	SF-424	NA	NA
SF-424C	SF-424C	NA	NA
Project information form	FY23 and FY 24 MPDG Project Information Form	NA	NA
Project description	Project description	D.2.i.	5 pages
Project location file (zipped Shapefile, KML/KMZ, or GEOJSON)	Location File-*State-Project Name*	D.2.ii.	NA
Project budget, sources, and uses of Funding	Project Budget	D.2.iii.	5 pages
Funding commitment documentation	Funding Commitments	D.2.iii.e.	NA
Outcome criteria narrative	Outcome Criteria Narrative	D.2.iv. and E.1.ii.	15 pages
Project readiness	Project Readiness	D.2.v. and E.1.ii.	5 pages
Project requirements	Project Requirements		5 pages
Benefit-Cost Analysis narrative	BCA Narrative	D.2.vi. and E.1.iii.	NA
Benefit-Cost Analysis calculations (Excel recommended)	BCA Calculations	D.2.vi. and E.1.iii.	NA
Data plan (if applicable)	Mega Data Plan-*State-Project Name*	D.2. viii.	NA
Letters of Support (Optional)	Letters of Support	D.2.iv and E.1.i	NA
Community Benefits Plan (Optional)	Community Benefits Plan	E.1.ii. Criterion #5	NA
Title VI Plan (Optional)	Title VI Plan	F.2.	NA

Eligibility Requirements

Eligible Applicants

- State or group of states
- MPO
- Unit of local government
- Political subdivision of a state
- Special purpose district or public authority with a transportation function
- Tribal government
- Partnership between Amtrak and an eligible entity
- A group of eligible entities

Eligible Project Types

- Highway or bridge project on the National Multimodal Freight Network
- Highway or bridge project on the National Highway Freight Network
- Highway or bridge project on the National Highway System
- Freight intermodal (including public ports) or freight rail project that provides public benefit
- Rail-highway grade separation or elimination project
- Intercity passenger rail project
- Public transportation project eligible under Chapter 53 of Title 49 and is part of an eligible project type

Eligible Project Costs

Development Phase Activities

Planning, feasibility analysis
Revenue forecasting, alternatives analysis
Data collection and analysis
Environmental review
Preliminary engineering
Design work
Other preconstruction activities

Implementation activities

Construction
Reconstruction
Rehabilitation
Land acquisition
Environmental mitigation
Construction contingencies
Equipment acquisition
Protection
Operational improvements directly related to the project

Evaluation and Selection Process

Analysis Phase

- Project meets statutory requirements
- Rate selection criteria

Senior Review Team

- Consider applications and technical evaluation to assign a rating
- Add all "Highly Recommended" projects to the proposed list of Projects for Consideration
- Review list for geographic diversity and program set-asides

Secretary Selection

- Prioritize projects assigned a "Highly Recommended" rating
- Identify applications that best address program requirements and most worthy of funding

Project Outcome Criteria and Scoring

49 U.S.C. 6701

Requirement	USDOT Guidance
The project is likely to generate national or regional economic, mobility, or safety benefits	Summarize the economic, mobility ad safety benefits of the project and independent project components, describing the sale of their impact in national or regional terms.
The project is in significant need of federal funding	Describe the potential negative impacts on the project if grant funding was not awarded. Respond to the following identifying project specific impacts: 1. How would project scope be affected if Federal funds were not received? 2. How would the project schedule be affected if Federal funds were not received? 3. How would project cost be affected if Federal funds were not received?
The project will be cost-effective	Highlight the results of the BCA. A project is cost effective if the benefit-cost ration is > 1.
Non-Federal financial commitments are stable and dependable funding or financing sources available to construct, maintain, and operate the project and can cover cost increases	Indicate funding sources and amounts that will account for all project costs. Demonstrate that funding is stable, dependable, and dedicated to the specific project by referencing the STIP/TIP, a letter of commitment, a local government resolution, an MOU or other similar documentation. State contingency amount available for the project.
The applicant has or will have sufficient legal, financial, and technical capacity to carry out the project	Based on determination on projects risks as assessed by the Environmental Risk, Financial Completeness and Technical Capacity evaluators.
The application includes a plan for collection and analysis of data to identify impacts of the project and accuracy of forecasts included in the application	The data plan must meet the requirements included in the NOFO.

Safety

Score	Criterion	Example
0	The project negatively affects safety.	The project is likely to result in increased number of fatalities and injuries on a per-user basis due to unsafe design.
1	The application does not contain enough information to assess whether the project results in safety benefits.	The application does not describe safety impacts of the project; or whether the project results in safety benefits is ambiguous.
2	The project results in safety benefits matching one or more of the descriptions below, BUT safety is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: • Reduces fatalities and/or serious injuries • Protects non-motorized travelers, motorized travelers, or communities/local residents from safety risks • Implements actions and activities identified in the National Roadway Safety Strategy (NRSS) • Targets the shortage of long-term parking for commercial vehicles on the NHS • Promotes safer speeds in all roadway environments through a combination of thoughtful, equitable, context appropriate roadway design, targeted education, outreach campaigns, and enforcement.	The project results in measurable reductions in crashes, fatalities, or serious injuries to the traveling public, including vulnerable roadway users, by adopting actions and activities identified in the NRSS.
3	Safety is a primary purpose of the project AND the project results in clear and direct safety benefits matching one or more of the descriptions below: • Significantly reduces fatalities and/or serious injuries bringing them below the state-wide avg. • Significantly protects vulnerable or non-motorized users from health and safety risks.	The project targets a well-known safety problem, resulting in a significant reduction in fatalities or serious injuries to motorized and non-motorized users. The project incorporates innovative roadway design or technology aimed at protecting vulnerable users.

State of Good Repair

Score	Criterion	Example
0	The project negatively affects state of good repair.	The project ignores pre-existing maintenance liabilities and increases ongoing maintenance costs without a clear plan to manage or maintain the expanded infrastructure.
1	The application does not contain enough information to assess whether the project results in state of good repair benefits	The project is identified in the sponsor's Asset Management Plan, but it is difficult to verify that the infrastructure asset will operate at a full level of performance after project improvements.
2	The project results in state of good repair benefits matching one or more of the descriptions below, BUT state of good repair is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: • Restores existing core infrastructure at the end of its useful life to a state of good repair • Creates new infrastructure in remote communities that will be maintained in a state of good repair as evidenced by the project's inclusion in an Asset Management Plan	The project is identified in the sponsor's Asset Management Plan and will repair or rebuild an infrastructure asset so that it will at a full level of performance.
3	State of good repair is a primary purpose of the project AND the project results in clear and direct state of good repair benefits matching one or more of the descriptions below: • Restores and modernizes existing core infrastructure (such as through road diets complete streets, or other design improvements) that will result in lower long-term maintenance costs • Addresses current and projected vulnerabilities that if left unaddressed will threaten future transportation network efficiency, mobility of goods or people, or economic growth	The project is identified in the sponsor's Asset Management Plan and will repair or rebuild an infrastructure asset so that it will at a full level of performance and is designed to significantly reduces future operation and maintenance costs throughout the asset life, beyond the costs saved from the initial project expenditures and /or that will significantly lengthen the standard useful life of the asset.

Economic Impacts, Freight Movement, and Job Creation

Score	Criterion	Example
0	The project negatively affects economic impacts, freight movement, and job creation.	The project will detract from local economic activity by demolishing existing homes, businesses, or rendering future development impossible, while failing to generate any appreciable benefits to freight mobility or job accessibility.
1	The application does not contain enough information to assess whether the project results in economic impacts, freight movement, and job creation benefits.	The project sponsor provides some justification, but with minimal evidence that the project will help to positively impact regional economic development in the area or help to offset job losses in the area The project sponsor provides minimal evidence that the project will create high quality jobs with a free choice to join a union or the incorporation of strong labor standards and practices, such as project labor agreements (PLAs), use of registered apprenticeships or other joint labor-management training programs, and the use of an appropriately credentialed workforces.

Score	Criterion	Example
2	The project results economic impacts, freight movement, and job creation benefits matching one or more of the descriptions below, BUT economic impacts, freight movement, and job creation is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: *Economic Impacts* • Improves multimodal transportation systems that incorporate affordable transportation option to improve mobility of people and goods • Decreases transportation costs and improves access to employment centers and job opportunities • Enhance recreational and tourism opportunities by providing access to Federal land, national parks, national forests, national recreation areas, national wildlife refuges, wilderness areas, or State parks. • Help the U.S. compete in a global economy by encouraging the location of important industries and future innovations and technology in the U.S. and facilitating efficient and reliable freight movement. *Freight Movement* • Improve intermodal and/or multimodal freight mobility, especially for bottlenecks. *Job Creation* • Results in high quality job creation by supporting good-paying jobs with a free and fair choice to join a union, both in project construction and in on-going operations and maintenance • Results in workforce opportunities for historically underrepresented groups, such as through the use of local hire provisions or other workforce strategies targeted at or jointly develop with historically underrepresented groups, to support project development.	The project sponsor demonstrates some or limited new short-term or long-term job creation as a result of the project and it is documented by a signed letter from a business(es) stating the number of new jobs to be created, and how the project is vital to the creation of those jobs The project opens additional new tourism or recreational access and is aligned with a plan that demonstrates that intention The project sponsor demonstrates some evidence that the project will create high quality jobs with a free choice to join a union or the incorporation of strong labor standard and practice, such as project labor agreements, use of registered apprenticeships or other joint labor-management training programs, and the use of an appropriately credentialed workforce.

Score	Criterion	Example
3	Economic impacts, freight movement, and job creation is a primary purpose of the project AND the project results in clear and direct economic impacts, freight movement, and job creation benefits matching one or more of the descriptions below: *Economic Impact* • Demonstrates that the project will directly, and in the near-term, result in greater public and private investments in land-use productivity, including rural main street revitalization, equitable commercial and mixed income residential development. • Enhances recreational and tourism opportunities by providing direct access to Federal land, national parks, national forests, national recreation areas, national wildlife refuges wilderness areas, or State parks *Freight Movement* • Improve intermodal and/or multimodal freight mobility along corridors identified as major freight highway bottlenecks or congested corridors ranked in the top 100 of FHWA's Freight Mobility Trends Report 2019. *Job Creation* • Result in high quality job creation by supporting good-paying jobs with a free and fair choice to join a union, in project construction and in on-going operations and maintenance, and incorporate strong labor standards, such as through the use of PLAs. • Invests in high-quality workforce training programs such as registered apprenticeship programs and joint labor-management training programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences that will promote the entry and retention of local underrepresented populations into those jobs including women, people of color, and people with convictions.	The project expands *direct* access to a national park, with demonstrable benefits to the recreational and tourism economic activity in a rural area. The project sponsor demonstrates that the project addresses a national supply chain bottleneck (identified in the top 100 nationwide), the main goal of the project is to positively impact that bottleneck, and ample evidence is provided that shows significant national supply chain benefits from the project. The project sponsor provided a letter from a labor union or worker organization that describes the number and characteristics of the high-quality jobs on the project and indicating that the project sponsor intends to utilize a PLA.

Climate Change, Resiliency, and the Environment

Score	Criterion	Example
0	The project negatively impacts climate change resiliency and the environment.	The project will increase GHG and harmful pollutant emissions while failing to contribute to increased resiliency or addressing other environmental harms.
1	The application does not contain enough information to assess whether the project results in climate change, resiliency, and the environment benefits.	The project will add capacity to a roadway segment which may induce additional VMT increasing emissions, however, potential congestion reduction may reduce some emissions leaving the overall emissions picture ambiguous, particularly when combined with other resiliency and environmental benefits.
2	The project results in state of climate change, resiliency and the environment benefits matching one or more of the descriptions below, BUT climate change, resiliency and the environment is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: • Reduces air pollution and GHGs rom transportation • Incorporates lower-embodied carbon pavement and construction materials • Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that disproportionately experience climate change consequences • Incorporates electrification or zero emission vehicle infrastructure • Incorporates nature-based solutions • Reduces air or water pollution, recycles or redevelops brownfield sites • Results in a modal shift that reduces emissions • Promotes energy efficiencies • Serves the renewable energy supply chain • Improves the resilience of at-risk infrastructure, including upgrade of projects in floodplains	The project is identified in the sponsor's Asset Management Plan and will repair or rebuild an infrastructure asset so that it will at a full level of performance.

Score	Criterion	Example
3	Climate change, resiliency and the environment is a primary purpose of the project AND the project results in clear and direct climate change, resiliency and the environment benefits matching one or more of the descriptions below: • *Significantly* reduces air pollution and GHGs from transportation as a result of modal shift or electrification • Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that disproportionally experience climate change consequences as captured by the CEJST tool. • Improves resiliency of at-risk infrastructure, including upgrades to projects in floodplains, while NOT increasing air pollution and GHGs through increased capacity and induced demand.	The project's goal is to incentivize carpooling and eliminate a major roadway bottleneck. The project will provide free flow travel by adding a HOV lane for 3+ passengers and gateless toll gantry thereby encouraging carpooling and reducing traffic and vehicular idling reducing CO2 tailpipe emissions. The project will install public EV charges at existing park and ride facilities.

Equity, Multimodal Options, and Quality of Life

Score	Criterion	Example
0	The project negatively impacts equity, multimodal options, and quality of life.	The project exacerbates existing inequitable outcomes by constructing new barriers to walking and biking and burdening a disadvantaged community with high costs.
1	The application does not contain enough information to assess whether the project results in equity, multimodal options, and quality of life benefits	The project sponsor has developed and published a general equity policy statement for their agency but has not demonstrated any other equity considerations for the actual project. The project sponsor has created additional multimodal access in conjunction with the project, but only as a minimum project requirement, and not as a result of intentional planning efforts.
2	The project results in equity, multimodal options, and quality of life benefits matching one or more of the descriptions below, BUT equity, multimodal options, and quality of life is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: • Increases affordable and accessible transportation choices • Improves access to emergency care, essential services, healthcare providers, or drug and alcohol treatment and rehab centers • Results in lower transportation and housing cost burdens, including through public and private investments to support greater commercial and mixed income residential development near public transportation, along rural main streets or in walkable neighborhoods • Increases the walkability, accessibility for pedestrians and encourage thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely with or without a car in a healthy environment	The project is transforming roadway conditions or adding functionality that improves access to emergency care and essential services in a rural area. The project sponsor is supporting workforce development programs, including labor-management programs, local hire provisions and incorporating workforce strategy into project development in a manner that produces non-trivial benefits.

Score	Criterion	Example
3	Equity, multimodal options, and quality of life is a primary purpose of the project AND the project results in clear and direct equity, multimodal options, and quality of life benefits matching one or more of the descriptions below: • The project is located in an Area of Persistent Poverty or Historically Disadvantaged Community AND the project directly benefits the population in that area • The project sponsor has adopted an equity and inclusion program plan, or has otherwise instituted equity focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure equity in the overall project delivery and implementation • The project includes comprehensive planning and policies to promote hiring of underrepresented populations including local and economic hiring preferences and investments in high-quality workforce development programs with supportive services, including labor-management programs, to help train, place, and retain people in good-paying jobs or registered apprenticeships • The project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation • The project includes new or improved walking and bicycling infrastructure, reduces automobile dependence, and improves access for people with disabilities and proactively incorporates Universal Design • The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities	The project sponsor includes new and/or greatly improved multimodal access across previously bifurcated disadvantaged neighborhoods and demonstrates how specifically the disadvantaged neighborhoods will be positively impacted, and how those improvements were as a result of intentional planning and public input.

Innovation Areas: Technology, Project Delivery, and Financing

Score	Criterion	Example
0	The project negatively impact innovation.	The project removes previously installed innovative technology.
1	The application does not contain enough information to assess whether the project results in innovation benefits	The project references the incorporation of innovative technologies but does not elaborate on the benefits of those technologies or demonstrate how those technologies align with USDOT's innovation principles.
2	The project results in innovation benefits matching one or more of the descriptions below, BUT innovation is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: • Deploy technologies, project delivery, or financing methods that are new or innovative to the applicant or community.	The project incorporates some or a limited amount of materials or construction processes that reduce GHGs. The project incorporates innovative technology that advances USDOT innovation goals and employs innovative project delivery methods that will accelerate delivery and achieve improved outcomes.

Score	Criterion	Example
3	Innovation is a primary purpose of the project AND the project results in clear and direct innovation benefits matching two or more of the descriptions below (benefits can be within the same area): *Innovative Technologies* • Enhance the environment for electric, connected, and automated vehicles to improve the detection, mitigation, and documentation of safety risks • Use low-carbon materials • Use caps, land bridges, or underdecks *Innovative Project Delivery* • 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* • Secure TIFIA, RRIF, or private activity bond financing • Use congestion pricing or other demand management strategies	The project incorporates a significant amount of materials or construction processes that reduce GHGs and will use practices to facilitate accelerated project delivery.

Economic Analysis Rating

Rating	Description
High	The project’s benefits will exceed its costs, with a benefit-cost ratio of at least 1.5
Medium-High	The project’s benefits will exceed its costs
Medium	The project’s benefits are likely to exceed its costs
Medium-Low	The project’s costs are likely to exceed its benefits
Low	The project’s costs will exceed its benefits

The Department will rely on quantitative, evidence-based, and data supported analysis.

Project Readiness Rating

Project Readiness Component Ratings

Rating	1	2	3
Technical Capacity Assessment	Uncertain: The team is not confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements	Somewhat certain/unknown: The team is moderately confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements	Certain: The Team is confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements
Financial Completeness	Incomplete Funding: The project lacks full funding, or one or more Federal or non-Federal match sources are still uncertain as to whether they will be secured in tie to meet the projects construction schedule	Partially complete/Appear Stable and Highly Likely to be Available: Project funding is not fully committed but appears highly likely to be secured in time to meet the project's construction schedule	Complete, stable, and committed: The Project's Federal and non-Federal sources are fully committed and there is demonstrated funding available to cover contingency /cost increases.
Environmental Review and Permitting Risk	High Risk: The project has not completed or begun NEPA and there are known environmental, or litigation concerns associated with the project.	Moderate Risk: The project has not completed NEPA or secured necessary Federal permits, and it is uncertain whether they will be able to complete NEPA or secure necessary Federal permits in the time necessary to meet the project schedule.	Low Risk: The project has completed NEPA, or it is highly likely that NEPA can be completed and other environmental reviews in the time necessary to meet the project schedule.

Overall Rating for Project Readiness

Score	Overall Rating
All 3s	**High**
Two 3s, one 2	**Medium-High**
One 3, two 2s	**Medium**
All 2s	**Medium-Low**
Any 1s	**Low**

Geographic Diversity

- Balance Urban and rural communities
- The Department will consider whether project is located in an Area of Persistent Poverty or a Historically Disadvantaged Community as found on the USDOT Climate and Economic Justice Screening Tool [Explore the map - Climate & Economic Justice Screening Tool (geoplatform.gov)]
- The Department will also consider whether the project is located in the following Federally designated areas:
  - Opportunity Zone
  - Empowerment Zone (HUD)
  - Promise Zones
  - Choice Neighborhoods
  - DOE's Energy Communities
  - USDA's Rural Partners Network
  - DOT Thriving Communities
- A project located in a Federally designated community development zone is more competitive than a similar project that is not located in one.

Overall Application Rating

Not Recommended

- Department determines the project does not meet one or more statutory requirements or additional information is required; or,
- The application receives a low rating in one or more of project outcome, economic analysis, or project readiness; or,
- Identified by the Senior Review Team to not be suitable based on its weakness within a project outcome area.

Recommended

- Department determines the project meets all statutory requirements; and
- The project is not otherwise assigned a "Highly Recommended" or "Not Recommended" rating

Highly Recommended

- Department determines the project meets all statutory requirements and receives high ratings in all of project outcomes, eonomic analysis, and project readiness; or
- Meets all statutory requirements and is otherwise determined by the Senior Review Team to be an exemplary project of national or regional signficance that generates significant benefits in one of the the project outome areas.

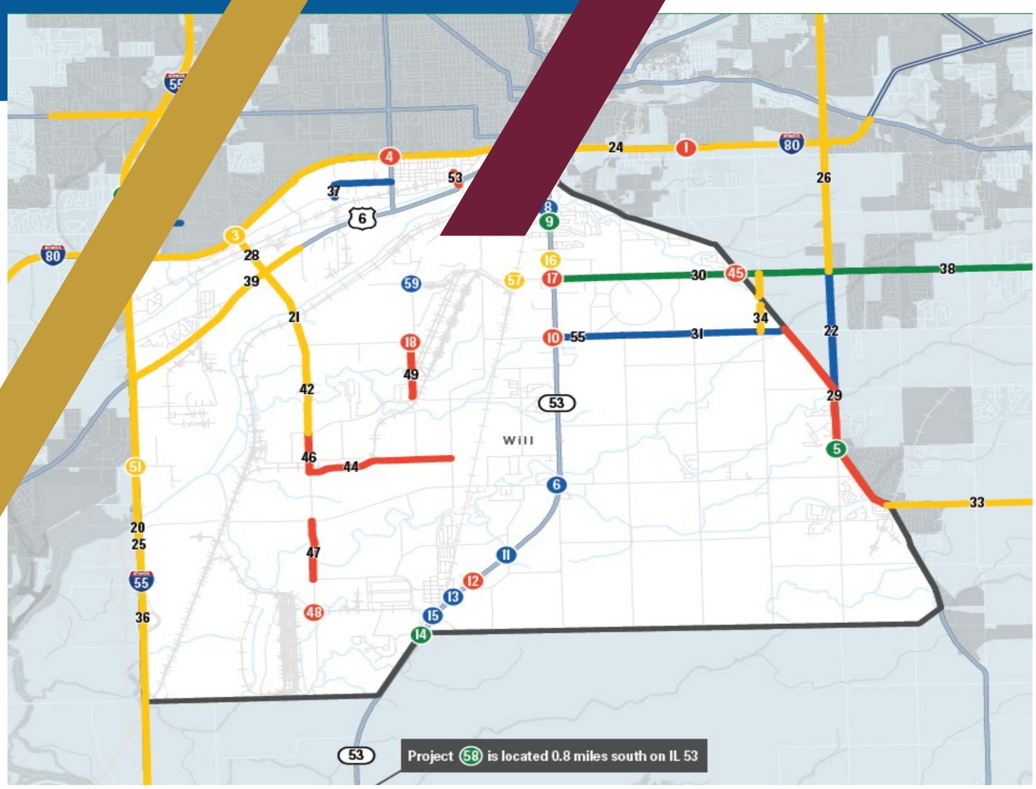
Mega Grant Data Plan Requirements

- Statutory requirement (49 U.S.C. 670(g))
- A plan for collection and analysis of data to identify impacts of the project and accuracy of any forecast prepared during the development phase of the project and included in the grant application
- Contents of the Data Plan must include:
  - An approach to measuring impacts to proposed project outcome criteria
  - An approach for analyzing the consistency of predicted impacts with actual outcomes
  - Include specific performance measures related to program goals
  - Performance indicators should include measurable goals or targets and align with estimated impact to the outcome criteria described in the application
- A baseline report will be required before the start of the construction
- Six years after substantial completion a report is required to be submitted that compares the baseline data to quarterly project data for the duration of the fifth year of the project after substantial completion
- The Plan can also be included if applying just for INFRA and/or Rural for a pilot program to measure impacts

JADA
Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

Port Infrastructure Development Program (PIDP)



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General FY 23 Grant Information

Due Date .... April 28, 2023
Awards Announced Date .... TBD
Amount Available .... $662 million

Set Asides

Small Projects at Small Ports .... $165.6 million
Development Phase activities .... not more than $16.6 million
Coastal seaports or Great Lakes Ports .... at least $187.2 million
Development Phase activities for large projects .... not more than $49.7 million

Limits

Minimum (no minimum for planning projects) .... $1 million
Maximum (Small Project at Small Port) .... $11.25 million
Single State limit .... $165.6 million
Application limit .... 1 per applicant

Maximum Federal Share

Maximum 80%
Secretary may increase for Rural project or small project at small port .... up to 100%

Page Limit

Application narrative page limit .... 30 pages

Deadlines

Obligation deadline .... September 30, 2026
Expenditure deadline .... Within 5 years of obligation

NOFO, Website and Awards

NOFO: MARAD Revised PIDP 2023 NOFO for Signature (dot.gov)
Website: https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2019-port-1
FY23 Awards: https://www.maritime.dot.gov/sites/marad.dot.gov/files/2023-11/PIDP%202023%20Awards%20Fact%20Sheets_0.pdf

Next NOFO anticipated February 2024

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Application Content Checklist

Information	Form Name	NOFO Section
Project Narrative	**See required content**	**D.2.**
Benefit Cost Analysis calculations	**Unlocked spreadsheet**	**D.2.**
Environmental compliance documentation	**Website link acceptable**	**D.2.iii. and D.2.b.iii.**
SF-424	**SF-424**	**D.2.**
SF-424C	**Budget information for construction**	**D.2.**

Project Narrative Content

Information	NOFO Section
Introductory Information (see Matrix in NOFO)	**D.2.a.**
Project Description	**D.2.b.**
Project Location	**D.2.c.**
Grant Funds, Sources and Uses of Project Funds	**D.2.d.**
Merit Criteria	**D.2.e.**
Selection Considerations	**D.2.f.**
Project Readiness	**D.2.g.**
Domestic Preference	**D.2.h.**
Determinations	**D.2.i.**

Eligibility Requirements

Eligible Applicants

- Port Authority
- A commission or its subdivision or agent under existing authority
- State
- Political subdivision of a State
- Local government
- Indian Tribe
- Public agency or publcly chartered authority established by one or more states
- Special purpose district with a transportation function
- A group of eligible entities

Eligible Projects

Located either within the boundary of a port or outside the boundary of a port and directly related to port operations or to an intermodal connection to a port. Capital project that will be used to improve the safety, efficiency, or reliability of:

Loading and unloading of goods at the port, such as for marine terminal equipment

Movement of goods into, out of, around, or within a port

Operational improvements, including projects to improve port resilience

Environmental and emissions mitigation measures including

- Port electrification or electrification master planning
- Harbor craft or equipment replacements or retrofits
- Development of port or terminal microgrids
- Provision of idling reduction infrstructure
- Purchase of cargo handling equipment and related infrastructure
- Worker training to support electrification technology
- Installation of port bunkering faciltieis from ocean-going vessels for fuels
- EV charging or hydrogen refueling infrastructure for drayage and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades
- Other related port activities including charging infrastructure, rubber-tired gantry cranes and anti-idling technologies

Eligible Activities

- Does NOT fund construction, reconstruction, reconditioning or purchase of a vessel with Secretary determination consistent with law
- Does NOT fund any project within a small shipyard
- Federally owned facilities are ineligible
- Does NOT fund purchase or installation of fully automated cargo handling equipment (see NOFO for details)
- Planning grants
  - Planning and feasibility analysis
  - Revenue forecasting
  - Environmental review, permitting and preliminary engineering
  - Design work
  - Development of Master Plans
  - Electrification master planning
  - Emergency preparedness planning

Evaluation and Selection Process

Intake Review

- Threshold eligibility screening based on NOFO criteria

Technical Review

- Analyze application and provide ratings
  - Achieving Safety, Efficiency, or Reliability
  - Port Resilience
  - Leveraging Federal Funds
- Additional Criteria of climate change and sustainability, equity and Justice 40, and workforce development

Senior Review

- Decide which projects not "highly rated", if any, move forward for Tier 2 analysis
- Review for alignment with
  - Supporting economic vitality
  - Project readiness
  - Statutory determinations
  - Domestic Preference

Secretary

- Project must meet all 6 determinations to be included on the List of Projects for Consideration
- Secretary selection based on merit criteria and selection considerations

Merit Criteria

USDOT reviewers will evaluate whether benefits are clear, direct, data-driven, and reasonable. Reviewers will assign a rating of high, medium, low, or non-responsive.

Achieving Safety, Efficiency, or Reliability Improvements

Safety

- Protects those in port from safety risks
- Reduces fatalities and/or serious injuries related to port operations
- Incorporates specific safety improvements as part of a documented risk reduction mitigation strategy having port-wide impact

Efficiency

- Project results in documented improvements in cargo throughput

Reliability

- Project results in enhancements that improve dependability of cargo operations

High	Significant improvements in all 3 categories
Medium	Significantly improve 2 of the 3 categories
Low	Improve at least one of the 3 categories
Non-responsive	Does not significantly improve or negatively impacts all 3 categories

Supporting Economic Vitality at the Regional or National Level

Large Projects

High	Benefits exceed costs, Benefit Cost Ratio at least 1.5
Medium-High	Benefits exceed costs
Medium	Benefits likely to exceed costs
Medium-Low	Costs are likely to exceed benefits
Low	Costs exceed benefits

Small Projects at Small Ports

High	• Project improves the economic advantage of the port **AND** • Project contributes to freight transportation at the port **AND** • Project improves competitive advantage of the port
Medium	Project improves 2 of the 3 factors
Low	Project improves only 1 of the factors
Non-responsive	Project will not improve any of the factors

Leveraging Federal Funding to Attract Non-Federal Investments

Highest Rating	Projects in the 80th percentile and above in non-federal contributions
Second Highest Rating	Project in the 60th – 79th percentile
Third Highest Rating	Projects in the 40th – 59th percentile
Fourth Highest Rating	Projects in the 20th – 39th percentile
Loest rating	Projects at or below the 19th percentile

Port Resilience

H igh	Project significantly advances a port's resilience with respect to ability to withstand weather and climate related events and human cause emergencies AND results in positive impacts on the supply change
Medium	Advances resilience to either weather and climate-related or human caused emergencies AND results in positive impacts on the supply chain OR Advances resilience to both weather/climate-related or human-caused emergencies even if it does not result in positive impacts on the supply chain
Low	Advances resilience to either weather and climate-related or human caused emergencies BUT does not demonstrate important supply chain impacts
Non-responsive	Does not advance resilience or has a negative effect

Selection Considerations

Climate Change and Sustainability

High	Project incorporates climate change and sustainability including environmental justice (EJ) in both planning activities and specific project elements
Medium	Project incorporates climate change and sustainability including EJ in either planning activities or specific project elements
Low	Project incorporates climate change, sustainability OR environmental justice in planning activities OR specific project elements
Non-responsive	Projects that fail to substantively address this criterion or has a negative effect

Equity and Justice40

MARAD may prioritize projects that receive higher ratings under this selection consideration.

High	Includes components from each of the following: • Equity-focused policies and related project initiatives • Support of workforce training programs that place underrepresented populations into good-paying jobs with free and fair choice to join a union • Detailed community or public participation plan or strategy to facilitate meaningful project-related public engagement
Medium	Project must robustly address two of the 3 areas
Low	Project only addresses one of the 3 areas
Non-responsive	None of the 3 areas are addressed or project has a negative impact on criterion

Workforce Development, Job Quality, Wealth Creation

High	Demonstrate strong organizational commitment including and project must • Support creation of good paying jobs with free and fair choice to join a union • Incorporation of strong labor standards • Incorporation of training and placement programs especially registered apprenticeships with a commitment apprenticeship utilization requirement • Utilization of DBEs, MBEs, WBEs, or 8(a) firms • Workforce development programs with supportive services • Track and publish aggregate workforce data
Medium	Project addresses some of the above to some degree
Low	Project only partially addresses the above.
Non-responsive	Project does not address this criterion.

Project Readiness

The Project Readiness rating will be based on the poorest risk rating earned in either technical capacity or environmental risk.

Technical Capacity

Technical capacity risks include:

- Project complexity,
- Project schedule that is reasonable
- Applicant's capacity to deliver the project
- Previous experience working with Federal Agencies on grant funded projects

Risks do not disqualify applicants if achievable risk mitigation strategies are described. A project with mitigated risks will be more competitive than projects with unaddressed risks.

NOTE: A risk matrix is a good method to capture project risks, describe level of risk, and enumerate mitigation strategies.

Environmental Risk

Environmental risk will consider

- Level of review of the project required by NEPA (Categorical Exclusion, Environmental Assessment, Environmental Impact Statement)
- Demonstrated receipt or reasonably anticipate receipt of other necessary environmental permits
- Consultations and approvals (e.g., Endangered Species Act, National Historic Preservation Act

As with technical capacity, risks do not disqualify applicants if achievable risk mitigation strategies are described. A project with mitigated risks will be more competitive than projects with unaddressed risks.

Domestic Preference

Grant funds for projects that depend on iron, steel, manufactured products, and construction materials are subject to Build America, Buy America Act requirements.

- Projects that comply will be more competitive than projects that do not.
- Projects that require waivers to complete the project will be more competitive if it includes an effective plan to maximize domestic content versus a project that does not include a plan.
- Projects that will likely require a waiver but do not have a plan to maximize domestic content will be ineligible to be awarded a grant.

Rating categories include:

Domestic Preference Compliance

- Likely compliant
- May require a waiver
- Likely requires a waiver

Domestic Content Plan

- Mature plan
- Immature plan
- No plan

Statutory Determinations

46 U.S.C. 54301(1)(6)(A)

Statutory Determination	Guidance
Project improves the safety, efficiency, or reliability of the movement of goods through a port or intermodal connection to the port	Detail specific elements of the project and forecasted impact on port performance indicators (e.g., vessel dwell times, truck turn times, capacity, throughput, accident reductions, etc.)
The project is cost effective	Ratio of project benefits to project costs (not applicable to small projects at small ports) is positive.
The eligible applicant has the authority to carry out the project	Provide citations of authority or other supporting documentation. Citations should be of sufficient detail to demonstrate applicant is eligible and is related to work on the property where grant funds will be spent (e.g., statutory language, lease agreement, etc.)
The eligible applicant has sufficient funding available to meet the matching requirements	Indicate funding sources and amounts that will account for all project costs. Demonstrate funding is stable, dependable, and dedicated to the project by referencing a letter of commitment, a local government resolution, an MOU, or other similar documents.
The project will be completed without unreasonable delay	Provide expected obligation date and construction start date, referencing project budget and schedule, MARAD will base its determination on the project risk rating.
The project cannot be easily and efficiently completed without Federal funding or financial assistance available to the project sponsor	Describe potential negative impacts on project if grant is not awarded: 1. Scope 2. Schedule 3. Cost If no negative scope, schedule, or cost impacts, state explicitly

Administrative and National Policy Requirements

- 2 CFR part 200
- Procurement standards at 2 CFR part 200 subpart D
- 2 CFR 1207.317
- 2 FR 200.401
- Federal civil rights laws and regulations
- Disadvantaged business enterprise (DBE) requirements
- Debarment and suspension requirements
- Drug-free workplace requirements
- FRA's and OMB's Assurances and Certifications
- ADA requirements
- Safety requirements
- NEPA requirements
- Environmental Justice requirements
- 2 CFR 200.315
- Consideration of Critical Infrastructure Security and Resilience
- Domestic preference requirements
- Civil Rights and Title VI
- Performance and program evaluation

Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

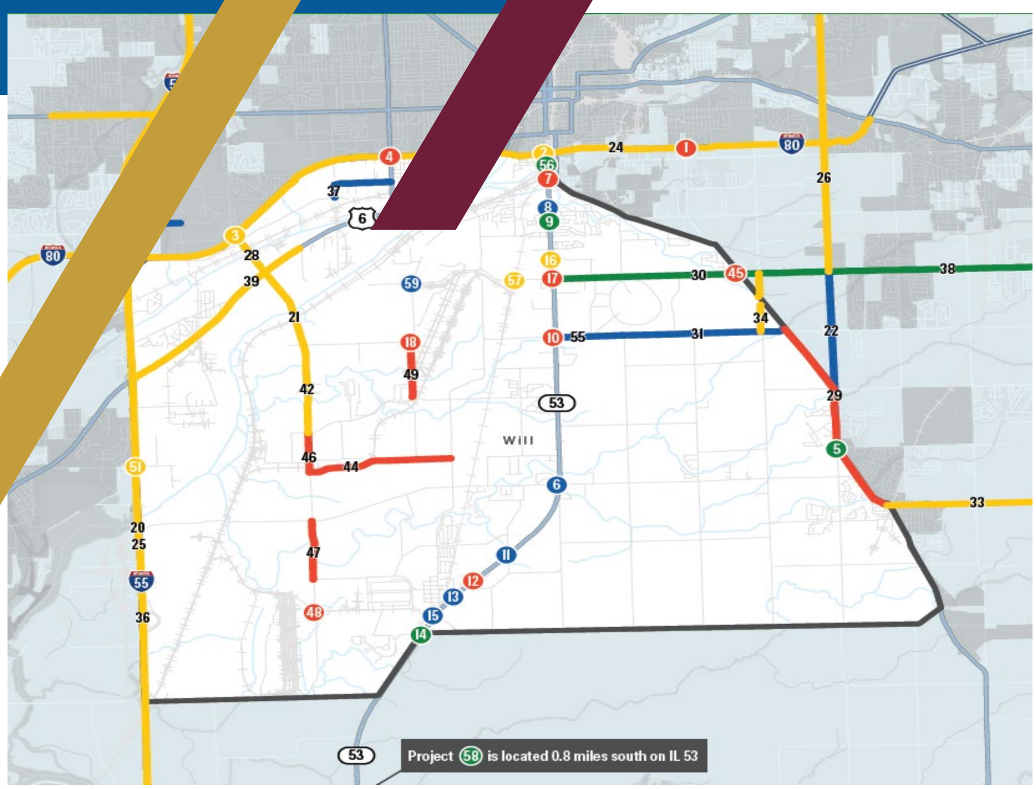


TABLE OF CONTENTS

General FY 22 – FY 23 Grant Information

Due Date .... August 18, 2023
Amount Available .... $848 million

- **Planning .... up to $45 million**
- **Resilience Improvement .... up to $638 million**
- **Community Resilience and Evacuation Route .... up to $45 million**
- **At-Risk Coastal Infrastructure .... up to $120 million**

NOTE: The last 3 categories are referred to collectively as resilience grants throughout the NOFO

Size Limits

Planning Grant Minimum $100,000
Planning and Resilience Grants Maximum .... None
Resilience Grants Minimum $500,000

Set Asides

Rural (areas outside an urban area over 200,000) .... Not less than 25%
Tribal .... Not less than 2%
Intercity Passenger Rail .... Not more than 25%

Maximum Federal Share

Planning Grant 100%
Resilience Grants (non-State/non-MPO applicants) 80%

Funds can only be used for the incremental cost of making assets more resilient

Page Limit

Application narrative page limit .... 25 pages

Deadlines

FY 22 Funds
Obligation deadline .... September 30, 2025
Expenditure deadline .... Documented in the Grant Agreement

FY 23 Funds
Obligation deadline .... September 30, 2026
Expenditure deadline .... Documented in the Grant Agreement

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Application Content Checklist

Information	NOFO Section
SF-424	**D.2.a.1.**
SF-424A/B for non-construction SF-424C/D for construction	**D.2.a.2./3.**
Grants.gov Lobbying Form	**D.2.a.4.**
Project Narrative	**D.2.b.**

Project Narrative Content

Section	NOFO Section
Basic Project Information – Description, Location, and Parties	**D.2.b.I.**
Grant Funds Sources and Uses of all Project Funding	**D.2.b.II.**
Merit Criteria	**D.2.b.III.**
Benefit-Cost Analysis	**D.2.b.IV.**
FHWA Priority Considerations	**D.2.b.V.**

Eligibility Requirements

Eligible Applicants

Eligible Applicants	Planning, Resilience Improvement, and Community Resilience/Evacuation Routes 23 U.S.C. §176(d)(2)	At-Risk Coastal Infrastructure 23 U.S.C. §176(d)(4)(C)(i)(I-VIII)
State or political subdivision of a State (includes D.C. or Puerto Rico)	√	√*
MPO	√	√
Unit of local government	√	√
Special purpose district or public authority with a transportation function, including a port authority	√	√
Indian Tribe	√	√
Territory of the U.S.	√	√
Federal Land management agency that applies jointly with a State or group of States	√	√
Group of entities listed above	√	√

- To be eligible for At-Risk Coastal Infrastructure grant the eligible applicant must be in, or bordering on, the Atlantic, Pacific, or Arctic Ocean, the Gulf of Mexico, Long Island Sound, or one or more of the Great Lakes. Also eligible are the U.S. Territories, Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands

Eligible Projects

Planning Grants
• In the case of a State or MPO, developing a **Resilience** Improvement Plan (RIP) • Resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments • Technical capacity building • Evacuation planning and preparation

Resilience Improvement Grant

One or more construction activities to improve the ability of existing transportation infrastructure to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of an asset from impacts of changing conditions

- Resurfacing, restoration, rehab, reconstruction, replacement, improvement, or realignment of an existing eligible facility
- Incorporation of natural infrastructure
- Upgrade of an esixting eligible facility to meet or exceed an adopted FHWA design standard
- Installation of mitigation measures to prevent intrusion of floodwaters
- Strengthening systems that remove rainwater from surface transportation facilities
- Upgrades to and installation of structural stormwater controls
- Resilience project addressing identified vulnerabilities described in the RIP of an eligible entity
- Relocating roadways in a base floodplain or away from slide prone areas
- Stabilizing slide areas or slopes
- Installing riprap
- Lengthening or raising bridges to increase waterway openings, including to respond to extreme weather
- Increasing size or number of drainage structures
- Installing seismic retrofits on bridges
- Adding scour, stream stability, coastal, and other hydraulic countermeasures
- Vegetation management practices in ROW to improve roadway safety, prevent against invasive species, facilitate wildfire control, and provide erosion control
- Any other protective features including natural infrastructure, as determined by the Secretary

Community Resilience and Evacuation Route

One or more projects that strengthen and protect evacuation routes essential for providing and supporting evacuations caused by emergency events

- A resilience improvement project under 23 U.S.C. §176(d)(4)(A)(ii), if that activity will improve an evacuation route
- 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 (restoring or replacing routes in poor condition or not designed to meet anticipated demand during an event)
- If eligible entity notifies the Secretary that existing evacuation routes are not sufficient to adequately facitilate evacuations including transportaion of emergency responders and recovery resources, expands the capacity to swiftly and safely accommodate evacuations including
  - Communications and ITS equipment and infrastructure
  - Counterflow measures, or
  - Shoulders
- Construction of new or redundant evacuation routes
- Acquisition of evacuation route or traffic incident managment equipment or signage
- Ensures access or service to critical destinations including hospitals/medical/emergency service facilities, major employers, critical manufacturing centers, ports and intermodal faciliteis, utilities and Federal facilities

At-Risk Coastal Infrastructure

- Addresses risks from a current or future weather event or natural disaster including coastal flooding, coastal erosion, wave action, storm surge, or sea level change, and
- Reduces long-term infrastructure costs by avoiding larger future maintenance or rebuilding costs
- Eligible activities include
  - Strengthening, stabilizing, hardening, elevating, relocating or otherwise enhancing the resilience of highway and non-rail infrastructure
  - Includes bridges, roads, pedestrian walkways, and bicycle lanes

System Resilience for Resilience Grants

- Use of natural infrastructure or construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements functionally connected to a transportation improvement such as
  - Increasing marsh health and total area adjacent to a highway ROW to promote additional flood storage
  - Upgrades to and installation of culverts designed to withstand 100-year flood events
  - Upgrades to and installation of tide gates to protect highways
  - Upgrades to and installation of flood gates to protect tunnel entrances

Eligible Facilities

- Highway project
- Public transportation facility or service eligible under chapter 53 of title 49
- Facility or service for intercity rail passenger transportation
- Port facility, including a facility that:
  - Connects a port to other modes of transportation
  - Improves the efficiency of evacuation and disaster relief, or
  - Aids transportation

Eligible Project Costs

Planning Grants **23 USC §176(d)(5)(F)(ii)**	**Resilience Grants** **23 USC §176(d)(5)(F)(i)**
Development phase activities including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities	Development phase activities including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities ***No more than 10% of the grant*** AND Construction, reconstruction, rehabilitation, and acquisition of real property, environmental mitigation, construction contingencies, acquisition of equipment directly related to improving system performance, and operational improvements ***No more than 40% of a grant may fund new capacity***

Statutory Requirements for Resilience Project in Floodplains

1. Identification of the floodplain in which project is to be located must be disclosed in the application
2. Indication, whether, if selected, the eligible entity will implement one or more components of the risk mitigation plan under section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act.
3. Transportation infrastructure should not be built in flood plain areas if it can be avoided, if it cannot be avoided, it should be built to minimize impacts to floodplain function and to protect transportation safety. (nature-based solutions may be one option for reducing impacts while protecting infrastructure)

Evaluation and Selection Process

Technical Review
- Evaluate against merit criteria and assign overall rating
- Planning grant applications
  - Evaluate application's responsiveness to FHWA Priority Considerations
- Resilience grant applications
  - Evaluate responsiveness to FHWA Priority Considerations for each Resilience Improvement and Community Resilience and Evacuation Route (CRER) application

Economic Analysis Review
- Evaluate Highly Recommended and Recommended Resilience Improvements and CRER applications
  - Assess BCA of projects not on the applicable Resilience Improvement Plan
  - Projects rated Medium-Low or Low may be selected if project demonstrates clear potential benefits to resilience, connectivity, community engagement, quality of life for economically disadvantaged communities, particularly in geographically remote or rural areas

Technical Review Team
- Send to Senior Review Team
  - Eligible planning grant applications with evaluation of responsiveness to FHWA Priority Considerations
  - Eligible Resilience Improvement and CRER applications Highly Recommended and Recommended projects that meet the Statutory Priority Criteria, results of economic analysis, and evaluation of responsivenss to FHWA Priority Considerations
  - Eligible At-Risk Coastal Infrastructure applications Highly Recommended and Reommended projects and evaluation of responsiveness to FHWA Priority Considerations

Senior Review Team
- Advise FHWA Administrator which projects the Administrator should select for funding
- Planning grants Highly Recommended, may select Recommended if responsive to FHWA Priority Considerations
- Resilience grants that are Highly Recommended, may also select Recommended if project is particularly responsive to FHWA Priority Considerations

FHWA Administrator
- Will determine Highly Recommended Planning and Reslience grants and any Recommended planning grants
- May consider options for reduced awards and ability to award under any of the four grant types
- Final project selections that best address program goals, Secretarial Statutory Selection Priorities and FHWA Priority Considerations

Selection Criteria

Rating Scale for All Criteria for Planning and Resilience Grants

High	Medium	Low	Non-Responsive
The application is substantively and comprehensively responsive to the criterion. It makes a strong case, including sufficient detail and evidence, that it will advance all of the areas described in the criterion descriptions.	The application is moderately responsive to the criterion. It makes a moderate case including some detail and evidence, that it will advance all or some of the areas described in the criterion description.	The application is minimally responsive to the criterion. It makes a weak case, including insufficient detail or evidence, about advancing the areas described in the criterion description	The narrative indicates the proposal is counter to the criterion or does not contain sufficient information. It does not advance or may negatively impact criterion goals.

Planning Grants

Program Alignment

Resilience Improvement Plan	Identify short and long-range planning activities and investments for multimodal system resilience
	Include input from Tribes or Federal Land Managers as well as local governments
	Include Systematic approach to system resilience and critical needs, includes a risk-based assessment of vulnerabilities of assets and systems to current and future weather events and natural disasters
Resilience Planning, Predesign, Design, or Data Tools	Provides detailed description indentifying type and source of relevant climate data sets, information resources, and decision-support tools to inform the multimodal planning process
	Describes in detail how models and assessment utilizes data on past and future conditions and address critical needs
	Desribes how the assessment will consider protective services offered by existing natural systems and/or how the assessment will consider future options for nature-based protective services
	Provide detailed plan of how applicant will coordinate project with existing plans (Mitigation Plans)
	If the project is to develop a tool, identifies and describes in detail disciplines that utilize tool and how tool will be developed to apply easily to these end users
	If the project is to develop predesign or design elements, describes methods for developing resilience solutions and how nature-based solutions will be considered
Technical Capacity Building	Provides detailed description of training programs applicant intends to implement
	Includes detailed assessment of current staff knowledge on climate change vulnerability and resilience and capability to use knowledge with actions to strengthen current practices
	Provide detailed description of applicant's near- and long-term plan to ensure it maintains technical capacity including development of high-quality training programs with supportive services to help train, place, and retain people
Evacuation Planning and Preparations	Documents potential future disasters or conditions that demonstrate need for multimodal evacuation routes as part of community resilience
	Includes verifiable information about community growth, critical needs, and anticipated future traffic volumes and accommodation of transit and active transportation modes
	Provides detailed discussion of considerations that will be to current and future conditions in facility design
	Explains in detail how project will leverage planning information from State and local governments such as hazard mitigation and emergency management planning
	Includes a detailed post-project description of how grant will contribute to near- and long-term system resilience plans

Schedule and Budget

Present detailed schedule and budget and amount of funds for each major project activity, milestones, and deliverables

Provide detailed budget that includes

- Total project cost
- Amount requested
- All other funding sources and amounts
- Includes Other federal funds, State funds, local funds, and other funds with date of award and how funds have been or are expected to be used

Project schedule includes

- Anticipated start and end dates for each activity
- Detailed post-Planning grant description of how grant will contribute to short, intermediate, and long-term system resilience

Schedule and budget are feasible, reasonable, and commensurate with work described

Public Engagement, Partnerships, and Collaboration

Provides specific strategies and actions to be incorporated in the planning process to ensure meaningful public engagement, partnering, and collaboration

Process will engage a wide-range of applicable partners and stakeholders and incorporates opportunities for public collaboration. Public partners include

- Community based organizations
- Public agencies
- Relevant sectors (emergency management, environmental, planning, floodplain management, health, housing and development, etc.)

Application outlines engagement process that will involve a range of relevant experts in diverse areas and demonstrates inclusion of disadvantaged populations or communities that have or will likely experience a disproportionate impact from a natrual disaster or catastrophic event

Application demonstrates how input will be considered during the planning grant implementation process

Innovation

Project employs innovative or novel partnerships, technologies, and techniques that will be used to analyze risk and risk reduction strategies
Project analyzes potential use of nature-based solutions and/or builds technical capacity for use of nature-based solutions and access to nature
Project utilizes partnerhsips that demonstrate potential best practices or cost-share and use of technical experts for best outcome of the project
Application demonstrates how input will be considered during the planning grant implementation process

Overall Planning Grant Ratings

Overall Merit Rating	Individual Criteria Ratings
Highly Recommended	• 'High' ratings on at least 3 of 4 criteria, and • 'High' or 'Medium' rating on Equity and Justice40, and • Zero 'Non-Responsive' ratings
Recommended	• At least 3 'Medium' or 'High' ratings, and • Zero 'Non-Responsive' ratings
Not Recommended	• One or more 'Non-Responsive' ratings

FHWA Planning Grant Priority Considerations

- Exceptional benefits under merit criteria #3 Public Engagement, Partnerships, and Collaoration; OR

- Strong need for funding but for the award of a PROTECT Planning grant, applicant would not be able to begin or complete the activities. For State DOTs, this could be demonstrated by sowing that the need exceeds the amount provided under the PROTECT formula program

Resilience Improvements, Community Resilience and Evacuation Routes, and At-Risk Coastal Infrastructure Grants

Vulnerability and Risk

Describe in detail with verifiable data and science-based information the relevant current or future weather events, natural disasters, or changing conditions the project area is exposed to that the project will address (e.g. severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather inluding extreme temperatures, and earthquakes)

Assess in detail with verifiable data and information each element of vulnerability - exposure, sensitivity, and adaptive capacity (see NOFO for definitions)

Demonstrate there is a high risk to the transportation asset or system (risk is a function of the likelihood of negative impacts and consequences)

For Community Resilience and Evacuation Route applications, address current and future vulnerabilities to an evacuation route beause of events likely to occur in the geographic area in which the route is located and projected changes in development patterns, demographics and extreme weather events based on best available evidence and analysis

Criticality to Community

Application demonstrates the critical need for the project, based on current or future events the project will address. Critical need is defined as the importance of the project in supporting the continued operation or rapid recovery of crucial local, regional, or national assets and facilities served by those assets in the community

Application identifies critical facilities and destinations that the project provides continued access to (e.g., homes, businesses, hospitals and other medical or emergency service facilities, major employers, critical manufacturing centers, ports, intermodal facilities or nexus points, utilities, and Federal facilities)

The project is timely in addressing risks to the community. Consequences are severe if resilience improvements are not made in the near term

The project is critical to supporting community functions (e.g., access for disadvantaged populations, economic activities, emergency operations)

Design Elements

Applications should identify anticipated service life of the facility or asset and identify design elements, as applicable to the affected mode(s) of transportation, to address current and future vulnerabilities over the service life. Data sources should be documented, and applicants are strongly encouraged to use the best-available climate data sets, information resources, and decision support tools.

Application describes in detail how anticipated service life was determined

Design elements will reduce current and future vulnerabilities and risk. The application identifies the design element that will address each vulnerability identified in Criterion #1 up to the anticipated service life of the facility or asset with a discussion of how a determination was made that design elements identified will reduce vulnerabilities

Project considers and uses, as appropriate, nature-based solutions (e.g., wetland buffers, marsh breakwaters, sea grass plantings, dune restoration, etc.)

Project will improve safety for all users of the asset or system by reducing current and future vulnerabilities

Application includes a detailed maintenance plan for the project describing how funded design elements will be maintained for the anticipated life of the facility. The plan identifies which entity will be responsible for maintaining the project, as well as estimated maintenance costs and source of funds to cover the costs

Public Engagement, Partnerships and Collaboration

Applications should provide a detailed public engagement, partnerships, and collaboration plan that either addresses plan components listed or provides a detailed explanation why certain plan components are not applicable for the project.

Plan Components

- How public engagement will be conducted demonstrating engagement of diverse input such as community-based organizations during project planning and consideration of how input provided will be considered during the project decision-making process
- Parternships and collaboration with community stakeholders
- Partnerships with other agencies (e.g., State, local, regional, Federal)
- Partnerships and collaboration across relevant sectors
- Roles of the entities described in planning, design, construction and operation of the project

Equity and Justice40

Application includes an equity assessment that provides a detailed discussion about whether and, if so, how the project will create proportional impacts and remove transportation related disparities to all populations in a project area

Application demonstrates in detail how meaningful public engagement with disadvantaged communities will occur throughout a project's life cycle

Application provides a detailed discussion about each project benefit listed below and how it is a benefit of the project or not:

1. reduce impacts of emergency events
2. improve access to critical community services
3. connect Americans to good-paying jobs
4. reduce current or potential burdens
5. improve access to resources and quality of life

Applications should address equity and environmental justice, particularly for communties that have experienced disproportionate impacts from emergency events or from past resilience improvement activities

Climate Change and Sustainability

The application uses a data-driven and evidence-based methods to demonstrate that the project will accomplish the following:

Significantly reduce GHG emissions in the tranpsortation sector

a. Utilizing fiscally responsible land use

b. Increasing the use of energy efficient modes like transit, rail, and active transportation, transitioning to clean vehicles and fuels, including electrification

c. Incorporating carbon-reducing uses of rights-of-way or other carbon reduction strategies

Incorporate evidence-based climate resilience measures or features

Reduce lifecycle GHG emissions from project material such as by

a. reducing emissions from manufacturing, installation, maintenance, and/or disposal of those materials

b. including incentives for low carbon materials in project procurement

Address disproportionate negative environmental impacts on disadvantaged communities such as considering benefits and burdens a project may create and what communities would be most affected

Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and GHGs, improve stormwater management, or improved habitat connectivity

Schedule and Budget

The application presents a detailed schedule and budget and amount of funds for each major project activity, milestone, and deliverable

Grant funds can only be used for activities that are primarily for the purpose of resilience or inheretly resilience related. The budget should detail the incremental cost of making assets more resilient

Application includes a detailed budget that shows the total project cost, the amount requested, and all other funding sources and amounts

The project schedule presented includes anticipated start and end dates for each major activity or milestone

The schedule and budget are feasible, reasonable, and commensurate wth the work described

Innovation

Project employs innovative or novel partnerships, technologies, and techniques that will be used to analyze risk and risk reduction strategies

Project uses nature-based solutions to improve resilience (see NOFO for examples)

Project utilizes partnerhsips that demonstrate potential best practices or cost-share and use of technical experts for best outcome of the project

Project demonstrates and documents innovative techniques and best practices that other parts of the country can consider replicating

Overall Merit Criteria Rating

Overall Merit Rating	Individual Criteria Ratings
Highly Recommended	• 'High' ratings on at least 6 of 8 criteria, and • 'High' or 'Medium' rating on Equity and Justice40, and • Zero 'Non-Responsive' ratings
Recommended	• At least 5 'Medium' or 'High' ratings, and • Zero 'Non-Responsive' ratings
Not Recommended	• Fewer than 5 'Medium" or 'High' ratings, or • One or more 'Non-Responsive' ratings

Economic Analysis Review and Statutory Prioritization

FHWA will conduct an economic analysis for projects that receive an overall rating of "highly Recommended' or Recommended,' including those which are not on an applicable Resilience Improvement Plan. FHWA will consider costs and benefits in determining whether a project is cost effective.

In addition, FHWA will consider the following.

1. The need to address vulnerabilities of transportation assets of eligible entity with a high risk for and impacts associated with, failure because of the impacts of weather events, natural disasters or changing conditions for Resilience Improvement projects
2. Take into account current and future vulnerabilities to an evacuation route and projected changes in development patterns, demographics and extreme weather events based on the best available evidence and analysis for Community resilience and Evacuation Route projects

Economic Analysis

- FHWA will rely on well-supported BCA analysis results and qualitatively described benefits
- For Resilience Improvement projects which are not on the applicable Resilience Improvement Plan and for Community Resilience and Evacuation Routes projects, FHWA will consider a project's benefits as compared to its costs and assign an economic analysis rating relying on quantitative evidence-based, and data-supported analysis as well as qualitative benefits described in the application.

Rating	Description
High	Benefits will exceed costs with a BCR of at least 1.5
Medium-High	Benefits will exceed costs
Medium	Benefits are likely to exceed costs

Medium-Low	Costs are likely to exceed benefits
Low	Costs will exceed benefits

Economic Analysis Rating Considerations

Resilience Improvement Projects	Community Resilience and Evacuation Routes Projects
• For projects not on the applicable Resilience improvement Plan and receive an economic analysis rating of Medium, Medium-High, or High will receive a determination that the benefits exceed the cost of the activity • Projects will be given priority if they receive a rating of Medium, Medium-High, or High and FHWA determines that there is a need to address the vulnerabilities because of the high risk or impacts associated with failure because of impacts of weather events, natural disaster, or changing conditions • Projects that receive a rating of Medium-Low or Low may be selected if the project demonstrates clear potential benefits to resiliency, connectivity, community engagement, quality of life for disadvantaged communities particularly in geographically remote or less populated areas • A project on the applicable RIP will be prioritized	Projects that receive an economic analysis rating of Medium, Medium-High, or High will receive a determination that the eligible activity is cost effective after taking into account: • Current and future vulnerabilities to an evacuation route because of future occurrence or recurrence of emergency events that are likely to occur in the geographic area in which the evacuation route is located and • Projected changes in development patterns, demographics and extreme weather events based on the best available evidence and analysis

FHWA Priority Considerations

Exceptional benefits under merit criteria Equity and Justice40

Workforce Development, Job Quality, and Wealth Creation

- Includes a Project Labor Agreement
- How project will expand strong labor standards
- Commitment to registered apprenticeship positions (Apprentice utilization)
- Include high-quality workforce development programs with supportive services
- Demonstrate clear utilization of local and economic hiring preferences
- Track and publish aggregate workforce data
- Identify training programs that are diverse, including pre-apprenticeship and apprenticeship readiness programs
- Include inclusive economic development and entreprenuership such as DBE, MBE, WBE, or 8(a) firms
- Expand access to goods and job opportunities through new or improved freight access
- Describe a State/regional/local comprehensive plan to promote EEO
- Affirmative efforts to remove barriers to EEO beyond Federal law and proactive partnerships with the US Department of Labor
- No discrimination in the use of criminal background screens
- Efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, ability, and national origin

Construction Readiness

- Projects in post-design with incorporation of evidence-based climate change measures and features to address future vulnerabilities
- Ready to proceed to construction within 10 months of selection

Funding Needs

- But for the award of a PROTECT grant, the applicant would not be able to begin or complete the activity

Other Requirements

Civil Rights and Title VI

Plan for compliance with Civil Rights obligations and nondiscrimination laws

- Current Title VI plan
- Completed Community Participation Plan
- Plan to address infrastructure or facilities not compliant with ADA standards

Federal Contract Compliance

As a condition of grant award, all federally-assisted contractors requirements

- Make good faith effort to meet goal of 6.9% of construction project hours performed by women
- Goals that vary based on geography for construction work hours and for work being performed by people of color
- Affirmative action obligations for certain contractors to include an aspirational employment goal of 7% workers with disabilities
- Compliance with OFCCP Mega Construction Project Program for projects over $35 million, if selected

Climate Change and Environmental Justice

Must demonstrate effort to consider climate change and environmental justice impacts during project planning

- FHWA determination
- Will be required to do so before receiving funds

Critical Infrastructure Security and Resilience

Demonstrate prior to signing grant agreement effort to consider and address physical and cybersecurity risks relevant to the transportation mode and type and scale of the project

- Considered in planning, design, and project oversight

Domestic Preference

Compliance with domestic preference requirements at Public Law No 117-58 div. G §§70901-70927

- May be affected by scope of NEPA reviews e.g. Buy America requirements for all contracts eligible for assistance and carried out within the scope of the NEPA finding, determination or decision if funded with Title 23 funds

Equity and Barriers to Opportunity

Demonstrate effort to improve equity and reduce barriers to opportunity

- Determined by FHWA
- Required to do so before receiving funds

Labor and Workforce

Demonstrate to the full extent possible consistent with law, an effort to create good-paying jobs with the free and fair choice to join a union

- Incorporation of high labor standards
- Determined by FHWA
- Required to do so before receiving funds

Reporting Requirements

Progress Reporting

Semi-annual progress reports

Semi-annual Federal Financial Reports (SF-425)

Performance and Program Evaluation

- May be required to participate in an evaluation by FHWA or another agency/partner
- Must make records available to evaluation contractor or FHWA staff
- Provide access to program records and any other relevant documents to calculate costs and benefits
- Facilitate access to relevant information as requested in the case of an impact analysis
- Provide access to ROW to contractor or FHWA staff for long-term data and observation collection
- Follow evaluation procedures as specified
- Encouraged to incorporate program evaluation from the outset of program design and implementation to document and measure progress towards meeting priority goals
- Evaluation costs are allowable costs unless prohibited by statute or regulation

PROTECT Specific Reporting Requirements

- Collect and report data to FHWA on the project's performance based on indicators FHWA identifies related to program goals
- Includes measurable goals or targets to determine if grant funds achieve the intended long-term outcomes of the program
- Continues for several years after consruction is completed
- Monitoring and measurement costs can be included in project budgets

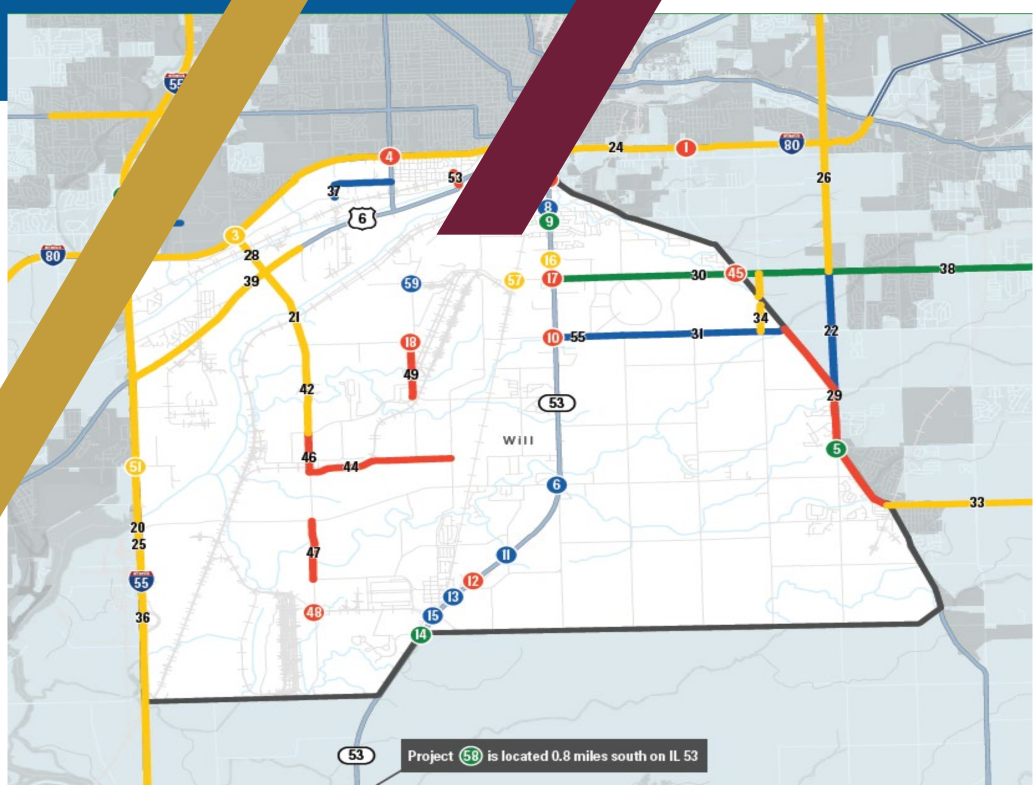
Reporting of Matters Related to Recipient Integrity and Performance

- If all Federal grants, cooperative agreements and procurement contracts exceeds $10 million for any period of time during this award, applicant must maintain information reported to the SAM in the FAPIIS
- Includes civil, criminal, or administrative proceedings described in award terms and conditions

Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



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General FY 24 Grant Information

Due Date .... February 28, 2024
Mandatory Award Date .... by June 27, 2024
Amount Available .... $1.5 billion
Single State .... no more than $225 million
Urban (Census-designated urban area > 200,000) .... $750 million
Rural (Outside an urban area > 200,000) .... $750 million
Planning .... at least $75 million
  Historically Disadvantaged Communities .... at least $15 million
Subsidy and administrative costs for TIFIA/RRIF .... up to $300 million

Size Limits

Urban Area Minimum Grant .... $5 million
Rural Area Minimum Grant .... $1 million
Planning Minimum Grant .... None
Maximum Capital and Planning Grant (Urban and Rural) .... $25 million

Maximum Federal Share

Maximum Federal Share 80%
Rural, Historically Disadvantaged Communities,
Areas of Persistent Poverty .... Secretary may increase Federal share above 80%

Application and Page Limit

Application narrative page limit (See Application Content Checklist)
Number of applications per jurisdiction 3

Deadlines

Obligation deadline .... September 30, 2028
Expenditure deadline .... September 30, 2033

NOFO and Website

NOFO: https://www.transportation.gov/RAISEgrants/raise-nofo
Website: https://www.transportation.gov/RAISEgrants

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Application Content Checklist

Information	File Name	NOFO Section	Page Limit
SF-424	**SF-424**	D.2.	NA
Project information form (Excel file)	**FY 2024 RAISE Project Information Form**	D.2.	NA
Project description	**Project description**	D.2.a.	5 pages
Project location file (zipped Shapefile, KML/KMZ, or GEOJSON)	**Location File-*State-Project Name***	D.2.b.	NA
Project budget	**Project Budget**	D.2.c.	5 pages
Funding commitment documentation	**Funding Commitments**	D.2.	NA
Merit Criteria	**Merit Criteria Narrative**	D.2.d. & E.1.a.	15 pages
Project readiness	**Project Readiness**	D.2.e. & E.1.b.	5 pages
Project requirements	**Project Requirements**		5 pages
Benefit-Cost Analysis narrative (capital projects)	**BCA Narrative**	D.2.f.	NA
Benefit-Cost Analysis calculations (capital projects, unlocked Excel file)	**BCA Calculations**	D.2.vi. and E.1.iii.	NA
Letters of Support (Optional)	**Letters of Support**	D.2.iv and E.1.i	NA

Eligibility Requirements

Eligible Applicants

- States
- District of Columbia
- Any territory or possession of the U.S.
- Unit of local government
- Public agency or publicly chartered authority established by one or more states
- Port Authority
- Federally recognized Indian Tribe
- Transit agency
- A group of eligible entities

Eligible Capital Projects

- Highway or bridge projects eligible under Title 23
- Public transportation projects eligible under Chapter 53 of Title 49
- Passenger and freight rail transportation projects eligible under Title 49
- Port infrastructure investments (including inland port infrastructure and land ports of entry)
- Surface transportation components of an airport project eligible for assistance under part B of subtilte VII of Title 49
- Intermodal projects whose components are otherwise an eligible project
- Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species
- Surface transportation facilities that are located on Tribal land and title or maintenance responsbility is vested in the Federal government
- Any other surface transportation project the Secretary considers to be necessary

Eligible Planning Projects

Planning, preparation, or design for an eligible capital project

- Environmental analysis
- Equity analysis
- Community engagement
- Feasibility studies
- Benefit-cost analysis
- Other pre-construction activities

Multidisciplinary projects or regional planning

- Master planning, comprehensive plans, corridor plans, integrated economic development, land use, housing, and transportation plans
- Zero emissions plan for transit fleets
- 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 emissions goods movement
- Development of port planning, including statewide or multi-port planning within a single jurisdiction or region
- Risk assessment and planning to identify vulnerabilities and address systems' ability to withstand probable occurrence or recurrence of an emergency or major disaster

Evaluation and Selection Process

Eligibility Determination
- Eligible applicant
- Eligible project
- Required match met

→

TIER 1 Review

↓

Merit Criteria Review
- Assign ratings to each of 8 criterion: non-responsive, low, medium and high
- Overall rating based on criteria rating: Highly Recommended, Recommended, Acceptable, or Unacceptable

→

Tier 2 Review
- Highly Recommended projects
- Recomended projects that receive "high" in one or more priority criteria
- If SRT provides information to demonstrate benefits align with high rating and benefits are exceptional
- Recommended projects designated as a "RCN Program Extra" under the FY 23 Reconnecting Communities and Neighborhoods (RCN) Program competition that receive at least one “High” in a priority criterion during the FY 24 RAISE application evaluation process will automatically advance for second-tier analysis.

↓

Project Readiness Review
- Environmental Risk Assessment
- Technical Capacity Assessment
- Financial Completeness Assessment
- Consider applications and technical evaluation to assign a rating
- Add all "Highly Recommended" projects to the proposed list of Projects for Consideration
- Review list for geographic diversity and program set-asides

→

Benefit Cost Analysis
- Capital projects only
- Projects with negative net benefit ratings will not be selected for an award, unless the project receives a “Highly Recommended” rating and demonstrates exceptional benefits for underserved or disadvantaged communities, as identified by the Senior Review Team.

↓

Senior Review
- Determines which projects are designated as "Highly Rated"

→

Secretary Selection
- From Highly Rated list select projects for award
- Ensure modal diversity
- Ensure geographic diversity
- Projects for which an FY 24 RAISE application is advanced by the Senior Review Team to the Highly Rated List, but that are not awarded, are automatically designated as “Projects of Merit.” Projects with this designation will be carried over into FY 25 RAISE and considered by the SRT for advancement to the Highly Rated List, along with other FY 25 applications eligible for advancement to the Highly Rated List.

Tier I: Merit Criteria Scoring

Overall Merit Criteria Rating

Highly Recommended	Recommended	Acceptable	Unacceptable
At least six (6) of merit criteria rated high	One to five (1 – 5) of the merit criteria rated high	A combination of ratings that do not fit the definitions of the other ratings	Three (3) or more non-responsive ratings
No (0) non-responsive ratings	No more than three (3) low ratings		
	No (0) non-responsive ratings		

Individual Merit Criteria Ratings

High

- Must be addressed as a **primary** project purpose
- Must include clear, direct, **data-driven**, and signifcant benefits
- Must align with at **least one** of the benefits described in the **High** column

Medium

- Criterion may not be a primary project purpose
- Project benefits do not meet at lest one of the requirements for a "high" rating

Low

- Application contains insufficient information to assess criterion's benefits

Non-Responsive

- Proposed project negatively affects criterion
- Application does not address criterion

#1 Safety

Non-Responsive	Low	Medium	High
Application did not address safety criterion	Application contains insufficient information to assess safety benefit	The project has one or more of the following safety benefits, but safety may not be a primary purpose.	Safety is a primary project purpose, and the project has clear direct, data-driven (capital projects only), AND
Project negatively affects safety		Project does not meet the description of a "high" rating	Project has significant benefits that target a known, documented safety problem by doing one of the following
		Protect non-motorized or motorized travelers from safety risks, OR	Protect non-motorized travelers from safety risks, OR
		Reduce any number of fatalities or serious injuries	Reduce fatalities/serious injuries in underserved communities to bring them below the statewide average, OR
			Incorporate and cite specific actions and activities identified in USDOTs National Roadway Safety Strategy or Improving Safety for Pedestrians and Bicyclists Accessing Transit report or FTAs Safety Advisory 23-1: Bus to Person Collisions, OR
			Incorporates specific safety improvements that are part of a documented risk reduction mitigation strategy with systemwide Impacts

#2 Environmental Sustainability

Non-Responsive	Low	Medium	High
Application did not address Environmental Sustainability criterion	Application contains insufficient information to assess Environmental Sustainability benefit	The project has one or more of the following environmental sustainability benefits, but environmental sustainability may not be a primary purpose.	Environmental Sustainability is a primary project purpose, and the project has clear direct, data-driven (capital projects only), AND
Project negatively affects Environmental Sustainability		Project does not meet the description of a "high" rating	Project has significant benefits that explicitly considers climate change and EJ, by doing one or more of the following
		Reduce transportation-related air pollution and GHGs, OR	Reduce transportation-related air pollution and GHGs in disadvantaged communities, OR
		Reduce vehicle miles traveled, OR	Address the disproportionately negative environmental impacts of transportation on local communities e.g. reducing exposure to elevated levels of air, water and noise pollution, OR
		Incorporate lower-carbon pavement construction materials, OR	Align with applicant's State Carbon Reduction Strategy, State NEVI plan, or other State, local or tribal GHG reduction plan OR
		Redevelop brownfield sites, OR	Align with US National Blueprint for Transportation Decarbonization, OR
		Improve resilience of infrastructure to current and future weather and climate risks, OR	Implement transportation-efficient land use and design (See NOFO for examples), OR
		Make basic stormwater improvements	Reduce VMT specifically through modal shift to transit, rail, or active transportation, 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
			Improve the resilience of at-risk infrastructure to 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, OR
			Incorporate nature-based solutions or natural infrastructure with the use of native plants or incorporate nature-based solutions or natural infrastructure referenced is a Resilience Improvement Plan or similar plan, OR
			Remove, replace, or restore culverts for the purpose of improving habitat for aquatic species, OR
			Avoid adverse environmental impacts to air or water quality wetlands and endangered species

#3 Quality of Life

Non-Responsive	Low	Medium	High
Application did not address quality of life criterion	Application contains insufficient information to assess quality of life benefit	The project has one or more of the following quality of life benefits, but quality of life may not be a primary purpose.	Quality of Life is a primary project purpose, and the project has clear direct, data-driven (capital projects only), AND
Project negatively affects quality of life		Project does not meet the description of a “high” rating	Project has significant benefits by doing one or more of the following
		Increase affordability for travelers, OR	Increase affordable transportation choices by improving and expanding active transportation use or significantly reducing vehicle dependence, particularly in underserved communities, OR
		Reduces vehicle dependence	Reduce transportation and housing cost burdens by integrating mixed-use development and a diversity of housing types, including by reducing barriers to such

			development and increasing the supply of affordable housing, with multimodal transportation infrastructure, OR
			Coordinate and integrate land use, affordable housing, and transportation planning 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 heat islands to protect the health of at-risk residents, outdoor workers and others, OR
			Proactively addresses equity

#4 Mobility and Community Connectivity

Non-Responsive	Low	Medium	High
Application did not address criterion	Application contains insufficient information to assess criterion	The project has one or more of the following mobility and community connectivity benefits, but this criterion may not be a primary purpose, OR	Mobility and Community Connectivity is a primary project purpose, and the project has clear direct, data-driven (capital projects only), AND
Project negatively affects mobility and community connectivity		Project does not meet the description of a “high” rating	Project has significant benefits by doing one or more of the following

		Increase accessible transportation choices, OR	Improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand, OR
		Include ADA improvements	Implement plans, based on community participation and data that addresses gaps identified 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 in underserved communities, OR
			Incorporate Universal Design including details of how the improvements go beyond ADA requirements by designing environments to be usable b al people, to the greatest extent possible, without the need for adaptation or specialized design such as a Complete streets approach, OR
			Directly increasing intermodal and multimodal freight movement, OR
			Consider last-mile freight plans in a Complete Streets and multimodal approach

#5 Economic Competitiveness and Opportunity

Non-Responsive	Low	Medium	High
Application did not address criterion	Application contains insufficient information to assess criterion	The project has one or more of the following economic competitiveness and opportunity benefits, but this criterion may not be a primary purpose, OR	Economic competitiveness and opportunity is a primary project purpose and the project has clear direct, data-driven (capital projects only), AND
Project negatively affects economic competitiveness and opportunity		Project does not meet the description of a “high” rating	Project has significant benefits by doing one or more of the following

		Improve travel time reliability, OR	Improve intermodal and/or multimodal freight mobility, especially for supply chain bottlenecks, OR
		Improve the movement of goods, OR	Facilitate tourism opportunities, OR
		Create jobs related to the project's delivery and on-going operations	Promote local inclusive economic development and entrepreneurship such as the utilization of DBEs or 8(a) firms, OR
			Promote wealth building, OR
			Promote long-term economic growth and other broader economic and fiscal benefits, OR
			Create good-paying jobs with free and fair choice to join a union including through the use of a PLA, OR
			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 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

#6 State of Good Repair (SOGR)

Non-Responsive	Low	Medium	High
Application did not address criterion	Application contains insufficient information to assess criterion	The project has one or more of the following SOGR benefits, but this criterion may not be a primary purpose, OR	State of good repair is a primary project purpose, and the project has clear direct, data-driven (capital projects only), AND

Project negatively affects SOGR		Project does not meet the description of a “high” rating	Project has significant benefits by doing one or more of the following
		Routine or deferred maintenance, OR	Restore and modernize (such as through road diets and complete streets approaches) the existing core infrastructure assets that have met their useful life, OR
		Create new infrastructure (not in a remote community) that will be maintained in a state of good repair, OR	Reduce construction and maintenance burdens through efficient and well-integrated design, OR
		Identify the party responsible for maintenance and describe how the new or improved asset will be maintained in a SOGR, OR	Create new infrastructure in remote communities that will be maintained in a SOGR, OR
		Resolve the current or projected transportation system vulnerabilities	Address current or projected transportation system vulnerabilities for underserved communities, OR
			Prioritize improvement of the condition and safety of existing transportation infrastructure within the existing footprint

#7 Partnership and Collaboration

Non-Responsive	Low	Medium	High
Application did not address criterion	Application contains insufficient information to assess criterion	The project has one or more of the following Partnership and Collaboration benefits, but this criterion may not be a primary purpose, OR	Project has, or demonstrates plans to, support and engage diverse people and communities by doing one or more of the following:
Project negatively affects partners or community members (e.g. from ROW acquisition, lack of project support, etc.)		Project does not meet the description of a "high" rating	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 USDOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide, OR
		Collaborate with public and/or private entities, 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
		Document support from local, regional, or national levels	Partner with DBEs or 8(a) firms, OR
			Partner with high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeships that focus on expanding access for women, people of color, and others that are underrepresented in infrastructure jobs (e.g., people with disabilities, people with convictions, etc.), OR
			Participate in the Thriving Communities Network

#8 Innovation

Non-Responsive	Low	Medium	High
Application did not address criterion	Application contains insufficient information to assess criterion	The project has one or more of the following Innovation benefits, OR	Project has, or demonstrates plans for one or more of the following innovative benefits:
Project includes non-innovative practices or components		Project does not meet the description of a "high" rating	Innovative Technologies: • Enhance the environment for electric, connected, or AVs to improve detection and mitigation of safety risks, OR • Improve safety using Advanced Driver Assistance Systems on public transit vehicles, OR • Use sensors or small unmanned aerial vehicles to enhance infrastructure inspection and asset management processes, OR • Us low-carbon or other innovative materials, OR • Use caps, land bridges, or underdecks, OR • Use active grade crossing detection systems to enhance responsive traffic management, OR • Use detection systems on railroads to target and deter trespassing, OR • Digital curb management to optimize use across purposes and modes, including freight pickup and drop-off, and transit usage, OR
		Deploy technologies, project delivery, or financing methods that are new or innovative to the applicant or community	Innovative Project Delivery • Use Practices that facilitate accelerated project delivery such as single contractor design-build arrangements, advanced digital construction management systems, accelerated bridge construction, digital as-builts, or an up-to-date programmatic agreement between an environmental resource agency and a state DOT or other NEPA lead agency, that establishes a streamlined process for environmental consultations and permits for commonly encountered project types
			Innovative Financing • Secure TIFIA, RRIF, or PAB financing, OR • Use congestion pricing o other demand management strategies

Tier 2: Project Readiness and Cost-Benefit Analysis

Project Readiness: Environmental Risk, Technical Capacity, Financial Completeness

Environmental Risk: Capital Projects

Rating	Description
High Risk	Likelihood of necessary approvals affecting timely obligation and expenditure of funds by prescribed deadlines. A project with mitigated risks or a risk mitigation plan is more competitive than a comparable project with unaddressed risks.
Medium Risk	
Low Risk	

Assessment Category	Description
Required Approvals	NEPA: Type of review (CE, Environmental Analysis, EIS) Type of Federal Action received or anticipated (CE, FONSI, ROD) Date or expected date of Federal action Other reviews, approvals, and permits Coordination with appropriate DOT operating administration ROW acquisition plans, if needed Public Engagement throughout project planning and construction
State and Local Approvals	Inclusion in TIP and/or STIP Broad public support including impacted communities Inclusion in relevant planning document, if applicable, e.g. freight project in State Freight Plan, rail project in State Rail Plan, etc.
Assessment of Project Risks	Procurement delays Environmental uncertainties Increases in ROW costs Uncommitted non-Federal funding Lack of support Lack of legislative approval Compliance with Federal safety standards Compliance with domestic preference laws Compliance with other Federal requirements Identification of all material risks and strategies to mitigate risks

Technical Capacity (Capital and Planning)

Rating	Description
Certain	Extensive experience with Federal funds, completing projects with similar scope, resources available to deliver the project, compliance with Federal requirements, capacity to implement innovations
Somewhat Certain	
Uncertain	

Assessment Category	Description
Federal Funding	Experience implementing federally funded transportation projects
Federal Regulations	Understanding of: 1. Federal contract and procurement requirements 2. Buy America 3. ADA 4. Uniform Relocation Assistance and Real Property Acquisition Act 5. Davis Bacon Act 6. Title VI/Civil Rights
Project Planning	Practice incorporating projects into long-range development plan Practice adding projects to the TIP/STIP through MPO planning process
Project Delivery	Examples of delivered projects of similar, size, scope, and complexity

Financial Completeness (Capital and Planning)

Rating	Description
Complete	Identifies all funding sources for the project budget Documents all funding is available and committed Includes contingency amount in budget (capital projects only) Includes plan to address potential cost overruns Cost estimates are no more than one-year old or include an inflation factor
Partially Complete	Projects with funding estimates based on early stages of design or outdated without specified budget contingencies will receive a lower score
Incomplete	

Benefit Cost Analysis (capital only)

Rating	Description
Positive net benefits	Benefits exceed costs based on project’s benefit cost ratio based on applicant supplied BCA
Negative net benefits	Costs exceed benefits Projects with a negative net benefit rating will not be selected for an award unless it receives a “highly recommended” rating and demonstrates exceptional benefits for underserved or disadvantaged communities identified by the Senior Review Team

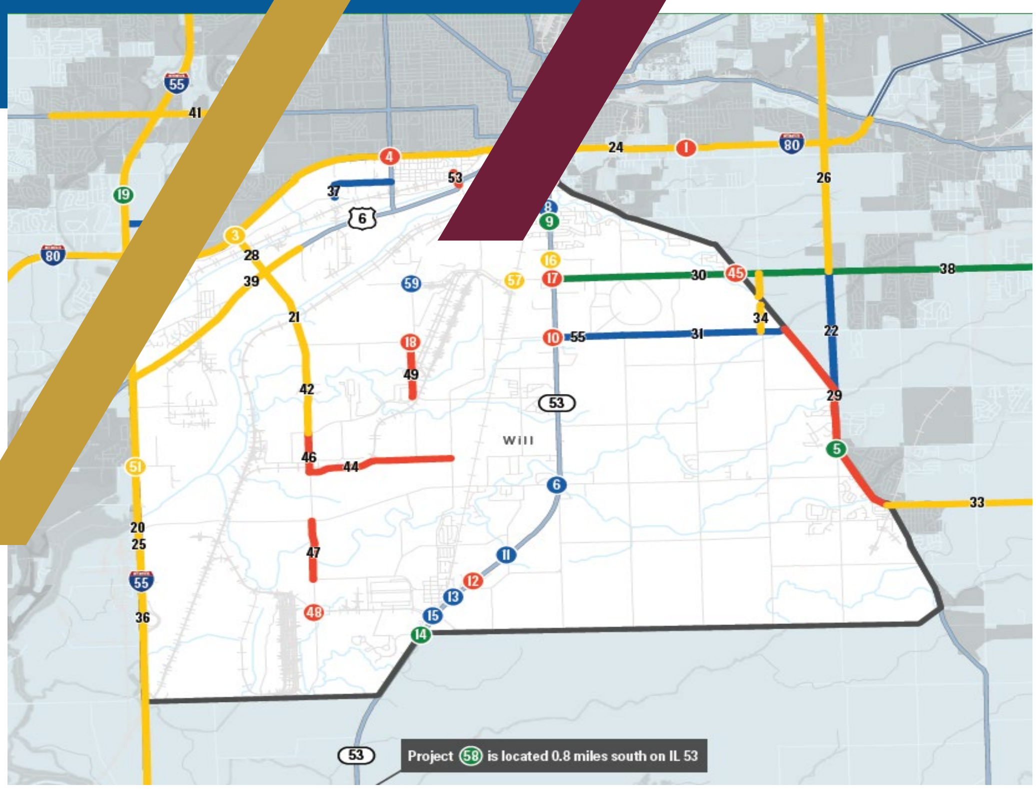
Administrative and National Policy Requirements

Requirement	Description
Climate Change and EJ	Must demonstrate effort to consider climate change and EJ impacts, if not will be required to do so before receiving funds
Land Use and Housing Affordability Impact Considerations	Must demonstrate effort to consider housing affordability impacts of the grant, and particularly how local land use and zoning practices already allow for, or have been modified to, ensure adequate affordable housing supply proximate to transit investment
Racial Equity and Barriers to Opportunity	Must demonstrate effort to improve equity and reduce barriers to opportunity in their planning. If not, will be required to do so before receiving funds
Civil Rights and Title VI	Demonstrate that there is a plan for compliance with civil rights obligations and non-discrimination laws including Title VI and implementing regulations, ADA, and Section 504 of the Rehabilitation Act. Should include a completed Community Participation Plan and a plan to address any legacy infrastructure of facilities that are not compliant with ADA standards
NEPA	Compliance with NEPA and CEQ implementing regulations
Domestic Preference	Infrastructure projects are subject to Build America, Buy America as clarified in OMB Memorandum M-22-11
Labor and Workforce	Demonstrate an effort to create good-paying jobs with free and fair choice to join a union and incorporation of high labor standards
Federal Contract Compliance	As a condition of grant award and consistent with EO 11246, EEO, all Federally assisted contractors are required to make a good faith effort to meet goal of 6.9% of construction project hours being performed by women and based on geography, works hours for work being performed by people of color as well as affirmative action obligations to include an aspirational employment goal of 7% workers with disabilities. If required, must participate in the OFCCP Mega Construction Project Program
Critical Infrastructure Security and Resilience	Each applicant must demonstrate prior to signing the grant agreement an effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of activities. Must be in compliance with 2 CFR § 200.216 and prohibition on certain telecom and video surveillance services or equipment
Other	Uniform Administrative Requirements, Cost Principles, and Audit Requirements (2 CFR §200), all applicable requirements of Federal law including, without limitation, the Constitution, conditions of performance, nondiscrimination, and other assurances in accordance with regulations of USDOT and OMB
Project Signage and Public Announcements	Recipients are encouraged to post project signage and include public acknowledgements in collateral materials that identify the nature of the

	project and that it is funded by IIJA using official Investing in America Emblem Style guide emblems. Recipients are encouraged to use recycled materials.
Reporting	Progress reporting on Grant Activity using SF-PPR and SF-425 on a quarterly basis and data collection Post Award related to Integrity and Performance (see NOFO p. 37) Program evaluation – may be required to participate in an evaluation by USDOT or other agency/partner including must make records available to evaluation contractor, provide access to program records, and any other relevant documents to calculate costs and benefits, and in the case of an impact analysis, facilitate access to relevant information as required, and follow evaluation procedures as specified.

Intermodal Transportation Master Plan Federal Grants Strategy:

Rail Crossing Elimination Program (RCE)



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General FY 22 Grant Information

Due Date	October 4, 2022
Awards Announced Date	June 5, 2023
Amount Available	$573.3 million

Set Asides

Planning Projects	$18 million
Rural Area Planning Projects	$4.5 million
Rural or Tribal	$114.6 million
Counties with 20 or fewer residents per square mile	$5.7 million
Highway-Rail Grade Crossing safety information/education	$1.5 million

Limits

Minimum (no minimum for planning projects)	$1 million
Single State limit	$114.6 million
Application limit	1 per applicant

Maximum Federal Share

Maximum	80%

Page Limit

Application narrative page limit	25 pages

Deadlines

Obligation deadline	September 30, 2025
Expenditure deadline	Within 5 years of obligation

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Application Content Checklist

Information	Form Name	NOFO Section
Project Narrative	See required content	D.2.i. and D.2.a.
FRA Statement of Work	SOW	D.2.ii. and D.2.b.i.
Environmental compliance documentation	Website link acceptable	D.2.iii. and D.2.b.iii.
SF-424	SF-424	D.2.iv.
SF-424A or SF-424C	Budget information (non-construction or construction)	D.2.v.
SF-424B or SF-424D	Assurances	D.2.vi.
FRA F 30	Certification regarding debarment, suspension, etc.	D.2.vii.
FRA F 251	Applicant Financial Capability questionnaire	D.2.viii.
SF LLL	Disclosure of lobbying activity	D.2.ix.

Project Narrative Content

Information	NOFO Section
Cover Page	D.2.a.i.
Project Summary	D.2.a.ii.
Project Funding	D.2.a.iii.
Applicant Eligibility	D.2.a.iv.
Detailed Project Description	D.2.a.v.
Project Location	D.2.a.vi.
Grade Crossing Information	D.2.a.vii.
Evaluation and Selection Criteria	D.2.a,viii.
Safety Benefit	D.2.a.ix.
Project Implementation and Management	D.2.a.x.
Environmental Readiness	D.2.a.xi.

Eligibility Requirements

Eligible Applicants

- State including DC, Puerto Rico, Territories and Possessions
- Political subdivision of a state
- Unit of local government
- Public port authority
- MPO
- A group of eligible entities

Eligible Projects

- Grade separation or closure
- Track relocation
- Improvement or installation of protective devices, signals, signs or other measures to improve safety
- Other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions)
- A group of related eligible projects
- Planning, environmental review, and design of an eligible project

Evaluation and Selection Process

Screening	•Applicant and project eligibility •Completeness •Minimum match met •Applicant risk
Technical Review	•Applying evaluation criteria
Senior Review	•Applying selection criteria •Recommend initial selection of projects for FRA Administrator
FRA Administrator	•Select recommended awards for Secretary Review

Project Outcome Criteria and Scoring

Screening Criteria

- Eligibility
  - Meets applicant eligibility requirements
  - Meets project eligibility requirements
- Completeness
  - Application documentation and submission requirements have been met
  - 20% minimum non-Federal match requirement has been met
- Applicant risk review
  - Applicant's past performance in developing and delivering similar projects

Evaluation Criteria

- Project benefits
  - Improves safety at highway-rail or pathway-rail grade crossing(s)
  - Proposes to grade separate, eliminate or close one or more crossings
  - Improves mobility of people and goods
  - Reduces emissions, protects the environment, and provides community benefits (including noise reduction)
  - Improves access to emergency services
  - Improves access to communities
  - Provides economic benefit, and
  - Uses contracting incentives to employ local labor to the extent permissible under Federal law

- Technical merit
    - Task and subtasks outlined in the statement of work (SOW) are appropriate to achieve the desired outcomes of the project
    - Application demonstrates strong project readiness and ability to meet Program requirements
    - Technical qualifications and experience of key personnel demonstrates ability to fully and successfully execute the proposed project within the proposed timeframe and budget
    - Project is identified in the freight investment plan component of a state freight plan, a state rail plan, a state highway-rail grade crossing action plan, or other equivalent document
    - Project will use innovative technologies, innovative design and construction techniques, or construction materials that reduce GHGs
    - Project will use financial support from impacted rail carriers
    - Project will improve the mobility of multiple modes of transportation, including ingress and egress from freight facilities, or users of nonvehicular modes of transportation and public transportation

Selection Criteria

Safety

Extent to which the project improves safety at highway-rail grade crossings, reduces incidences of rail-related trespassing, and upgrades infrastructure to achieve a higher level of safety

Equitable Economic Strength and Improving Core Assets

The ability of the project to contribute to economic progress stemming from infrastructure investment and associated job creation in the industry, including extent to which project results in long-term job creation directly related to the project with free and fair choice to join a union. Including:

- Project labor agreements,
- Registered apprenticeships
- Local hiring provisions

Provides opportunities for families to achieve economic security through rail industry employment

Equity and Barriers to Opportunity

- Extent to which project improves or expands transportation options
- Mitigates safety risks and detrimental quality of life effects rail lines can have on communities
- Expands workforce development and training opportunities to foster more diverse rail industry
- Also includes community engagement efforts already taken or planned
- Engagement is accessible for persons with disabilities or limited English proficiency
- How feedback is incorporated into decision-making

Climate Change and Sustainability

- Project's ability to reduce harmful effects of climate change
- Anticipates necessary improvements to prepare for extreme weather events
- Extent to which the project
    - Reduces emissions
    - Promotes energy efficiency
    - Increases resiliency
    - Recycles or redevelops existing infrastructure

Transformation of our Nation's Transportation Infrastructure

- Project's ability to expand and improve the nation's rail network
- Balances new infrastructure for increased capacity with proper maintenance of aging assets
- Extent to which project adds capacity to congested corridors
- Ensures assets will be improved to a state of good repair

Eliminates Crossings and Makes Corridor-wide Improvements

- Project results in elimination of one or more grade crossings through
    - Grade separation
    - Closing crossings through track relocation
    - Corridor-wide grade crossing improvements

Geographic Diversity

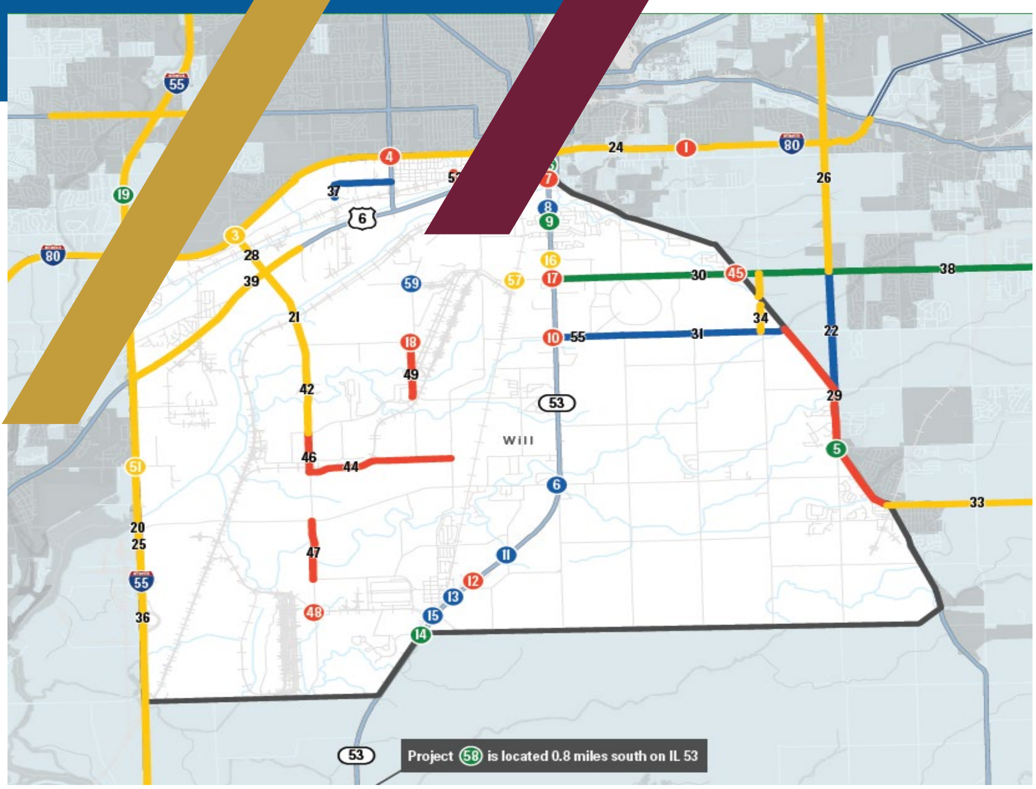
- See set asides above
- Geographic diversity may be considered
- Diversity in size of systems receiving funding
- Applicant’s receipt of other federal awards

Administrative and National Policy Requirements

- 2 CFR part 200
- Procurement standards at 2 CFR part 200 subpart D
- 2 CFR 1207.317
- 2 FR 200.401
- Federal civil rights laws and regulations
- Disadvantaged business enterprise (DBE) requirements
- Debarment and suspension requirements
- Drug-free workplace requirements
- FRA’s and OMB’s Assurances and Certifications
- ADA requirements
- Safety requirements
- NEPA requirements
- Environmental Justice requirements
- 2 CFR 200.315
- Consideration of Critical Infrastructure Security and Resilience
- Domestic preference requirements
- Civil Rights and Title VI
- Performance and program evaluation

Intermodal Transportation Master Plan Federal Grants Strategy:

Reconnecting Communities and Neighborhoods (RCN)



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General FY 23 Grant Information

Due Date .... September 28, 2023
Award Date .... TBD

Amount Available

Reconnecting Communities Program (RCP) .... $198 million

- Community Planning Grants .... $50 million
- Capital Construction Grants .... $148 million

Neighborhood Access and Equity Program (NAE) (FY 23 only, Inflation Reduction Act) ..... $3.155 billion

- Community Planning Grants .... $135 million
- Capital Construction Grants .... $2.570 billion
- Regional Partnerships Challenge Grants .... $450 million
- Set aside for Economically Disadvantaged Communities (40% of NAE) .... $1.262 billion

Size Limits

RCP

- Community Planning Grants Maximum (no minimum) .... $2 million
- Capital Construction Grants Minimum .... $5 million

NAE

- Community Planning Grants .... No maximum or minimum
- Capital Construction Grants .... No maximum or minimum
- Regional Partnerships Challenge Grants .... DOT Anticipates 3 – 5 Awards

Maximum Federal Share

RCP

- Community Planning Grants 80%
- Capital Construction Grants .... 50% RCP Funds/80% Federal Share Total

NAE (no cost share required for economically disadvantaged communities) 80%

Application and Page Limit

Application narrative page limit
Community Planning Grants .... 10 pages
Capital Construction and Regional Partnerships Challenge .... 20 pages
# of Applications limit .... 3 Planning Grants, 2 Capital Construction, 1 Regional Partnership Challenge

Deadlines

RCP .... Available until expended
NAE Obligation deadline .... September 30, 2026*
Expenditure deadline .... None listed
***At USDOT Discretion, pre-award authority may be established in limited circumstances.**

NOFO, Website, Awards

NOFO: Please see the summary of changes, amended NOFO, or redlined NOFO for additional detail.
Website: https://www.transportation.gov/grants/rcnprogram
Awards: Not yet Posted

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Application Content Checklist

Information	File Name	NOFO Section
SF-424	**SF-424**	D.2.i.
SF-424A or SF-424C	**Budget Information**	D.2.i.
SF-424B or SF-424D	**Assurances**	D.2.i.
Key Information Questions	**Asked on automated website (See Key Information Table)**	D.2.ii.
Narrative	**See Narrative section for details**	D.2.iii.
Project Budget	**See Budget section for details**	D.2.iv.
Project Location File	**Shapefile, GEOJSON, KL/KMZ, or CSV**	D.2.v.

Key Information Table

Question	Instructions
Lead Applicant Name	This should be consistent with Q. 8.a. of the SF-424
Organization Type	Select from list of eligible applicants (see below)
Lead Applicant State	Select from list provided (Tribe, states, D.C., Puerto Rico, territories)
Lead Applicant Unique Entity Identifier (UEI)	From Sam.gov
Points of Contact	Primary and secondary points of contact
Program Question	Select Reconnecting Communities Pilot Program, NAE or both
Grant Type	Select Community Planning Grant, Regional Partnerships Challenge Grant with planning activities, Regional Partnerships Challenge Grant with construction activities, or Capital Construction Grant
Project Title	Concise, descriptive title (15 words or less) consistent with SF-424
Project Description	Describe in 2 – 3 sentences
Match Question	50% - 50%, 80% - 20%, or 100%
Is the lead applicant the facility owner?	Select Yes or No (ownership required for construction grants, suggested for planning grants)
Name of the facility owner(s) of the eligible facility creating the barrier or burden, if not the lead applicant	See eligible facilities information
If the lead applicant is not the Facility Owner, does the application include a Facility Owner endorsement?	Select Yes or No
If a joint application, please provide organizational names of sub-recipients that will receive funds and other key partners	If necessary

Question	Instructions
What is/are the eligible facility type(s) that create(s) a barrier or burden, that your application intends to address?	Select all that apply: Interstate highway, State highway, Arterial roadway, other street or road, Bridge or viaduct, Transit, Rail, Airport, Port, Gas pipeline, or other eligible transportation facility.
Is the project located in an economically disadvantaged community?	Select Yes or No See Section H. of the NOFO for the definition. Must use the CEJST tool to identify and may use additional tools such as EJSCREEN, Areas of Persistent Poverty, USDOT ETC Explorer, or FHWA HEP GIS
Is the project located in a rural area?	Select Yes or No See Section H. of the NOFO or the definition. Outside an urbanized area with population below 50,000
Is the facility aged and likely to need replacement or significant reconstruction within 20 years?	Select Yes or No
What type of transportation facility is the focus of the proposed solution?	Select from Pedestrian-Bile, Complete Streets, Transit, Road, Eligible facility removal, bridge or Tunnel, Cap/Deck/Lid, Rail, or other
Is the project included in a Climate Action Plan?	Select Yes or No
Total RCN grant requested amount	
Total Project Cost	
FOR CAPITAL CONSTRUCTION / CONSTRUCTION Grants	
Is the proposed project already in the STIP, TIP, or equivalent plan? For transit projects, is the project in the Transit Asset Management Plan?	Select Yes or No Provide link or include as a supplemental document If No, provide additional details in the project readiness portion of the application describing how the project will be in such plan/program by time of obligation

Narrative Structure

Overview

- Introduce Scope
- Describe barriers, harms, or burdens
- Describe history and character of the impacted community
- Describe how project will address burdens/harms
- Any other high level background

Location and Map

- Describe location of project
- Describe surrounding community impacted
- Include geographic description and map
- Identiy elements of existing transportation network

Response to Merit Criteria

- See merit criteria section
- Within merit criteria must address the following priorities
  - Climate Change and Sustainability
  - Equity and Justice40

Project Readiness: Enironmental Risk

- Capital Construction and construction grants only
- Likelihood of being included in STIP/TAM plan
- Provide project schedule and address required approvals and permits
- NEPA class of action and status
- Public Involvement
- ROW acquisition plans
- Risks
- Risk mitigation strategies

Benefit Cost Analysis

- For RCP Capital Construction grants only
- Optional for NAE grants
- Briefly summarized
- Include description of benefits difficult to quantify
- Benefits claimed should clearly tie to project outcomes

Budget Narrative

Costs for project

- If components or phases, cost of each
- For construction, include information on the degree of design completion used to develop estimate (e.g., 30%, 60%, etc.)

Source, amount, and use of funds

- Funding sources listed in one of three categories: RCN program, other Federal funds, Non-Federal funds
- Any in-kind funds
- Funding by activity

Amount, nature and source of Federal share

- Identify any Federal funds that a Federal agency has previously authorized
- Amount, nature, and source of any required non-Federal match

Documentation of Funding Commitments for non-Federal funds

If State DOT contributions (Federal or non-Federal match) for non-State applicant

- Formally signed letter from State DOT indicating amount and sources of funds

Eligibility Requirements

Eligible Applicants

RCP Community Planning Grants	RCP Capital Construction Grants	NAE Grants
State	Owner of eligible facility for which all necessary planning activities have been completed	State or territory of the U.S.
Unit of local government	Partnership between facility owner and any eligible RCP Community Planning grant applicant	Unit of local government
Tribal government		Political subdivision of a State
MPO		Tribal government
Nonprofit organization		Special purpose district or public authority with a transportation function
		MPO
		Nonprofit organization or institution of higher education in partnership with an eligible entity

Eligible Facilities

RCP	NAE

• Highway or other transportation facility that creates a barrier to community connectivity
• May include:
  • Highways
  • Viaducts
  • Principal arterial facilities
  • Transit lines
  • Rail lines
  • Gas pipelines
  • Airports
	• **Dividing facility**: a surface transportation facility that creates an obstacle to community connectivity by high speeds, grade separation, or other design factors
	• **Burdening facility**: a surface transportation facility that is a source of air pollution, noise, stormwater, heat, or other burden to a disadvantaged or underserved community

Eligible Activities and Costs

Planning Grant Activities	Capital Construction Projects

• Public engagement including community visioning or other place-based strategies for public input into project plans
• Planning studies to assess feasibility of removing, retrofitting, or mitigating an existing eligible facility including assessment of:
  • *Current traffic patterns on the facility and surrounding street network*
  • *Capacity of existing transportation networks to maintain mobility needs*
  • *Alternative roadway design or other uses for the ROW*
  • *Project's impact on mobility of freight and people*
  • *Project's impact on safety*
  • *Estimated cost to restore community connectivity and to convert the facility to a different design or use, compared to any maintenance or reconstruction costs*
  • *Project's anticipated economic impact and development opportunities*
  • *Project's environmental, public health, and community impacts*
• Conceptual and preliminary engineering or design /planning studies that support environmental review
• Associated needs, e.g. locally-driven land use and zoning reform, transit-oriented development, housing supply, etc. (See NOFO for additional examples)
	• Preliminary and detailed design actvities and associated environmental studies
	• Predevelopment/preconstruction
	• Permitting activities including the completion of the NEPA process
	• Removal, retrofit, or mitigation of an eligible facility
	• Replacement of an eligible facility with a new facility that restores community connectivity
	• Delivering community benefits and mitigation of impacts identified through the NEPA or other planning and project development process
	
	• NOTE: To be eligible, projects must 1) have all necessary feasibility studies and other planning actvities completed, 2) be consistent with the Long-Range Statewide Transportation Plan, 3) be consistent with the Long-Range MPO Transportation Plan, if applicable, and 4) be included in the MPO TIP and/or STIP.
	• Transit projects must be included in the investment prioritization of the relevant Transit Asset Management plan by time of obligation

Evaluation and Selection Process

Application Intake
- Applicant eligibility
- Complete application
- Applications that may not be eligible may be referred to the Evaluation Management Oversight Team for final determination

Merit Criteria Ratings
- Rate each merit criteria High, Medium, Low, or Non-Responsive
- Based on merit criteria ratings, assign an overall application merit rating of Highly Recommended, Recommended, Acceptable, or Not Recommended (see Overall Rating Criteria)

Highly Recommended → Tier 2

SRT may advance Recommended projects that exhibit exceptional benefits for economically disadvantaged communities per Criterion #2 and Criterion #4 →

Tier 2

Tier 2 Analysis - Planning Grants
- Project readiness assessment
  - Technical Assessment
  - Financial Completeness

Tier 2 Analysis - Capital Construction
- Project Readiness Assessment
  - Technical Assessment
  - Financial Completeness Assessment
  - Environmental Risk Assessment
- BCA Review (only for RCP projects)
- See Tier 2 Rating Criteria

Senior Team Review
- Determine which applications are designated highly rated
- For each grant type, present the Secretary with a list of Highly Rated applications for Secretary's consideration
- SRT may refer select Capital Construction applications for consideration for a Community Planning Grant award where project sponsors would benefit from additional planning, feasibility, design, and engineering to improve project readiness
- May advise Secretary on applications on the Highly Rated list, including options for reduced awards

Secretary Selections
- Will consider benefits to economically disadvantaged communities
- Urban/rural/tribal balance
- Geographic diversity
- Organizational diversity

Overall Merit Criteria Rating

Highly Recommended	Recommended	Acceptable	Unacceptable
Four (4) or more of the seven (7) merit criteria rated high	At least two (2) of the merit criteria rated high	A combination of ratings that do not fit the definitions of the other ratings	Three (3) or more non-responsive ratings
Zero (0) non-responsive ratings	No more than three (3) low ratings		
	No more than one (1) non-responsive ratings		
	Does not fit within the definition of Highly Recommended		

Individual Merit Criteria Ratings

High
- Must be substantively and comprehensively responsive to the criterion
- Makes strong case about advancing the program goals described

Medium
- Must be moderately responsive to the criterion
- Makes a moderate case about advancing the program goals described

Low
- Is minimally responsive to the criterion
- Makes a weak case about advancing the program goals described

Non-Responsive
- Proposal is counter to the criterion
- Application does not contain sufficient information
- Project does not advance or negatively impacts criterion goals

Tier 1: Merit Criteria Scoring

#1 Equity and Environmental Justice

<table>
<tr><th>Planning Grants</th><th>Capital Construction Grants</th></tr>
<tr><td colspan="2">Analysis, informed by community engagement findings and research of
• harmful historic or current policies
• existing socioeconomic disparities
• environmental burdens and risks
• needs of surrounding communities
• how the proposed solutions equitably distribute benefits and mitigate negative impacts
• Supported by geospatial tools like EJSCREEN, USDOT’s ETC Explorer, CEJST, and FHWA’s Screening Tool for Equity Analysis of Projects</td></tr>
<tr><td></td><td>Addresses negative impacts of proposed capital project by describing:
• Any construction related displacement in the community and providing a robust mitigation plan that exceeds basic requirements of Relocation Act
• Anticipated negative construction impacts, such as noise, dust, pollution, public transportation service disruptions, disturbances to sacred or historic sites, or flood risks and a robust mitigation plan</td></tr>
</table>

#2 Access

Planning Grants	Capital Construction Grants
New or improved, context sensitive, affordable transportation options to increase safe mobility and connectivity for all, including people with disabilities, to daily destinations	
Safe accommodations for all users and seamless integration with the surrounding character, context, and land use, with consideration of public health, nature, and the economy	
Encourage thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely with or without a car and have meaningful access to natural areas	
	Existing feasibility studies provide a basis for better access to daily destinations

#3 Facility Suitability

Planning Grants	Capital Construction Grants
Facility presents significant barriers to access, mobility, and economic development and is poorly suited to the community. Proposes removal of barriers including over-reliance on automobiles, to reconnect communities for people to live, work, play, and move freely and safely	
Eligible facility currently creates an environmental burden on the community, including issues related to air quality, emissions of transportation GHGs, hot spot areas of extreme heat or elevated air pollution, gaps in tree canopy coverage, lack of greenspace or flood prone transportation infrastructure supported by analysis, such as through available data or geospatial tools. Proposes solutions to address burdens and enhance facility / community resilience	
Project addresses current and projected vulnerabilities that, if left unimproved, will threaten future transportation network efficiency, mobility of goods, or accessibility ad mobility of people, public health, or economic growth.	
	Addresses impacts to goods movement, both regional and local, that uses the eligible facility

#4 Community Engagement and Community-based Stewardship, Management and Partnerships

<table>
<tr><th>Planning Grants</th><th>Capital Construction Grants</th></tr>
<tr><td colspan="2">Community Participation Plan that facilitates meaningful engagement in planning design, construction, operations, and related land use decisions. Plan engages hard-to-access community members and those impacted by the existing facility through culturally appropriate and innovative practices that promote trust. Plan establishes goals and measures for effectiveness</td></tr>
<tr><td colspan="2">Community-centered approach to envision a solution that reconnects and/or mitigates burdens to meaningfully redress inequities and benefit economically disadvantaged communities and address community priorities to the extent possible.</td></tr>
<tr><td colspan="2">Formal partnerships, substantiated through signed commitment letters and budget. Partners may include entities with geographic ties to communities adjacent to the facility, such as community-based organizations, anchor institutions community development financial institutions, philanthropic and civic organizations, private sector entities, and State and local government</td></tr>
<tr><td colspan="2">A representative community advisory group, advisory board, or other place-based management organization to oversee community-developed priorities and initiatives, including the use of a community land trust, community benefits agreement, or other community development activities to redress transportation-related disparities</td></tr>
<tr><td rowspan="2"></td><td>How resources of partners and other Federal and non-Federal funds will support the success of the proposed activities</td></tr>
<tr><td>Complete description f resources committed to the project including commitments from Federal and non-Federal sources, State or local funding, in-kind support, philanthropic contribution, public and private financing, and private sector fundings consistent with what is reflected numerically in the budget</td></tr>
</table>

#5 Equitable Development

<table>
<tr><th>Planning Grants</th><th>Capital Construction Grants</th></tr>
<tr><td colspan="2">Community restoration, stabilization, and anti-displacement strategies, such as value capture, assistance for renters and legacy homeowner and small businesses, preservation, rehabilitations and expansion of location-efficient affordable housing, mixed-income, mixed use development, affordable commercial spaces, and other community wealth-building activities</td></tr>
<tr><td colspan="2">Creative placemaking that celebrates local history and culture through public art, greenspace, and recreational spaces for residents and visitors or enhances the unique characteristics of the community</td></tr>
<tr><td colspan="2">Supports a Local/Regional/State Equitable Development Plan</td></tr>
<tr><td rowspan="2"></td><td>How the proposed project will encourage public and private investments to support greater commercial and mixed-income residential development near public transportation, along rural main streets or in walkable neighborhoods</td></tr>
<tr><td>May provide information about land use policies that reduce regional displacement pressures in the municipality where the project is located. Of the land that permits residential use,

• What percentage allows duplexes or accessory dwelling units by right?
• What percentage allows triplexes by right?
• What percentage allows quadplexes by right?</td></tr>
</table>

#6 Climate and the Environment

<table>
<tr><th>Planning Grants</th><th>Capital Construction Grants</th></tr>
<tr><td colspan="2">Expected reduction in transportation-related pollution such as air pollution and GHGs, hot spot areas of extreme heat, lack of greenspace, consideration of climate resilience, stormwater, and flood risk management, neighborhood naturalness or access to greenspace, noise reduction, or the extent to which the project addresses the disproportionate negative environmental impacts of transportation on disadvantaged communities</td></tr>
<tr><td colspan="2">Approach to providing high-quality choices for lower-carbon travel like walking, cycling, rolling and transit that reduce GHGs and promote active travel</td></tr>
<tr><td colspan="2">Local/Regional/State Climate Action Plan (CAP) that results in lower GHGs has been prepared and the project directly supports the CAP</td></tr>
<tr><td rowspan="2"></td><td>Incorporation of specific design elements or technologies that address GHGs and air pollution, climate change impact, include natural infrastructure elements, pervious, permeable, or porous pavement or other measures to reduce stormwater runoff, or otherwise improve the resiliency of at-risk infrastructure to withstand extreme weather events and natural hazards</td></tr>
<tr><td>Improves air quality, wetlands, and endangered species, or at a minimum, avoids adverse impacts on them</td></tr>
</table>

#7 Workforce Development and Economic Opportunity

Planning Grants	Capital Construction Grants
Local inclusive economic development and entrepreneurship such as the utilization of DBEs, MBEs, WBEs, or 8(a) firms	
	Good paying jobs with the free and fair choice to join a union, the incorporation off strong labor standards, proactive anti-discrimination and anti-harassment plans, PLAs, workplace rights notices, training and placement programs, and local hiring and procurement preferences, particularly for underrepresented worker and individuals with convictions
	High-quality workforce development programs with supportive services to train, place, and retain workers, especially joint-labor management training partnerships and registered apprenticeships

Tier 2: Project Readiness and Benefit-Cost Analysis

Project Readiness: Technical Assessment, Financial Completeness, and Environmental Risk Assessment

Assessment Category	High	Medium	Low
Technical Assessment Planning & Capital Construction Grants	**Certain** The team is confident in applicant's capacity to deliver the project in a manner that meets Federal requirements	**Somewhat Certain/Unknown** The team is moderately confident in applicant's capacity to deliver the project in a manner that meets Federal requirements	**Uncertain** The team is not confident in applicant's capacity to deliver project that meets Federal requirements
Financial Completeness Planning & Capital Construction Grants	**Complete** Federal and non-Federal sources are fully committed and there is demonstrated funding available to cover contingency/cost increases	**Partially Complete** Funding is not fully committed, but appears highly likely to be secured in tie to meet the project's construction schedule	**Incomplete** Project lacks full funding, or one or more sources are still uncertain as to whether they will be secured in time to meet the project's construction schedule
Environmental Risk Assessment Capital Construction Grants ONLY	**Low Risk** NEPA is complete or is highly likely to be completed with other completed with other environmental reviews to meet the project's schedule	**Moderate Risk** NEPA is not complete and/or necessary Federal permits are not secured and it is uncertain whether NEPA can be completed and/or Federal permits secured in time to meet the project's schedule	**High Risk** NEPA has not been complete or begun and there are known environmental, or litigation concerns associated with the project

Benefit Cost Analysis (RCP Capital Construction Grants only)

DOT acknowledges that many aspects of reconnecting solutions are difficult to quantify including

- Connectivity
- Community benefits
- Quality of life
- Some ecosystem services

These should be discussed qualitatively

Rating	Description
Positive	Benefits exceed costs
Negative	Costs exceed benefits Projects with a negative net benefit rating may be selected for an award only if the project demonstrates clear potential benefits to connectivity, community engagement, and quality of life for economically disadvantaged communities, particularly in remote or less populated areas which may not be fully reflected in the BCA analysis
Uncertain	

Administrative and National Policy Requirements

Requirement	Description
Equity and Barriers to Opportunity	Must demonstrate effort to improve equity and reduce barriers to opportunity in their planning. If not, the recipient will be required to do so before receiving funds
Labor and Workforce	Demonstrate an effort to create good-paying jobs with free and fair choice to join a union and incorporation of high labor standards
Critical Infrastructure Security and Resilience	Each applicant must demonstrate prior to signing the grant agreement an effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of activities. Must be in compliance with 2 CFR § 200.216 and prohibition on certain telecom and video surveillance services or equipment
Domestic Preference	Infrastructure projects are subject to Build America, Buy America as clarified in OMB Memorandum M-22-11
Civil Rights and Title VI	Demonstrate that there is a plan for compliance with civil rights obligations and non-discrimination laws including Title VI and implementing regulations, ADA, and Section 504 of the Rehabilitation Act. Should include a completed Community Participation Plan and a plan to address any legacy infrastructure of facilities that are not compliant with ADA standards
NEPA	Compliance with NEPA and CEQ implementing regulations
Other	Uniform Administrative Requirements, Cost Principles, and Audit Requirements (2 CFR §200), all applicable requirements of Federal law including, without limitation, the Constitution, conditions of performance, nondiscrimination, and other assurances in accordance with regulations of USDOT and OMB
Reporting	Progress reporting on Grant Activity using SF-PPR and SF-425 on a quarterly basis and data collection

	Annual reports that address both project administration and the overall benefits delivered 5 years after project is complete, Capital Construction grant recipients should submit a report fully documenting outcomes achieved Post Award related to Integrity and Performance Program evaluation – may be required to participate in an evaluation by USDOT or other agency/partner including must make records available to evaluation contractor, provide access to program records, and any other relevant documents to calculate costs and benefits, and in the case of an impact analysis, facilitate access to relevant information as required, and follow evaluation procedures as specified.

Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

Reduction of Truck Emissions at Port Facilities (RTEP)

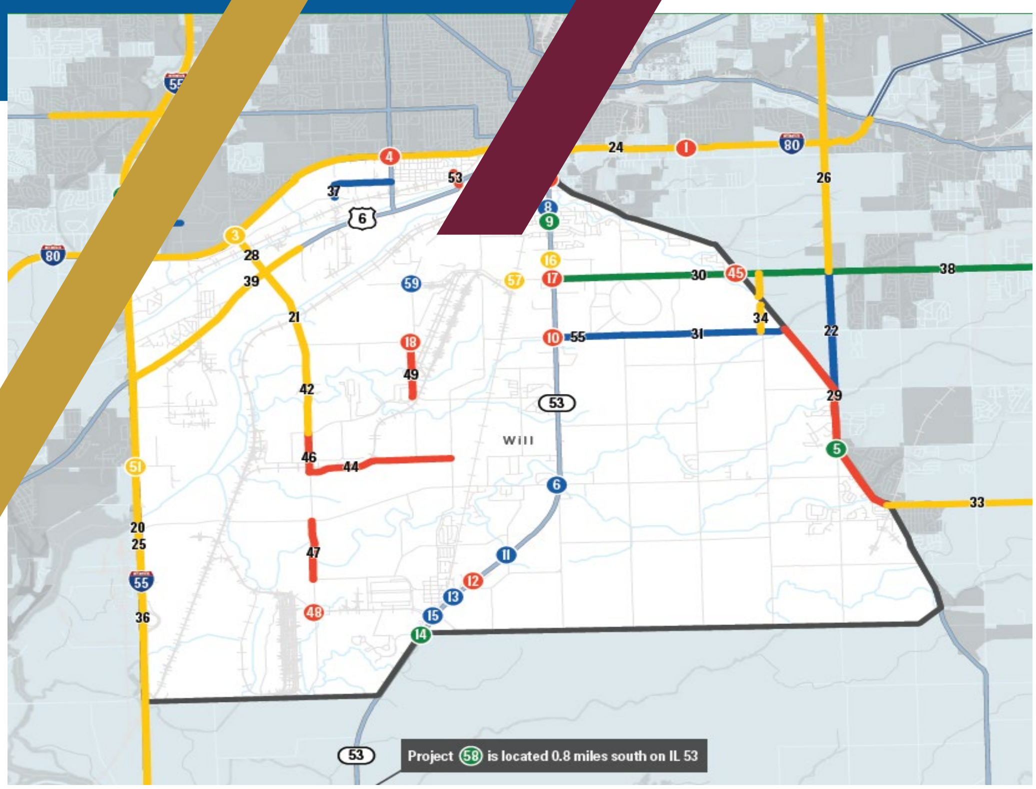

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TABLE OF CONTENTS

General FY 22 and FY 23 Grant Information

Due Date ....July 26,2023
Award Date .... TBD

Size Limits

Minimum .... None
Maximum... None

Maximum Federal Share

Maximum Federal Share...80%

Application Page Limit

Application narrative page limit (See Application Content for details) .... 30 pages

Deadlines

FY 22 (only applies to General Fund share of $30 million each year)
Obligation deadline .... September 30, 2025
Expenditure deadline... September 30, 2030
FY 23
Obligation deadline .... September 30, 2026
Expenditure deadline... September 30, 2031

NOFO, Website, Awards

NOFO: https://www.grants.gov/web/grants/view-opportunity.html?oppId=347783
Website: Reduction of Truck Emissions at Port Facilities | US Department of Transportation
Awards:

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Application Content Checklist

Volume	Section	Individual Page Limits	Overall Page Limits
Volume 1 Technical Application	I. Cover page and Table of Contents	No Page Limit	
	II. Project Narrative		One (1) file, 30-page limit
	III. Management structure		
	IV. Staffing description	5-page limit	
	Appendix – resumes	4-page limit on individual resumes	One (1) file, no overall page limit
	Exhibits and attachments in support of Sections II – IV		One (1) file, 30-page limit
Volume 2 Budget Application	I. Application standard forms *		Separate files, no page limit
	II. Summary Budget narrative		One (1) file, no page limit
	III. Cost share information (including letters of commitment)		
	IV. Other Federal Funding Received or Requested		
	V. Organization Information		

Standard forms include:

- SF 424 (Application for Federal Assistance)
- SF 424A (Budget information for non-construction projects) **OR**
- SF 424C (Budget Information for construction projects)
- SF 424B (Assurances for non-construction projects), if applicant does not have an updated SAM.gov registration as o 2/1/2019, **OR**
- SF 424D (Assurances for construction projects), if applicant does not have an updated SAM.gov registration as of 2/1/2019
- SF LLL (Disclosure of Lobbying activities)

Eligibility Requirements

Eligible Applicants

- Entities that have authority over, operate, or utilize port facilities and/or intermodal port transfer facilities
- Entities that have authority over areas within or adjacent to ports and intermodal port transfer facilities
- Entities that will test and/or evaluate technologies that reduce truck emissions at port facilities and/or intermodal port transfer facilities
- A group of eligible entities

Eligible Project Locations

- Areas within or adjacent to ports and intermodal port transfer facilities
- Testing and evaluation projects can be conducted anywhere but must be focused on reducing truck emissions within or adjacent to ports and/or intermodal port transfer facilities
- Intermodal port transfer facilities are facilities that handle the transfer of freight shipments between two or more modes

Evaluation and Selection Process

Eligibility Determination
- Timeliness of application
- Completeness of application

Technical Review Team
- Satisfies statutory requirements
- Selection criteria rating

Senior Review Team
- Determine projects to advance to the Secretary based on technical review
- Rate as Highly Recommended, Recommended, or Not Recommended

FHWA Administrator
- Selects projects for award

Rating Category Rubric

Highly Recommended	Recommended	Not Recommended
•Applicant, project, and/or technology align extremely well with the objectives of the program •Application meets or exceeds NOFO requirements and demonstrates excellent alignment with the merit criteria •As applicable, application demonstrates strong consideration of DOTs vision and goals for Additional Considerations •Application offers outstanding value towards advancing the program •Application represents a low risk of unsuccessful testing, evaluation, deployment, or project completion	•Applicant, project, and/or technology align with the objectives of the program •Application meets NOFO requirements and demonstrates sound alignment with the mertit criteria •As applicable, application demonstrates consideration of DOT's vision and goals for Additional Considerations •Application offers sufficient value towards advancing the program •Application represents a low to moderate risk of unsuccessful testing, evaluation, deployment, or project completion	•Applicant, project, and/or technoloy do not substantially align with the objectives of the program •Application does not meet NOFO rquirements nor demonstrates sufficient alignment with merit criteria •Application does not demonstrate consideration for DOT's vision and goals for Additional Considerations •Application does not offer sufficient value towards advancing the program •Application represents a moderate to high risk of unsuccessful testing, evaluation, deployment, or project completion

Merit Criteria

Technical Merit	Staffing	Cost
• Degree to which project/or technology testing, evaluation, or deployment (TTED) aligns with DOT's program vision and program and administration goals • The degree the proposed project or TTED quantifies truck emissions reductions at port facilities that will be achieved or are projected to be achieved • Readiness of proposed project or TTED and likelihood of success of the applIcant to deploy and sustain proposed project/technology • Determination whether proposed project is located in an EPA designated non-attainment area for National Ambient Air Quality Standards for at least one of the four criteria pollutants and the degree the proposed project quantifies how it will reduce emissions of one or more of the criteria pollutants and/orGHGs and decrease the impact that truck operations at port facilities have on cities and other municipalities near the port • Degree to which project sponsor has developed a community outreach plan, including conducting equity-focused outreach and public engagement impacted by the port's truck emissions and receive community support for the project • Scalability or portability of proposed technology or innovation to other jurisdictions • Degree life-cyle costs of the project to promote state of good repair is accounted for • Degree to which applicant evaluates the effectiveness of proposed activities including through a BCA	• Degree to which application includes a program/project management structure that will successfully oversee proposed technology deployment • Expertise and qualifications of key personnel • Expected level of involvement of designated key personnel	• Determination whether the required matching funds and supporting detail are provided • How applicant's activities leverage other Federal and/or non-Federal funds and/or maximized non-Federal share of project funding • Degree to which budget applications represent costs that are realistic, reasonable, and commensurate with the technical applications • Degree to which costs conform to applicable cost principles

Additional Selection Considerations

- **Safety**
  - Provide positive safety benefits for all users
  - Does not negatively impact safety for all users
- **Equity and Justice40**
  - Consider benefits and potential burdens project may create, who would experience them and how they may be measured over time with a focus on underserved communities
  - Utilize meaningful public involvement process throughout the project lifecycle (focus on underserved/disadvantaged communities)
  - Benefit underserved/disadvantaged communities including outside specific project area
  - Use interactvie Climate and Economic Justice Screening Tool, encouraged to use USDOT Disadvantaged Census Tracts tool and include screen shot
- **Workforce Development, Job Quality, and Wealth Creation**
  - Include a PLA
  - Demmonstrate clear utilization of local and economic hiring preferences that ensure workers come from economically disadvantaged communities
  - Include Local inclusive economic development and entrepreneurship such as DBE, MBE, WBE or 8(a) firms
  - Expand access to goods and job opportunities through new or improved freight access
  - Describe State/regional/local comprehensive plan to promote equal opportunity

Applicant Risk Assessment

Prior to award each selected applicant will be subject to a risk assessment required by 2 CFR 200.206 this includes

- Consideration of information in SAM.gov
- Consideration of comments by the applicant about any information about itself that a Federal Awarding Agency previously entered in SAM.gov
- FHWA will use information to make a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards.
- 7 factors are considered in the risk assessment
  - Applicant's financial stability
  - Applicant's quality of management systems and h ability to meet the management standards prescribed in 2 CFR Part 200
  - Applicant's history of performance (managing Federal awards if a prior recipient)
  - Applicant's audit reports and findings from audits performed pursuant to 2 CFR Part 200 Subpart
  - Applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on non-Federal entities
  - Applicant's potential for conflict of interest in applicable (actual or potential)
  - Applicant's ability to receive Federal funding per the guidelines on governmentwide suspension and debarment in 2 CFR Part 180

FHWA reserves the right to deny an award based on the results of the risk assessment.

Administrative and National Policy Requirements

Requirement	Description
Climate Change and EJ	Must demonstrate effort to consider climate change and EJ impacts, if not, applicant will be required to do so before receiving funds
Land Use and Housing Affordability Impact Considerations	Must demonstrate effort to consider housing affordability impacts of the grant, and particularly how local land use and zoning practices already allow for, or have been modified to, ensure adequate affordable housing supply proximate to transit investment
Racial Equity and Barriers to Opportunity	Must demonstrate effort to improve equity and reduce barriers to opportunity in their planning. If not, applicant will be required to do so before receiving funds
Civil Rights and Title VI	Demonstrate that there is a plan for compliance with civil rights obligations and non-discrimination laws including Title VI and implementing regulations, ADA, and Section 504 of the Rehabilitation Act. Should include a completed Community Participation Plan and a plan to address any legacy infrastructure of facilities that are not compliant with ADA standards
NEPA	Compliance with NEPA and CEQ implementing regulations
Domestic Preference	Infrastructure projects are subject to Build America, Buy America as clarified in OMB Memorandum M-22-11
Labor and Workforce	Demonstrate an effort to create good-paying jobs with free and fair choice to join a union and incorporation of high labor standards
Federal Contract Compliance	As a condition of grant award and consistent with EO 11246, EEO, all Federally assisted contractors are required to make a good faith effort to meet goal of 6.9% of construction project hours being performed by women and based on geography, works hours for work being performed by people of color as well as affirmative action obligations to include an aspirational employment goal of 7% workers with disabilities. If required, must participate in the OFCCP Mega Construction Project Program
Critical Infrastructure Security and Resilience	Each applicant must demonstrate prior to signing the grant agreement an effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of activities. Must be in compliance with 2 CFR § 200.216 and prohibition on certain telecom and video surveillance services or equipment

Other	Uniform Administrative Requirements, Cost Principles, and Audit Requirements (2 CFR §200), all applicable requirements of Federal law including, without limitation, the Constitution, conditions of performance, nondiscrimination, and other assurances in accordance with regulations of USDOT and OMB
Project Signage and Public Announcements	Recipients are encouraged to post project signage and include public acknowledgements in collateral materials that identify the nature of the project and that it is funded by IIJA using official Investing in America Emblem Style guide emblems. Recipients are encouraged to use recycled materials.
Reporting	Progress reporting on Grant Activity using SF-PPR and SF-425 on a quarterly basis and data collection Post Award related to Integrity and Performance (see NOFO p. 37) Program evaluation – may be required to participate in an evaluation by USDOT or other agency/partner including must make records available to evaluation contractor, provide access to program records, and any other relevant documents to calculate costs and benefits, and in the case of an impact analysis, facilitate access to relevant information as required, and follow evaluation procedures as specified.

JADA
Joliet Arsenal Development Authority

Intermodal Transportation Master Plan Federal Grants Strategy:

Rural Surface Transportation Grant (Rural)

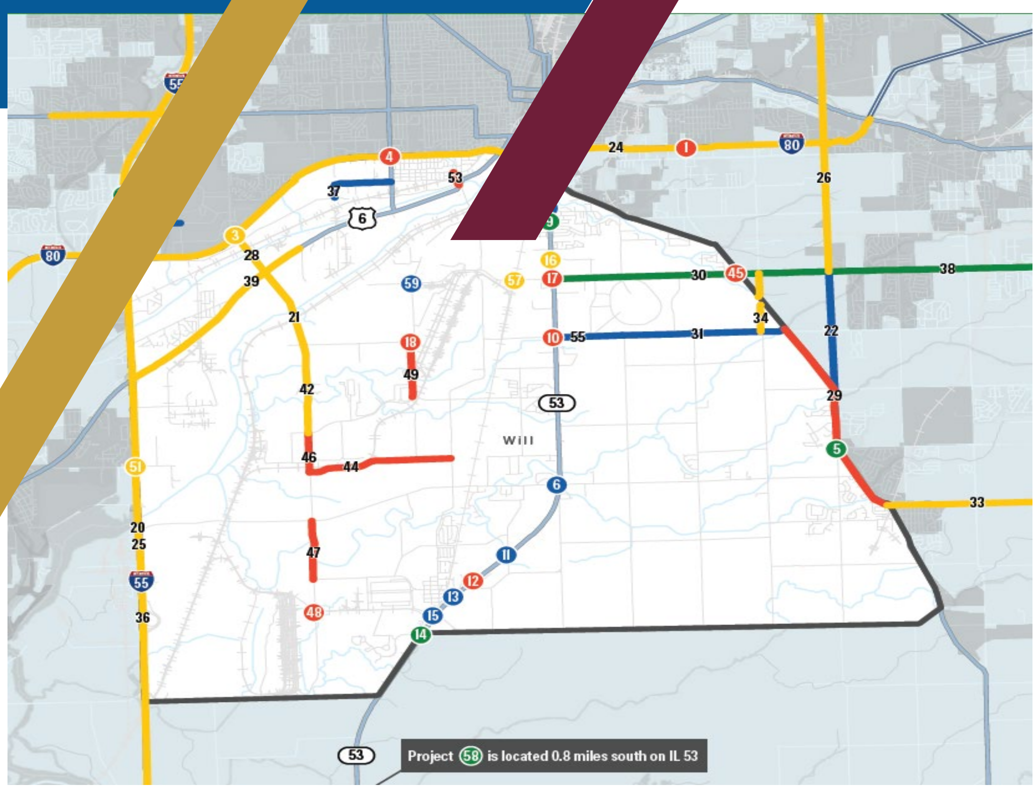


TABLE OF CONTENTS

General FY 23 – FY 24 Grant Information

Due Date .... August 21, 2023
Amount Available .... $650 - $675 million
Set aside for states with Rural Roadway fatalities from lane departures > U.S. avg. 15%
Note that there is also a 25% set aside for the Appalachian Development Highway System

Size Limits

- 90% of grants Minimum .... $25 million
- 10% of grants .... < $25 million

Maximum Federal Share

- Maximum Federal Share 80%
- Combined with other Federal Funds, maximum Federal Share 100%

Page Limit

Application narrative page limit (See Application Content Checklist) .... 35 pages

Deadlines

Obligation deadline .... September 30, 2026
Expenditure deadline .... Not included in NOFO

NOFO, Website and Recent Award List

NOFO: MPDG NOFO 2023-2024 | US Department of Transportation
Website: The Rural Surface Transportation Grant Program | US Department of Transportation
FY23-24 Awards: https://www.transportation.gov/grants/rural-surface-transportation-grant/rural-surface-transportation-program-202324-award-fact

Next NOFO anticipated in late 2024 – early 2025 as FY25

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Application Content Checklist

Information	File Name	NOFO Section	Page Limit
SF-424	SF-424	NA	NA
SF-424C	SF-424C	NA	NA
Project information form	FY23 and FY 24 MPDG Project Information Form	NA	NA
Project description	Project description	D.2.i.	5 pages
Project location file (zipped Shapefile, KML/KMZ, or GEOJSON)	Location File-*State-Project Name*	D.2.ii.	NA
Project budget, sources, and uses of Funding	Project Budget	D.2.iii.	5 pages
Funding commitment documentation	Funding Commitments	D.2.iii.e.	NA
Outcome criteria narrative	Outcome Criteria Narrative	D.2.iv. and E.1.ii.	15 pages
Project readiness	Project Readiness	D.2.v. and E.1.ii.	5 pages
Project requirements	Project Requirements		5 pages
Benefit-Cost Analysis narrative	BCA Narrative	D.2.vi. and E.1.iii.	NA
Benefit-Cost Analysis calculations (Excel recommended)	BCA Calculations	D.2.vi. and E.1.iii.	NA
Data plan (if applicable)	Mega Data Plan-*State-Project Name*	D.2. viii.	NA
Letters of Support (Optional)	Letters of Support	D.2.iv and E.1.i	NA
Community Benefits Plan (Optional)	Community Benefits Plan	E.1.ii. Criterion #5	NA
Title VI Plan (Optional)	Title VI Plan	F.2.	NA

Eligibility Requirements

Eligible Applicants

- State
- Regional Transportation Planning organization
- Unit of local government
- Tribe or consortium of Tribal governments
- A group of eligible entities

Eligible Project Types

- Highway, bridge, or tunnel project eligible under the National Highway Performance Program
- Highway, bridge, or tunnel project eligible under Surface Transportation Block grant
- Highway, bridge, or tunnel project eligible under Tribal Transportation Program
- Highway freight project eligible under the National Highway Freight Program
- Highway safety improvement project, including to improve a high-risk rural road as defned by the Highway Safety Improvement program
- Project on a publicly owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area
- Project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services

Eligible Project Costs

Development Phase Activities

Planning, feasibility analysis
Revenue forecasting
Environmental review
Preliminary engineering
Design work
Other preconstruction activities

Implementation activities

Construction
Reconstruction
Rehabilitation
Land acquisition
Environmental mitigation
Construction contingencies
Equipment acquisition
Operational improvements

Evaluation and Selection Process

Analysis Phase

- Project meets statutory requirements
- Rate selection criteria

Senior Review Team

- Consider applications and technical evaluation to assign a rating
- Add all "Highly Recommended" projects to the proposed list of Projects for Consideration
- Review list for geographic diversity and program set-asides

Secretary Selection

- Prioritize projects assigned a "Highly Recommended" rating
- Identify applications that best address program requirements and most worthy of funding

Statutory Requirements

23 U.S.C. 117

Requirement	USDOT Guidance
The project will generate regional economic, mobility, or safety benefits	Summarize the economic, mobility and safety benefits of the project and independent project components, describing the scale of their impact in national or regional terms.
The project will be cost-effective	Highlight the results of the BCA. A project is cost effective if the benefit-cost ration is > 1.
The project will contribute to 1 or more of the national goals described under Section 150	Specify the Goal(s) and summarize how the project and independent project components contribute to that goal(s). [23 USC 150: National goals and performance management measures (house.gov)]
The project is based on the results of preliminary engineering	For a project to be based on the results of preliminary engineering, applicants have to indicate which of the following activities have been completed as of the date of application: • Environmental Assessments • Topographic Surveys • Metes and Bounds Surveys • Geotechnical Analysis • Utility Engineering • Traffic Studies • Financial Plans • Revenue Estimates • Hazardous Materials Assessments • General estimation of types and quantities of materials • Other work needed to establish parameters for final design If part of a larger plan or document, it must be explicitly stated with references to the document
The project is reasonable expected to begin construction not later than 18 months after the date of obligation of Federal funds	Applicants are to provide the expected obligation date and construction start date, referencing the budget and schedule as needed.

Project Outcome Criteria and Scoring

Safety

Score	Criterion	Example
0	The project negatively affects safety.	The project is likely to result in increased number of fatalities and injuries on a per-user basis due to unsafe design.
1	The application does not contain enough information to assess whether the project results in safety benefits.	The application does not describe safety impacts of the project; or whether the project results in safety benefits is ambiguous.
2	The project results in safety benefits matching one or more of the descriptions below, BUT safety is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: • Reduces fatalities and/or serious injuries • Protects non-motorized travelers, motorized travelers, or communities/local residents from safety risks • Implements actions and activities identified in the National Roadway Safety Strategy (NRSS) • Targets the shortage of long-term parking for commercial vehicles on the NHS • Promotes safer speeds in all roadway environments through a combination of thoughtful, equitable, context appropriate roadway design, targeted education, outreach campaigns, and enforcement.	The project results in measurable reductions in crashes, fatalities, or serious injuries to the traveling public, including vulnerable roadway users, by adopting actions and activities identified in the NRSS.
3	Safety is a primary purpose of the project AND the project results in clear and direct safety benefits matching one or more of the descriptions below: • Significantly reduces fatalities and/or serious injuries bringing them below the state-wide avg. • Significantly protects vulnerable or non-motorized users from health and safety risks.	The project targets a well-known safety problem, resulting in a significant reduction in fatalities or serious injuries to motorized and non-motorized users. The project incorporates innovative roadway design or technology aimed at protecting vulnerable users.

State of Good Repair

Score	Criterion	Example
0	The project negatively affects state of good repair.	The project ignores pre-existing maintenance liabilities and increases ongoing maintenance costs without a clear plan to manage or maintain the expanded infrastructure.
1	The application does not contain enough information to assess whether the project results in state of good repair benefits	The project is identified in the sponsor's Asset Management Plan, but it is difficult to verify that the infrastructure asset will operate at a full level of performance after project improvements.
2	The project results in state of good repair benefits matching one or more of the descriptions below, BUT state of good repair is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: • Restores existing core infrastructure at the end of its useful life to a state of good repair • Creates new infrastructure in remote communities that will be maintained in a state of good repair as evidenced by the project's inclusion in an Asset Management Plan	The project is identified in the sponsor's Asset Management Plan and will repair or rebuild an infrastructure asset so that it will at a full level of performance.
-3	State of good repair is a primary purpose of the project AND the project results in clear and direct state of good repair benefits matching one or more of the descriptions below: • Restores and modernizes existing core infrastructure (such as through road diets complete streets, or other design improvements) that will result in lower long-term maintenance costs • Addresses current and projected vulnerabilities that if left unaddressed will threaten future transportation network efficiency, mobility of goods or people, or economic growth	The project is identified in the sponsor's Asset Management Plan and will repair or rebuild an infrastructure asset so that it will at a full level of performance and is designed to significantly reduces future operation and maintenance costs throughout the asset life, beyond the costs saved from the initial project expenditures and /or that will significantly lengthen the standard useful life of the asset.

Economic Impacts, Freight Movement, and Job Creation

Score	Criterion	Example
0	The project negatively affects economic impacts, freight movement, and job creation.	The project will detract from local economic activity by demolishing existing homes, businesses, or rendering future development impossible, while failing to generate any appreciable benefits to freight mobility or job accessibility.
1	The application does not contain enough information to assess whether the project results in economic impacts, freight movement, and job creation benefits.	The project sponsor provides some justification, but with minimal evidence that the project will help to positively impact regional economic development in the area or help to offset job losses in the area The project sponsor provides minimal evidence that the project will create high quality jobs with a free choice to join a union or the incorporation of strong labor standards and practices, such as project labor agreements (PLAs), use of registered apprenticeships or other joint labor-management training programs, and the use of an appropriately credentialed workforces.

Score	Criterion	Example
2	The project results economic impacts, freight movement, and job creation benefits matching one or more of the descriptions below, BUT economic impacts, freight movement, and job creation is not a primary project purpose, or the project does not otherwise meet the description of a “3” rating: *Economic Impacts* • Improves multimodal transportation systems that incorporate affordable transportation option to improve mobility of people and goods • Decreases transportation costs and improves access to employment centers and job opportunities • Enhance recreational and tourism opportunities by providing access to Federal land, national parks, national forests, national recreation areas, national wildlife refuges, wilderness areas, or State parks. • Help the U.S. compete in a global economy by encouraging the location of important industries and future innovations and technology in the U.S. and facilitating efficient and reliable freight movement. *Freight Movement* • Improve intermodal and/or multimodal freight mobility, especially for bottlenecks. *Job Creation* • Results in high quality job creation by supporting good-paying jobs with a free and fair choice to join a union, in project construction and in on-going operations and maintenance • Results in workforce opportunities for historically underrepresented groups, such as through the use of local hire provisions or other workforce strategies targeted at or jointly develop with historically underrepresented groups, to support project development.	The project sponsor demonstrates some or limited new short-term or long-term job creation as a result of the project and it is documented by a signed letter from a business(es) stating the number of new jobs to be created, and how the project is vital to the creation of those jobs The project opens additional new tourism or recreational access and is aligned with a plan that demonstrates that intention The project sponsor demonstrates some evidence that the project will create high quality jobs with a free choice to join a union or the incorporation of strong labor standard and practice, such as project labor agreements, use of registered apprenticeships or other joint labor-management training programs, and the use of an appropriately credentialed workforce.

Score	Criterion	Example
3--	Economic impacts, freight movement, and job creation is a primary purpose of the project AND the project results in clear and direct economic impacts, freight movement, and job creation benefits matching one or more of the descriptions below: *Economic Impact* • Demonstrates that the project will directly, and in the near-term, result in greater public and private investments in land-use productivity, including rural main street revitalization, equitable commercial and mixed income residential development. • Enhances recreational and tourism opportunities by providing direct access to Federal land, national parks, national forests, national recreation areas, national wildlife refuges wilderness areas, or State parks *Freight Movement* • Improve intermodal and/or multimodal freight mobility along corridors identified as major freight highway bottlenecks or congested corridors ranked in the top 100 of FHAWs Freight Mobility Trends Report 2019. *Job Creation* • Result in high quality job creation by supporting good-paying jobs with a free and fair choice to join a union, in project construction and in on-going operations and maintenance, and incorporate strong labor standards, such as through the use of PLAs. • Invests in high-quality workforce training programs such as registered apprenticeship programs and joint labor-management training programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences that will promote the entry and retention of local underrepresented populations into those jobs including women, people of color, and people with convictions.	The project expands *direct* access to a national park, with demonstrable benefits to the recreational and tourism economic activity in a rural area. The project sponsor demonstrates that the project addresses a national supply chain bottleneck (identified in the top 100 nationwide), the main goal of the project is to positively impact that bottleneck, and ample evidence is provided that shows significant national supply chin benefits from the project. The project sponsor provided a letter from a labor union or worker organization that describes the number and characteristics of the high-quality jobs on the project and indicating that the project sponsor intends to utilize a PLA.

Climate Change, Resiliency, and the Environment

Score	Criterion	Example
0	The project negatively impacts climate change resiliency and the environment.	The project will increase GHG and harmful pollutant emissions while failing to contribute to increased resiliency or addressing other environmental harms.
1	The application does not contain enough information to assess whether the project results in climate change, resiliency, and the environment benefits	The project will add capacity to a roadway segment which may induce additional VMT increasing emissions, however, potential congestion reduction may reduce some emissions leaving the overall emissions picture ambiguous, particularly when combined with other resiliency and environmental benefits
2	The project results in state of climate change, resiliency and the environment benefits matching one or more of the descriptions below, BUT climate change, resiliency and the environment is not a primary project purpose, or the project does not otherwise meet the description of a “3” rating: • Reduces air pollution and GHGs rom transportation • Incorporates lower-embodied carbon pavement and construction materials • Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that disproportionately experience climate change consequences • Incorporates electrification or zero emission vehicle infrastructure • Incorporates nature-based solutions • Reduces air or water pollution, recycles or redevelops brownfield sites • Results in a modal shift that reduces emissions • Promotes energy efficiencies • Serves the renewable energy supply chain • Improves the resilience of at-risk infrastructure, including upgrade of projects in floodplains	The project is identified in the sponsor’s Asset Management Plan and will repair or rebuild an infrastructure asset so that it will at a full level of performance.

Score	Criterion	Example
3	Climate change, resiliency and the environment criterion is a primary purpose of the project AND the project results in clear and direct climate change, resiliency and the environment benefits matching one or more of the descriptions below: • *Significantly* reduces air pollution and GHGs from transportation as a result of modal shift or electrification • Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that disproportionally experience climate change consequences as captured by the CEJST tool. • Improves resiliency of at-risk infrastructure, including upgrades to projects in floodplains, while NOT increasing air pollution and GHGs through increased capacity and induced demand.	The project's goal is to incentivize carpooling and eliminate a major roadway bottleneck. The project will provide free flow travel by adding a HOV lane for 3+ passengers and gateless toll gantry thereby encouraging carpooling and reducing traffic and vehicular idling reducing CO2 tailpipe emissions. The project will install public EV charges at existing park and ride facilities.

Equity, Multimodal Options, and Quality of Life

Score	Criterion	Example
0	The project negatively impacts equity, multimodal options, and quality of life.	The project exacerbates existing inequitable outcomes by constructing new barriers to walking and biking and burdening a disadvantaged community with high costs
1	The application does not contain enough information to assess whether the project results in equity, multimodal options, and quality of life benefits	The project sponsor has developed and published a general equity policy statement for their agency but has not demonstrated any other equity considerations for the actual project. The project sponsor has created additional multimodal access in conjunction with the project, but only as a minimum project requirement, and not as a result of intentional planning efforts
2	The project results in equity, multimodal options, and quality of life benefits matching one or more of the descriptions below, BUT equity, multimodal options, and quality of life is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: • Increases affordable and accessible transportation choices • Improves access to emergency care, essential services, healthcare providers, or drug and alcohol treatment and rehab centers • Results in lower transportation and housing cost burdens, including through public and private investments to support greater commercial and mixed income residential development near public transportation, along rural main streets or in walkable neighborhoods • Increases the walkability, accessibility for pedestrians and encourage thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely with or without a car in a healthy environment	The project is transforming roadway conditions or adding functionality that improves access to emergency care and essential services in a rural area. The project sponsor is supporting workforce development programs, including labor-management programs, local hire provisions and incorporating workforce strategy into project development in a manner that produces non-trivial benefits.

Score	Criterion	Example
3	Equity, multimodal options, and quality of life is a primary purpose of the project AND the project results in clear and direct equity, multimodal options, and quality of life benefits matching one or more of the descriptions below: • The project is located in an Area of Persistent Poverty or Historically Disadvantaged Community AND the project directly benefits the population in that area • The project sponsor has adopted an equity and inclusion program plan, or has otherwise instituted equity focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure equity in the overall project delivery and implementation • The project includes comprehensive planning and policies to promote hiring of underrepresented populations including local and economic hiring preferences and investments in high-quality workforce development programs with supportive services, including labor-management programs, to help train, place, and retain people in good-paying jobs or registered apprenticeships • The project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation • The project includes new or improved walking and bicycling infrastructure, reduces automobile dependence, and improves access for people with disabilities and proactively incorporates Universal Design • The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities	The project sponsor includes new and/or greatly improved multimodal access across previously bifurcated disadvantaged neighborhoods and demonstrates how specifically the disadvantaged neighborhoods will be positively impacted, and how those improvements were as a result of intentional planning and public input.

Innovation Areas: Technology, Project Delivery, and Financing

Score	Criterion	Example
0	The project negatively impact innovation.	The project removes previously installed innovative technology.
1	The application does not contain enough information to assess whether the project results in innovation benefits	The project references the incorporation of innovative technologies but does not elaborate on the benefits of those technologies or demonstrate how those technologies align with USDOT's innovation principles.
2	The project results in innovation benefits matching one or more of the descriptions below, BUT innovation is not a primary project purpose, or the project does not otherwise meet the description of a "3" rating: • Deploy technologies, project delivery, or financing methods that are new or innovative to the applicant or community.	The project incorporates some or a limited amount of materials or construction processes that reduce GHGs. The project incorporates innovative technology that advances USDOT innovation goals and employs innovative project delivery methods that will accelerate delivery and achieve improved outcomes.

Score	Criterion	Example
3	Innovation is a primary purpose of the project AND the project results in clear and direct innovation benefits matching two or more of the descriptions below (benefits can be within the same area): *Innovative Technologies* • Enhance the environment for electric, connected, and automated vehicles to improve the detection, mitigation, and documentation of safety risks • Use low-carbon materials • Use caps, land bridges, or underdecks *Innovative Project Delivery* • 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* • Secure TIFIA, RRIF, or private activity bond financing • Use congestion pricing or other demand management strategies	The project incorporates a significant amount of materials or construction processes that reduce GHGs and will use practices to facilitate accelerated project delivery.

Economic Analysis Rating

Rating	Description
High	The project’s benefits will exceed its costs, with a benefit-cost ratio of at least 1.5
Medium-High	The project’s benefits will exceed its costs
Medium	The project’s benefits are likely to exceed its costs
Medium-Low	The project’s costs are likely to exceed its benefits
Low	The project’s costs will exceed its benefits

The Department will rely on quantitative, evidence-based, and data supported analysis.

Project Readiness Rating

Project Readiness Component Ratings

Rating	1	2	3
Technical Capacity Assessment	Uncertain: The team is not confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements.	Somewhat certain/unknown: The team is moderately confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements.	Certain: The Team is confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements.
Financial Completeness	Incomplete Funding: The project lacks full funding, or one or more Federal or non-Federal match sources are still uncertain as to whether they will be secured in tie to meet the projects construction schedule.	Partially complete/Appear Stable and Highly Likely to be Available: Project funding is not fully committed but appears highly likely to be secured in time to meet the project's construction schedule.	Complete, stable, and committed: The Project's Federal and non-Federal sources are fully committed and there is demonstrated funding available to cover contingency /cost increases.
Environmental Review and Permitting Risk	High Risk: The project has not completed or begun NEPA and there are known environmental, or litigation concerns associated with the project.	Moderate Risk: The project has not completed NEPA or secured necessary Federal permits, and it is uncertain whether they will be able to complete NEPA or secure necessary Federal permits in the time necessary to meet the project schedule.	Low Risk: The project has completed NEPA, or it is highly likely that NEPA can be completed and other environmental reviews in the time necessary to meet the project schedule.

Overall Rating for Project Readiness

Score	Overall Rating
All 3s	**High**
Two 3s, one 2	**Medium-High**
One 3, two 2s	**Medium**
All 2s	**Medium-Low**
Any 1s	**Low**

Geographic Diversity

- The Department will consider whether project is located in an Area of Persistent Poverty or a Historically Disadvantaged Community as found on the USDOT Climate and Economic Justice Screening Tool [Explore the map - Climate & Economic Justice Screening Tool (geoplatform.gov)]
- The Department will also consider whether the project is located in the following Federally designated areas:
    - Opportunity Zone
    - Empowerment Zone (HUD)
    - Promise Zones
    - Choice Neighborhoods
    - DOE's Energy Communities
    - USDA's Rural Partners Network
    - DOT Thriving Communities
- A project located in a Federally designated community development zone is more competitive than a similar project that is not located in one.

Overall Application Rating

Not Recommended

- Department determines the project does not meet one or more statutory requirements or additional information is required; or,
- The application receives a low rating in one or more of project outcome, economic analysis, or project readiness; or,
- Identified by the Senior Review Team to not be suitable based on its weakness within a project outcome area.

Recommended

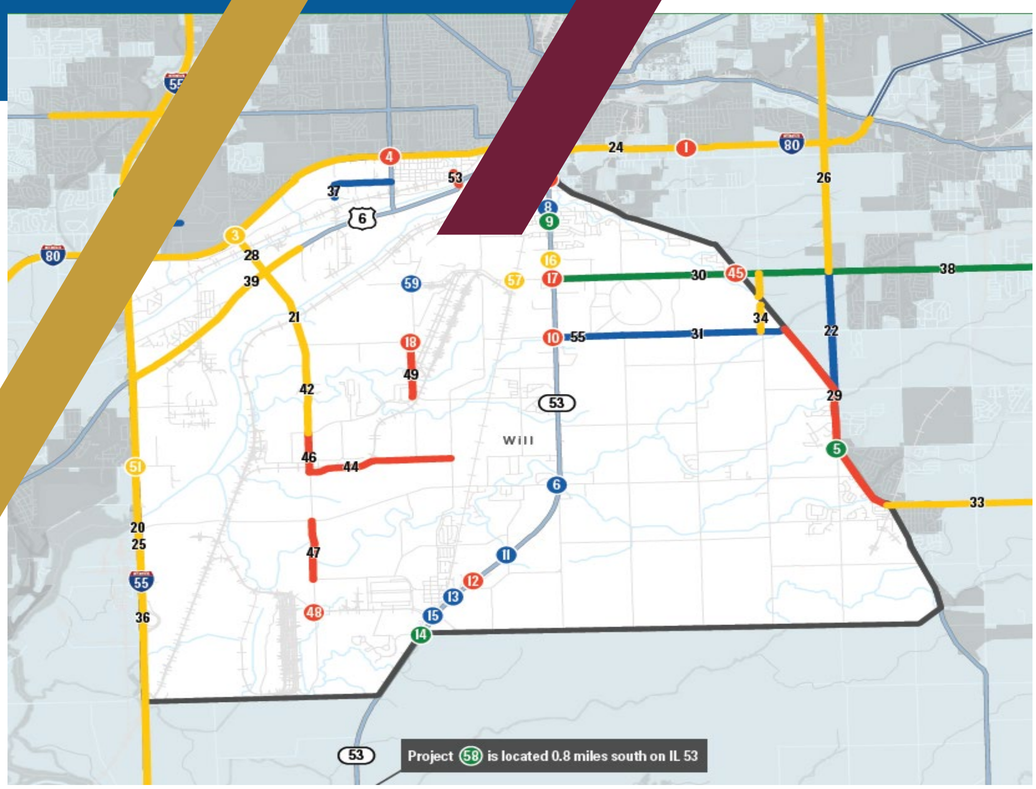
- Department determines the project meets all statutory requirements; and
- The project is not otherwise assigned a "Highly Recommended" or "Not Recommended" rating

Highly Recommended

- Department determines the project meets all statutory requirements and receives high ratings in all of project outcomes, eonomic analysis, and project readiness; or
- Meets all statutory requirements and is otherwise determined by the Senior Review Team to be an exemplary project of national or regional signficance that generates significant benefits in one of the the projet outome areas.

Intermodal Transportation Master Plan Federal Grants Strategy:

Strengthening Mobility and Revolutionizing Transportation (SMART)



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General FY 23 Grant Information

Due Date (Stage 1 only) .... October 10,2023
Award Date .... TBD
Funding Available (Total) .... $100 million
Stage 1 Funding Available via this NOFO .... $50 million
Large Communities 40%
Midsize Communities 30%
Rural Communities 30%

Size Limits

Minimum $250,000
Maximum $2,000,000

Maximum Federal Share

Maximum Federal Share for Stage 1 (Planning & Prototyping) 100%

Application Page Limit

Application narrative page limit (See Application Content for details) .... 7 pages

Deadlines

Obligation deadline .... NA
Expenditure deadline .... Expected Period of Performance is 18 months

NOFO and Website

NOFO: https://www.transportation.gov/grants/smart/fy23-smart-stage-1-notice-funding-opportunity-nofo
Website: https://www.transportation.gov/grants/SMART
Awards:
Next NOFO anticipated in Summer 2024

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Application Content Checklist

Content	Form	NOFO Section
Standard Forms	SF 424 – Application for Federal Assistance	D.2.i.
	SF 424A – Budget Information for Non-Construction Programs (Stage 1)	
	Certification Regarding Lobbying Form	
	SF-LLL Disclosure of Lobbying Activities	
Key Information Questions (see description)	Asked on USDOT's automated proposal website (ValidEval)	D.2.ii.
Project Narrative (see description)	No more than 7 pages	D.2.iii.
Appendices (see description)	No more than 16 pages	D.2.iv.

Key Information Questions

	Question	Instructions
1.	Project name	Concise, descriptive title for the project. This should be the same title used in SF 424 submission and application narrative – 100 characters or less
2.	Lead Applicant Entity Name	Consistent with SF 424
3.	Lead Applicant UEI	Must be current and not expired, in active status, not assigned status
4.	Eligible Applicant Type	See eligible applicants
5,	Was similar application submitted for FY 22 SMART grant?	If yes, include project title and name of lead applicant
6.	Was similar application submitted in the past 2 years, or do you anticipate a similar application will be submitted for funding in the coming year under any other USDOT discretionary grant programs?	If yes, include name of grant program, project title of similar grant application and name of the lead applicant Also indicate application status (Planned, Submitted, Selected, or Not Selected)
7.	Was Federal funding previously received for this project? Including other Federal agencies	If yes, indicate amount of Federal funding received and relevant grant number
8.	What organizations will be considered partners on this project?	List all critical project partners (eligible applicants, private sector, academia, nonprofits)
9.	Is this a collaborative application with each eligible applicant applying separately?	I yes, please indicate the organizational names of the other eligible applicant(s) collaborating across separate applications.
10.	Brief Project Description	Describe in plain language using no more than 200 words. The following format is recommended • One sentence on the problem to be solved • One sentence describing the planning and prototyping activity • One sentence on the anticipated impact of Stage 1 • One sentence on the potential Stage 2 activities Do not describe the project's benefits, background, or alignment with the selection criteria. A longer, narrative description will be provided in the project narrative. This field may be published by USDOT and should not contain classified, proprietary, or confidential information.
11.	Primary project location	Identify the primary location where the project will take place. If there is more than one location, please list additional locations in the next question.

		• If the project will be conducted in a specific city, cities, or town(s), indicate the primary location using City, State as the format • If your project will be conducted at the county, regional, or MPO-level please note the closest or more relevant City, State location and indicate that the project will be conducted at the county, regional, or MPO-level • If project will be conducted statewide, indicate the name of the State • If project will be conducted in a tribal community, note the closest or most relevant City, State location for the project or mapping purposes
12.	Other project locations	Identify any additional project locations, if applicable using same instructions as question 11 (City, State)
13.	What congressional district(s) is your project located in?	
14.	Size of community receiving the benefits	Indicate the size of the community that will primarily benefit from the project • Lare Community – Population not less than 400,000 • Midsized Community – Any community that is not a large or rural community • Rural Community – community located outside an urbanized area encompassing a population of not less than 50,000 people (see NOFO for reference) • Regional partnership – a partnership composed of 2 or more eligible applicants located in jurisdictions with a combined population that is equal to or greater than the population of any midsized city
15.	Is the project located (entirely or partially) in a Disadvantaged Community based on its location in a census tract as "disadvantaged" in the CEJST tool	Indicate yes, no, or statewide project. Only select Statewide project if it will not have specific project sites within a State
16.	If #15 is Yes, identify the relevant census tract(s) that contribute to this designation	Use the full census tract number identified in the CEJST tool
17.	Project cost: Amount requested	Total dollar amount requested rounded to the nearest dollar
18.	Project cost: Total project cost	Total project cost, including amount requested and other funding contributions
19.	Proposed duration of State 1 in months	May be up to 18 months
20.	Primary technology area	Select area with which project aligns: 1. Coordinated automation 2. Connected vehicles 3. Intelligent, sensor-based infrastructure 4. Systems integration

		5. Commerce, delivery, and logistics 6. Leveraging use of innovative aviation technology 7. Smart grid 8. Smart technology traffic signals
21.	Secondary Technology Area, if applicable	Same as #22. Applications are not rated on the number of technology areas, so only select ones that align with project
22.	Does the project relate to traffic, parking enforcement, or license plate reader activities?	Indicate Yes or No Note SMART grants shall not be used for any current or future of these activities
23.	Is an exemption, waiver, permit, or special permission required to conduct the proposed project?	If yes, indicate what must be obtained, please indicate the plan or process for obtaining this in the Project Narrative
24.	Jobs / Workforce Assessment	Do you anticipate that the technologies introduced in your project, if funded for a State 2 implementation grant, would affect the number and quality of jobs in your organization/agency? If yes, provide a thorough response of how the technology may impact the quantity and quality of jobs and plans to address potential changes including collective bargaining agreements, restructuring of jobs, and additional workforce training. If no, please explain why it would not affect the number or quality of jobs. This section should be 200 words or less
25.	Anticipated Stage 1 NEPA requirements	Explain anticipated NEPA class of action for Stage 1 as well as any anticipated environmental approvals and permits. If unsure, explain expected coordination to determine this if selected. This section should be 200 words or less
26.	Anticipated Stage 2 NEPA requirements	Explain anticipated NEPA class of action or Stage 2 as well as any anticipated environmental approvals and permits. If unsure explain any Stage 1 action planned to better understand environmental regulations associated with Stage 2. This section should be 200 words or less

Narrative

Narrative Section	Description	Page limit
Overview / Project Description	Clear, concise description of the project Real world issues Challenges to be addressed Proposed Technology(ies) to be used Desired outcomes for Stage 2 grant Address goals of SMART Grants Program How project improves upon the status quo	1 – 2 pages
Project Location	• Geographic area or jurisdiction the project serves • Community size (Large, midsize, rural, or regional partnership) • Whether project is located entirely or partially in a disadvantaged community using CEJEST • 2020 Census-designated urban area where located, if relevant	1 paragraph
Community Impact	• How project will provide and measure benefits to disadvantaged communities, if applicable • Description of how project aligns with Justice40 goals, if applicable • Outline of how project will accrue benefits to disadvantaged communities outside the specific project location • Potential negative externalities, who would experience them, and how they might be measured over time	1 paragraph
Technical Merit Overview	• Identification and understanding of the problem to be solved • Appropriateness of proposed solution • Expected benefits	2 pages
Project Readiness Overview	• Feasibility of workplan • Community engagement and partnerships • Leadership and qualifications	2 pages

Appendices

Appendix	Description	Page limit
I. Resumes	Abbreviated resumes of key individual involved in the project	3 pages each

II. Summary Budget Narrative	• Corresponds to and describes information in the SF-424A
	• All planned Stage 1 project costs and how they relate to the project scope
	• Describes how funds will be spent on the project, accounting or data and performance reporting
	• How different funding sources will share in each activity in dollars and percentages
	• Grouped into 3 categories
	  ○ Non-Federal
	  ○ SMART grant funds
	  ○ Other Federal
	• Should include travel costs that assume two in-person meetings in Washington D.C. for up to four (4) staff
	• Required budget narrative categories are
	  ○ Personnel – how calculated
	  ○ Fringe benefits – provide rate
	  ○ Travel – cost breakdown (number of trips, location, number of personnel, etc.)
	  ○ Equipment – tangible personal property with a per-unit cost of $5,000 or more
	  ○ Supplies – tangible personal property with per unit cost less than $5,000
	  ○ Contractual – any contractual support, if applicable
	  ○ Construction – any listed on SF-424C if applicable
	  ○ Other
	  ○ Indirect Charges – provide indirect cost calculations
		3 pages or less

III. Letters of Commitment	• Critical partners involved in the project • Reviewed for quality of commitment • Template available • Emailed to USDOT Office of Government Affairs with copy to smart@dot.gov • Addressed to U.S. Secretary of Transportation	2 pages per letter 10 pages total for Appendix
IV. Project location file	• Acceptable file types include Shapefile, GEOJSON, or KML/KMZ • All geographic locations under consideration for the project • See NOFO for suggested approach	

Eligibility Requirements

Eligible Applicants

- State
- Political subdivision of a State
- Federally recognized Tribal government
- Public transit agency or authority
- Public toll authority
- MPO
- Group of 2 or more eligible entities
- Collaborative application
  - Each organization must submit an individual application
  - Each individual application will be evaluated on its own merits
  - May inlude any type of eligible applicant

Eligible Activities (Must demonstrate at least one that is listed)

Technology Area	Definition
Coordinated Automation	Use of automated transportation and autonomous vehicles while working to minimize the impact on the accessibility of an other user group or mode of travel
Connected Vehicles	Vehicles that send and receive information regarding vehicle movements in the network and use vehicle-to-vehicle and vehicle-to-everything communications to provide advanced and reliable connectivity
Intelligent, Sensor-Based Infrastructure	Deployment and use of a collective intelligent infrastructure that allows sensors to collect and report real-time data to inform everyday transportation-related operations and performance
Systems Integration	Integration ITS with other existing systems and other advance transportation technologies
Commerce Delivery and Logistics	Innovative data and technological solutions supporting efficient goods movement to improve on-time pickup and delivery, improve travel time reliability, reduce fuel consumption and emissions, and reduce labor and vehicle maintenance costs (e.g., vehicle probe data, road weather data, GPS)
Leveraging use of Innovative Aviation Technology	Levering the use of innovative aviation technologies, such as unmanned aircraft systems, to support transportation safety and efficiencies, including traffic monitoring and infrastructure inspection
Smart Grid	Developing a programmable and efficient energy transmission and distribution system to support the adoption or expansion of energy capture, electric vehicle deployment, or freight or commercial fleet fuel efficiency
Smart Technology Traffic Signals	Improving the active management and functioning of traffic signals, including through: • Use of automated traffic signal performance measures • Implementing strategies, activities, and projects that support active management of traffic signal operations, including through optimization of corridor timing, improved vehicle, pedestrian, and bicycle detection at traffic signals, or the use of connected vehicle technologies • Replacement of outdated traffic signals OR • For an eligible applicant serving a population of less than 500,000, paying the costs of temporary staffing hours dedicated to updating traffic signal technology

Projects must comply with relevant Federal, state, and local laws and regulations to be eligible. Applicants are responsible for understanding the relevant requirements. The equipping or retrofitting motor vehicles with additional technologies are only eligible if the vehicles are publicly owned, leased, or used in a contracted service and must comply with all applicable Federal Motor Vehicle Safety Standards and Federal Motor Carrier Safety Regulations.

If an exemption, waiver, permit, or other special permission is required in order to conduct the proposed project, it will strengthen a Stage 1 application if the applicant can affirm that it has already received such permission. Stage 2 applicants will be required to obtain the necessary exemptions, waivers, permits, or special permissions before submitting an application and provide such affirmation.

Eligible Costs

Eligible	Not Eligible
• Planning • Feasibility analysis • Revenue forecasting • Environmental review • Permitting • Preliminary engineering and design work • Systems development or IT work • Acquisition of real property • Construction • Reconstruction • Rehabilitation • Replacement • Environmental mitigation • Construction contingencies • Acquisition of equipment, including vehicles	• Reimbursements for any pre-award costs • Reimbursements for any application preparation costs of the SMART grant application • Traffic or parking enforcement activity **OR** • Purchase or lease of a license plate reader

Evaluation and Selection Process

Eligibility Review

- Meets eligibility requirements - applicant, project, and costs
- Timeliness
- Completeness

Technical Review Team

- Technical Merit review
- Project readiness review

Senior Review Team (SRT)

- All Highly Recommended and selected Recommended included in list of Applications for Consideration
- Ensure split of Highly Recommended for large, midsize, and rural communities
- Recommended projects can be added until a sufficient number of applications are on the list to ensure all legislative requirements and program objectives can be met
- Diversity of technology will also be considered

Secretary's Review

- Receives list of Applications for Consideration and list of all eligible applicants from SRT
- SRT may make recommendations for reduced or increase awards
- Secretary makes the final selections
- Consider geographic diversity
- Balancing needs of large, midsize, and rural communities
- Benefits to disadvantaged communities

Criteria Ratings

High	Medium	Low	Non-Responsive
• Application is substantively and comprehensively responsive to the criterion • Application makes a strong case about advancing the program goals as described in criterion descriptions	• Application is moderately responsive to the criterion • Application makes a moderate case about advancing the program goals as described in the criterion descriptions	• Application is minimally responsive to the criterion • Application makes a weak case about advancing the program goals as described in the criterion descriptions	• Application is counter to the criterion • Application does not contain sufficient information • Application does not advance or may negatively impact criterion goals

Overall Application Merit Rating

Only Highly Recommended and Recommended applications will be considered.

Statutory Prioritization Characteristics

Fit, scale, and adoption

- Right-sized solution to population density and demographics, system and community attributes, and transportation system needs
- Capable of being integrated with existing transportation systems
- Leverages technologies in repeatable ways that can be scaled

Data sharing, cybersecurity, and privacy

- Promote public and private sharing of data and best practices
- Use of open platforms and open data formats
- Technology neutral requirements and interoperability
- Promote industry best practices regarding cybersecurity and technology standards
- Safeguards individual privacy

Workorce development

- Promote skilled and inclusive workforce

Measurement and validation

- Allow for measurement and validation of cost savings and performance improvements associate with installation and use of smart city/community technologies and practices

Technical Merit Criteria

Identification and Understanding of Real World Problem to be Solved

- Applicant demonstrates a thorough understanding of existing conditions
- Proposed solution addresses a documented and critical problem or need

Appropriateness of Proposed Solution

- Technologies proposed are sufficiently developed such that there is good reason to anticipate public benefits from their use
- Proposed solution is repeatable and could rapidly be scaled
- Proposed solution represents a demonstrable improvement over the status quo
- Proposed solution is appropriate for the location's population density and existing transportation system, including public transportation

Expected Benefits

- Application clearly explains rationale for expecting the proposed project will use advanced data, technology, and applications to provide significant benefits in alignment with Departmental and Program Priorities (see below).

Departmental Priorities

- Safety
- Climate Change and Sustainability
- Equity and the Justice40 Initiative
- Workforce Development, Job Quality, and Wealth Creation

SMART Grant Program Priorities

- Safety and reliability
- Resiliency
- Equity and access
- Climate
- Partnerships
- Inetgration

Project Readiness Selection Criteria

Feasibility of Work Plan	Community Engagement / Partnerships	Leadership and Qualifications
• Clearly describe a thorough and realistic workplan and timeline and demonstrate ability to complete the project in the proposed period of performance • Identify and understand legal, policy, and regulatory requirements and identify and account for any relevant exemptions, waivers, permits, or special permissions required to conduct the project • Identify ways to measure and validate project's expected benefits and community impacts, as well as performance improvements and cost savings • Describe how project will use training and education programs and activities to meet workforce capacity needs and promote inclusion • Describe an appropriate and reasonable budget • Identify necessary planning and engagement activities that, as projects are fully implemented during Stage 2, will ensure high-quality job creation and/or provide workforce opportunities to historically underrepresented groups • Demonstrate that performance measures can be evaluated quantitatively to measure / validate expected benefits, including identification of existing or new data bases	• Demonstrate a community-centered approach that includes meaningful, continuous, accessible engagement with a diverse group of public and private stakeholders. Articulate strategies to provide access to persons with disabilities and limited English proficient individuals and conduct meaningful public involvement throughout the project's lifecycle • Show plans to build sustainable partnerships across sectors and jurisdictions and collaborate with industry, academia, and nonprofits, such as community, workforce development, and labor organizations • Engage relevant private sector stakeholders and technical experts and elicit their perspective on implementation • Establish commitment of one or more key partner(s), if relevant, as identified in the project narrative including a Letter of Commitment submitted as an attachment	• Demonstrate relevant and necessary technical epertise of the project team • Detail relevant experience of leadership in managing multi-stakeholder projects • Show continuity of committed leadership and the applicant's functional capacity to carry out the proposed project, and where applicable, to maintain and operate the project after implemented

Additional Selection Consideration

Benefits to Disadvantaged Communities

1. Address environmental justice (EJ), particularly for communities that disproportionally experience climate change-related consequences. EJ as defined by EO 14096, is the just treatment and meaningful involvement of all people regardless of income, race, color, national origin, Tribal affiliation or disability in agency decision-making and other Federal activities that affect human health and the environment so that people:
    a. Are fully protected from disproportionate and adverse human health and environmental effects and hazards, including those related to climate change, the cumulative impact of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and
    b. Have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, row, worship, and engage in cultural subsistence practices
2. Target at least 40% of resources and benefits towards disadvantaged communities, including low-income communities, those underserved by affordable transportation, or overburdened communities.
3. Applicants must use the CEJST tool and are encouraged to use the USDOT Equitable Transportation Community (ETC) Explorer tool to support the project narrative.

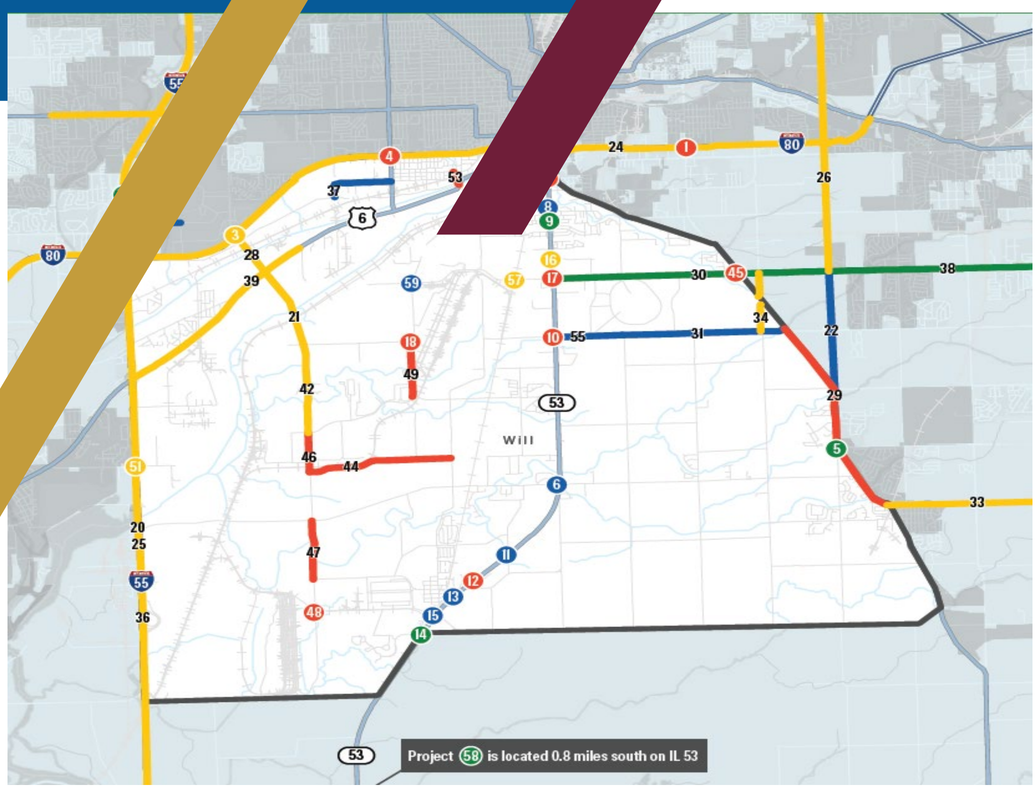
Administrative and National Policy Requirements

Requirement	Description
Critical Infrastructure Security, Cybersecurity, and Resilience	Each applicant must demonstrate prior to signing the grant agreement an effort to consider and address physical and cybersecurity risks relevant to the transportation mode and type and scale of activities
Prohibited Telecommunications Equipment and Services	Grant funds cannot be obligated or expended to procure or obtain, extend, or renew a contract to procure or obtain, or enter into a contract (or extend or renew a contract) to procure or obtain equipment, services, or systems that use covered telecommunications equipment or services as a substantial or essential component of any system or as part of any system Covered equipment/services are described in the NOFO Section F.2.ii.
Domestic Preference	Infrastructure projects are subject to Build America, Buy America as clarified in OMB Memorandum M-22-11
Civil Rights and Title VI	Demonstrate that there is a plan for compliance with civil rights obligations and non-discrimination laws including Title VI and implementing regulations, ADA, and Section 504 of the Rehabilitation Act. Should include a completed Community Participation Plan and a plan to address any legacy infrastructure of facilities that are not compliant with ADA standards
NEPA	Compliance with NEPA and CEQ implementing regulations
Federal Contract Compliance	As a condition of grant award and consistent with EO 11246, EEO, all Federally assisted contractors are required to make a good faith effort to meet goal of 6.9% of construction project hours being performed by women and based on geography, works hours for work being performed by people of color as well as affirmative action obligations to include an aspirational employment goal of 7% workers with disabilities. If required, must participate in the OFCCP Mega Construction Project Program

Reporting	• Progress reporting on Grant Activity using SF-PPR and SF-425 on a quarterly basis and data collection • Evaluation and Data Management Plan – recipients and subrecipients are required to incorporate program evaluation including associated data collection activities, from the outset of their program design and implementation to meaningfully document and measure progress towards meeting agency priority goals. • Implementation Report ○ Per IIJA requirements recipients must submit implementation reports that describe deployment and operational costs as compared to benefits and savings See NOFO Section F.2.iii. • Performance and Program evaluation – may be required to participate in an evaluation by USDOT or other agency/partner including must make records available to evaluation contractor, provide access to program records, and any other relevant documents to calculate costs and benefits, and in the case of an impact analysis, facilitate access to relevant information as required, and follow evaluation procedures as specified • Reporting of Matters related to integrity and performance if grants, procurements, cooperative agreements from ALL Federal awarding agencies exceed $10 million for any period of time during the period of performance, applicant must maintain the currency of information reported to the SAM in the designated system. See NOFO Section F.2.v. • Knowledge transfer activities – USDOT will coordinate various activities including webinars, peer exchanges or attendance at conferences and meetings. Recipients will share status updates and technical knowledge and exchange information about their progress, challenges, and lessons learned

Intermodal Transportation
Master Plan
Federal Grants Strategy:

Safe Streets and Roads for All
(SS4A)



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General FY 23 Grant Information

Due Date .... July 10, 2023
Awards Announced Planning & Demonstration Grants .... October 27, 2023
Awards Announced Implementation Grants .... Anticipated December 2023
Amount Available .... $1.177 billion
FY 24 Anticipated NOFO Date .... February 2024

Size Limits

Planning & Demonstration Minimum $100,000
Planning & Demonstration Maximum .... $10 million
Implementation Minimum .... $2.5 million
Implementation Maximum .... $25 million

Maximum Federal Share

Maximum Federal Share 80%

Application and Page Limits

Application limit .... 1 per jurisdiction*
Application narrative page limit

- **Planning & Demonstration .... 2 pages plus Key Information Table**
- **Implementation .... 12 pages plus Key Information Table**

***An eligible applicant may only apply for a Planning & Demonstration grant *OR* an Implementation grant.*

Deadlines

FY 23 Funds
Obligation deadline ....
Expenditure deadline .... Within 5 years of Grant Agreement

NOFO and Website

NOFO: https://www.grants.gov/search-results-detail/347207
Website: https://www.transportation.gov/grants/SS4A
Awards: 2023 SS4A Awards | US Department of Transportation
Next Anticipated NOFO February 2024

NOTE: Applicant must be registered in SAM, have a Unique Entity Identifier, create username and password in Grants.gov, have a designated Point of Contact and Authorized Org. Rep in www.Grants.gov. This process can take several weeks to complete, and it is up to the applicant to comply.

Application Content Checklist

Information	NOFO Section	Planning & Demonstration	Implementation
SF-424	**D.2.i. and D.2.ii.**	√	√
SF-424A/B for non-construction	**D.2.i.**	√	
SF-424C/D for construction	**D.2.ii.**		√
Grants.gov Lobbying Form	**D.2.i. and D.2.ii.**	√	√
Key Information Table	**D.2.i. and D.2.ii.**	√	√
Project Narrative	**D.2.i. and D.2.ii.a.**	√	√
Self-Certification Eligibility Worksheet	**D.2.i. and D.2.ii.b.**	√	√
Map	**D.2.i.**	√	
Budget	**D.2.i. and D.2.ii.c.**	√	√

Project Narrative Content

Planning & Demonstration (2 page limit)

- Planning and Demonstration seletion criteria
- Demonstration activities - provide brief schedule
  - Potential timeline implications of meeting Section F requirements (Domestic preference/waivers, NEPA, Permitting, etc.)

Implementation (12 page limit)

- Overview
- Location
- Response to Selection Criteria
- Project Readiness

Eligibility Requirements

Eligible Applicants

- MPO
- Political subdivision of a State or territory
- Federally recognized Tribal government
- Multijurisdictional group of eligible entities

Eligible applicant for Implementation Grants must also meet at least one of the following conditions

1. Have ownership and/or maintenance responsibilities over a roadway network
2. Have safety responsibilities that affect roadways
3. Have agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction

Eligible Activities and Eligibility Requirements

Planning & Demonstration Grants	Implementation Projects

• Develop new Safety Action Plan - must include all relevant road users and be at a broad, systemic geographic level
• Conduct supplemental planning to update an existing action plan
• Carry out demonstration activities to inform the development of or update to an Action Plan
 	
• If a higher-jurisdiction has an existing plan in place, the jurisdiction can apply for supplemental planning and/or demonstration activities without their own plan as long as:
  • The higher-level action plan covers the geographic boundaries of the applicant
  • Proposed activities are coordinated with the higher-level jurisdiction and the coordination is documented
  • Proposed activities will inform the higher-level jurisdiction's Action Plan
	• Applicant must have an existing compliant Comprehensive Safety Action Plan
	• Existing plan must be focused at least in part on the applicant's roadway network
	• Conducting supplemental planning, design, and development activities for projects and strategies identified in an Action Plan
	• Carrying out projects and strategies identified in an Action Plan
	• Projects must be infrastructure, behavioral, or operational that are directly related to and address identified safety problems - equity must be in the foundation of the project

Require Components a Compliant Action Plan can be found in Table 1 in the NOFO. The required components include:

- Leadership commitment and goal setting
- Planning structure in place
- Safety analysis
- Engagement and collaboration
- Equity considerations
- Policy and process changes
- Strategy and project selections
- Progress and transparency

Evaluation and Selection Process

Planning and Demonstration Grants

Technical Review Team

- Eligible applications received by the deadline will be reviewed based on Merit Criteria
- Applications will be rated numerically based on Merit Criteria #1 Safety and #
- 2 Equity
- Criterion #3, Additional Safety Context will be reviewed and rated High, Medium, Low, or Not Qualified
- A not qualified rating will not be considered for award
- Categorize applications by Planning, Demonstration or Implementation
- Identify if applicantis requesting funds in a geographic area that received an FY 22 grant to determine if it is duplicative, which DOT may require to consolidate or DOT can decline to fund duplicative applications

Senior Review Team

- Consult with the Secretary as requested to make determinations

Secretary

- Review three quantitative criteria ratings
- Review Additional Safety Context rating
- Select projects most advantageous to U.S. Government''s interest

Implementation Grants

Evaluation Team

- Timeliness and Eligibility reviw
- Review and rate four merit criteria
- Rate overall application as Highly Recommended, Recommended, Acceptable, or Not Recommended based on a consensus discussion
- Selection criteria are considered in numeric order from most important to least important
- If application includes supplemental planning and/or demonstration activities, it will also be rated for the Additional Safety Context criterion
- Quantitative Key Information Table data will be reviewed but not affect Overall Rating for Implementation only applications

Senior Review Team

- All Highly Recommended applications will be included in a list of Applications for Consideration
- SRT will also review all Highly Recommended applications that receive an Unlikely project readiness rating and either remove application from consideration or recommend a reduced scope
- SRT may review Recommended applications and set a threshold based on percentage of funds that will be spent in locations with underserved communities, applications at or above the established threshold will be included in list of Applications for Consideration
- SRT may include applications with supplemental planning and/or demonstration activies that receive a High rating for the Addtional Safety Context criterion

Secretary

- Makes final project selections
- Projects that best address the program requirements and are most worthy of funding

Key Information Table

Planning Grants

Title	Instructions
Lead Applicant Name	Consistent with Q. 8.a. of the SF-424
Lead Applicant Unique Entity Identifier (UEI)	Obtained from Sam.gov (See Section D.3. of NOFO)
Eligible Entity Type	
Do you have additional applicants as part of a multijurisdictional group or eligible entities?	List of additional applicants
Total Applicant Jurisdiction Population	2020 U.S. Census American Community Survey
Total Applicant Jurisdiction Census Tracts	List all the Census Tracts covered by the jurisdiction
Census Tracts of any pilot or demonstration project (if applicable)	Census tracts where pilot or demonstration projects would take place
Total Count Motor-Vehicle Involved Roadway Fatalities that includes the last 5 years of data made available in FARS during the NOFO period	From the Fatality Analysis Reporting Systems (FARS)for applicant jurisdiction Use 2016-2020 data: or if available, 2017 -2021
Total Average Annual Fatality Rate per 100k population	Calculated using the 5-year annual average from the total count based on FARS data, divided by the population of the applicant's jurisdiction as above
Total Percent of Population in Underserved Communities Census tract(s)	Population I underserved communities should be a percentage obtained by dividing the population living in Census tracts with underserved communities designation divided by total population
Project Title	A concise, descriptive title for the project that is the same as that used in the SF-424 and narrative
Application Type (select all that apply)	1. Develop new Action Plan 2. Conduct supplemental planning to update an Action Plan 3. Demonstration Activities to inform development of an Action Plan

Description of Supplemental Planning and Demonstration Activities, if relevant	See Section A.2.i.
Total Federal Funding Request	Must be whole number (no cents)
Total Local Share / Match	Must be equal to, or greater than, 20% of total cost
Total Project Cost	Sum of total federal funding request and total local share/match
Regional Coordination	Question on your application in relation to overlapping jurisdictions that received an award in FY 22 or are applying for a FY 23 grant

Implementation Grants

Title	Instructions
Lead Applicant Name	Consistent with Q. 8.a. of the SF-424
Lead Applicant Unique Entity Identifier (UEI)	Obtained from Sam.gov (See Section D.3. of NOFO)
Eligible Entity Type	
Do you have additional applicants as part of a multijurisdictional group or eligible entities?	List of additional applicants
Total Applicant Jurisdiction Population	2020 U.S. Census American Community Survey
Total Applicant Jurisdiction Census Tracts	List all the Census Tracts covered by the jurisdiction
Census Tracts of any pilot or demonstration project (if applicable)	Census tracts where pilot or demonstration projects would take place
Total Count Motor-Vehicle Involved Roadway Fatalities that includes the last 5 years of data made available in FARS during the NOFO period	From the Fatality Analysis Reporting Systems (FARS)for applicant jurisdiction Use 2016-2020 data; or if available, 2017 -2021
Total Average Annual Fatality Rate per 100k population	Calculated using the 5-year annual average from the total count based on FARS data, divided by the population of the applicant's jurisdiction as above
Census Tract(s) of the project(s)	Census tracts where the project would take place
Specific project location(s)	Names of corridors or intersections, latitude/longitude coordinates, or other description of project limits
Total Percent of Population in Underserved Communities Census tract(s)	Population I underserved communities should be a percentage obtained by dividing the population living in Census tracts with an underserved communities designation divided by total population

Project Area Fatalities 2017-2021	May use source other than FARS
Project Area Serious Injuries 2017 – 2021 OR Project Area Injuries Severity Unknown 2017 – 2021	Applicants without reliable serious injury data may use suspected serious injury data. Please cite source
Project Title	A concise, descriptive title for the project that is the same as that used in the SF-424 and narrative
Project Goals	One sentence summary of the safety problem(s) the project will address
Applicant roadway safety responsibility (select all that apply)	1. Roadway and/or maintenance responsibilities over roadway network 2. Safety responsibilities that affect roadways 3. Have an agreement from agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction
Primary Project Purpose (select one)	• Infrastructure projects and strategies • Behavioral project and strategies • Operational or technology projects and strategies
Roadway users that this project will significantly benefit (check all that apply)	• Pedestrians • Bicyclists • Micromobility users • Transit users • Commercial motor vehicles • Motorists • EMS • Other (please specify)
Does this project include major construction, minor construction, or both?	• Major construction projects • Minor construction projects • Neither major nor minor construction projects
Does your project include Demonstration Activities	See Section A.2.i. of NOFO
Would you consider accepting funding for only demonstration activities and/or supplemental planning?	Yes, no, or N/A
Total Federal Funding Request	Must be whole number (no cents)
Total Local Share / Match	Must be equal to, or greater than, 20% of total cost

Total Project Cost	Sum of total federal funding request and total local share/match
Total Federal Funds allocated to Underserved Communities	Funds to be spent in Census tracts identified as underserved through the DOT Equitable Transportation Community Explorer tool
Supplemental Planning Activities Federal Funding request	
Supplemental Planning Activities Total Project Costs	
Planning, Design, and Development Activities for Projects/Strategies Federal Funding Request	
Planning, Design, and Development Activities for Projects/Strategies Total Project Costs	
Carrying out projects and Strategies Federal Funding Request	
Carrying out Projects and Strategies Total Project Costs	
Existing Comprehensive Safety Action Plan (or equivalent)	Provide link or attachment

Selection Criteria

Criteria	Planning Grant	Implementation Grant
Safety Impact	√	√
Equity	√	
Safety Context	√	
Equity, Engagement and Collaboration		√
Effective Practices and Strategies		√
Other DOT Strategic Goals		√
Supplemental Planning & Demonstration Activities		√

Selection Considerations

Considerations	Planning Grant	Implementation Grant
Budget Costs	√	
Project Readiness		√
Percentage spent in underserved communities		√
Rural area		√
Priority Community in Thriving Communities Network		√
Geographic Diversity		√
Federal Funding under $10 million		√

Project Merit Criteria

Planning Grants

Safety Impact	Equity	Additional Safety Context

• Count of roadway fatalities from most recent 5 year data based on FARS or similar dataset
• Fatality rate per 100,000 persons
	• Percentage of population in the jurisdiction residing in an underserved community census tract (2020)	• Describes scope of work and roadway safety issues that necessitate the Action Plan
		• How funded activities will inform plan and support identification of projects and strategies that:
		  • Lead to signficant reduction or elimination of roadway fatalities / serious injuries
		  • Employ low cost, high-impact strategies
		  • Involve engaging with a variety of public/private stakeholders
		  • Adopt innovative techologies to promote safety and equity
		  • Evidence-based or build evidence around what works

Additional Safety Context Rating Methodology

High	**Medium**	Low	Non-Responsive
Very responsive to criteria and expected to advance safety planning	Responsive to the criteria and is performing safety planning activities	Minimally responsive to the criteria.	Indicates proposal is counter to the criteria or does not contain sufficient information
Narrative has clear descriptions of the work scope and the roadway safety problem to be addressed.	Narrative has descriptions of the work scope and the roadway safety problem to be addressed		
Proposed approach will strongly inform an Action Plan	Proposed approach will inform an Action Plan	Proposed approach is weakly tied to an Action Plan	Proposed approach is not connected to an Action Plan
Demonstration Activities			
Activities likely to be put into place within 18 months	Activities have a possibility of being put into place within 18 months	It is unclear if activities can be put into place within 18 months	No timeline schedule is provided
Narrative clearly describes how activities will be measured/evaluated	Narrative describes how activities will be measured/evaluated	Narrative provides minimal detail on how activities will be measured/evaluated	Details on how activities will be measured/evaluated are not included

Additional Consideration

Budget costs – reasonable, necessary, and allocable

Implementation Grants

#1 Safety Impact

Description of Safety Problem	Safety Impact Assessment Extent to which projects/strategies	Implementation Costs
•Safety problem described including historical trends, fatal and serious injury crash locations, contributing factors, and crash types by category of road user •Crashes and/or crash risk are displayed in a High-Injury Network, hot spot analysis or similar geospatial risk visualization •Project and strategy locations are described in relation to the High-Injury Network and geospatial information •Safety risk is summarized from risk models hazard analysis, identification of high-risk roadway features, road safety audits, near miss data, and/or other proactive safety analsyes	•Align with and comprehensively address safety problem •Primarily on a High-Injury Netork or address high-risk roadway features correlated with severe crash types •Signficantly reduce or eliminate roadway fatalities/serious injuries involving various users •Use low-cost, high-impact strategies and projects over a wide geographical area •Use evidence-based, proven safety countermeasures •Use evidence-based countermeasures that work with four or five stars to address persistent behavioral safety issues and consider equity in implementation •Meausre impact through models, studies, reports, proven practices, Crash Modification Factors, and other information on effectiveness •Will have safety benefits that persist over time	•Costs are itemized and summarized in a logical manner including capital costs for infrastructure, behavioral and operational safety improvements •Fund locations with past traffic fatalities and seirous injuries and is expected to prevent fatalities/serious injuries per funds requested •Injuries will be weighted and combined with fatalitites to assess this figure in relation to the Federal Funding request

Rating Methodology

	High	**Medium**	Low	Non-Responsive
Description of Safety Problem	Demonstrates proposal is addressing a substantial safety problem	Demonstrates proposal is addressing an existing safety problem	Demonstrates proposal is addressing a safety problem more minor in scope	Narrative and supporting information do not address a safety problem
	Narrative is well articulated and is strongly supported by data and analysis	Narrative articulates the description is generally supported by data and analysis	Narrative is not well-articulated and supporting data and analysis are limited	
	Narrative links specific safety problem to relevant historical data at intervention locations and describes whether locations are on their High-Injury Network or equivalent	Narrative links specific safety problem to relevant historical data and refers to the High-Injury Network or equivalent	Narrative provides an overall connection between the safety problem and the jurisdiction's historical data	
Safety Impact	Projects and strategies have comprehensively addressed the safety problem	Projects and strategies address the safety problem	Projects and strategies address the safety problem to a limited degree	Projects and strategies do not address the safety problem
	Projects and strategies proposed are highly effective, based on evidence use a systemic approach, are mostly on a High-Injury Network, and have benefits that persist over time	Most of the projects and strategies proposed are effective measures, based on evidence, use a systemic approach, are at least partially on a High-Injury Network, and have benefits that persist over time	Some or none of the projects and strategies proposed are effective measures, based on evidence, use a systemic approach or have benefits that persist over time	Details on how activities will be measured/evaluated are not included

Implementation Costs	Costs are clearly articulated, well-summarized and reasonable	Costs are summarized and appear to be reasonable	Costs are not well-articulated or missing key details, and it is uncertain whether the costs are reasonable.	Cost information and/or fatality / serious injury information at the location level are not provided
	Projects and strategies address locations that have many historical fatalities/serious injuries, and are expected to prevent a significant number of fatalities and serious injuries per funds requested	Projects and strategies address locations that have some historical fatalities/serious injuries, and are expected to prevent some fatalities/serious injuries per funds requested	Projects and strategies address locations that have very few to no historical fatalities/serious injuries and may have minimal impact	

#2 Equity, Engagement and Collaboration

Supports legislative requirements to assess extent to which application ensures equitable investment in safety needs of underserved communities and demonstrates engagement

- Ensure equitable investment in underserved communities in preventing roadway fatalities/serious injuries, including rural communities
- Designed to decrease existing disparities identified through equity analysis
- Consider key population groups to ensure impact to these groups is understood and addressed
- Include equity analysis, both quantitative and qualitative, and stakeholder engagement in underserved communities as part of development and implementation process
- Include meaningful engagement including public involvement, community benefit agreements, and relevant stakeholders
- Leverage partnerships within the jurisdiction
- Inform representatives from areas impacted on implementation progress and meaningfully engage over time to evaluate the impact of projects/strategies
- Align with equity analysis peformed as part of the development of an existing Action Plan

#3 Effective Practices and Strategies

DOT will assess the extent to which the application demonstrates how it applies policies, guidelines, standards, and practices to promote systemic safety improvements. DOT will assess the extent to which projects and strategies reflect effective safety practices that:

- Demonstrate how updated policies, guidelines, and standards improve safety decision-making
- Are supported by an existing Complete Streets Policy
- Incorporate practices that promote efficiency within planning and road management lifecycle
- Consider impact of land use and the built environment to promote transportation efficient design
- Leverage a Safe System Approach that uses multiple activities and interventions
- Encompass at least 3 of the 5 Safe System Approach elements in the National Roadway Safety Strategy
- Include a mix of infrastructure, behavioral, operational, and/or post-crash safety activities
- Involve widely implemented improvements based on high-risk roadway features correlated with particularly severe crash types
- Incoporates technologies that promote safety and/or equity
- Improve safety for all road users by providing accessible facilities and correcting barriers to persons with disabilities
- Improve multimodal networks for people outside a motor vehicle

Other DOT Strategic Goals

Climate and Sustainability	Economic Competitiveness	Workforce
The extent to which the proposal is expected to do the following in each category		
Reduce motor vehicle-related pollution such as GHGs	Lead to increased economic or business activity due to enhanced safety features for all roadway users	For skilled construction labor needed on the project, incorporate strong labor standards (e.g., above prevailing wage, PLAs, registered apprenticeship programs, etc.)
Increase safety of lower-carbon travel modes such as public transit, micromobility, and active transportation	Increase mobility and expand connectivity for all road users to critical community services, especially for people in underserved communities	For non-construction work on the project, commit to supporting training opportunities as part of the project including pre-apprenticeship or apprenticeship readiness programs and youth service
Improve multimodal transportation systems that incorporate affordable transportation options	Address the unique challenges rural and Tribal communities face related to mobility and economic development, including isolation and transportation cost burden	Track and publish aggregate workforce data, including information on demonstrating that employment opportunities are available to historically underserved workers
Reduce lifecycle GHGs from project materials		Include local inclusive economic development and entrepreneurship such as utilization of DBEs, MBEs, WBEs and /or 8(a) firms
Support fiscally responsible land use and transportation efficient design		
Includes evidence-based climate resilience measures or features such as enhanced storm water management practices, Federal Flood Risk Management Standard, and nature-based solutions		

Other Criteria Rating Methodology

(Equity/Engagement/Collaboration, Effective Practices, Other DOT Goals)

High	**Medium**	Low	Non-Responsive
Application is substantively responsive to the criteria with clear, direct, and logical narrative with compelling specific details as well as quantified or illustrative examples	Application is moderately responsive to the criteria with mostly clear, direct, and logical narrative with some details and examples	Application is minimally responsive to the criteria and is somewhat addressed in the narrative with general information.	Narrative indicates proposal is counter to the criteria or does not contain sufficient information

Supplemental Planning and Demonstration Activities

ONLY if supplemental planning and/or demonstration activities are included in the application. DOT will assess:

- Applicant describes scope of supplemental planning/demonstration work
- Roadway Safety issues necessitate further Action Plan Development
- How funded activities will inform the Action Plan and support the identification of projects and strategies that will:
  - Lead to a sigficant reduction or elimination of roadway fatalities/serious injuries involving various roadway users
  - Employ low-cost, high-impact strategies that can improve safety over a wider geographical area
  - Involve engaging with a variety of public and private stakeholders
  - Adopt innovative technologies to promote safety and equity
  - Be evidence-based or build evidence around what works
  - Desciprtion of how applicants will meausre potential benefits through data collection and evaluation
  - Extent to which activities will be set up within 18 months of executing a grant agreement

Project Readiness

Focus is on the extent to which the applicant will be able to substantially execute and complete the full scope of work in the Implementation Grant within 5 years of grant execution. This includes:

Documentation of all applicable local, State, and Federal requirements

Information on activity schedule, required permits and approvals, NEPA class of action and status, STIP and TIP status, public involvement, ROW acquisition plans, procurement schedules, multi-party agreements, utility relocation plan, and risk / mitigation strategies, as appropriate

Reasonably expected to begin any construction-related projects in a timely manner consistent with all applicable requirements

Project Readiness Rating Methodology

Likely	Unlikely
Based on information provided and the proposed scope of projects and strategies, it is likely the applicant can complete all projects and strategies within a five-year time horizon	Based on information provided and proposed scope of projects and strategies, it is uncertain whether applicant can complete all projects and strategies within a five-year time horizon
Applicant provides information on NEPA status, utility relocation, and ROW acquisition	Application is missing information on NEPA status and whether utility relocation and/or ROW acquisition is required

Additional Considerations

Percentage of funds spent in, and provide safety benefits to, locations in Cenesus tracts designated as underserved communities as defined

Whether applicant is in a rural area

Whether applicant is identified as a priority community within the Federal Thriving Communities Network

Geographic diversity

Federal funding requests under $10 million

Overall Ratings for Implementation Grants

Selection criteria are considered in priority order as follows:

1. Safety Impact
2. Equity, Engagement, and Collaboration
3. Effective Practices and Strategies
4. Other DOT Strategic Goals

Applications will receive an overall rating as follows:

Highly Recommended	Recommended	Acceptable	Not Rceommended

Administrative and National Policy Requirements

Requirement	Description
Climate Change and EJ	Must demonstrate effort to consider climate change and EJ impacts, if not will be required to do so before receiving funds
Equity and Barriers to Opportunity	Must demonstrate effort to improve equity and reduce barriers to opportunity in their planning. If not, will be required to do so before receiving funds
Civil Rights and Title VI	Demonstrate that there is a plan for compliance with civil rights obligations and non-discrimination laws including Title VI and implementing regulations, ADA, and Section 504 of the Rehabilitation Act. Should include a completed Community Participation Plan and a plan to address any legacy infrastructure of facilities that are not compliant with ADA standards
NEPA	Compliance with NEPA and CEQ implementing regulations
Domestic Preference	Infrastructure projects are subject to Build America, Buy America as clarified in OMB Memorandum M-22-11
Labor and Workforce	Demonstrate an effort to create good-paying jobs with free and fair choice to join a union and incorporation of high labor standards
Federal Contract Compliance	As a condition of grant award and consistent with EO 11246, EEO, all Federally assisted contractors are required to make a good faith effort to meet goal of 6.9% of construction project hours being performed by women and based on geography, works hours for work being performed by people of color as well as affirmative action obligations to include an aspirational employment goal of 7% workers with disabilities. If required, must participate in the OFCCP Mega Construction Project Program
Critical Infrastructure Security and Resilience	Each applicant must demonstrate prior to signing the grant agreement an effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of activities. Must be in compliance with 2 CFR § 200.216 and prohibition on certain telecom and video surveillance services or equipment
Other	Uniform Administrative Requirements, Cost Principles, and Audit Requirements (2 CFR §200), all applicable requirements of Federal law including, without limitation, the Constitution, conditions of performance, nondiscrimination, and other assurances in accordance with regulations of USDOT and OMB
Reporting	Progress reporting on Grant Activity using SF-PPR and SF-425 on a quarterly basis and data collection Post Award related to Integrity and Performance (see NOFO p. 37) Program evaluation – may be required to participate in an evaluation by USDOT or other agency/partner including must make records available to evaluation contractor, provide access to program records, and any

	other relevant documents to calculate costs and benefits, and in the case of an impact analysis, facilitate access to relevant information as required, and follow evaluation procedures as specified.

JANUARY 31,2024

APPENDIX F: Data Sources and Links

ANN SCHNEIDER AND JEANNIE BECKETT

ANN L. SCHNEIDER AND ASSOCIATES AND THE BECKETT GROUP

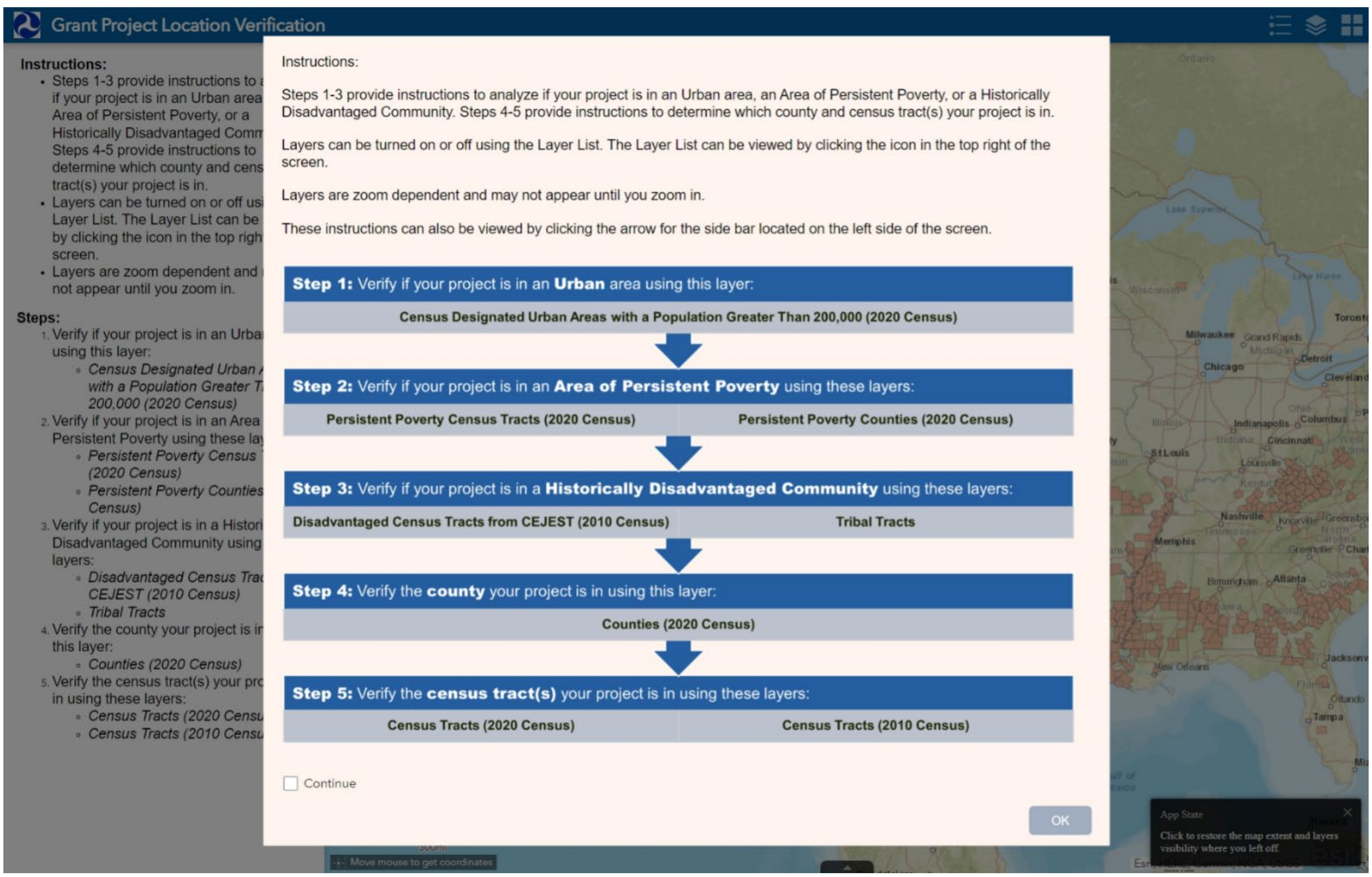
Appendix F: List of Data Sources and Links

Data Sources

This Appendix provides a guide to example data sources and links that are helpful in developing a grant application.

The first recommendation is to go to the USDOT Grant Verification Tool

[Grant Project Location Verification (dot.gov)]()



This tool will help the application identify whether a Project is Urban or Rural, if the Project is in an Area of Persistent Poverty, and /or is in a Historically Disadvantaged Community.

This tool can also help the application identify the county and census Tract(s) of the project area.

Once this basic information has been collected on the location of the project, the next step is to start to collect data to support the Merit Criteria.

This section provides example data sources and illustrative maps that can be used to support the different Merit Criteria in the Application.

Safety

Crash Data- It is important to collect as much data as possible on the History of Crashes within the Project Area. This data will be used in the Benefit Costs Analysis (BCA) and stated within the Safety Merit Criteria Section. It is best to have a five year history to present if possible.

Sources of Data

Local Law Enforcement Records are the best to capture accident history. With this information, analysis and summarization will be required to generate a chart that can be used in the narrative.

Data Visualization - Fatality Analysis Reporting System (FARS) (dot.gov)-
NCSA | Tools, Publications, and Data (dot.gov)

https://www-fars.nhtsa.dot.gov/Main/index.aspx

https://cdan.dot.gov/query

FARS Encyclopedia: States - Crashes and All Victims (dot.gov) for Illinois

Crash Modification Factors (CMF)

Crash Modification Factors are used to calculate the reduction of accidents due to a design improvement. The link below goes to the Crash Modification Clearinghouse that provides directions on how to use the site and select CMFs that are appropriate to the specific road improvements that the Project Sponsor intends to implement in the construction of the project.

CMF Clearinghouse

Once the safety data is collected for the Project, it is recommended that the data be summarized for use in the Benefit Cost Analysis (BCA) and the results of the BCA included in the Safety section of the Merit Criteria.

Example Table to include in the Benefit Cost Analysis (BCA). A summary of the results should be included in the Safety Section of the Merit Criteria as shown below the chart.

Annual Crashes at Nelson Rd and Laraway Rd						
	K	*A*	*B*	*C*	*O*	*Total Crashes*
Total # of Crashes (2011-2015)	0	1	1	1	11	14
Average Annual # of Crashes (Total / 5)	0.00	0.20	0.20	0.20	2.20	2.80
Add RT Lanes CMF (applies to all crashes)	0.92	0.92	0.92	0.92	0.92	-
Annual Crashes Eliminated	0.00	0.02	0.02	0.02	0.18	0.22

Adding right turn lanes to Laraway Rd is the only improvement considered at this intersection.

	K	*A*	*B*	*C*	*O*	*Total Crashes*
Total # of Crashes (2008-2011)	0	1	10	2	58	71
Average Annual # of Crashes (Total / 4)	0.00	0.25	2.50	0.50	14.50	17.75
Total # of LT Crashes (2008-2011)	0.00	0.15	1.54	0.31	1.00	3.00
Average Annual # of LT Crashes (Total / 4)	0.00	0.04	0.38	0.08	0.25	0.75
Add RT Lanes CMF (applies to all crashes)	0.92	0.92	0.92	0.92	0.92	-
EB/WB Protected LT CMF (applies to left turn crashes only)	0.01	0.01	0.01	0.01	0.01	-
Annual Crashes Eliminated	0.00	0.17	1.72	0.34	2.15	4.39

Improvements considered adding right turn lanes to Laraway Rd and changing left turns on Laraway Rd to protected-only operation. Three EB/WB left turn crashes were observed in the crash history, but severity was not listed. Severity for left turn crashes was estimated using the frequency of injury crashes of turning crashes compared to other crashes.

Explanatory Narrative from the Will County IL Laraway Road Project FY23 RAISE Application.

"Improving safety along Nelson Road and will be achieved by constructing a raised median with the addition of auxiliary turn lanes, include pedestrian accommodations, add transitional street lighting at Laraway Road and Nelson Road, and provide for access modifications consistent with the Will County design standards. Additionally, channelization of the turn lanes will help manage traffic patterns and increase the safety and efficiency of intersections. Signal timing will also be updated.

A crash analysis was completed for the period from 2011 – 2015 for the corridor. During this period, no fatal crashes occurred; however, 86.9% of all crashes occurred at the intersections along Laraway Road.

The intersection at Nelson Road represented the second largest number of crashes (14 crashes) comprised 16.7% of all crashes. The single pedestrian crash occurred in the segment between Heatherway Lane and Nelson Road near the Nelson Road intersection. Several subdivisions north of Laraway Road at Nelson Road are within the attendance boundary of Nelson Prairie and Nelson Ridge Elementary Schools. This makes the intersection of Laraway and Nelson Roads of particular concern for providing safe crossings for both pedestrians/cyclists and motorized traffic.

The intersection at Laraway Road and Foxwood Drive experienced four intersection related accidents. Two of these incidents resulted in B-type injuries and one was a C-type injury.

Cardinal Drive cited two accidents with only one being characterized as a B- type injury.

According to the most recent crash data the intersection of Laraway and Cedar Roads experienced 71 crashes over a three-year period. While there were no fatalities, there were a total of 21 injuries recorded. "

State of Good Repair

Data for State of Good Repair can be pulled from the BCA and the Asset Management Plan. In the BCA, the analyst will calculate the No-Build versus Build cost of Maintenance for the Project. This calculation will be informed by the Jurisdiction's Asset Management Plan that details the maintenance schedule policy. Working with the Project's design engineer, a schedule of maintenance should be developed for the 20-year period post construction for the project. This Build schedule will be compared to the No-Build schedule and enable the grant writer to discuss the change in maintenance costs between the No-Build and the Build scenarios. If the project is a rail project and can demonstrate that the project will remove trucks off the road, a calculation can be used to estimate the road maintenance savings by removing trucks on a specific route.

Economic Impacts, Freight Movement, and Job Creation

Data for this section can be collected for the local MPO or the Economic Development Departments at the City, County and State.

Economic Impacts can also be described as travel time savings, vehicle operating cost savings, and emissions reductions. These figures can be pulled from the BCA and supplemented with a narrative on how the proposed improvement will reduce congestion (i.e. time savings), reduce idling (time saving, operating cost and emissions) or induce a modal shift from truck to rail (operating savings).

This section of the Merit Criteria narrative should also discuss current employers that use the Project Area and any new development / potential development that will bring new jobs into the area that is supported by the Project.

Climate Change, Resiliency, and the Environment

The USDOT offered examples in its rubric for each of the scoring levels. To achieve the highest score (3) in this criterion, the USDOT offers this example:

> Example 1: The project will provide alternative transportation modes to access the technology park by adding a separated bicycle lane and dedicating one of the roadway lanes to new bus service. These added travel options to the technology park will offer lower carbon travel modes to workers getting to work in the park.

Suggested Data sources:
Data needs to be collected on the current and projected ADDT and future road use, bicycle lane and transit usage current and projected.

- Traffic Studies
- State Bicycle Association
- Transit Agencies

> Example 2: The project is aimed at reconstructing a vulnerable transportation facility with a design specifically addressing resilience—flood mitigation measures and stormwater infrastructure, including nature- based elements, that will help keep the roadway operable consistently in spite of increased frequency of climate- related flood events.

Suggested Approach:

1. Collect data on past flooding events that impacted the roadway- local Emergency Management Department, County Emergency Management Department and State Emergency Management Department.

2. Check CMF for any element that describes an approvement that reduces crashes – such as improvements to stormwater infrastructure that reduces water on the roads, etc.

Equity, Multimodal Options, and Quality of Life

Equity/ Justice40 data sources- each NOFO lists specific tools that are recommended for that application.

For example: Guidance in the INFRA FY 23 NOFO[1] states "In addition to the Climate and Economic Justice Screening Tool (CEJST), (https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5) which is the tool to use to identify disadvantaged communities, as discussed in the INFRA FY23 eligibility section , applicants are also encouraged to use USDOT's Equitable Transportation Community (ETC) Explorer to understand how their community or project area is experiencing disadvantage related to lack of transportation investments or opportunities. Through understanding how a community or project area is experiencing transportation-related disadvantage, applicants are able to address how the benefits of a project will reverse or mitigate the burdens of disadvantage and demonstrate how the project will address challenges and accrued benefits."

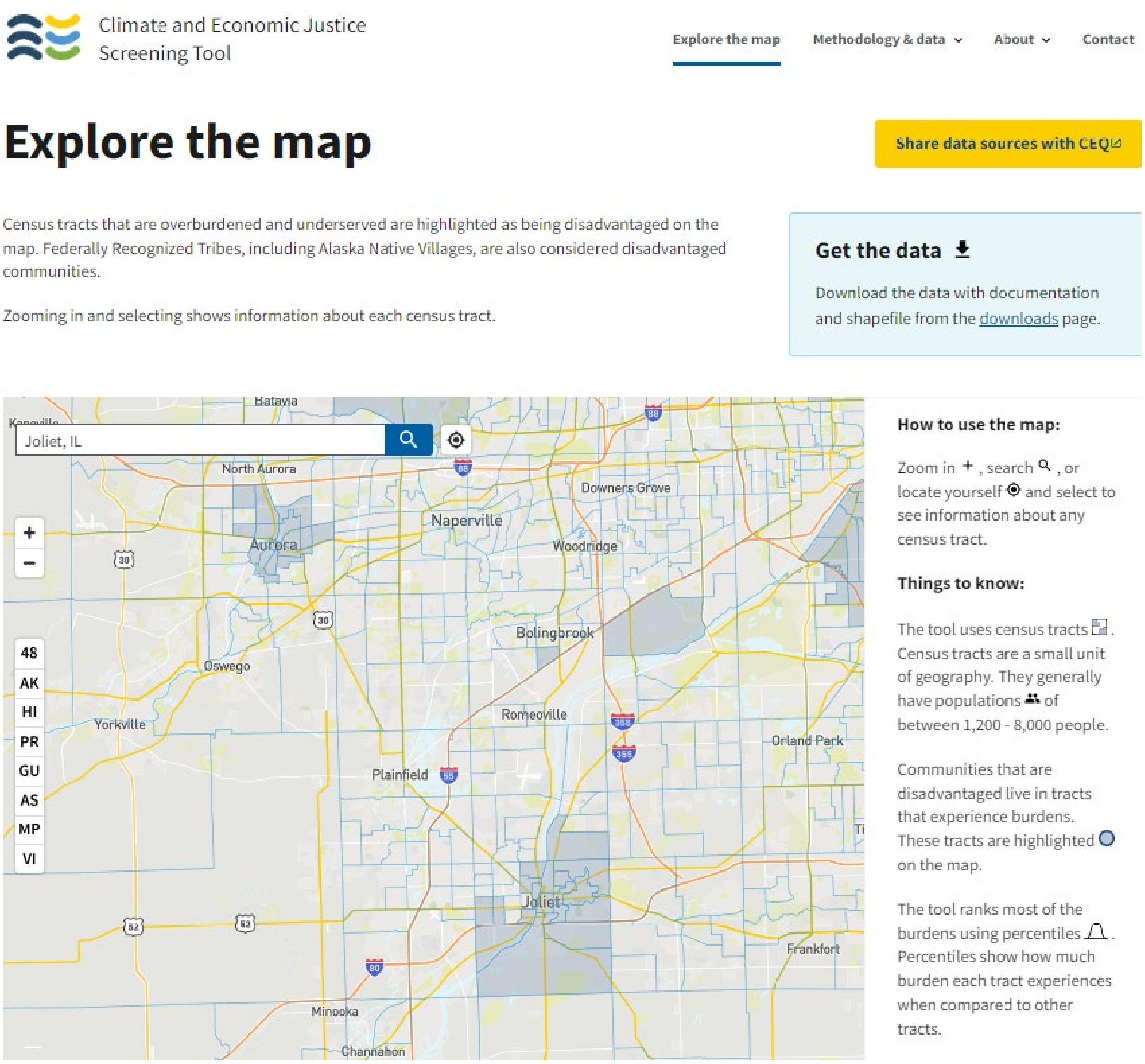
The Justice40 initiative, created by the Biden-Harris Administration through Executive Order 14008 Tackling the Climate Crises at Home and Abroad, is a key component in USDOT's efforts to confront and address decades of underinvestment. When decision makers at all levels have the tools to understand how a community is experiencing disadvantage and can identify projects that create benefits that will reverse or mitigate those causes, the result is a higher quality of life and economic prosperity in communities across the country.

The US DOT Equitable Transportation Community (ETC) Explorer is an interactive web application that uses 2020 census tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. It is designed to complement CEQ's Climate & Economic Justice Screening Tool (CEJST) by providing users deeper insight into the Transportation disadvantage component of CEJST, and the ETC Explorer's Transportation Insecurity component, which will help ensure the benefits of DOT's investments are addressing the transportation related causes of disadvantage. Applicants to USDOT's Justice40 covered program NOFOs should use CEJST as the primary tool to identify disadvantaged communities, as USDOT's ETC

[1] The INFRA FY23 grant program funding was made available under the MPDG FY23 combined Notice of Funding Opportunity (NOFO).

Explorer is not a binary tool indicating whether a census tract is considered disadvantaged; it is a dynamic tool that allows every community in the country to understand how it is experiencing burden that transportation investments can mitigate or reverse.

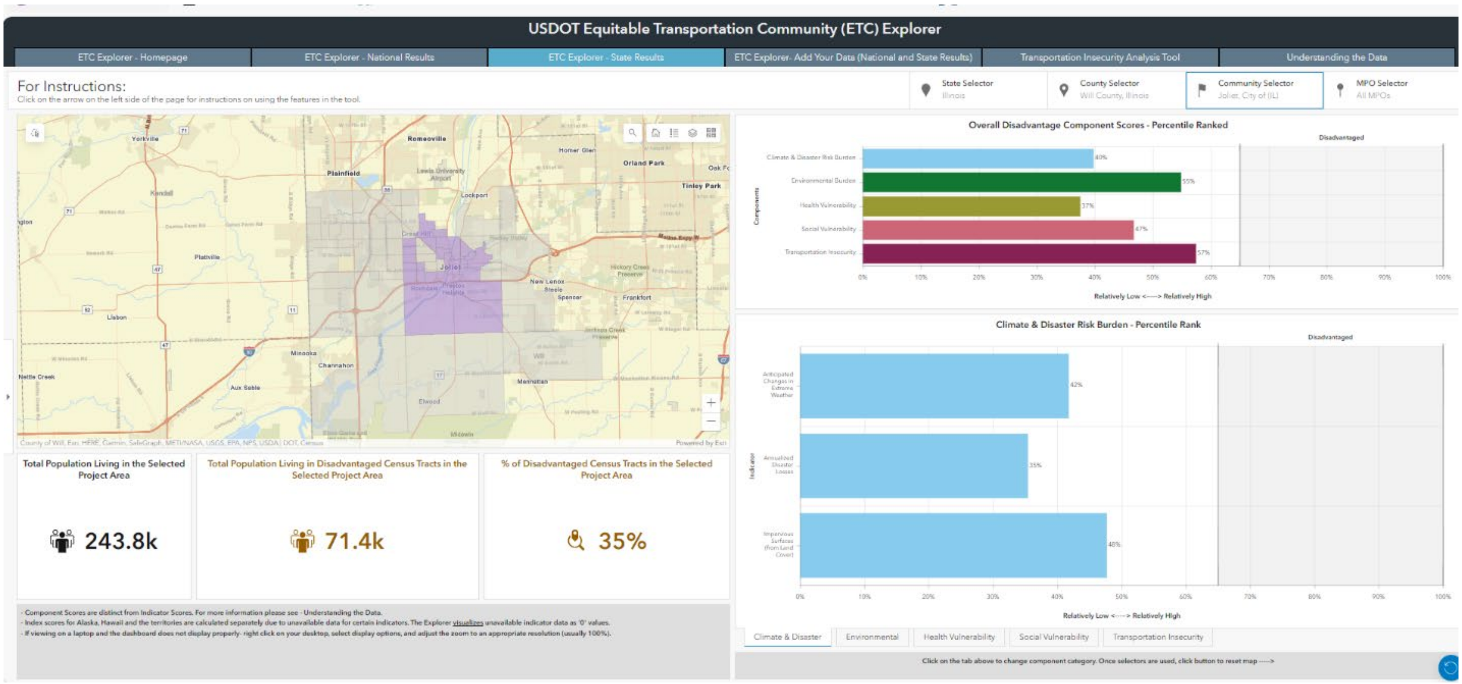
Climate and Economic Justice Screening Tool (CEJST), (https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5)



USDOT's Equitable Transportation Community (ETC) Explorer

[USDOT Equitable Transportation Community (ETC) Explorer (arcgis.com)]

Example of City of Joliet, IL on the ETC Explorer – State Results



Innovation Areas: Technology, Project Delivery, and Financing

Excerpt for MPDG NOFO 2023-2024:

"Consistent with the Department's Innovation Principles[2] to support workers, to allow for experimentation and learn from failure, to provide opportunities to collaborate, and to be flexible and adapt as technology changes, the Department will assess the extent to which the applicant uses innovative and secure-by-design strategies, including: (1) innovative technologies, (2) innovative project delivery, or (3) innovative financing.

Innovative Technology: Consistent with the Department's Innovation Principles, the Department will assess innovative and secure-by-design technological approaches to transportation, particularly in relation to automated, connected, and electric vehicles and the detection, mitigation, and documentation of safety risks. When making grant award decisions, the Department will consider any innovative technological approaches proposed by the applicant, particularly projects that incorporate innovative technological design solutions, enhance the environment for connected, electric, and automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks.

[2] https://www.transportation.gov/priorities/innovation/us-dot-innovation-principles

Innovative technological approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling, smart traffic signals, or pricing systems to reduce congestion;
- Traveler information systems, to include work zone data exchanges;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents);
- Vehicle-to-Everything (V2X) Technologies (e.g., technology that facilitates passing of information between a vehicle and any entity that may affect the vehicle);
- Vehicle-to-Infrastructure (V2I) Technologies (e.g., digital, physical, coordination, and other infrastructure technologies and systems that allow vehicles to interact with transportation infrastructure in ways that improve their mutual performance);
- Vehicle-to-Grid Technologies (e.g., technologies and infrastructure that encourage electric vehicle charging, and broader sustainability of the power grid);
- Cybersecurity elements to protect safety-critical systems;
- Broadband deployment and the installation of high-speed networks concurrent with the transportation project construction;
- Technology at land and seaports of entry that reduces congestion, wait times, and delays, while maintaining or enhancing the integrity of our border;
- Work Zone data exchanges or related data exchanges; or
- Other Intelligent Transportation Systems (ITS) that directly benefit the project's users or workers, such as a project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services.

For innovative safety proposals, the USDOT will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. The Department will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system. Please note that all innovative technology must be in compliance with 2 CFR §200.216. [3]

Innovative Project Delivery: The Department will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships and single contractor design-build arrangements), congestion management, asset management, or long-term operations and maintenance.

The Department also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. The Department's objective is to achieve timely and consistent environmental review and permit decisions. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery.

Innovative Financing: The Department will assess the extent to which the project incorporates innovations in transportation funding and finance through both traditional and innovative means, including by using private sector funding or financing or using congestion pricing or other demand management strategies to address congestion. This includes the use of non-traditional sources of transportation funding to leverage traditional federal sources of funding to expand the overall investment in transportation infrastructure.

To achieve a high rating in this Criteria, a Project application must state that Innovation is a primary purpose of the project AND the project results in clear and Innovation benefits matching **two or more** of the descriptions below. (Benefits can be within the same area)

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

Note: There are not any specific data sources for this criterion.

[3] https://ecfr.federalregister.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-C/section-200.216