

NATIONALLY SIGNIFICANT MULTIMODAL FREIGHT & HIGHWAY PROJECTS GRANTS PROGRAM (INFRASTRUCTURE FOR REBUILDING AMERICA, INFRA)



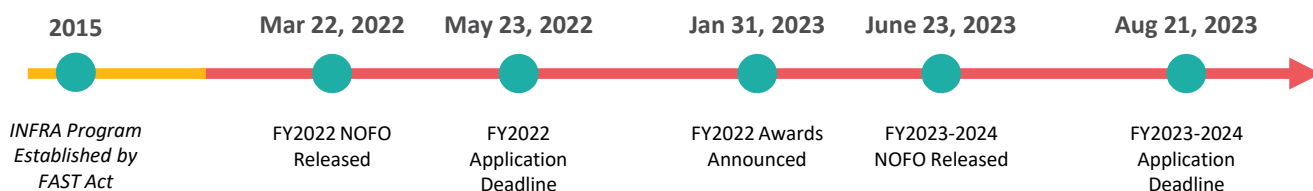
PART I: BACKGROUND

PROGRAM SUMMARY

The Nationally Significant Multimodal Freight and Highway Projects grants program (Infrastructure for Rebuilding America or INFRA) offers funding opportunities for multimodal freight and highway projects of national or regional significance. The goal of the program is to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Initially established through the FAST Act of 2015, the INFRA program, now funded through the Infrastructure Investment and Jobs Act (IIJA) makes up to \$8 billion available for fiscal years 2022 through 2026. Eligible applicants include State Agencies, MPOs, Local Governments, Public Transportation Authorities, Federal land management agency applying jointly with a state, Tribal Governments, or multistate/multijurisdictional groups.

The US Department of Transportation (USDOT) offers INFRA, the National Infrastructure Project Assistance Program (MEGA), and the Rural Surface Transportation Grant programs together as part of the Multimodal Project Discretionary Grant (MPDG) program Notice Of Funding Opportunity (NOFO).



FUNDING INFORMATION

Fiscal Year	Funding Source	Total Funding	Max Award	Match Req.	Funding and Obligation Restrictions
2023 - 2024	Bipartisan Infrastructure Law	\$3.1B	N/A	40% ¹	<ul style="list-style-type: none"> Department may make award decisions in the FY 2023-2024 round to fund project awards in future fiscal years, based on a potential awarded project's schedule and availability of funding 85% of funding is for large projects (Grants over \$25M) 15% of funding is for small projects (Grants over \$5M, but less than \$25M) 25% of large project funds must be awarded to projects in rural areas 30% of small project funds must be awarded to projects in rural areas No more than 30% of grants each year may be used for projects that make significant improvements to freight movement on the National Highway/Multimodal Freight Networks. In addition to the FY 2023-2024 funds, amounts from prior year INFRA authorizations, presently estimated at up to \$50 million, may be made available and awarded
2022	Bipartisan Infrastructure Law	\$1.55B	N/A	40% ¹	<ul style="list-style-type: none"> Similar to FY2023-2024 NOFO

1. May vary for states with a population density of not more than 80 persons per square mile of land area, based on the 2010 census. Other federal assistance may satisfy the non-MEGA share (including Coronavirus State and Local Fiscal Recovery Funds (SLFRF)) as long as total federal assistance does not exceed 80%

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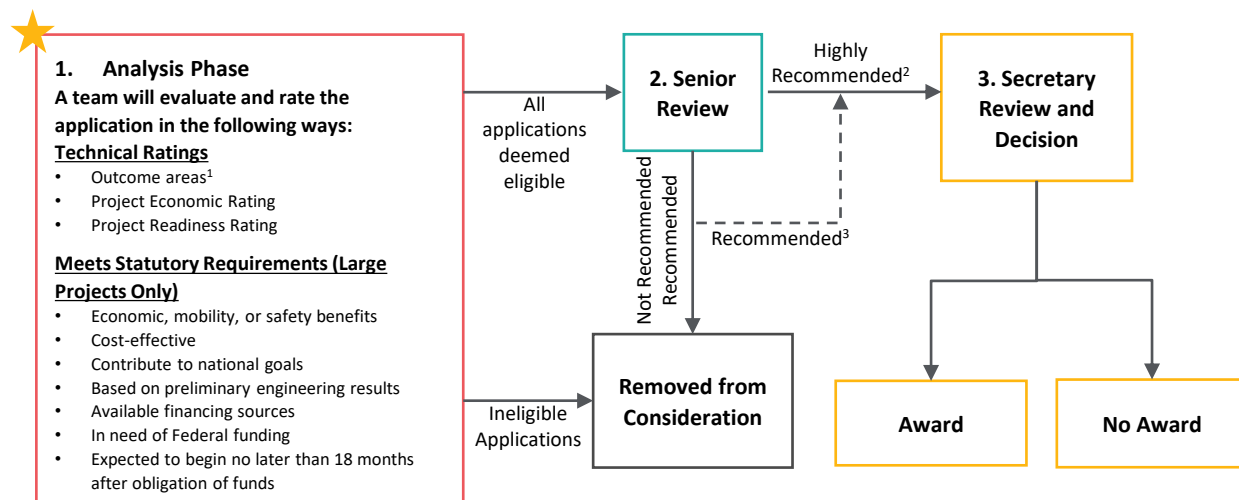
ATLANTA REGION APPLICATION AND AWARD HISTORY

Fiscal Year	Project Name	Applicant	Funding Request	Funding Awarded?
2022	Cascade Road Interchange Improvement	City of South Fulton	\$28,600,000	No
2022	Madras Connector, Phase 1	Coweta County	\$7,154,825	No
2022	SR 81 Road Widening P.I. # 0015089	Henry County Commissioner of Roads & Revenues	\$23,000,000	No
2022	Rockdale County Courtesy Parkway Non-Access Bridge	Rockdale County	\$17,919,565	No
2022	Rock Quarry Road Widening Project	Henry County Commissioner of Roads & Revenues	\$19,069,529	No – Application deemed Not Eligible

Note: Fiscal Year 2023 award decisions currently pending

PART II: APPLICATION EVALUATION INFORMATION

Applications will go through three rounds of review, starting with the Analysis Phase:



- Outcome areas include: (1) Safety; (2) state of good repair; (3) economic impacts, freight movement, and job creation; (4) climate change, resiliency, and the environment; (5) equity, multimodal options, and quality of life; and (6) innovation areas: technology, project delivery, and financing
- Highly Recommended projects meet all statutory requirements for award and either: 1. receive high ratings in all project outcomes, economic analysis, and project readiness; or 2. are determined by the Senior Review Team to be an exemplary project of national or regional significance that generates significant benefits in one of the project outcome areas.
- The Senior Review Team will review if the proposed list of Projects for Consideration that is sent to the Secretary is sufficient to satisfy program set-asides and geographic diversity requirements. If not, "recommended" projects may be added to the proposed list of Projects for Consideration until the list can satisfy necessary program set asides and geographic diversity requirements.

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STATUTORY REQUIREMENTS FOR INFRA:

- 1) The project is likely to generate national or regional economic, mobility, or safety benefits
- 2) The project will be cost-effective
- 3) The project will contribute to one or more of the national goals described under Section 150
- 4) The project is based on the results of preliminary engineering
- 5) 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 amount are available to cover unanticipated cost increases
- 6) The project cannot be easily and efficiently funded without other Federal funding or financing available to the project sponsor
- 7) The project is reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project

HIGH RATING PROJECT OUTCOME CRITERIA:

SAFETY

- Significantly protects vulnerable or nonmotorized users from health and safety risks
- Significantly reduces fatalities and/or serious injuries, bringing them below the state-wide average

STATE OF GOOD REPAIR

- Restores and modernizes existing core infrastructure that will result in lower long-term maintenance costs
- Addresses current and projected vulnerabilities may threaten future transportation network efficiency, mobility of goods or people, or economic growth.

ECONOMIC IMPACTS, FREIGHT MOVEMENT, & JOB CREATION

- Demonstrates that the project will result in greater public and private investments in land-use productivity, equitable commercial and mixed-income residential development
- Enhances recreational and tourism opportunities by providing direct access to Federal land, national parks, forests, recreation areas, or wildlife refuges, wilderness areas, or State parks
- Improve intermodal and/or multimodal freight mobility along major freight highway bottlenecks or congested corridors ranked in the top 100 of FHWA's Freight Mobility Trends Report 2019
- Result in high quality job creation by supporting good-paying jobs with a free and fair choice to join a union and incorporate strong labor standards

CLIMATE CHANGE, RESILIENCY, & THE ENVIRONMENT

- Significantly reduces air pollution and greenhouse gas emissions from transportation as a result of modal shift or electrification
- Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that disproportionately experience climate change consequences
- Improves the resiliency of at-risk infrastructure, including upgrades to projects in floodplains, while NOT increasing air pollution and greenhouse gas emissions through increased capacity and induced demand

EQUITY, MULTIMODAL OPTIONS, & QUALITY OF LIFE

- Located in and directly benefits the population of an Area of Persistent Poverty or Historically Disadvantaged Community
- Has an equity and inclusion program/plan or has otherwise instituted equity-focused policies
- Includes comprehensive planning and policies to promote hiring of underrepresented populations
- Redresses past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation
- Includes new or improved walking and bicycling infrastructure, reduces automobile dependence, and improves access for people with disabilities and proactively incorporates Universal Design
- Includes new or improved freight access to underserved communities to increase access to goods and job opportunities

INNOVATION AREAS: TECHNOLOGY, PROJECT DELIVERY, & FINANCING

- Innovation technologies which enhance the environment for electric, connected, and automated vehicles to improve safety risk detection, mitigation, and documentation, use low-carbon materials, or use caps, land bridges, or underdecks
- Innovative project delivery through use practices that facilitate accelerated project delivery such as single contractor design-build arrangements, congestion management, asset management, or long-term operations and maintenance
- Innovative financing through secure TIFIA, RRIF, or private activity bond financing or use demand management strategies

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USDOT GUIDANCE FOR APPLICANTS¹

The information below summarizes USDOT's expressed priorities for projects funded by IIA programs as depicted in the most recent NOFO

- **Support USDOT Strategic Goals:** USDOT has expressed its desire to support projects that improve safety, economic strength and global competitiveness, equity and climate and sustainability consistent with its strategic goals
- **Align with Priorities in the National Roadway Safety Strategy:** Consistent with USDOT guidance, projects should support the efforts outlined in the goals of the National Roadway Safety Strategy (NRSS) in advancing safe and efficient transportation. The NRSS aims to respond to the current crisis in roadway fatalities by 'taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways,' to achieve zero roadway deaths with a Safe System approach
- **Support Job Creation:** USDOT seeks to fund projects that will help to create good-paying jobs with the free and fair choice of union membership. Projects should utilize strong labor standards and workforce programs, especially apprenticeships, labor management partnerships, and Local Hire agreements in planning and executing the projects
- **Prioritize Transportation Equity & Environmental Justice Policies:** Outlined in Executive Orders 13985 and 14008, best practice equity assessment tools identified by the OMB include the U.S. Census Community Resilience Estimates, Opportunity Atlas, and Spatial Equity tool from the Urban Institute; goals of the National Climate Task Force established by E.O. 14008 include reduction of U.S. greenhouse gas emissions by 50-52% below 2005 levels by 2030 and achieving a net-zero emissions economy by 2050
- **Measure Impact According to Justice40 Initiative:** Justice40 targets 40% of resources and benefits towards low-income, disadvantaged, underserved or overburdened communities – the Climate & Economic Justice Screening Tool (CEJST), created by the White House Council on Environmental Quality (CEQ), is used to identify Historically Disadvantaged Communities.

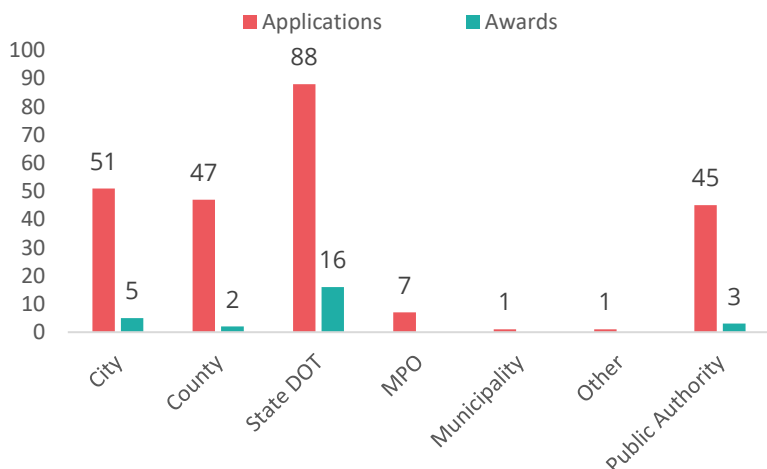
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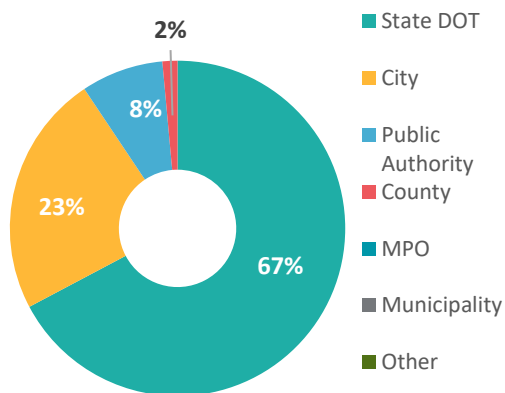
PART III: AWARD TRENDS AND INSIGHTS

- Maine had the highest win rate with two applications and two awards, along with Wisconsin, and Puerto Rico who each receiving an award for their one application. Kentucky, Rhode Island, and Washington each received one award for two applications.
- State DOTs outperformed other applicant types, with an 18 percent win rate and 67 percent allocation of total awarded funds, followed by cities with a 10 percent win rate and 23 percent allocation of awarded funding. Both DOTs and State applicants received 13% of the funds that they requested.
- Bridge projects were the most awarded of any type receiving 8 grants. However, highway projects were awarded the most funding, with a total award amount of \$437 million across 5 projects.
- 50 percent of funding was awarded to disadvantaged areas but only 31 percent of awarded projects explicitly described benefits to disadvantaged areas in the award announcement.
- Urban projects received more funding per project on average than rural projects. Urban projects were awarded an average of \$78 million per project, compared to \$43 million per urban project. However, rural projects had a higher win rate than urban projects, at 13% and 9% respectively.
- 50 percent of funding was awarded to disadvantaged areas but only 31 percent of awarded projects explicitly described benefits to disadvantaged areas in the award announcement.

NUMBER OF APPLICATIONS VS. AWARDS
BY APPLICANT TYPE - 2022



AWARDED FUNDING BY
APPLICANT TYPE - 2022



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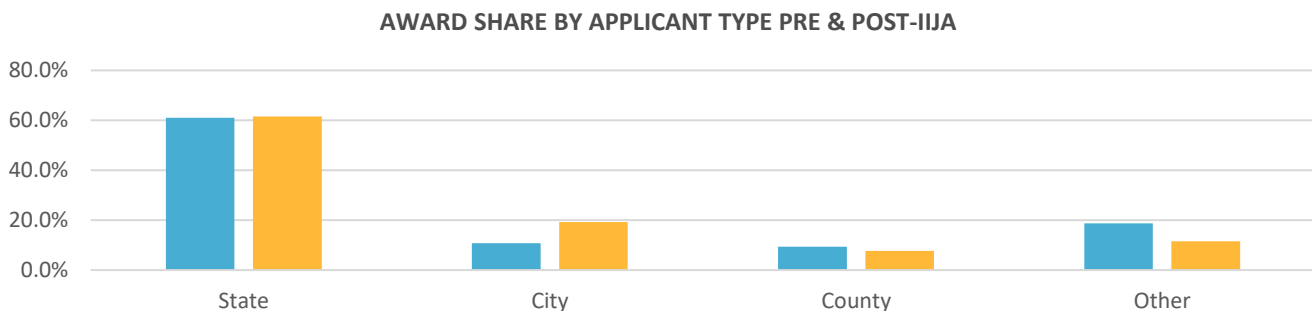
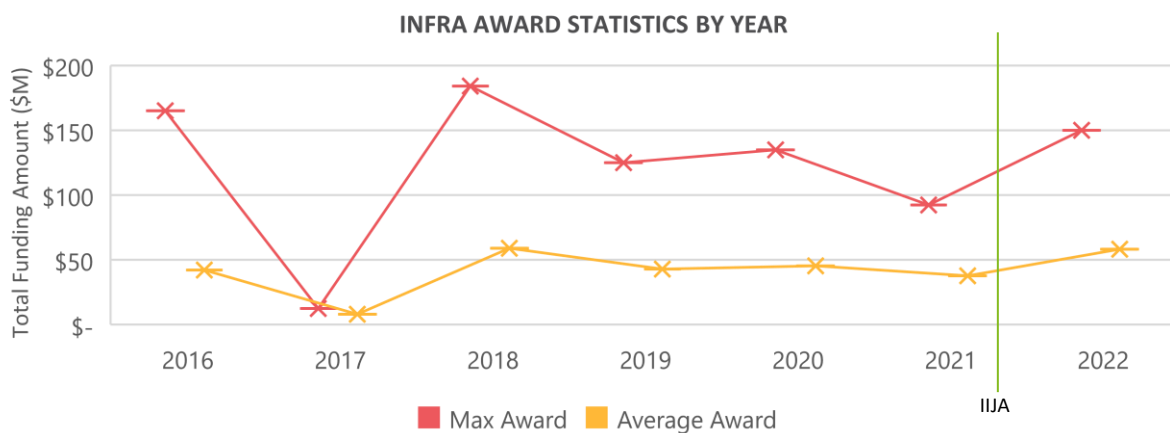
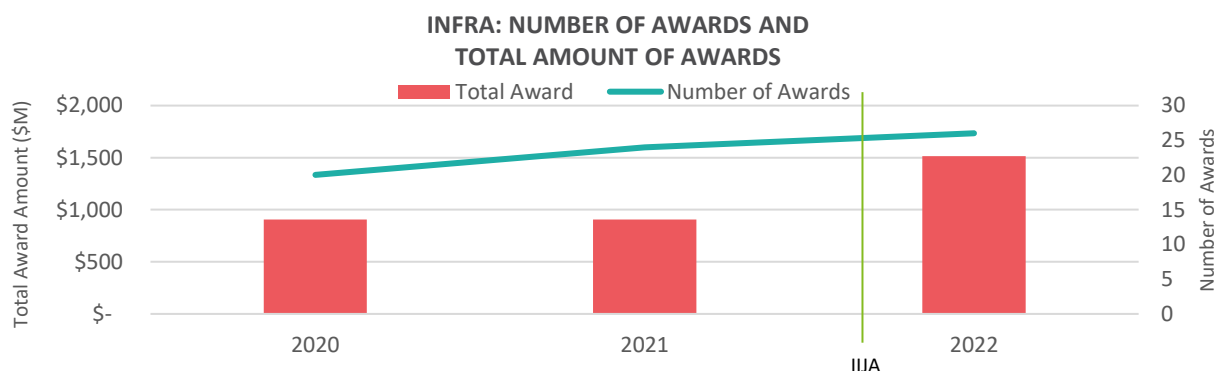


AWARD INSIGHTS

Projects with freight benefits were the most awarded with 73 percent of awarded projects highlighting freight improvements or benefits in the award announcement.

State DOT and City award shares have increased post-IIJA. State government, County, and Other award shares have decreased during the same period.

Total award funding and average award funding increased post-IIJA. Total award funding increased from just over \$900M in 2020 and 2021 to \$1.5B in 2022, and average awards increased from \$37M in 2021 to \$58M in 2022.



"Pre-IIJA" award shares are average award share from 2016-2021

■ Pre-IIJA ■ Post-IIJA

"Other" includes awards to universities and multi-jurisdictional applicants

Analysis based off eligible or partly eligible INFRA applications, excluding applications that were awarded to Mega or Rural.

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APPENDIX: SOURCES & LINKS

DATA SOURCES

- [MPDG Program](#)
- [The INFRA Grant Program](#)
- [2022 INFRA Fact Sheets](#)
- [MPDG NOFO 2023-2024](#)
- [INFRA Annual Reports](#)
- [INFRA Project Applications](#)

ADDITIONAL RESOURCES

- [Local Government Infrastructure Hub](#)
- [National League of Cities – 10 Ways to Make Your Local Match for Federal Projects](#)