

2025-2026 INFRA Project Discretionary Grant

This is only a summary; applicants should not rely on it to meet application requirements. Study the full grant opportunity announcement before applying for any federal grant.

Program Description – Eligible projects must be surface transportation infrastructure projects necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the NHFN within the boundaries of a freight rail, water, or intermodal facility. Improving freight movement on the NHFN may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the NHFN. For a freight project within the boundaries of a freight rail, water (including ports), or intermodal facility, Federal funds can only support project elements that provide public benefits.

Opportunity Numbers – NIPA-25-26-MEGA	Agency – USDOT	
Obligation Deadline(s) (pg. 31): FY 2025: Sept. 30, 2028; FY 2026: Sept 30, 2029, however, applications will be evaluated based on the ability to obligate funding by Sept 30, 2028.	Closing – May 6, 2024, 11:59 PM EST	BCA Required? Yes
Available Funding (pg. 12): Approx. \$2.7B are available for FY 2025-2026 with the possibility of additional amounts from prior year INFRA authorizations	NOFO & Related – MPDG 2025-2026 Notice of Funding Opportunity (transportation.gov)	
Minimum Award (pg. 12): Small grants (<\$100M in costs): \$5M Large grants (>\$100M in costs): \$25M	Eligible Project Cost Restrictions (pg. 29): Not more than 30% of INFRA grants for each of the fiscal years may be used for grants to freight rail, water, freight intermodal projects, wildlife crossing projects, projects located within or functionally connected to an international border crossing area in the United States, improves a transportation facility owned by a Federal, State, or local government entity, and projects that increase the throughput efficiency of border crossings. Only the non-highway portion(s) of multimodal projects count toward this limit.	
Eligibility (pg. 9): <ul style="list-style-type: none"> a project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility must significantly improve freight movement on the NHFN, which may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the NHFN. 	Required Cost Share (pg. 12-13): INFRA grants may be used for up to 60% of future eligible project costs. Other Federal assistance may satisfy the non-INFRA share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80% of future total eligible project costs. For states with population density < 80 persons per square mile, the max share of total Federal assistance shall be the applicable share under 23 U.S.C. § 120(b).	
	Statutorily Required Available Funding (pg. 6, 12): Large projects must be at least \$25 million. Small projects must be at least \$5 million. For each fiscal year, a minimum of 15% of available funds are reserved for small projects, and a maximum of 85% of funds are reserved for large projects.	

Project Outcome Criteria: Applications must describe, in detail with supporting documentation, how the project addresses each of these criterion, or else to expressly state that the project does not address the criterion. Insufficient information to assess any criterion will negatively impact the project rating.

Safety	State of Good Repair	Economic Impacts, Freight Movement, & Job Creation	Climate Change, Resiliency, & the Environment	Equity, Multimodal Options, & Quality of Life	Innovation Areas: Technology, Project Delivery, & Financing
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Project must support these statutory project requirements (pg. 25-27) – Large Projects (1) will generate national or regional economic, mobility, or safety benefits; **(2)** will be cost-effective; **(3)** will contribute to the accomplishment of

one or more of the goals described in 23 U.S.C. § 150; **(4)** is based on the results of preliminary engineering; **(5)** has one or more non-Federal stable and dependable funding or financing sources available to construct, maintain, and operate the project, and contingency amounts for unanticipated cost increases; **(6)** cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor; **(7)** is reasonably expected to begin construction no later than 18 months after the date of funding obligation.

Small Projects, the Department must consider the cost-effectiveness of the proposed project, the effect of the proposed project on mobility, and the effect of the proposed project on safety in freight corridors with significant natural hazards.

Areas of Persistent Poverty (APP) or Historically Disadvantaged Communities (HDC) (pg. 16-17) – The Secretary must consider whether a project may benefit an APP as defined by BIL, or a HDC defined under the Justice40 Initiative.

Eligible Applicants (pg. 7) – **(1)** a State or group of States; **(2)** a metropolitan planning organization that serves an Urbanized Area with a population of more than 200,000 individuals; **(3)** a unit of local government or group of local governments; **(4)** a political subdivision of a State or local government; **(5)** a special purpose district or public authority with a transportation function, including a port authority; **(6)** a Federal land management agency that applies jointly with a State or group of States; **(7)** a tribal government or a consortium of tribal governments; **(8)** a multistate corridor organization; or **(9)** a multistate or multijurisdictional group of entities described in this paragraph.

Eligible Projects (pg. 8) – **(1)** a highway freight project on the National Highway Freight Network (NHFN); **(2)** a highway or bridge project on the National Highway System; **(3)** a freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility; **(4)** a highway-railway grade crossing or grade separation project; **(5)** a wildlife crossing project; **(6)** a surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by Fed/State/local government and increases throughput efficiency; **(7)** a project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions; or **(8)** a highway, bridge, or freight project on the NHFN.

Eligible Project Costs (pg. 11) – **Development:** planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. **Construction:** construction, reconstruction, rehabilitation, or acquisition of property, environmental mitigation (includes culverts), construction contingencies, equipment acquisition, and operational improvements directly related to system performance. INFRA grant recipients may use INFRA funds to pay for the subsidy and administrative costs necessary to receive TIFIA credit assistance.

Application & Narrative Requirements (pg. 18-28) – The required components include **SF-424, SF-424C, MPDG Project Information Form, standardized Cover Page with project details, and several individual application attachments (NOFO, pg. 18).**

The NOFO does not specifically refer to a single narrative, but individual application attachments covering specific aspects of the project. Page limits vary by document and are listed on NOFO, pgs. 18-19. Standard formatting: i.e. single-spaced, standard 12-point such as Times New Roman, 1-inch margins and submitted as pdf unless otherwise indicated. Cross-referencing to avoid information redundancies. Evaluators are not required to review supporting documentation.