

Program	INFRA Grants (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
FY22 Deadline	May 23, 2022
FY22-26 Funding Available	\$7.25 B
FY22 Funding	~\$1.55 B
Obligation Deadline	September 30, 2025 for FY 2022 INFRA awards.
Start Deadline	Mar. 30, 2027. The statutory requirement that a project be reasonably expected to reach construction within 18 months of obligation applies only to Large Projects
Non-Federal Match Requirement	20% from non-Federal sources including State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, private funds, or other funding sources of non-Federal origin. A State may use toll credits toward the non-Federal share requirement for the INFRA and Rural grant programs.
Award Size	Large Project Minimum project size is the lesser of (1) \$100 million; (2) 30 percent of a State's FY 2021 Federal-aid apportionment if the project is located in one State (NJ: \$100 M / PA: \$100 M); or (3) 50 percent of the larger participating State's FY2021 apportionment for projects located in more than one State (NJ: \$100 M / PA: \$100 M). See Requirements below. Small Projects: an eligible project that does not meet the minimum project size
Eligible Projects	<ul style="list-style-type: none"> a highway freight project carried out on the National Highway Freight Network(23 U.S.C. 167) a highway or bridge project carried out on the National Highway System (NHS) including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area a railway-highway grade crossing or grade separation project; or a freight project that is an intermodal or rail project, or within the boundaries of a public or private freight rail, water (including ports), or intermodal facility, is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility, and will significantly improve freight movement on the National Highway Freight Network. For these projects Federal funds can only support project elements that provide public benefits. wildlife crossing project; a surface transportation infrastructure project that (I) is located within the boundaries of or functionally connected to an international border crossing area in the United States; (II) improves a transportation facility owned by a Federal, State, or local government entity; and (III) increases throughput efficiency of the border crossing described in subclause (I), including (aa) a project to add lanes; (bb) a project to add technology; and (cc) other surface transportation improvements; a project for a marine highway corridor designated by the Secretary under section 55601(c) of title 46 (including an inland waterway corridor), if the Secretary determines that the project (I) is functionally connected to the National Highway Freight Network; and (II) is likely to reduce on-road mobile source emissions; or a highway, bridge, or freight project carried out on the National Multimodal Freight Network established under section 70103 of title 49; Expanded eligible INFRA projects include: wildlife crossing projects; marine highway corridor projects; highway, bridge, or freight projects carried out on the National Multimodal Freight Network; surface transportation projects located within or functionally connected to an international border crossing; and transportation facilities owned by a Federal, State or local government entity.'
Eligible project costs	Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. Construction, reconstruction, rehabilitation, or acquisition of property (including land related to the project and improvements to the land), environmental mitigation (including a project to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, equipment acquisition, and operational improvements directly related to system performance
Eligible Applicants	Each eligible applicant may submit 3 unique applications per grant program (Mega, INFRA, and Rural), for a total application limit of 9. No limit to # of partnerships. <ul style="list-style-type: none"> a State or group of States; a metropolitan planning organization that serves an urbanized area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; a unit of local government or group of local governments; a political subdivision of a State or local government; a special purpose district or public authority with a transportation function, including a port authority; a Federal land management agency that applies jointly with a State or group of States; a tribal government or a consortium of tribal governments; a multistate corridor organization (as defined in 23 U.S.C. 117(r)); or a multi-State or multijurisdictional group of public entities.
Project Requirements	Large Projects only; <ol style="list-style-type: none"> The project will generate national or regional economic, mobility, or safety benefits. The project will be cost-effective. The project will contribute to the accomplishment of one or more of the goals described in 23 U.S.C. 150. The project is based on the results of preliminary engineering. With respect to related non-Federal financial commitments, one or more stable and dependable funding or financing sources are available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases. The project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor. The project is reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project. Small Projects: cost-effectiveness of the proposed project, the effect of the proposed project on mobility in the State and region in which the project is carried out, and the effect of the proposed project on safety on freight corridors with significant hazards, such as high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire, wildlife crossing onto the roadway, or steep grades.
Project Outcome Criteria considerations	<ul style="list-style-type: none"> safety state of good repair economic impacts, freight movement, and job creation climate change, resiliency, and the environment equity, multimodal options, and quality of life innovation areas: technology, project delivery, and financing
Areas of Persistent Poverty	(1) Any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the Census; (2) any census tract with a poverty rate of at least 20 percent as measured by the 2014–2018 5-year data series available from the American Community Survey of the Bureau of the Census; or (3) any territory or possession of the United States. A county satisfies this definition only if 20 percent of its population was living in poverty in all three of the listed datasets: (1) The 1990 decennial census; (2) the 2000 decennial census; and (3) the 2020 Small Area Income Poverty Estimates. The Department lists all counties and census tracts that meet this definition for Areas of Persistent Poverty at https://datahub.transportation.gov/stories/s/tsyd-k6ij .
Historically Disadvantaged Communities	Consistent with OMB's Interim Guidance for the Justice40 Initiative. A project is located in a Historically Disadvantaged Communities if: <ol style="list-style-type: none"> the project is located in certain qualifying census tracts; OR the project is located on Tribal land; OR the project is located in any territory or possession of the United States.