

Program	The Mega Program (known statutorily as the National Infrastructure Project Assistance program) will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.
FY22 Deadline	May 23, 2022
FY22-26 Funding Available	\$5 B
FY22 Funding	Up to \$1 B, but USDOT may make award decisions in this round to fund Mega project awards in future fiscal years, based on a potential awarded project's schedule and availability of funding.
Obligation Deadline	None
Start Deadline	The USDOT seeks projects that will begin construction before September 30, 2025) and that any unexpected delays will not put the funds at risk of expiring before they are obligated;
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 <i>not</i> use toll credits toward the non-Federal share requirement for Mega.
Award Size	> \$500 million in cost > \$100 million but < \$500 million in cost
Eligible Projects	<ol style="list-style-type: none"> 1. A highway or bridge project on the National Multimodal Freight Network 2. A highway or bridge project on the National Highway Freight Network 3. A highway or bridge project on the National Highway System 4. A freight intermodal (including public ports) or freight rail project that provides public benefit 5. A railway highway grade separation or elimination project 6. An intercity passenger rail project 7. A public transportation project that is eligible under assistance under Chapter 53 of title 49 and is a part of any of the project types described above
Eligible project costs	Development-phase activities and costs , including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and other preconstruction activities, including the preparation of a data collection and post-construction analysis plan; and, Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to that land), environmental mitigation (including projects to replace or rehabilitate culverts or reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, acquisition of equipment, protection, and operational improvements directly relating to the project.
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 a group of States; • a metropolitan planning organization; • a unit of local government; • a political subdivision of a State; • a special purpose district or public authority with a transportation function, including a port authority; • a Tribal government or a consortium of Tribal governments; • a partnership between Amtrak and 1 or more entities described in (1) through (6); and, • a group of entities described in any of (1) through (7)
Project Requirements	<ol style="list-style-type: none"> 1. The project is likely to generate national or regional economic, mobility, or safety benefits. 2. The project is in significant need of Federal funding. 3. The project will be cost-effective. 4. 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 to cover cost increases. 5. The applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project.
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/slyd-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"> (1) the project is located in certain qualifying census tracts; OR (2) the project is located on Tribal land; OR (3) the project is located in any territory or possession of the United States.