

2023 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 – The Infrastructure for Rebuilding America (INFRA) program advances priorities of rebuilding infrastructure and creating jobs by funding highway, multimodal freight and rail projects. Projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements.

Opportunity Numbers – NSMFHP-23-24-INFRA	Agency – USDOT	
Obligation Deadline: Must obligate & begin construction by September 30, 2026 & complete before expiring	Closing – August 21, 2023 11:59 EST	BCA Required? Yes
Available Funding: Up to \$3 - 3.1B for FFY 2023 and FFY 2024 funds	Eligible Project Cost Restrictions: None. Clearly identify all components with independent utility & funding sources.	
Eligibility: Pgs 20-21 – ALL components of independent utility must meet ALL requirements: <ol style="list-style-type: none"> Will generate national or regional economic, mobility, or safety benefits. Cost-effective (BCA \geq 1) Contributes to accomplishing one or more goals in 23 U.S.C. § 150. Based on the results of Preliminary Eng. Non-Federal sources must include one or more dependable funding or financing source to construct, maintain, and operate the project, as well as cover cost increases. Project cannot be easily/efficiently completed without other Fed funding Construction no later than 18 mo after ob date. 	Minimum Award: \$5M minimum for Small projects costing less than \$100M. Large projects minimum award for ND is \$25M, with a total project cost greater than \$100M for ND.	
	Required Cost Share: Grant funding will not exceed 60%; Can use tapered match, but final non-federal contribution cannot be less than 20%.	
	Statutorily Required Available Funding: Not more than 30% may be used to award freight rail, water, or other freight intermodal projects. At least 25% of INFRA Large projects, and at least 15% of INFRA Small projects awarded must be located in rural areas.	
NOFO & Related: https://www.transportation.gov/sites/dot.gov/files/2023-06/MPDG%20NOFO%202023-2024%20Final_0.pdf		

National goals under 23 U.S.C. § 150 – (1) Safety; (2) Infrastructure Condition; (3) Congestion Reduction; (4) System Reliability; (5) Freight Movement and Economic Vitality; (6) Environmental Sustainability; (7) Reduced Project Delivery Delays.

Project Outcome Criteria: Applications must describe, in detail with supporting documentation, how the project addresses each of these criteria, 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 (*See required outcomes below)	Climate Change, Resiliency, & the Environment	Equity, Multimodal Options, & Quality of Life	Innovation Areas: Technology, Project Delivery, & Financing
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***Project must support at least one of these listed outcomes** – (1) increase travel time reliability & manage travel demand for goods movement, especially for bottlenecks; (2) improve multimodal systems that incorporate affordable options; (3) decrease transportation costs and provide access to employment centers; (4) significantly improve the economic strength of regions and cities by increasing the economic productivity of land, capital, or labor, and linkages between areas; (5) enhance recreational and tourism opportunities by providing access to Federal lands (6) result in high-quality job creation; (7) result in workforce opportunities for historically underrepresented groups; (8) foster economic growth & development while creating long-term high-quality jobs; (9) support integrated land use, economic development & planning to improve the movement of people and goods and local fiscal health; or (10) help the US compete in a global economy by encouraging the location of important industries & future innovations & tech in the U.S., & facilitating efficient/reliable freight movement.

Areas of Persistent Poverty or Historically Disadvantaged Communities (Justice40 Initiative defined) and whether project is in an Opportunity, Empowerment, or Promise Zones, or a Choice Neighborhood, etc. must be noted. Provide how project has or will meaningfully engage communities affected by the project.

Eligible Applicants – (1) a State or group of States; (2) 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; (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 –

1. A highway freight project on the National Highway Freight Network
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
8. A highway, bridge, or freight project on the National Multimodal Freight Network

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.

INFRA grant recipients may use INFRA funds to pay for the subsidy and administrative costs necessary to receive TIFIA credit assistance.

Application & Narrative Requirements –

Required components include: **SF-424**, **SF-424C**, **standardized Project Information Form with project details**, and **Project Description** (5 pages), **Project Location File** (zipped Shapefile, KML/KMZ, or GEOJSON), **Project Budget, Sources and Uses of Funding** (5 pages), **Funding Commitment Documentation**, **Outcome Criteria Narrative** (15 pages), **Project Readiness** (5 pages), **Project Requirements** (5 pages), **Benefit-Cost Analysis Narrative**, **Benefit-Cost Analysis Calculations** (Excel recommended), **Mega Data Plan** (for Mega applications only), **Letters of Support** (optional), **Community Benefits Plan** (optional), and **Title VI Plan** (optional). Clearly identify within narrative the relevant criteria you are supporting, use the instructions starting on page 27 in the NOFO to build each document. Standard formatting: i.e. single-spaced, standard 12-point such as Times New Roman, 1-inch margins and submitted in PDF, unless otherwise specified on page 27. Cross-reference to avoid information redundancies.