

<b>Program</b>	Rural Surface Transportation Grant Program will support projects, in a rural area, as defined by USDOT for this grant that is based on the 2010 census, to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. Rural area (which includes Urban Clusters) link: <a href="https://www.transportation.gov/grants/rural-areas-defined">https://www.transportation.gov/grants/rural-areas-defined</a> . The INFRA and Rural program statutes define a rural area as an area outside an Urbanized Area with a population of over 200,000. In the FY22 NOFO, urban area is defined as inside an Urbanized Area
<b>FY22 Deadline</b>	May 23, 2022
<b>FY22-26 Funding Available</b>	\$5 B
<b>FY22 Funding</b>	\$300 M
<b>Obligation Deadline</b>	September 30, 2025 for FY 2022 Rural awards.
<b>Start Deadline</b>	The project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project.
<b>Non-Federal Match Requirement</b>	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.
<b>Eligible Projects</b>	<ol style="list-style-type: none"> <li>1. A highway, bridge, or tunnel project eligible under National Highway Performance Program</li> <li>2. A highway, bridge, or tunnel project eligible under Surface Transportation Block Grant</li> <li>3. A highway, bridge, or tunnel project eligible under Tribal Transportation Program</li> <li>4. A highway freight project eligible under National Highway Freight Program</li> <li>5. A highway safety improvement project, including a project to improve a high risk rural road as defined by the Highway Safety Improvement Program</li> <li>6. A 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</li> <li>7. A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility service</li> </ol>
<b>Eligible project costs</b>	Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.
<b>Eligible Applicants</b>	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"> <li>•State</li> <li>•Regional transportation planning organizations</li> <li>•Local governments</li> <li>•Tribal governments</li> </ul>
<b>Project Requirements</b>	<ol style="list-style-type: none"> <li>1. The project will generate regional economic, mobility, or safety benefits.</li> <li>2. The project will be cost-effective</li> <li>3. The project will contribute to the accomplishment of 1 or more of the national goals under 23 U.S.C. 150.</li> <li>4. The project is based on the results of preliminary engineering.</li> <li>5. The project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project.</li> </ol>
<b>Project Outcome Criteria considerations</b>	<ul style="list-style-type: none"> <li>•safety</li> <li>•state of good repair</li> <li>•economic impacts, freight movement, and job creation</li> <li>•climate change, resiliency, and the environment</li> <li>•equity, multimodal options, and quality of life</li> <li>•innovation areas: technology, project delivery, and financing</li> </ul>
<b><a href="#">Areas of Persistent Poverty</a></b>	(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 <a href="https://datahub.transportation.gov/stories/s/tsyd-k6ij">https://datahub.transportation.gov/stories/s/tsyd-k6ij</a> .
<b><a href="#">Historically Disadvantaged Communities</a></b>	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"> <li>(1) the project is located in certain qualifying census tracts; OR</li> <li>(2) the project is located on Tribal land; OR</li> <li>(3) the project is located in any territory or possession of the United States.</li> </ol>