

## **Fiscal Year 2026 Notice of Funding Opportunity**

### **Nationally Significant Multimodal Freight and Highways Projects (INFRA)**

Office of the Secretary

U.S. Department of Transportation (DOT or Department)

#### **SUMMARY:**

The purpose of this notice is to solicit applications for the Nationally Significant Multimodal Freight and Highways Projects (INFRA) program. Approximately \$626.7 million is available for award under this notice, consisting of: \$319.8 million in Fiscal Year (FY) 2023 funds, \$106.9 million in FY 2024 funds, and \$200 million in FY 2026 funds for commercial motor vehicle public parking.

The primary goal of the INFRA program is to fund surface transportation infrastructure projects of national or regional significance that improve the safety, efficiency, and reliability of the movement of people and goods. The Department seeks to invest in high-quality infrastructure that modernizes aging assets, expands system capacity, and supports American innovation to support economic competitiveness. With the integration of the FY 2026 appropriations, a targeted objective of this funding opportunity is to directly address the national shortage of commercial motor vehicle parking. By funding projects that expand safe, accessible public parking for commercial drivers, the Department aims to reduce fatigue-related accidents, improve supply chain fluidity, and provide essential infrastructure along the Nation's most critical freight corridors. To support these national freight and mobility goals, the Department intends to invest in projects that enhance or maintain the operational efficiency of the national transportation network.

To secure our strategic advantages, this opportunity seeks to improve eligible land-side surface transportation access to major air cargo hubs and licensed commercial spaceports, ensuring our transportation network supports the future of American aerospace and continued global leadership to the extent the project is otherwise eligible under 23 U.S.C. § 117. In addition, the Department is interested in projects that improve freight movement as identified in the [National Freight Strategic Plan](#).

## Table of Contents

|  |    |
|--|----|
| <b>A. BASIC INFORMATION</b> .....  | 3  |
| 1. FY 2026 INFRA Round: Program Overview.....                                | 7  |
| 2. Changes from the FY 2025 - 2026 MPDG NOFO.....                            | 8  |
| <b>B. ELIGIBILITY</b> .....  | 8  |
| 1. INFRA Eligible grant applicants .....                                     | 8  |
| 2. Eligible Project Types .....  | 9  |
| 3. Eligible Project Cost.....  | 10 |
| 4. Cost Sharing .....  | 12 |
| 5. Location Designations .....   | 14 |
| 6. Universal Cost Sharing or Matching Guidance.....                          | 15 |
| 7. Project Components .....  | 15 |
| 8. Reduced Awards .....  | 16 |
| 9. INFRA Project Requirements .....  | 16 |
| <b>C. PROGRAM DESCRIPTION</b> .....  | 17 |
| 1. Program History and Authorization .....                                   | 17 |
| 2. Program Goals and Objectives .....  | 18 |
| 3. Restrictions on Funding .....   | 18 |
| 4. Availability of Funds.....  | 19 |
| 5. Previous Awards .....   | 19 |
| <b>D. APPLICATION CONTENT AND FORMAT</b> .....                               | 20 |
| 1. Standard Forms .....  | 21 |
| 2. Key Information Questions .....   | 21 |
| 3. Project description file .....  | 21 |
| 4. Location.....   | 21 |
| 5. Project Budget.....   | 22 |
| 6. Outcome Criteria .....  | 24 |
| 7. Benefit-Cost Analysis .....   | 25 |
| 8. Project Readiness .....   | 26 |
| <b>E. SUBMISSION REQUIREMENTS AND DEADLINE</b> .....                         | 27 |
| 1. Application Limit.....  | 27 |
| 2. Application Submission .....  | 27 |
| 3. Unique Entity Identifier (UEI) and System for Award Management (SAM)..... | 27 |
| 4. Submission Issues .....   | 28 |
| 5. Submission Deadline.....  | 28 |
| 6. Consideration of Applications.....  | 28 |
| <b>F. APPLICATION REVIEW INFORMATION</b> .....                               | 28 |

1. Overall Rating .....28

2. Project Outcome Criteria.....29

3. Economic Analysis Rating .....35

4. Project Readiness Rating.....36

5. Review and Selection Process.....41

6. Risk Review ..... 42

**G. AWARD NOTICES .....43**

1. How Project Selections are Announced .....43

2. Pre-Award Costs .....43

**H. POST-AWARD REQUIREMENTS AND ADMINISTRATION .....43**

**I. FEDERAL AWARDED AGENCY CONTACTS .....48**

**J. OTHER INFORMATION.....48**

**A. BASIC INFORMATION**

| <b>Basic Information</b>          |  |
|-----------------------------------|--|
| <b>Announcement Type</b>          | Notice of Funding Opportunity  |
| <b>Funding Opportunity Title</b>  | FY 2026 Nationally Significant Multimodal Freight and Highways Projects (INFRA) Grant Program  |
| <b>Funding Opportunity Number</b> | NSMFHP-26-INFRA  |
| <b>Assistance Listing Number</b>  | 20.934 (Nationally Significant Multimodal Freight and Highway Projects)  |
| <b>Objective</b>                  | Invest in high-impact transportation projects of national or regional significance, or to improve/expand infrastructure in identified freight bottleneck corridors, and to directly address the national shortage of commercial motor vehicle parking.   |
| <b>Program Overview</b>           | The primary goal of the Nationally Significant Multimodal Freight and Highway Projects (INFRA) program is to fund surface transportation infrastructure projects of national or regional significance that improve the safety, efficiency, and reliability of the movement of people and goods in addition to expanding safe, accessible public parking for commercial motor vehicles. |
| <b>Approximate Funding</b>        | Current funding availability: <ul style="list-style-type: none"> <li>• FY 2023 INFRA = \$319.8M</li> <li>• FY 2024 INFRA = \$106.9M</li> <li>• FY 2026 INFRA = \$200M</li> </ul>   |
| <b>Minimum Award Size</b>         | \$25 million for INFRA Large projects<br>\$5 million for INFRA Small projects  |
| <b>Eligible Applicants</b>        | <ul style="list-style-type: none"> <li>• a State or group of States;</li> <li>• a metropolitan planning organization that serves an Urbanized Area (as defined by the</li> </ul>   |

|                                      |   |
|--------------------------------------|---|
|                                      | <p>Bureau of the Census) with a population of more than 200,000 individuals;</p> <ul style="list-style-type: none"> <li>• a unit of local government or group of local governments;</li> <li>• a political subdivision of a State or local government;</li> <li>• a special purpose district or public authority with a transportation function, including a port authority;</li> <li>• a Federal land management agency that applies jointly with a State or group of States;</li> <li>• a tribal government or a consortium of tribal governments;</li> <li>• a multi-State corridor organization; or</li> <li>• a multi-State or multijurisdictional group of entities described in this paragraph;</li> </ul> <p><b>For Commercial Motor Vehicle (CMV) Parking Projects:</b> Any eligible applicant listed above may partner with a private entity to fund the development, capacity expansion, or the operation and maintenance of a facility.</p>   |
| <p><b>Eligible Project Types</b></p> | <p><b>Standard INFRA Eligibility:</b></p> <ul style="list-style-type: none"> <li>• a highway freight project on the National Highway Freight Network (NHFN);</li> <li>• a highway or bridge project on the National Highway System (NHS);</li> <li>• 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;</li> <li>• a highway-railway grade crossing or grade separation project;</li> <li>• a wildlife crossing project;</li> <li>• 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;</li> <li>• a project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions; or</li> <li>• a highway, bridge, or freight project on the National Multimodal Freight Network;</li> </ul> <p><b>For Commercial Motor Vehicle (CMV) Parking Eligible Projects:</b> Projects to provide public parking for commercial motor vehicles that are within reasonable access to or in the right of way of an Interstate highway, the National Highway System, or the National Highway Freight Network.</p> |
| <p><b>Funding Details</b></p>        | <p>The Department is awarding funds through two distinct tracks:</p> <p><b>Track 1</b> utilizes FY 2023 and FY 2024 INFRA resources to support surface transportation projects of national and regional significance; and</p> <p><b>Track 2</b> is a dedicated carve-out of FY 2026 INFRA resources specifically for commercial motor vehicle parking projects of national or regional significance that improve highway safety and provide essential facilities.</p>   |

|                                   |  |
|-----------------------------------|--|
|                                   | <p><b>Applicants must clearly identify the specific track they wish to be considered for through the Project Information Form submitted with their application. Failure to designate a specific track will result in the Department determining the track on the applicant’s behalf based on the project’s scope.</b></p> <p><b>Track 1:</b></p> <ul style="list-style-type: none"> <li>● FY 2023 INFRA Funds (\$319.8 million): <ul style="list-style-type: none"> <li>○ Obligation Deadline: September 30, 2031.</li> <li>○ Expenditure Deadline: September 30, 2036.</li> </ul> </li> <li>● FY 2024 INFRA Funds (\$106.9 million): <ul style="list-style-type: none"> <li>○ Obligation Deadline: September 30, 2027.</li> <li>○ Expenditure Deadline: September 30, 2032.</li> </ul> </li> </ul> <p><b>Track 2:</b></p> <ul style="list-style-type: none"> <li>● FY 2026 INFRA Funds (\$200 million): <ul style="list-style-type: none"> <li>○ Obligation Deadline: No Obligation or Expenditure deadline</li> <li>○ Expenditure Deadline: No Obligation or Expenditure deadline</li> </ul> </li> </ul> <p><b>The Department intends to make project selections using the currently available resources identified in this notice, as well as any additional funding that may become available for the program.</b></p> |
| <b>Key Dates</b>                  | <p>Grants.gov Availability: The “Apply” function will open by June 2, 2026 for both Tracks.</p> <p><b>Track 1:</b> Applications must be submitted online via <a href="http://www.grants.gov">www.grants.gov</a> no later than 5:00 pm Eastern on July 1, 2026.</p> <p><b>Track 2:</b> Applications must be submitted online via <a href="http://www.grants.gov">www.grants.gov</a> no later than 5:00 pm Eastern on July 15, 2026.</p> <p><b>Application Instructions:</b> Complete instructions on how to apply can be found at grants.gov and the official Department of Transportation website.</p>   |
| <b>Application links</b>          | <p>Applications must be submitted through <a href="http://www.Grants.gov">www.Grants.gov</a>. Instructions for submitting applications can be found at <a href="https://www.transportation.gov/grants/mpdg-how-apply">https://www.transportation.gov/grants/mpdg-how-apply</a>.</p>  |
| <b>Agency Contact Information</b> | <p><b>Email:</b> <a href="mailto:MPDGrants@dot.gov">MPDGrants@dot.gov</a></p> <p><b>Website:</b> <a href="https://www.transportation.gov/grants/mpdg-program">https://www.transportation.gov/grants/mpdg-program</a></p> <p>Due to the competitive nature of the program, during the application submittal phase, the</p>  |

|                          |  |
|--------------------------|--|
|                          | Department is unable to accommodate individual meeting requests to discuss the opportunity or specific project ideas, and unable to provide individualized guidance or render opinions about the merit of a specific project.  |
| <b>Other information</b> | <b>Application Limit:</b><br>Each applicant may submit only <b>one application</b> . Unrelated project components should not be combined into a single application to meet this limit. If an applicant submits more than one application, only the first will be considered. |

## 1. FY 2026 INFRA Round: Program Overview

The Department intends to execute project selections under this Notice of Funding Opportunity (NOFO) utilizing approximately **\$626.7 million** in available funding. Specifically, this total includes:

- \$319.8 million in FY 2023 INFRA funds;
- \$106.9 million in FY 2024 INFRA funds; and
- \$200 million in FY 2026 INFRA Commercial Motor Vehicle Parking funds.

The Department intends to make project selections using the currently available resources identified in this notice, as well as any additional funding that may become available for the program.

Funding is administered through two distinct tracks: Track 1 utilizes FY 2023 and FY 2024 resources to support surface transportation projects of national and regional significance, while Track 2 is a dedicated carve-out of FY 2026 resources specifically for commercial motor vehicle parking projects of national or regional significance. Applicants must clearly identify their chosen track in the Project Information Form, as each track is subject to different selection priorities.

### 1.1 Selection Prioritization for Track 1

To maximize the impact of Federal investment and ensure the timely delivery of nationally significant infrastructure, the Department seeks to fund project types that strongly align with key strategic goals. While all eligible applications will undergo a comprehensive and equal review process, the Department will prioritize the selection of INFRA Projects that meet the following criteria:

- **Large-Scale Project Focus:** The Department intends to prioritize the selection of large-scale projects that have a **total eligible project cost of \$150 million or greater**. This prioritization aligns with the Department's statutory objective to support major, high-impact surface transportation projects that provide sweeping economic, safety, and mobility benefits across regional corridors or the national freight network.
- **Enhanced Non-Federal Leverage:** To maximize the impact of the FY 2023 and FY 2024 funds, the Department will prioritize regular INFRA **projects that provide a non-Federal cost share of at least 50 percent of the total future eligible project costs** (aligning with the INFRA Leverage Pilot). Applicants should clearly document the source and availability of these matching funds in the project budget (Note: This leverage priority does not apply to FY 2026 Track 2 Commercial Motor Vehicle Parking applications, which will be evaluated based on their specific statutory Federal share requirements).

- **Project Readiness and Expedited Obligation:** The Department will prioritize **projects that demonstrate a high likelihood of achieving obligation no later than September 30, 2027.** To be considered for this prioritization, applicants must provide a comprehensive project schedule identifying the completed or anticipated completion dates for all environmental and regulatory milestones, including NEPA completion, right-of-way acquisition, and final design.

## 2. Changes from the FY 2025 - 2026 MPDG NOFO

This INFRA funding opportunity is significantly different from the previous NOFOs (FY 2021 to 2026) in the following ways:

- Removes references to rescinded Executive Orders;
- Aligns the NOFO with new Executive Orders and updates to the Outcome criteria rating rubric;
- Changes “Technical Capacity Review” to “Applicant Capacity” and “Environmental Risk Review” to “Project Risk Review” under the Project Readiness review;
- Application Review Information has been updated to clarify how INFRA applications will be assessed; and
- Includes \$200 million in dedicated funding for Commercial Motor Vehicle Parking.

## **B. ELIGIBILITY**

### 1. INFRA Eligible grant applicants:

- a State or group of States;
- 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;
- a unit of local government or group of local governments;
- a political subdivision of a State or local government;
- a special purpose district or public authority with a transportation function, including a port authority;
- a Federal land management agency that applies jointly with a State or group of States;
- a tribal government or a consortium of tribal governments;
- a multi-State corridor organization; or
- a multi-State or multijurisdictional group of entities described in this paragraph;

**For Commercial Motor Vehicle Parking Projects:** Any eligible applicant listed above may

partner with a private entity to fund the development, capacity expansion, or the operation and maintenance of a facility.

Multiple States or jurisdictions may submit a joint application, designating a lead applicant as the primary contact and award recipient. The application should outline each applicant's roles and responsibilities.

For FY 2026 Track 2 Commercial Motor Vehicle Parking applications, the eligible applicant that receives an INFRA grant under this NOFO may partner with a private entity to fund the development, capacity expansion, or operation or maintenance of a facility; however, no fees may be charged by an eligible applicant receiving a grant to a commercial motor vehicle driver to use parking constructed, expanded, opened, maintained, or improved with the award.

DOT expects the applicant to manage and deliver the project. If the applicant plans to transfer the award to another agency, this should be clearly stated in the application, along with a supporting letter from the designated entity. Multiple States or jurisdictions may submit a joint application, designating a lead applicant as the primary contact and award recipient. The application should outline each applicant's roles and responsibilities.

For awards administered by FHWA, if a non-State Department of Transportation (State DOT) applicant will use federal-aid formula funds apportioned to a State DOT as part of the total project budget, the application should also include a supporting letter from the State DOT agreeing to administer the project with the non-State DOT applicant serving as the sub-recipient.

### **Definition of State:**

For the INFRA program, "State" includes any of the 50 States, the District of Columbia, or Puerto Rico. Otherwise, eligible non-State entities located in or serving U.S. Territories are eligible, but should carefully review project type eligibility in Section B.2.

## **2. Eligible Project Types**

### **Standard INFRA project types include:**

- a highway freight project on the National Highway Freight Network;
- a highway or bridge project on the National Highway System;
- 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;
- a highway-railway grade crossing or grade separation project;

- a wildlife crossing project;
- 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;
- a project for a marine highway corridor that is functionally connected to the NHFN; or
- a highway, bridge, or freight project on the National Multimodal Freight Network;

**FY 2026 Commercial Motor Vehicle Parking Eligible Projects include:**

Projects to provide public parking for commercial motor vehicles that are within reasonable access to or in the right of way of an Interstate highway, the National Highway System, or the National Highway Freight Network.

**INFRA Eligibility Notes**

To be eligible under INFRA, 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 and must significantly improve freight movement on the NHFN. In this context, 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.

**3. Eligible Project Cost**

Eligible INFRA project costs per the program statute:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, are provided if 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 Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance.

**3.1 Calculation of Project Costs**

For the purpose of determining whether a project meets the minimum project size requirement or the total project size for set-asides, the Department will count all future eligible project costs and related previously incurred costs (before application and selection for a grant). Previously incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs under this Section and were expended as part of the project for which the applicant seeks funds. Although those previously incurred costs may be used for meeting the minimum project size thresholds described in this Section, they cannot be reimbursed with grant funds, nor will they count towards the project’s required non-Federal share (see Section B.4).

Table 1: Summary of Project Size Designations

| Program                  | INFRA                   |                         |
|--------------------------|-------------------------|-------------------------|
| Project Size Designation | Large >\$100M* in costs | Small <\$100M* in costs |

\*7 States have a different, lower threshold for large vs. small between \$66 million and \$91 million (INFRA); consult Section B.3.c for exceptions

#### b) Eligibility of Development Phase Activities

Development phase activities and other planning or pre-construction activities are eligible costs. These may be eligible costs as part of capital construction projects, or as a standalone activity. However, applicants should carefully review the selection criteria and evaluation of statutory requirements described in Section F; development phase activities as a standalone project may be less competitive by nature of the evaluation structure described in Section F.

#### c) INFRA Project Size

The Department designates INFRA applications as “large” or “small” based on the definitions in 23 U.S.C. § 117. While the program is required to reserve a minimum of 15 percent of funds for small projects and a maximum of 85 percent for large projects, the Department is currently prioritizing large-scale projects where the **total eligible project cost is \$150 million or greater** for the remaining FY 2023 and FY 2024 Track 1 funds. This prioritization reflects the fact that, for the FY 2023-2024 funding cycle, the small project statutory set-aside for Track 1 applications has already been satisfied.

#### Commercial Motor Vehicle (CMV) Parking Set-Asides

For Track 2 (FY 2026 INFRA CMV Parking), the following statutory set-asides apply:

- **Small Projects:** Not less than **50 percent** (\$100 million) of the available CMV parking funds are reserved for small projects.
- **Rural Small Projects:** Within the small project reserve, not less than **30 percent** (\$30 million)

must be awarded to projects located in rural areas.

- **Total Rural Projects:** Overall, not less than **25 percent** (\$50 million) of the total CMV parking appropriation is reserved for projects in rural areas.

#### a. Large Projects

- The minimum project size for large projects is the lesser of (1) \$100 million; (2) 30 percent of a State’s most recent Federal-aid apportionment if the project is located in one State. The only States that have a large project threshold lower than \$100 million are listed below with their thresholds, which are based on the FY 2026 Federal-aid apportionment:
  - Delaware: \$73 million
  - District of Columbia: \$69 million
  - Hawaii: \$73 million
  - Maine: \$79 million
  - New Hampshire: \$71 million
  - Rhode Island: \$94 million
  - Vermont: \$87 million

All multi-State projects meet the \$100 million threshold. Per statute, an INFRA Large grant must be at least \$25 million.

#### b. Small Projects

A small project is an eligible project that does not meet the minimum project size described in the previous Section. Per statute, an INFRA Small grant must be at least \$5 million.

### 4. Cost Sharing

The table below presents a summary of cost share requirements, but applicants should read this section in full.

Table 2: Summary of Cost Share Requirements

| Program    | Track 1: INFRA (FY 2023 & 2024)                |                              | Track 2: INFRA FY 2026<br>(Commercial Vehicle Parking) |  |
|------------|--|------------------------------|--|--|
|            | >\$100M*<br>in Costs                           | <\$100M* in costs            | >\$100M* in Costs                                      | <\$100M* in costs                                  |
| Award Size | \$25 million<br>award<br>minimum               | \$5 million award<br>minimum | \$25 million award<br>minimum                          | \$5 million award<br>minimum                       |
| Cost Share | Max 60% Grant Cost Share,<br>Max 80% Federal** |                              | Max 60% Grant Cost<br>Share, Max 60%<br>Federal***     | Max 60% Grant Cost<br>Share, Max 80%<br>Federal*** |

- \*7 States have a different, lower threshold for large vs. small between \$66 million and \$91 million (INFRA)
- \*\*11 States have a higher, sliding scale max Federal share between 80 percent and 95 percent (INFRA)
- \*\*\*The FY 2026 appropriation language explicitly caps the “Federal share of the cost of a project” at 60 percent for large truck parking projects and 80 percent for small truck parking projects. This supersedes the standard INFRA rules that allow other Federal funds to stack up to 80 percent for large projects.

INFRA grants may be used for up to 60 percent 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 percent of future total eligible project costs, except that, for States with a population density of not more than 80 persons per square mile of land area, based on the 2010 census, the maximum share of the total Federal assistance provided for a project receiving a grant under this section shall be the applicable share under 23 U.S.C. § 120(b).

For projects funded under the FY 2026 commercial motor vehicle parking appropriation (Track 2), specific statutory Federal share limits apply that supersede the standard INFRA rules:

- **Large Truck Parking Projects:** The total Federal share of the cost of the project may not exceed 60 percent.
- **Small Truck Parking Projects:** The total Federal share of the cost of a project that does not meet the minimum size threshold under 23 U.S.C. 117(d)(1)(B) shall be 80 percent.

The following chart identifies the maximum total Federal cost share for Track 1 INFRA projects, under such section 120(b):

Table 3: States with Exceptions to Maximum Federal Share for the INFRA Program

| <b>Maximum Federal Share for INFRA Projects in States with Exceptions under 23 U.S.C. § 120(b)</b> |        |              |        |
|--|--------|--------------|--------|
| Alaska   | 90.97% | Montana      | 82.75% |
| Arizona  | 90.94% | Nevada       | 94.89% |
| Colorado   | 82.79% | New Mexico   | 85.44% |
| Idaho  | 84.97% | Oregon       | 84.63% |
| Montana  | 82.75% | South Dakota | 81.95% |
| Nevada   | 94.89% | Utah         | 89.52% |
| New Mexico   | 85.44% | Wyoming      | 86.77% |

Cost sharing means the portion of the project’s cost that is not paid by Federal funds. Cost share funds are typically stated as a percentage of the total project cost. The Department considers an application’s Federal share to:

- confirm eligibility; and
- as a selection consideration

Eligible sources of non-Federal funds include:

- State funds originating from programs funded by State revenue;
- Local funds originating from State or local revenue-funded programs;
- Private funds;
- Tribal transportation program funds under section 202 of title 23;
- Federal lands transportation program funds under section 203 of title 23;
- TIFIA program funds under chapter 6 of title 23;
- Railroad Rehabilitation and Improvement Financing (RRIF) program under chapter 224 of title 49;
- Federal credit assistance (if repaid from non-Federal sources);

Unless otherwise authorized by statute, funds used to satisfy the cost-share requirements of a different Federal program may not be counted as the cost-share for both the INFRA grant and another Federal grant program.

Non-Federal funds are subject to the same Federal requirements as INFRA grant funds.

For each project that receives an INFRA grant award, the terms of the award will require the recipient to complete the project using **at least the level of non-Federal funding that was specified in the application**. If the actual costs of the project are greater than the costs estimated in the application, the recipient will be responsible for addressing the funding shortfall and maintaining the level of non-Federal funding stated in the application. If the actual costs of the project are less than the costs estimated in the application, the Department will reduce the Federal contribution to ensure federal cost share requirements are met.

If a Federal land management agency applies jointly with a State or group of States, and that agency carries out the project, then Federal funds that were not made available under titles 23 or 49 of the U.S.C. may be used for the non-Federal share.

## 5. Location Designations

The INFRA program statutes are clear in defining urban and rural definitions, which differs across DOT programs. For the INFRA program:

- **Urban:** A project is designated as urban if it is located within (or on the boundary of) a Census-designated urban area that had a population greater than 200,000 in the 2020 Census.
- **Rural:** A project is designated as rural if it is located outside a Census-designated urban area that had a population greater than 200,000 in the 2020 Census.

The Department provides an [interactive map](#) (via the USDOT BUILD program) to show Census-designated urban areas with populations greater than 200,000 in the 2020 Census.

A project located in both urban and rural areas will be designated as urban if the majority of its costs will be spent in urban areas. Conversely, a project located in both urban and rural areas will be designated as rural if the majority of its costs will be spent in rural areas. Urban and rural designations impact the following aspects of the INFRA program:

- Minimum INFRA funding requirements; and
- Cost share

If a project consists of multiple components, as described under section B.7, then for each separate component, the Department may determine whether that component is rural or urban. In some circumstances, including networks of projects under section B.7.a that cover wide geographic regions, this component-by-component determination may result in awards that include urban and rural funds.

## **6. Universal Cost Sharing or Matching Guidance**

For any project under INFRA, the Department cannot consider previously incurred costs or previously expended or encumbered funds towards the matching requirement. Matching funds are subject to the same Federal requirements described in Section B as awarded funds. See Section B for information about documenting cost sharing in the application.

## **7. Project Components**

An application may describe a project that contains more than one component. The Department may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts and all eligibility requirements described in Section B, including the project requirements of the program(s) being applied for; (2) independently aligns well with the selection criteria specified in Section F.2; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. In this context, independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of the Department's funds, even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. If an application describes multiple components, the application should demonstrate how the components collectively advance the purposes of the funding program or programs for which the applicant is applying. An applicant should not add multiple components to a single application merely to aggregate costs or to avoid submitting multiple applications.

Applicants should be aware that, depending upon applicable Federal law and the relationship among project components, an award funding only some project components may make other project components subject to Federal requirements as described in Section G.1.

The Department strongly encourages applicants to identify in their applications the project components that meet the independent utility definition above and separately detail the costs and funding requested for each component. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses the selection criteria.

#### **a. Network of Projects**

An application may describe and request funding for a network of projects. A network of projects is a single grant award that funds multiple projects addressing the same transportation challenge. For example, if an applicant seeks to improve efficiency along a rail corridor, then their application might propose one award for four grade separation projects at four different railway-highway crossings. Each of the four projects would independently increase rail safety and reduce roadway congestion but the overall benefits would be greater if the projects were completed together under a single award. Another example may be a commercial motor vehicle parking project that makes improvements at multiple locations along a corridor.

The Department will evaluate applications that describe networks of projects similar to how it evaluates projects with multiple components. Because of their similarities, the guidance in Section B.7 (Project Components). is applicable to networks of projects, and applicants should follow that guidance on how to present information in their application. As with project components, depending upon applicable Federal law and the relationship among projects within a network of projects, an award that funds only some projects in a network may make other projects subject to Federal requirements as described in Section G.1 (Administrative and National Policy Requirements).

### **8. Reduced Awards**

If selected for award, the Department may decrease the INFRA funding amount from the applicant's request if some elements of the project are determined to be ineligible or to comply with statutory set asides.

### **9. INFRA Project Requirements**

To select a project for award, the Department must determine that the project as a whole, as well as each independent component of the project, satisfies statutory requirements relevant to the program from

which it will receive an award. This section of the application should describe how the project, as a whole, and each independent component, meet the following requirements. Applicants are not required to reproduce the list below in their application but following this format will help evaluators identify the relevant information that supports each large project determination. Supporting information provided in the appendices may be referenced. This section does not apply to Small INFRA projects.

### **Large Project Requirements**

For a large project to be selected, for either track, the Department must determine that the project meets the seven requirements described in 23 U.S.C. § 117(g) listed below and further described in Section B.9. If an application consists of multiple components with independent utility, the Department must determine that each component meets each requirement to select it for an award.

- The project will generate national or regional economic, mobility, or safety benefits;
- The project will be cost-effective;
- The project will contribute to the accomplishment of one or more of the goals described in 23 U.S.C. § 150;
- The project is based on the results of preliminary engineering;
- 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 amounts are available to cover unanticipated cost increases;
- The project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor; and
- The project is reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project.

### **Small Project Requirements**

For a small project to be selected, the Department must consider the cost-effectiveness of the proposed project, the effect of the proposed project on mobility in the State and region in which the project is carried out, and the effect of the proposed project on safety on freight corridors with significant hazards, such as high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire, wildlife crossing onto the roadway, or steep grades.

## **C. PROGRAM DESCRIPTION**

### **1. Program History and Authorization**

The INFRA program is codified at 23 U.S.C. § 117. INFRA awards competitive grants to multimodal

freight and highway projects designed to improve the safety, efficiency, and reliability of the movement of people and goods. It was updated under the Infrastructure Investment and Jobs Act (IIJA), which was enacted on November 15, 2021. The IIJA authorized and appropriated up to \$8 billion to the INFRA program in total funding for Fiscal Years (FY) 2022 through 2026. In addition, the Consolidated Appropriations Act, 2026 provided \$200 million to remain available until expended, specifically to carry out commercial motor vehicle parking projects under the INFRA program.

## 2. Program Goals and Objectives

The primary goal of the INFRA program is to fund surface transportation infrastructure projects of national or regional significance that improve the safety, efficiency, and reliability of the movement of people and goods. The Department seeks to invest in high-quality infrastructure that modernizes aging assets, expands system capacity, and supports American innovation to support economic competitiveness. With the supplementation of funding from the Consolidated Appropriations Act, 2026, the objective of this funding opportunity is to directly address the national shortage of commercial motor vehicle parking. By funding projects that expand safe, accessible public parking for commercial drivers, the Department aims to reduce fatigue-related accidents, alleviate the need for trucks to park in unsafe locations, improve supply chain fluidity, and provide essential infrastructure along the Nation’s most critical freight corridors. To support these national freight and mobility goals, the Department intends to invest in projects that enhance or maintain the operational efficiency of the national transportation network. Consequently, the Department does not intend to fund projects that propose limits on existing roadway capacity for motor vehicles, create artificial chokepoints, or result in a measurable reduction in the Level of Service (LOS) for freight or passenger mobility.

## 3. Restrictions on Funding

The Department must comply with the following funding restrictions:

| Funding Track                   | Restriction  |
|---------------------------------|--|
| INFRA FY 2023 Funding (Track 1) | <ul style="list-style-type: none"> <li data-bbox="625 1600 1365 1686">Not less than \$135 million must be awarded to INFRA Leverage Pilot projects (50 percent non-Federal share)</li> </ul> |

|  |   |
|--|---|
| <p>INFRA FY 2026 Truck Parking (Track 2)</p> | <p><b>Location Requirements:</b></p> <ul style="list-style-type: none"> <li>Projects must be within reasonable access to or in the right of way of an Interstate highway, the National Highway System, or the National Highway Freight Network.</li> </ul> <p><b>Statutory Set-Asides:</b></p> <ul style="list-style-type: none"> <li>Small Projects: Not less than 50 percent (\$100 million) is reserved for small projects (projects not meeting the minimum size threshold under 117(d)(1)(B)). Awards from this reserve must be at least \$5 million each.</li> <li>Rural Small Projects: Not less than 30 percent of the Small Projects reserve (\$30 million) must be used for small projects located in rural areas.</li> <li>Total Rural Projects: Not less than 25 percent of the total amount (\$50 million) is reserved for projects located in rural areas overall.</li> </ul> |
|--|---|

#### 4. Availability of Funds

The table below outlines the obligation and expenditure deadlines for available funding. **Regardless of the statutory deadlines listed below, applications capable of meeting a 2027 obligation target will be prioritized.**

Table 4: Funding obligation deadlines and expenditure dates

| Fiscal Year   | Obligation Deadline   | Expenditure Deadline     |
|---------------|-----------------------|--------------------------|
| INFRA FY 2023 | September 30, 2031    | September 30, 2036       |
| INFRA FY 2024 | September 30, 2027    | September 30, 2032       |
| INFRA FY 2026 | No statutory deadline | Available until expended |

- Obligation occurs when a grant recipient and the Department enter into a written grant agreement after the recipient has satisfied applicable local, State and Federal requirements.
- Expenditure occurs when a recipient is reimbursed for eligible project costs.
- After the expenditure deadline, unexpended funds are no longer available to the project.

#### 5. Previous Awards

The Department may consider whether the project has previously received an award

from INFRA, BUILD, MEGA, RURAL, PIDP, BIP, CRISI, or other departmental discretionary grant programs. Previous INFRA program awards can be seen in [Fact Sheets](#) on the INFRA website.

#### **D. APPLICATION CONTENT AND FORMAT**

The application must include the Standard Form 424 (Application for Federal Assistance), Standard Form 424C (Budget Information for Construction Programs), the “INFRA Project Information Form” available at [www.transportation.gov/grants/mpdg-project-information-form](http://www.transportation.gov/grants/mpdg-project-information-form), and individual application attachments as outlined in the table below. DOT expects the application to be submitted in the following order, using the following file names:

| <b>Information</b>                                      | <b>File Name</b>  | <b>NOFO Section for Guidance</b> | <b>Page Limit</b> |
|---|---|----------------------------------|-------------------|
| SF-424 (filled in grants.gov, not attachment)           | SF-424  | D.1                              | N/A               |
| SF-424C (filled in grants.gov, not attachment)          | SF-424C   | D.1                              | N/A               |
| <a href="#">Project Information Form</a> (in Excel)     | INFRA Project Information Form  | D.2                              | N/A               |
| Project Description                                     | Project Description   | D.3                              | 5 pages           |
| Project Location File (zipped Shapefile, KML/KMZ)       | Location File-State-Project Name (ex: <i>Location File-AK-Highway Project</i> ) | D.4                              | N/A               |
| Project Budget  | Project Budget  | D.5                              | 5 pages           |
| Funding Commitment Documentation                        | Funding Commitments   | D.5                              | N/A               |
| Outcome Criteria  | Outcome Criteria Narrative  | D.6                              | 15 pages          |
| Benefit- Cost Analysis Narrative                        | BCA Narrative   | D.7                              | N/A               |
| Benefit- Cost Analysis Calculations (Excel recommended) | BCA Calculations  | D.7                              | N/A               |
| Project Readiness                                       | Project Readiness   | D.8                              | 5 Pages           |
| Project Requirements                                    | Project Requirements  | B.9                              | 5 Pages           |
| Letters of Support (Optional)                           | Letters Of Support  | F.4                              | N/A               |

DOT expects the application attachments/files be prepared with standard formatting preferences (a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins), and documents should be submitted in PDF, unless otherwise specified (i.e., project information form should be in Excel, and the BCA calculations could be submitted in Excel).

The application files should collectively include all information necessary for DOT to determine that the project satisfies requirements and to assess the selection criteria specified in Section F. DOT expects applications to be complete upon submission. DOT may ask any applicant to supplement data in its application but is not required to do so. Unsupported claims related to the selection criteria will negatively affect competitiveness of the application, as described throughout Section F.2.

Supporting documents may be attached in addition to the listed files, but evaluators are not required to review supporting documents as part of the review described in Section E. Web links to supporting documentation may be provided rather than copies of these supporting materials, but applicants are advised to ensure the link is accessible for the duration of the evaluation period. DOT expects application files to include the following detailed information:

### **1. Standard Forms**

All Applicants must submit the following standard forms:

- SF-424 Application for Federal Assistance; and
- SF-424C Budget Information for Construction Programs.

### **2. Key Information Questions**

The “INFRA Project Information Form” is available at <https://www.transportation.gov/grants/mpdg-project-information-form>

### **3. Project description file**

This file must provide a description and statement of work for the project that focuses on the technical and engineering aspects of the project, the current design status of the project, the transportation challenges that the project is intended to address, and how the project is expected to address those challenges. This file may also discuss the project’s history, including a description of any previously completed components. This file should also describe the project location in a narrative fashion, including a detailed geographical description and map(s), to supplement the project location file.

### **4. Location**

Applicants should submit one of the following file types with project location identification, which will be used to verify the urban/rural designation. Acceptable file types are zipped Shapefiles or

KML/KMZ. If an applicant needs to prepare one of these files, these are suggested instructions:

1. Open a publicly available online mapping tool, for example, Google Earth.
2. Identify your project location. Use the tools to draw a line or make a point to represent the project area. The project area should include only the direct physical location of the infrastructure project; it should NOT include a broad service area or area of project impact.
3. Export, save, and attach to your application one of the acceptable formats.

## **5. Project Budget**

Project budgets should show how different funding sources will share in each activity and present the data in dollars and percentages. The budget should identify other Federal funds the applicant is applying for, has been awarded, or intends to use. At a minimum, it should include the following:

- A description of previously incurred costs; and
- A budget for future eligible project costs.

The budget should also show how each funding source will share in each major construction activity and present that data in dollars and percentages. Funding sources should be grouped into three categories: non-Federal; INFRA; and other Federal. Other Federal grants that have been awarded or for which the project intends to apply for in the future should be described (e.g., Bridge Investment Program, Port Infrastructure Investment Program, etc.), in addition to any Federal formula funds that have been or are planned to be programmed for the project. For each category of Federal funds to be used for future eligible project costs, the amount, nature, and source of any required non-Federal match for those funds should also be described. If the project contains components, the budget must separate the costs of each project component. If the project will be completed in phases, the budget must separate the costs of each phase. If the project can be scaled to one or more components or phases with independent utility, the applicant may provide that information, however each component/phase will need to satisfy relevant statutory requirements to be eligible.

The budget should be detailed enough to demonstrate that the project satisfies the statutory cost-sharing requirements described in Section B.5 and those associated with each category of Federal funding.

Applicants are encouraged to include the following budget table below with future eligible project cost details:

Table 4: Budget Table

|                      | [Component 1]  | [Component 2]  | Total Funding |
|----------------------|----------------|----------------|---------------|
| Funding Source       | Funding Amount | Funding Amount |               |
| INFRA Funds:         | [\$XXX]        | [\$XXX]        | [\$XXX]       |
| Other Federal Funds: | [\$XXX]        | [\$XXX]        | [\$XXX]       |
| Non-Federal Funds:   | [\$XXX]        | [\$XXX]        | [\$XXX]       |
| Total:               | [\$XXX]        | [\$XXX]        | [\$XXX]       |

If there is only a single component, remove “Component 2” column. If there are more than 2 components, add columns.

(A) **Contingency Amounts:** Information showing that the applicant has budgeted sufficient contingency amounts to cover unanticipated cost increases, and a description of the degree of design completion for which the cost was estimated.

(B) **Urban/Rural Cost Separation:** Only in cases for which the project is located partially within an urban area the budget needs to separate the costs between those areas. Applicants are encouraged to complete the table below in these cases, and should reference the [interactive map](#) (via the USDOT BUILD Program) when filling out the table below:

Table 5: Budget Table by Location

| Census Tract(s) | Project Costs per Census Tract |
|-----------------|--------------------------------|
| [XX.XX]         | \$                             |
| [XX.XX]         | \$                             |
| [XX.XX]         | \$                             |
|                 | <b>Total Project Cost: \$</b>  |

(Note: Please reference the Census Tracts (2020 Census) layer in the BUILD [Grant Project Location Verification](#). Add more rows for the additional census tracts, as needed.)

DOT will use this table to determine which Census tracts include the majority of project costs in the context of making final urban or rural designations.

The total project cost listed in Tables 4 and 5 should match total project cost listed throughout the application materials.

(C) **Complete Funding Information:** In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a source of funds is available for expenditure only during a fixed period, the application should describe that restriction. Complete information about project funds will ensure that the Department's expectations for award execution align with any funding restrictions unrelated to the Department, even if an award differs from the applicant's request.

The Department is committed to considering project funding decisions holistically among the various discretionary grant programs available in IIJA. The Department also recognizes that applicants may be seeking discretionary grant funding from multiple discretionary grant programs and opportunities. The applicant should indicate, within the Federal funding description, details as to what other potential Department programs and opportunities they intend to solicit funds, and what award amounts they will be seeking.

## 6. Outcome Criteria

This section of the application should demonstrate how the project aligns with the Outcome Criteria described in Section F.2 of this notice. Applicants also should review that section before developing their application. The Department encourages applicants to address each criterion as it applies to the funding programs to which they are applying 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.

- **Criterion #1: Safety**
  - This section of the application should describe how the project will improve safety (described in Section F.2 of this notice).
- **Criterion #2: Economic Competitiveness and Opportunity**
  - This section of the application should describe how the project will contribute to economic competitiveness and opportunity (described in Section F.2 of this notice).
- **Criterion #3: State of Good Repair**
  - This section of the application should describe how the project will contribute to State of Good Repair (described in Section F.2 of this notice).
- **Criterion #4: Innovation**
  - This section of the application should describe how the project will contribute to

innovation (described in Section F.2 of this notice).

## 7. Benefit-Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) narrative and calculation file. Applicants should also review DOT's detailed guidance on how to conduct a BCA, which is available on the INFRA grant program website (see <https://www.transportation.gov/grants/infra-additional-guidance>). Additional background on how DOT uses benefit-cost analysis can be found here: <https://www.transportation.gov/grants/dot-navigator/what-is-a-benefit-cost-analysis>.

There should be two BCA files included in the application: (1) a narrative description of the BCA; and (2) an unlocked spreadsheet revealing the underlying calculations.

- **BCA Narrative**

The BCA narrative should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline and the build scenario, the sources of data used to forecast the outcomes of the project, the values of key input parameters, and a description of benefits and costs to be monetized. In addition to the BCA narrative requirements, applicants may also provide a table like the one shown below summarizing the impacts of the project and how those impacts would translate into expected benefits. This is shown as an example only:

Table 6: Example of BCA Changes from Baseline

| <b>Current Status/Baseline and Challenge to be Addressed</b>                                | <b>Change to Baseline</b>  | <b>Example Impacts</b>  |
|---|--|---|
| A bridge has deteriorated to the point where trucks are forced to detour to a nearby bridge | The existing bridge will be rehabilitated to remove restrictions on trucks | Reduced travel time and vehicle operating costs due to a reduction in average truck trip length by X miles                          |
| A major freight corridor is in poor condition leading to increased travel times.            | Improve corridor condition, reconfigure interchange, add truck parking     | Reduce travel time, particularly for freight by X. Improve safety by Y, which also has impact on time savings from avoided crashes. |

- **BCA Spreadsheet**

The BCA spreadsheet file should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by Department evaluators. The Department has developed an optional BCA spreadsheet that is available to assist applicants in structuring their analysis ([Benefit-Cost Analysis Spreadsheet Template for Discretionary Grant Programs](#)). Additionally, the Department has developed an optional BCA tool for assessing bridge projects that may be of use for bridge rehabilitation or reconstruction projects ([Bridge Investment Program Benefit-Cost Analysis Tool](#)). Please ensure any BCA spreadsheet submitted is unlocked, to allow review.

## **8. Project Readiness**

This file should include information that addresses the Project Risk and Applicant Capacity considerations as described in Section F.4(Project Readiness Rating). The Financial Completeness Assessment will be based on information contained throughout the budget file of the application. Guidance describing how the Department will evaluate a project’s readiness is described in Section F.4(Project Readiness Rating). of this notice. The Project Readiness file should include the following sections:

### **a) Detailed Project Schedule**

All applications should include a detailed project schedule that identifies milestones, including at a minimum:

- NEPA and other permit completion;
- grant agreement/obligation<sup>1</sup> of funds;
- construction start; and
- construction end.

Other milestones may also include design completion; right-of-way acquisition; approval of plans, specifications and estimates; partnership agreements (for example, with railroads); and procurement. Applicants should plan for the INFRA review and selection to take approximately three months from the submission date, followed by a 60-day statutory period in which INFRA funds may not be obligated. Therefore, it is reasonable for applicants to establish project schedules that incorporate the earliest availability of funds (pending other obligation pre-requisites) would be approximately six months after the application submission date.

### **b) Applicant Capacity**

All applications should include a section in the Project Readiness file that describes their capacity to deliver the project as described in Section F.4 (Project Readiness Rating) of this NOFO. If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps

that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the relevant domestic preference law, the applicant should contact the appropriate DOT operating administration field or headquarters offices for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

### c) **Assessment of Project Risks and Mitigation Strategies**

The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks. They may include procurement delays, uncertainties, increases in real estate acquisition costs, uncommitted non-Federal funding, unavailability of domestically manufactured equipment, among others. The applicant should provide a public involvement plan demonstrating meaningful engagement of the community affected by the project, to include disadvantaged and other potentially affected local communities, where applicable.

## **E. SUBMISSION REQUIREMENTS AND DEADLINE**

### **1. Application Limit**

Each applicant may submit only **one application**. Unrelated project components should not be combined in one application to meet this limit. If an applicant submits more than one application, only the first will be considered.

### **2. Application Submission**

Applications must be submitted through [www.Grants.gov](http://www.Grants.gov). Instructions for submitting applications can be found at <https://www.transportation.gov/grants/mpdg-how-apply>

### **3. Unique Entity Identifier (UEI) and System for Award Management (SAM).**

Each applicant must: 1) be registered in SAM before submitting its application; 2) provide a valid unique entity identifier in its application; and 3) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. The Department may not make an INFRA grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time the Department is ready to make an INFRA grant, the Department may determine that the applicant is not

qualified to receive an INFRA grant and use that determination as a basis for making an award to another applicant. **Please note that the SAM registration process takes several weeks to complete, if not longer.**

#### 4. Submission Issues

Please visit [www.grants.gov](http://www.grants.gov) for technical assistance with the application portals.

#### 5. Submission Deadline

- Track 1: Applications must be submitted online via [www.grants.gov](http://www.grants.gov) no later than 5:00 pm Eastern on July 1, 2026.
- Track 2: Applications must be submitted online via [www.grants.gov](http://www.grants.gov) no later than 5:00 pm Eastern on July 15, 2026.

#### 6. Consideration of Applications

Only applicants who comply with all submission deadlines described in this notice and submit applications through [www.grants.gov](http://www.grants.gov) will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

#### 7. Late Applications

The Department does **not** accept late INFRA grant applications. Applicants are strongly encouraged to complete submissions days in advance of the deadline. Applicants facing technical issues are advised to contact the [www.grants.gov](http://www.grants.gov) helpdesk well in advance of the deadline.

### **F. APPLICATION REVIEW INFORMATION**

#### 1. Overall Rating

The Department will assign each eligible project a rating of highly recommended, recommended, or not recommended. The rating will be assigned by the Department on the following basis:

A rating of “**Not Recommended**” will be assigned to projects that:

- The Department determines do not meet one or more statutory requirements for award, or additional information is required for one or more statutory requirements; or
- Receive a low rating in one or more of project outcome, economic analysis, or project readiness; or
- Are otherwise identified by the Senior Review Team to not be suitable for a grant award based on the Senior Review Team member’s identification of a weakness within a Project Outcome Area, weakness within a Project Readiness area, or knowledge that the project:
  - has already received the requested Federal funding.

A rating of “**Highly Recommended**” will be assigned to projects that:

- The Department determines meet all statutory requirements for award and receive high ratings in all of the project outcomes, economic analysis, and project readiness; or
- Meet all statutory requirements for award and are otherwise 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.

A rating of “**Recommended**” will be assigned to projects that:

- The Department determines meet all statutory requirements for award; and
- Are not otherwise assigned a “Highly Recommended or “Not Recommended” rating.

**2. Project Outcome Criteria**

The Department will consider the extent to which the project addresses the following project outcome criteria, which are explained in greater detail below and reflect the key program objectives described in Section C.2 (1) safety; (2) economic competitiveness and opportunity; (3) State of Good Repair; and (4) innovation. For each project outcome area, the Project Outcome Analysis team will assign a 0, 1, 2, or 3 according to the scoring rubric shown below. A more detailed description of the items in the rubric for each criterion follows.

Applications are not required to score highly in each criterion, but applicants are encouraged to propose projects that score highly in as many areas as possible. For each criterion, the Department will evaluate whether the application uses data-driven and evidence-based methods to demonstrate that the project will provide the anticipated benefits, The Department will assign a high, medium, or low project outcome rating on the following basis:

| <b>Outcome Ratings: 4-Criteria Outcome Rating Rubric</b> |   |
|--|---|
| High   | <ul style="list-style-type: none"> <li>• Three or more 3s (Primary Purposes) and No 1s and No 0s.</li> </ul>                          |
| Medium   | <ul style="list-style-type: none"> <li>• Any combination of 2s and 3s that does not meet the requirement for a High rating</li> </ul> |
| Low  | <ul style="list-style-type: none"> <li>• Any 1s (Insufficient Information) OR Any 0s (Negative Impact).</li> </ul>                    |

**2.1 Outcome Rubric**

To receive the highest outcomes rating in any given outcome area, it must be a primary project purpose **and** meet the description of an item listed in column “3” of the rubric below. A rating of “2” indicates the project results in benefits to the outcome area matching one or more of the descriptions below, but it is not a primary project purpose, **or** the project does not otherwise meet the description of a

“3” rating. A rating of a “1” indicates the application does not contain enough information to assess whether the project results in benefits in the outcome area. A rating of a “0” indicates the project would negatively impact the outcome area.

Applicants should carefully review the rubric below, which shows the differences between a rating of a 2 and a rating of a 3. More details and examples are provided in the section following the rubric.

| Criteria/ Rating                                | 2   | 3  |
|---|---|--|
| <b>Safety</b>                                   | <p>The project results in benefits to the outcome area matching one or more of the descriptions below, BUT it is not a primary project purpose OR the project does not otherwise meet the description of a “3” rating.</p> <ul style="list-style-type: none"> <li>• Reduces any number of fatalities and/or serious injuries.</li> <li>• Targets the shortage of safe parking for commercial motor vehicles.</li> </ul> | <p>The outcome area is a primary purpose of the project AND the project results in clear and direct data-driven benefits matching one or more of the descriptions in the “3” column of the rubric below.</p> <ul style="list-style-type: none"> <li>• Eliminates at-grade crossings to reduce crash risks and safely separate freight and passenger traffic.</li> <li>• Reduces fatalities and/or serious injuries in the project area to bring them below the State-wide average.</li> <li>• Substantially expands commercial motor vehicle parking capacity in an area with a demonstrated safety concern.</li> <li>• Incorporates specific safety improvements that are part of a documented safety risk mitigation strategy and that have corridor wide impact.</li> </ul>   |
| <b>Economic Competitiveness and Opportunity</b> | <ul style="list-style-type: none"> <li>• Improves the safety, security, or efficiency of the movement of goods.</li> <li>• Reduces transportation costs and supply chain friction for domestic businesses, manufacturers, or agricultural producers.</li> <li>• Facilitates tourism opportunities.</li> <li>• Minimizes parking search times to increase freight efficiency.</li> </ul>                                 | <ul style="list-style-type: none"> <li>• Improves roadways vital to national energy security, including highways that support movement of energy equipment, and advances the Nation’s domestic energy sector in accordance with Executive Order 14154 – Unleashing American Energy.</li> <li>• Revitalizes and restores domestic maritime industries in accordance with Executive Order 14269 – Restoring America’s Maritime Dominance.</li> <li>• Includes union participation or project labor agreements which promote cost-effectiveness and open competition.</li> <li>• Improves eligible land-side surface transportation access to a major air cargo hub or licensed commercial spaceport.</li> <li>• Improves access to national security and defense facilities or facilitates movement of military cargo or personnel.</li> <li>• Increases efficient use of available driver Hours of Service (HOS) time by expanding commercial motor vehicle (CMV) parking in</li> </ul> |

|                             |  |   |
|-----------------------------|--|---|
|                             |  | <p>strategic locations where there is a high-demand for truck parking due to freight operational patterns, such as on high volume national freight corridors or near major freight generators.</p> <ul style="list-style-type: none"> <li>• Promotes or reshores industries of national interest, including critical minerals, steel, the defense industrial base, and pharmaceutical manufacturing.</li> <li>• Addresses a freight bottleneck, as identified in the National Freight Strategic Plan, a State Freight Plan, or as measured by relevant freight industry associations (ATRI, e.g.);</li> <li>• Supports the growth and expansion of American exports.</li> <li>• Measurably increases the volume, value, or economic throughput of goods moving through a major national freight corridor or port facility</li> </ul>  |
| <b>State of Good Repair</b> | <ul style="list-style-type: none"> <li>• Restores existing core infrastructure or a commercial motor vehicle (CMV) parking facility at the end of its useful life to a state of good repair.</li> <li>• Creates new infrastructure in remote communities that will be maintained in a state of good repair.</li> </ul> | <ul style="list-style-type: none"> <li>• Restores and modernizes existing core infrastructure or a commercial motor vehicle (CMV) parking facility that will result in lower long-term maintenance costs.</li> <li>• Addresses current and projected vulnerabilities that if left unaddressed will threaten future transportation network efficiency, mobility of goods or people, or economic growth.</li> <li>• Prioritizes improvement of the condition and safety of existing transportation infrastructure, particularly infrastructure with high cost of failure, such as bridges with lengthy detours, including single points of failure identified in the National Freight Strategic Plan.</li> <li>• Enhances freight resilience to natural hazards or disasters (e.g., high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire, or steep grades).</li> </ul> |

|                          |  |   |
|--------------------------|--|---|
| <p><b>Innovation</b></p> | <ul style="list-style-type: none"> <li>• Deploys technologies, project delivery, or financing methods that are new or innovative to the applicant or community.</li> </ul> | <p><i>Innovative Technology</i></p> <ul style="list-style-type: none"> <li>• Deploys innovative technology to improve the safety or efficiency of freight movement.</li> <li>• Enhances the environment for connected or automated vehicles to improve the detection and mitigation of safety risks.</li> <li>• Uses sensors or small unmanned aerial vehicles to enhance infrastructure inspection and asset management processes.</li> <li>• Uses sensors to monitor real-time conditions of pavement quality, signage, or other public infrastructure.</li> <li>• Uses active grade crossing detection systems to enable responsive traffic management or uses detection systems on railroads to target and deter trespassing.</li> <li>• Deploys technology to digitize curb management for freight usage, support more efficient freight operating practices, or help combat cargo theft through enhanced prevention and recovery.</li> </ul> <p><i>Innovative Project Delivery</i></p> <ul style="list-style-type: none"> <li>• Uses practices that facilitate accelerated project delivery such as single contractor design-build arrangements, Advanced Digital Construction Management, Accelerated Bridge Construction, or Digital as-builts.</li> <li>• Utilizes an up-to-date programmatic agreement between an environmental resource agency and a State DOT, or other NEPA lead agency, that establishes a streamlined process for environmental consultations and permits for commonly encountered project types.</li> </ul> <p><i>Innovative Financing</i></p> <ul style="list-style-type: none"> <li>• Uses TIFIA, RRIF, or private activity bond financing; or</li> <li>• Uses congestion pricing or other demand management strategies.</li> </ul> |
|--------------------------|--|---|

**Criterion #1: Safety**

The Department will evaluate whether and how the project demonstrates safety benefits. The Department will consider if the project reduces any number of fatalities and/or serious injuries; or targets the shortage of safe parking for commercial motor vehicles. Furthermore, the Department will assess if the primary purpose of the project eliminates at-grade crossings to reduce crash risks and safely separate freight and passenger traffic; reduces fatalities and/or serious injuries in the project area to bring them below the State-wide average; substantially expands commercial motor vehicle parking capacity in an area with a demonstrated safety concern; or incorporates specific safety improvements that are part of a documented safety risk mitigation strategy and that have corridor wide impact.

**Criterion #2: Economic Competitiveness and Opportunity**

The Department will assess whether and how the project will improve economic competitiveness and opportunity. The Department will consider if the project improves the safety, security, or efficiency of the movement of goods; reduces transportation costs and supply chain friction for domestic businesses, manufacturers, or agricultural producers; or facilitates tourism opportunities; minimizes parking search times to increase freight efficiency. Furthermore, the Department will assess if the primary purpose of the project improves roadways vital to national energy security, including highways that support movement of energy equipment, and advances the Nation's domestic energy sector in accordance with Executive Order 14154 – Unleashing American Energy; revitalizes and restores domestic maritime industries in accordance with Executive Order 14269 – Restoring America's Maritime Dominance; includes union participation or project labor agreements which promote cost-effectiveness and open competition; improves eligible land-side surface transportation access to a major air cargo hub or licensed commercial spaceport; improves access to national security and defense facilities or facilitates movement of military cargo or personnel; increases efficient use of available driver Hours of Service (HOS) time by expanding commercial motor vehicle (CMV) parking in strategic locations where there is a high-demand for truck parking due to freight operational patterns, such as on high volume national freight corridors or near major freight generators; promotes or reshores industries of national interest, including critical minerals, steel, the defense industrial base, and pharmaceutical manufacturing; addresses a freight bottleneck, as identified in the National Freight Strategic Plan, a State Freight Plan, or as measured by relevant freight industry associations (ATRI, e.g.); supports the growth and expansion of American exports; or measurably increases the volume, value, or economic throughput of goods moving through a major national freight corridor or port facility.

**Criterion #3: State of Good Repair**

The Department will assess whether and to what extent the project improves the state of good repair.

The Department will consider if the project restores existing core infrastructure or a commercial motor vehicle (CMV) parking facility at the end of its useful life to a state of good repair; or creates new infrastructure in remote communities that will be maintained in a state of good repair. Furthermore, the Department will assess if the primary purpose of the project restores and modernizes existing core infrastructure or a commercial motor vehicle (CMV) parking facility that will result in lower long-term maintenance costs; addresses current and projected vulnerabilities that if left unaddressed will threaten future transportation network efficiency, mobility of goods or people, or economic growth; prioritizes improvement of the condition and safety of existing transportation infrastructure, particularly infrastructure with high cost of failure, such as bridges with lengthy detours including single points of failure identified in the National Freight Strategic Plan; or enhances freight resilience to natural hazards or disasters (e.g., high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire, or steep grades).

#### **Criterion #4: Innovation**

The Department will assess the extent to which the applicant uses innovative technologies, project delivery, or financing. The Department will consider if the project deploys technologies, project delivery, or financing methods that are new or innovative to the applicant or community. Furthermore, the Department will assess if the primary purpose of the project deploys innovative technology to improve the safety or efficiency of freight movement; enhances the environment for connected or automated vehicles to improve the detection and mitigation of safety risks; uses sensors or small unmanned aerial vehicles to enhance infrastructure inspection and asset management processes; uses sensors to monitor real-time conditions of pavement quality, signage, or other public infrastructure; uses active grade crossing detection systems to enable responsive traffic management or uses detection systems on railroads to target and deter trespassing; or deploys technology to digitize curb management for freight usage, support more efficient freight operating practices, or help combat cargo theft through enhanced prevention and recovery. For project delivery, the Department will assess if the project uses practices that facilitate accelerated project delivery such as single contractor design-build arrangements, Advanced Digital Construction Management, Accelerated Bridge Construction, or Digital as-builts; or utilizes an up-to-date programmatic agreement between an environmental resource agency and a State DOT, or other NEPA lead agency, that establishes a streamlined process for environmental consultations and permits for commonly encountered project types. For innovative financing, the Department will assess if the project uses TIFIA, RRIF, or private activity bond financing; or uses congestion pricing or other demand management strategies. Please note that all innovative technology must be in compliance with 2 CFR § 200.216.

### **3. Economic Analysis Rating**

The Department will consider a project's benefits as compared to its costs to determine whether a

project is cost effective and assign an economic analysis rating. To the extent possible, the Department will rely on quantitative, evidence-based and data-supported analysis, including an assessment of the project's estimated benefit-cost ratio (BCR) based on the applicant-supplied BCA described in Section D.7. Based on the Department's assessment, the Department will assign an economic analysis rating of high, medium-high, medium, medium-low, or low according to the following table:

| <b>Rating</b> | <b>Description</b>  |
|---------------|---|
| High          | The project's benefits will exceed its costs, with a benefit-cost ratio of at least 2.0 |
| Medium-High   | The project's benefits will exceed its costs  |
| Medium        | The project's benefits are likely to exceed its costs                                   |
| Medium-Low    | The project's costs are likely to exceed its benefits                                   |
| Low           | The project's costs will exceed its benefits  |

#### **4. Project Readiness Rating**

The Department will consider project readiness to assess the likelihood of a successful project. Low ratings in any of these readiness areas do not disqualify projects from award but may result in a "Not Recommended" overall rating. Competitive applications should clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

##### **a. Project Risk Review**

The Project Risk Review evaluates information provided in the Project Readiness file. The review analyzes the likelihood of the project to meet major milestones including the timely obligation and expenditure of grant funds given the constructability of the project, the current level of design, the extent to which the applicant has secured necessary environmental permits and approvals, whether acquiring right-of-way and/or a railway agreement is needed, if there is support for the project.

To assist the Department in assessing project risk, applicants must provide detailed information regarding their Schedule and Required Approvals:

##### **Schedule**

The application schedule should be sufficiently detailed to demonstrate that:

- **Timely Obligation:** All necessary activities will be complete to allow INFRA funds to

be obligated sufficiently in advance of September 30, 2027. This is the INFRA statutory deadline for FY 2024 funds. While FY 2023 INFRA funds have a later statutory deadline, the Department will evaluate all applications according to the 2027 deadline;

- **Risk Mitigation:** Any unexpected delays will not put the funds at risk of expiring before they are obligated;
- **Expedited Construction:** The project can begin construction quickly upon obligation of grant funds, and that the grant funds will be spent expeditiously once construction starts. Recipients will be required to obligate funds within one month of pre-requisite completion, including NEPA completion, unless a written justification to delay obligation is provided and approved by the Office of the Secretary of Transportation; and
- **Right-of-Way (ROW):** All real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no acquisition is necessary. A plan for securing any required Right-of-Way agreements should be included. If applicable, this section should describe a right-of-way acquisition plan that minimally disrupts communities and maintains community cohesion.

### Required Approvals

The Department will review the reasonableness of the plan to secure required approvals and mitigate related risks. Applications should include:

- **NEPA Status:** Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the final agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements;
- **Other Agency Approvals:** Information on reviews, approvals, and permits by other Federal and State agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies indicate the status of such actions, provide detailed information about the status of those reviews or approvals and should demonstrate compliance

with any other applicable Federal, State, or local requirements, and when such approvals are expected. Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources. Applicants should provide a link or other reference to copies of any reviews, approvals, and permits prepared;

- **Environmental Impacts:** Environmental studies or other documents, through a link, that describe in detail known project impacts, and possible mitigation for those impacts;
- **DOT Coordination:** A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals;
- **Right-of-Way (ROW) Plans:** If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan;
- **Public Engagement:** A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design including the consideration of ensuring proportional impacts to all populations;
- **State and Local Approvals:** Receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals, and Statewide Transportation Improvement Program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities; and
- **Planning Document Inclusion:** Federal Transportation requirements affecting State and local planning requirements applicable to the relevant operating administration apply to all INFRA grant projects, including projects located at airport facilities. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide

links or other documentation supporting this consideration such as letters of support from the State DOT if the project is intended to be included in the State Freight Plan, or results from application of the [FHWA Freight Mobility Trends Tool](#).

#### **b. Applicant Capacity**

The Applicant Capacity Assessment will assess the applicant's capacity to successfully deliver the project in compliance with applicable Federal requirements based on factors including, but not limited to, the recipient's experience working with Federal agencies, civil rights compliance, previous experience with DOT discretionary grant awards and/or the technical experience and resources dedicated to the project. This review is partially based on information submitted with the application and partially based on DOT Operating Administration knowledge of the applicant's performance. Applicant Capacity ratings will be one of the following: "certain," "somewhat certain," or "uncertain." DOT will assign the highest rating of "certain," if the applications demonstrate that: the applicant has extensive experience with Federal funds; the applicant has extensive experience completing projects with similar scope; the applicant has the resources to deliver the project; the project has minimal or no incomplete ROW acquisition; and the project will comply with all applicable Federal requirements including but not limited to Buy America provisions, ADA regulations, Civil Rights requirements, Federal Motor Vehicle Safety Standards (FMVSS), and/or the Federal Motor Carrier Safety Regulations (FMCSR).

#### **c. Financial Completeness**

The Financial Completeness Assessment reviews the availability of funding for the project and whether the applicant presented a complete funding package. Financial Completeness ratings are: "complete," "partially complete," or "incomplete." DOT will assign the highest rating of "complete," if the application identifies funding sources for the full project budget, indicates the funding level of commitment or availability, includes documented support such as letters of commitment, and indicates a plan to address potential cost overruns (in part by including an explicit contingency amount with a source). Funding commitment documentation should demonstrate that funding is committed to the specific project that is subject to the application, not simply that an entity has access to various funds. Typical funding commitment documentation varies by applicant type, but could include reference to inclusion in the STIP/TIP or capital improvement plan, a letter from the director of the agency, a resolution from a council or board, legislative action or budget resolution, etc. DOT will also consider whether the applicant indicated the level of design that the project is based on. Projects with funding estimates that are based on early stages of design (e.g., less than 30 percent design) or outdated cost estimates without specified budget contingencies may receive a lower rating.

#### d. Overall Readiness Rating

The Project Readiness Ratings: Project Risk, Financial Completeness, and Applicant Capacity, will be translated to a high, medium, or low rating, using the table below:

| Rating                               | 1   | 2   | 3  |
|--------------------------------------|---|---|--|
| <b>Applicant Capacity Assessment</b> | <b>Uncertain:</b><br>The team is not confident in the applicant's capacity to deliver this project in a manner that satisfies Federal requirements.   | <b>Somewhat Certain:</b><br>The team is moderately confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements.  | <b>Certain:</b> The team is confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements.  |
| <b>Financial Completeness</b>        | <b>Incomplete Funding:</b><br>The project lacks full funding, or one or more Federal or non-Federal match sources are still uncertain as to whether they will be secured in time to meet the project's construction schedule. | <b>Partially Complete/Appear Stable and Highly Likely to be Available:</b><br>Project funding is not fully committed but appears highly likely to be secured in time to meet the project's construction schedule.                                       | <b>Complete, Stable and Committed:</b> The Project's Federal and non-Federal sources are fully committed—and there is demonstrated funding available to cover contingency/cost increases.            |
| <b>Project Risk</b>                  | <b>High Risk:</b> The project has not completed or begun NEPA and there are known environmental or litigation concerns associated with the project.   | <b>Moderate Risk:</b> The project has not completed NEPA or secured necessary Federal permits, and it is uncertain whether they will be able to complete NEPA or secure necessary Federal permits in the time necessary to meet their project schedule. | <b>Low Risk:</b> The Project has completed NEPA or it is highly likely that they will be able to complete NEPA and other environmental reviews in the time necessary to meet their project schedule. |

| Score: | Overall Readiness Rating                                       |
|--------|--|
| High   | All 3s (Certain Capacity, Complete Funding, and Low Risk).     |
| Medium | Any combination of 2s and 3s (No 1s).                          |
| Low    | Any 1s (Uncertain Capacity, Incomplete Funding, or High Risk). |

## 5. Review and Selection Process

This section addresses the statutory requirement that the Department describe the methodology that will be used to determine if projects satisfy statutory project requirements, how they will be rated according to selection criteria and considerations, and how those criteria and considerations will be used to assign an overall rating.

The INFRA evaluation process consists of an Analysis Phase and Senior Review Phase. In the Analysis Phase, teams will evaluate the criteria using the rating system described in section F.

The Senior Review Team (SRT) will consider the ratings from the Analysis Phase and assign an overall rating according to the methodology described in Section F. Once every project has been assigned an overall rating, the SRT will review the list of Highly Recommended projects to determine if it 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 each track's list can satisfy necessary program set asides and geographic diversity requirements. The SRT can add a Recommended project only if (1) that project directly addresses an identified insufficiency related to the program set-asides, geographic diversity requirements, or to ensure there are sufficient projects to distribute all available funds, and (2) the SRT treats all similarly situated Recommended projects the same.

For each track the SRT will present the list of Projects for Consideration to the Secretary, either collectively or through a representative. The SRT may advise the Secretary on any project on the list of Projects for Consideration, including options for reduced awards, but the Secretary makes final project selections. The Secretary must prioritize selections from among the projects assigned a "Highly Recommended" Rating. The Secretary's selections identify the applications that best address program requirements, are most worthy of funding, and best align with the priorities identified in this NOFO.

The Department intends to apply principles from [DOT Order 2100.7, \(Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities\)](#) and DOT Order 2100.9, [\(Ensuring Nondiscrimination and Equal Opportunity in Department of Transportation Policies, Programs, and Activities\)](#) when evaluating applications and making award selections. To the maximum extent permitted by law, DOT will prioritize projects that are in alignment with the

principles outlined in DOT Order 2100.7 and DOT Order 2100.9. In addition, DOT will prioritize projects that improve the travel experience for American families and align with the priorities of this Administration as described in this NOFO.

## 6. Risk Review

Pursuant to federal statute and regulation, DOT is required to review eligibility and financial integrity information for applicants, available in databases designated by the Office of Management and Budget (OMB), prior to making a Federal award.

DOT is required to review the responsibility and qualification records available in the non-public segment of SAM prior to making a Federal award where the Federal share is expected to exceed the simplified acquisition threshold, defined at [41 U.S.C. § 134](#), over the period of performance. An applicant can review and comment on any information in the responsibility/qualification records available in SAM.

When assessing risk, DOT will consider:

- ***Financial stability.*** The applicant's record of effectively managing financial risks, assets, and resources;
- ***Management systems and standards.*** Quality of management systems and ability to meet the management standards prescribed in this part;
- ***History of performance.*** The applicant's record of managing previous and current Federal awards, including compliance with reporting requirements and conformance to the terms and conditions of Federal awards, if applicable;
- ***Audit reports and findings.*** Reports and findings from audits performed under subpart F or the reports and findings of any other available audits, if applicable; and
- ***Ability to effectively implement requirements.*** The applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on recipients of Federal awards.

Before making decisions in the risk review required by [§ 200.206](#), DOT will consider any comments by the applicant, along with information available in the responsibility/qualification records in SAM.gov.

## **G. AWARD NOTICES**

### **1. How Project Selections are Announced**

The Department will announce awarded projects by posting a list of selected projects at: <https://www.transportation.gov/grants/mpdg-program>

- Following the announcement, the Department will contact the point of contact listed in the SF 424 to initiate negotiation of a project-specific agreement.

### **2. Pre-Award Costs**

Unless authorized by the Department in writing after announcement of FY 2026 INFRA selections, any costs incurred prior to the Department's obligation of funds for a project are ineligible for reimbursement and are ineligible cost share requirements.

- Project costs incurred before project selections are announced cannot be paid for with funds from this competition.
- Funds must be used only for the specific purposes as outlined in the award letter and/or authorized by the Department.

### **3. Reimbursable Program**

INFRA funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted.

## **H. POST-AWARD REQUIREMENTS AND ADMINISTRATION**

### **1. Administrative Requirements and National Policy Requirements**

Please visit the INFRA website for the General Terms and Conditions for awards.

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR part 200, as adopted by the Department at 2 CFR part 1201. INFRA grant funds are made available under title 23 of the United States Code and generally subject to the requirements of that title. Consistent with 23 U.S.C. §§ 117(l) and 173(o), for freight projects awarded INFRA grant funds the project will be treated as if it is located on a Federal-aid highway. The Department will also treat non-Freight projects eligible for INFRA funding under 23 U.S.C. § 117(c)(1)(A)(iv)–(vii) as though they are federal-aid highway projects for the purposes of applying federal

requirements. In addition, as permitted under the requirements described above, applicable Federal laws, rules, and regulations of the relevant operating administration administering the project will apply to the projects that receive INFRA grants, including planning requirements, Stakeholder Agreements, and other requirements under the Department's other highway, transit, rail, and port grant programs. For an illustrative example, the Terms and Conditions for prior year INFRA awards can be found on the MPDG website – under INFRA at <https://www.transportation.gov/policy-initiatives/infra/infra-grant-implementation>.

**Domestic Preference Requirements:** As expressed in Executive Order 14005, *Ensuring the Future Is Made in All of America by All of America's Workers* (86 FR 7475), the Executive Branch should maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. The INFRA program is subject to the Build America, Buy America Act (Pub. L. No 117-58, div. G §§ 70901–70927). All INFRA projects are subject to the Buy America requirement at 23 U.S.C. § 313. The Department expects all recipients to be able to complete their project without needing a waiver. However, to obtain a waiver, a recipient must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project.

The applicability of Federal requirements to a project may be affected by the scope of the NEPA reviews for that project. For example, under 23 U.S.C. § 313(g), Buy America requirements apply to all contracts that are eligible for assistance under title 23, United States Code, and are carried out within the scope of the NEPA finding, determination, or decision regardless of the funding source of such contracts if at least one contract is funded with Title 23 funds. As another example, the Americans with Disabilities Act (ADA) regulations apply to all projects funded under this Notice.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, nondiscrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget.

In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If the Department determines that a recipient has failed to comply with applicable Federal requirements, the Department may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

INFRA projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Vehicle Safety Regulations, or vehicles that are exempt from Federal Motor Carrier Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

### **Critical Infrastructure Security, Cybersecurity, and Resilience**

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all hazards, including physical and cyber risks, consistent with National Security Memorandum (NSM-22) on Critical Infrastructure Security and Resilience, and the National Security Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems. Each applicant selected for Federal funding must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by the Department and the Department of Homeland Security, will be required to do so before receiving funds.

### **Federal Anti-Discrimination**

Except where prohibited by court order, pursuant to Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of grant award, each Recipient must agree that its compliance in all respects with all applicable Federal antidiscrimination laws is material to the government's payment decisions for purposes of section 3729(b)(4) of title 31, United States Code; Except where prohibited by court order, pursuant to Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-

Based Opportunity, as a condition of grant award, each Recipient must certify that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate any applicable Federal anti-discrimination laws.

To the extent a court order bars the implementation or enforcement of one or more of the provisions with respect to a particular applicant or recipient, the Department will not implement or enforce the relevant provision(s) against that applicant or recipient for as long as the order remains in place.

### **Civil Rights and Title VI:**

As a condition of a grant award, grant recipients should demonstrate that the recipient has a plan for compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR § 21), the Americans with Disabilities Act of 1990 (ADA), and Section 504 of the Rehabilitation Act, all other civil rights requirements, and accompanying regulations. This should include a current Title VI plan, completed Community Participation Plan, and a plan to address any legacy infrastructure or facilities that are not compliant with ADA standards. DOT's and the applicable Operating Administrations' Office of Civil Rights may work with awarded grant recipients to ensure full compliance with Federal civil rights requirements.

### **Schedule**

In addition to meeting statutory obligation and expenditure requirements, recipients will be required to obligate funds within one month of completion of pre-requisites, including NEPA completion, unless a written justification to delay obligation is provided and approved by the Office of the Secretary of Transportation.

## **2. Reporting**

### **2.1 Progress Reporting on Grant Activity**

Each applicant selected for an INFRA grant must submit the Federal Financial Report (SF-425) on the financial condition of the project and the project's progress, as well as an Annual Budget Review and Program Plan to monitor the use of Federal funds and ensure accountability and financial transparency in the INFRA opportunity. In addition, recipients will be required to submit a data collection baseline and a Project Outcomes report

highlighting progress in the outcome areas.

## **2.2 Reporting of Matters Related to Integrity and Performance**

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported SAM that is made available in the designated integrity and performance system (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Pub. L. No.110-417, as amended (41 U.S.C. § 2313). As required by section 3010 of Pub. L. No. 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

## **2.3 Program Evaluation**

Program Evaluation is “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency (5 U.S.C. § 311). Recipients and subrecipients are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress. Allowable data and evaluation costs are specified in 2 CFR 200.455(c). As a condition of a grant award, grant recipients may be required to participate in an evaluation undertaken by DOT or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. The DOT may require applicants to collect data elements to aid the evaluation. As a part of the evaluation, as a condition of award, grant recipients must agree to: (1) make records available to the evaluation contractor or DOT agency staff; (2) facilitate and provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; and (4) follow evaluation procedures as specified by the evaluation contractor or DOT staff.

Recipients of any INFRA funds will be required to provide a baseline and an outcomes performance report.

### **Compliance with Federal Law and Policies**

Except where prohibited by court order “the applicant assures and certifies, with respect to any application and awarded Project under this NOFO, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds.

## **I. FEDERAL AWARDING AGENCY CONTACTS**

For further information concerning this notice, please contact the Office of the Secretary via email at [MPDGrants@dot.gov](mailto:MPDGrants@dot.gov). In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on the Department’s website at <https://www.transportation.gov/grants/mpdg-frequently-asked-questions>. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact the Department directly, rather than through intermediaries or third parties, with questions.

## **J. OTHER INFORMATION**

### **1. Protection of Confidential Business Information**

All information submitted as part of, or in support of, any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following:

(1) note on the front cover that the submission “Contains Confidential Business Information (CBI)”; (2) mark each affected page “CBI”; and (3) highlight or otherwise denote the CBI portions.

The Department protects such information from disclosure to the extent allowed under applicable law. In the event the Department receives a Freedom of Information Act (FOIA) request for the information, the Department will follow the procedures described in its FOIA regulations at 49 CFR §7.17. Only information that is ultimately determined to be confidential

under that procedure will be exempt from disclosure under FOIA.

## **2. Publication of Application Information**

Following the completion of the selection process and announcement of awards, the Department intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts. Except for the information properly marked as described in Section H, the Department may make application narratives publicly available or share application information within the Department or with other Federal agencies if the Department determines that sharing is relevant to the respective program's objectives.

## **3. Department Feedback on Applications**

The Department strives to provide as much information as possible to assist applicants with the application process. The Department will not review applications in advance, but Department staff are available for technical questions and assistance. Program staff will address questions received at [MPDGrants@dot.gov](mailto:MPDGrants@dot.gov) throughout the application period.

## **4. Prohibition on Use of Funds to Support or Oppose Union Organizing**

INFRA funds may not be used to support or oppose union organizing.