

# Innovative Finance and Asset Concession Grant Program

## Frequently Asked Questions

Updated September 16, 2025

These FAQs are in response to questions received regarding both the **FY 2022-2024 Innovative Finance and Asset Concession (IFAC) grant program Notice of Funding Opportunity (NOFO)** and the **FY 2024-2026 IFAC grant program NOFO**.

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### Eligibility

**1. Who is eligible to apply? Is Amtrak an eligible applicant? Are Local Government Corporations eligible?**

Eligible applicants for the Program are states; Tribal governments; units of local government; agencies or instrumentalities of a State, Tribal government, or unit of local government; special purpose districts; and public authorities. Amtrak is not an eligible entity under this program. Local Government Corporations are eligible entities.

**2. Since most metropolitan planning organizations (MPOs) do not directly own, operate, or maintain assets, are MPOs eligible to be the lead applicant?**

If an MPO is an instrumentality of a state or local government (i.e., established by state or local government) and owns, controls, or maintains the asset, it would be eligible. If an MPO does not own, control, or maintain the asset, the MPO might consider partnering with local roadway or transit operators to pursue a grant.

**3. Are U.S. territories (for example, Puerto Rico) eligible for this program?**

Yes.

**4. Could an entity that is unable to transfer ownership of the asset but is able to provide the right to operate the asset under a long-term lease qualify for this program?**

Yes.

- 5. Can an eligible applicant, such as a state (which does not have legal authority for the relevant asset), submit an application in partnership with another entity (ineligible to submit on their own) that does have legal authority for the relevant asset?**

No. The applicant must be an eligible entity that owns, controls, or maintains an existing asset.

- 6. Will joint public-private applications be accepted? How would I prove this?**

Applications must be submitted by a public entity. Private partners may be part of the application narrative, but private partners cannot submit the application.

- 7. Are bundled projects allowed, such as multiple local governments submitting a joint application to work with a singular TA provider on asset scans to assist with knowledge-sharing and capacity building across organizations? Are joint applications allowed if the other entity you are partnering with is an eligible applicant?**

Joint applications are allowed but one entity will have to be the signatory to the Cooperative Agreement. Additionally, all parties in a joint application must be eligible applicants.

## **Eligible Activities**

- 8. What is another way to say the terms “asset concession” and “concessionaire”?**

A concessionaire is a private entity that enters into a long-term agreement with a public entity to design, finance, build, and/or operate/maintain the asset under a long-term contract to meet the public sector’s goals for the asset. Another term for “asset concession” is “asset monetization.” Examples of asset monetization may include: a transit authority leasing a surface parking lot that it owns next to its train station to a private developer who builds mixed-use development and makes annual lease payments or makes enhancements to the station; a municipality that owns excess land in a downtown area entering an agreement with a private developer for mixed-use development that includes significant affordable housing; or a state department of transportation contracting a toll road development company to design/build/finance/operate/maintain (DBFOM) a tolled managed lane project.

- 9. Can you clarify the difference between the two types of grants with respect to the asset requirement? Specifically, how does the eligibility differ for projects involving a single asset versus those involving two or more assets?**

The eligibility requirements for the assets are the same for the two types of grants. The difference is in the nature of the asset scan. Technical Assistance grants will analyze a program of Existing Assets and Expert Services grants will analyze a specific Existing Asset.

- 10. What is an asset scan?**

An asset scan is defined as an evaluation or inventory of existing assets. The purpose of the asset scan is to identify those assets that possess potential for alternative utilization through an asset concession. This asset scan will generally include market studies, cost estimates, revenue projections, development authorities, zoning restrictions, and options for project delivery. In the event the asset scan reveals an asset is not suitable for delivery utilizing asset concessions, the asset scan may evaluate other delivery methods for Transportation Infrastructure Finance and Innovation Act (TIFIA)-eligible projects.

- 11. Is an asset scan required if we already know that we are seeking innovative financing for a specific existing asset?**

No. An Asset Scan is only required under Technical Assistance awards if you are evaluating multiple assets. If you already have a specific existing asset and are pursuing innovative financing for it, you can apply under Expert Services without conducting an Asset Scan.

**12. Please clarify: the grants are intended to do an asset scan or assessment of a potential future project, not to fund work related to a project already on an entity's capital improvement plan.**

Eligible projects can be on an eligible applicant's capital improvement plan. However, U.S. DOT will not reimburse cooperative agreement recipients for costs incurred prior to the period of performance start date.

**13. Can this program funding be used to conduct pre-development/pre-construction activities for a Railroad Rehabilitation & Improvement Financing (RRIF)-eligible project or for Private Activity Bonds (PABs)?**

No. This program is only for TIFIA-eligible projects and not for pre-development/pre-construction tasks to advance projects that are exploring PABs or RRIF.

**14. What does it mean for a project to be TIFIA-eligible?**

To be eligible, the proposed improvements to the existing asset must be able to be financed with a TIFIA loan. However, you are not required to fund the project using TIFIA.

**15. Can the grant be used to pay for TIFIA program activities (i.e., the upfront advisors of legal, finance, etc.) to be paid by the TIFIA applicant to the U.S. DOT to commence the loan process?**

The grant is not related to the loan process. It cannot be used for advisor fees for a TIFIA loan, etc. The grant is focused on earlier-stage development projects.

**16. Does the activity have to be related to an existing facility, or can it be a study for the potential for a new asset? Example: Toll authority has a \$1 billion project (fully budgeted) to extend the toll road south (already completed preliminary design). Can the grant funds be used to do a toll analysis, outreach, and transit-oriented development (TOD)?**

The grant activities can include the study for a potential new asset if the eligible entity owns, controls, or maintains the right-of-way or land where the new asset will be located, and if the proposed grant activities have not yet commenced. The funding cannot be used to reimburse expenses from tasks completed before the cooperative agreement is signed.

**17. Are public engagement activities eligible?**

Yes.

**18. Would identifying gaps in an eligible applicant's technical capacity and determining how to address these gaps be eligible under the Expert Services grant?**

Yes, if the analysis is tied to advancing a specific TIFIA-eligible project. Broader organizational capacity building would fall under Technical Assistance.

**19. Can we use grant funds to pay for right-of-way (ROW) acquisition expenses?**

No. These funds are intended for technical assistance.

**20. Can the result of an asset scan result in delivery methods other than public-private partnerships (P3)?**

Yes. There must first be an evaluation of whether the project can be delivered under an asset concession. Then, other delivery methods can be evaluated.

**21. Could you provide additional clarification of what a P3 is?**

A P3 is a project where the private sector assumes some or all the financial and delivery risk. For more background on P3s, please visit the FHWA P3 resource page:  
<https://www.fhwa.dot.gov/ipd/p3/default.aspx>

**22. Our city has signed a P3 agreement and is doing feasibility studies now. Can we use the grant for project development (preliminary design and/or environmental review)?**

The entity can use the grant to perform project development activities that have not yet commenced or have not been contracted. Grants cannot be used to reimburse work that has already been completed.

**23. Am I required to apply for a TIFIA loan to apply for this grant program?**

No, applicants are not required to apply for a TIFIA loan to be eligible for this program, and receiving project funds does not obligate you to apply for TIFIA funding in the future. If the recipient decides to take out a loan later, it is a separate application process. Securing a grant under this program does not provide an advantage in applying for TIFIA loans in the future.

**24. If we have 50 real estate assets (not sure if they are all TIFIA-eligible), would we have to then filter them down to just the TIFIA-eligible ones?**

Correct. The eligible entity would need to make sure that the existing assets could be redeveloped using TIFIA financing. Please see the NOFO for examples of TIFIA-eligible projects.

**25. It's not the asset but the planned use of the asset that must be TIFIA-eligible?**

Correct. It's not the existing use of the asset that must be TIFIA-eligible, but rather the potential future use of the asset that must be TIFIA-eligible. For example, a horse-race facility owned by an eligible entity is in the countryside, far from fixed-guideway transit. Improvements to the horse-race facility to continue its use as a horse-racing facility are not a TIFIA-eligible project. But if the eligible entity wants to utilize grant funds to explore redeveloping the horse-race facility into a bus maintenance facility for a public bus company, then the pre-development and pre-construction activities associated with exploring the development of the bus maintenance facility would be eligible grant activities under this program because bus maintenance facilities are TIFIA-eligible projects.

**26. Can the technical assistance grant be used to scan prospective assets not owned by the eligible applicant in an effort to analyze acquisition opportunities?**

No, the eligible applicant must own, control, or maintain the prospective assets and must have the legal authority to enter into a contract to transfer ownership, maintenance, operations, revenues, or other benefits and responsibilities for the prospective assets.

**27. Can you define fixed route transit; for example, are city bus routes and stops included? Does it need to be within 1/2 mile of a route or of a stop?**

Please see the [TIFIA TOD frequently asked questions](#) page.

**28. Are parking deck structural improvements TIFIA-eligible?**

Yes, if it is owned and controlled by an eligible applicant and is TIFIA-eligible, such as transit-oriented development or airport infrastructure. Routine maintenance alone would not qualify.

**29. Are public ports eligible?**

Yes. Please refer to the Build America Bureau's Project Eligibility (formerly Resources by Mode) page on the website for complete information about port eligibility.  
<https://www.transportation.gov/buildamerica/ports>

**30. Can you elaborate on what type of airport infrastructure is eligible?**

Please refer to the Build America Bureau's Project Eligibility (formerly Resources by Mode) page on the website for complete information about airport eligibility.  
<https://www.transportation.gov/buildamerica/airports>

**31. Could a parcel of land that is planned to be developed into a road for a larger development be considered an existing asset?**

Yes, if it is owned and controlled by an eligible applicant and is TIFIA-eligible.

**32. Would converting an abandoned rail line to a walking/biking trail qualify as an eligible project?**

Yes, as long as the eligible applicant owns the asset, and the enhanced asset/project is TIFIA-eligible.

**33. Could this fund an eligible applicant's ITS Master Plan, Asset Management Plan, or a Smart Mobility Plan?**

Yes, if the plan supports a TIFIA-eligible project and explores innovative financing or delivery strategies.

**34. Are microgrids designed to support transit services considered eligible projects?**

Yes, if the microgrid is tied to a TIFIA-eligible transit project and considered part of the transportation infrastructure.

**35. Would planning activity funded by Expert Services include full NEPA documentation?**

No. Expert Services may support early assessment of environmental and permitting requirements, but preparing full NEPA documentation is outside the scope of IFAC funding.

## **Application Requirements**

**36. Can an entity apply for and receive multiple awards from the same round of funding?**

No. Only one submission will be accepted per applicant.

**37. Can an entity apply for both Technical Assistance and Expert Services grants?**

No. Only one application is allowed, and applicants must choose either Technical Assistance or Expert Services type of grant.

**38. Can an entity apply for an IFAC grant at the same time that they are applying for other grant funding opportunities?**

Generally, yes. We encourage applicants to leverage all available U.S. DOT grant programs. However, if you receive multiple sources of funding for the same project, you will need to clearly delineate which sources fund which components or phases. Additionally, local match requirements must be met individually for each source of federal funds; local match cannot be double counted across multiple federal awards.

**39. Can I include letters of support, letters of commitment, and other pertinent information in the appendix?**

No. Additional information beyond what is listed as application requirements in the NOFO will not be reviewed or taken into consideration. Section IV (Application Content and Format) of the FY24-26 NOFO details the application requirements.

**40. The appendices state to include short resumes of key individuals of known expert service contractors who will be involved in the proposed activities. Does that mean we should identify an expert service contractor before we apply?**

If known, and procured under 2 CFR part 200 rules, short resumes of key individuals from on-call external expert service contractors for the eligible applicant may be provided in the appendix.

**41. Do we have to use the specific experts listed in our application, or can we engage different ones during procurement if needed?**

Specific experts listed in an application do not need to perform the activities of the cooperative agreement. Final selection must follow federal procurement standards, so you may engage different experts through that process if needed.

**42. What if our agency doesn't own the asset yet, but will own the asset a year in the future?**

The existing asset or group of existing assets must be owned, controlled, or maintained by an eligible public entity.

**43. How does the applicant show that they own, control, or maintain the existing asset?**

The applicant should self-certify on the application in the Key Information Template (online form) that they own, control, or maintain the existing asset(s).

**44. Can I include an indirect rate in my application?**

Yes. Applicants may include an indirect cost rate in the project application. If indirect costs are included in the budget, the applicant must include documentation to support the indirect cost rate they are using (unless claiming the 10 percent de minimis indirect cost rate). See the FY24-26 IFACGP NOFO for more details on the supporting documentation required.

## **Program Requirements**

**45. What procurement guidelines must be followed when hiring advisors?**

All guidance from 2 C.F.R. 200 applies to this program when hiring advisors.

**46. Can I apply for funding if I have not selected a private partner yet for my project?**

Yes. You do not need to have a private partner selected at the time of application. IFAC funds can be used to help evaluate and structure potential partnerships.

**47. Would entering into an asset concession necessarily require the transfer of ownership of an asset (for example land) to a concessionaire?**

No. An asset concession does not require transfer of ownership. It is typically a long-term lease or agreement where the public sponsor retains ownership but grants certain rights to the concessionaire.

**48. If a project is in development, advisors have been selected, but an agency has insufficient funds to continue development in furtherance to a P3 agreement - can the grant funding be used by the agency to compensate consultant advisors already selected? Or would a competitive procurement be required?**

Please refer to 2 C.F.R. 200 for any questions around procuring advisors.

**49. If a contractor writes a grant application on behalf of the applicant, can the same contractor be hired to complete the proposed activities?**

Yes. The same contractor can be hired if a contractor is hired in alignment with 2 C.F.R.200.

**50. How are federal third-party contracting requirements addressed where a concessionaire is a partner on an agency's application?**

A contractor may be part of the application process and then hired on to provide services on the contract if this is done in alignment with 2 C.F.R.200.

**51. If a contractor writes a grant application on behalf of the applicant, can the contractor be reimbursed for their work writing the grant?**

No. U.S. DOT will not reimburse cooperative agreement recipients for costs incurred prior to the period of performance start date.

**52. Can technical assistance grant funds be used to fund an internal staff member to facilitate the administration of the program on behalf of the grant?**

Yes. Technical Assistance funds can support internal staff time as long as it is tied to eligible IFAC activities.

### **Cost-Share/Local Match**

**53. Is there a federal share match requirement?**

It depends on the request. There is no match requirement for applicants requesting \$1,000,000 or less. Applicants requesting an excess of \$1 million are offered at 50 percent federal share (50 percent required non-federal match). For example, a request of \$2 million in federal aid would be matched by \$1 million of non-federal funds, supporting a \$3 million effort. A request of \$1.3 million in federal aid would be matched by \$300,000 in non-federal funds, supporting a \$1.6 million effort. If applicants are seeking more than \$1 million in federal aid, the equation applicants should use to determine local match is: Federal aid request above \$1 million = local match requirement

**54. Is cost-share proportion a consideration in selection?**

U.S. DOT does not use an applicant's cost share when evaluating applications on merit. The Department considers an applicant's cost share to confirm eligibility (i.e., confirm that if an applicant is requesting more than \$1 million in aid, they are committing the appropriate match).

**55. What kind of funds can make up the local match?**

Local match may include both cash as well as in-kind contributions. Details on cost-sharing and match can be found in 2 C.F.R. 200.306.

**56. Could an applicant use the value of its land for any required non-federal match?**

No. This program does not contemplate the use of in-kind contributions to meet any required non-federal share.

**57. Does the organization need to have funding committed to the project in their current or future year budget?**

No, the organization does not need to have funding committed to the project.

**58. There's no funding at all required for projects up to \$1 million (i.e., upfront funding or local match)?**

Correct. There is no match required for the first \$1 million.

**59. Can we use community development block grant (CDBG) funds to serve as local match?**

Generally, no. Federal funds may not be used as a non-federal match unless a statute specifically allows it. For IFAC, the NOFO requires the match to be non-federal. Under 2 CFR 200.306(b)(5), costs financed by Federal awards may be counted as match only when authorized by Federal statute. While some federal programs have statutory authority permitting federal funds to serve as match, HUD's CDBG statute does not. Therefore, CDBG funds cannot be used as the local match for IFAC.

**60. Can a federally recognized Tribal government use Tribal Transportation Program funds as non-federal match?**

Yes. Tribal Transportation Program (TTP) funds can be used as a non-federal match for this grant program because these funds are made available in accordance with the Indian Self-Determination and Education Assistance Act.

## Funding and Awards

### **61. Did any of the states reach the \$4 million cap under the FY22-24 NOFO?**

Yes. California, Florida, and Louisiana were each awarded \$4 million during the last round of funding. As stated in the NOFO, no more than \$4 million in funding under the Program will be awarded to Eligible Entities located within a single State during any 3-year period. Any State that meets the \$4 million cap in any rolling three-year period is not eligible for funding from the next consecutive fiscal year. DOT will evaluate the best applications when making award decisions, and DOT will make awards from the appropriate fiscal year funding to optimize awards and meet all statutory requirements. Therefore, the DOT plans to make awards to selected applicants in these three States from FY26 funds.

### **62. Was no consideration given per state based on population or some other factor?**

The state cap is mandated by statute whereby the aggregate amount made available to eligible entities within a state shall not exceed \$4 million on a cumulative basis for all eligible entities within the state during any 3-year period.

### **63. How does the \$4 million limit apply to a bistate transportation authority?**

The limit would be applied proportionately to each state cap depending on how much of the existing asset is in each state. For example, if a bistate transportation authority requests \$1 million in federal funds and 75% of the existing asset is located in State A and 25% is located in State B, then \$750,000 would be counted toward State A's cap and \$250,000 would be counted toward State B's cap.

### **64. If I'm awarded a grant, when will I receive the funding?**

Funding will be available to reimburse eligible approved program activities after the cooperative agreement is fully executed.

### **65. Does the TIFIA-eligible project that is the focus of the proposed grant activities have to be of above a certain dollar amount?**

A TIFIA-eligible project must have a total project cost of at least \$10 million for TOD projects and at least \$50 million for all other TIFIA-eligible projects.

### **66. What is the period of obligation for the funding?**

36 months or less.

### **67. If a grant is awarded, does pre-award authority apply?**

Funds may not be used to pay for services provided before a signed grant agreement is executed unless you are provided authorization expressly in writing.

## Evaluation and Selection

### **68. In evaluating Project Readiness, is there a timeline the Bureau is prioritizing for actual project implementation - for example - within 3-5 years?**

No. Readiness is about whether you can complete the IFAC funded activities with the 36-month grant period.

### **69. Is there a list of previously awarded grants?**

Yes. Please refer to the [Innovative Finance and Asset Concession Grant Program website](#).



**70. What is the anticipated timeframe for selection and award?**

There is no anticipated timeline for awards, however awards will be announced next calendar year.