



Discretionary Grant Programs in the BIL: “Mega Projects”



THE WHITE HOUSE
WASHINGTON

National Infrastructure Project Assistance: “Mega Projects”

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Discretionary Grant Programs in the BIL: “Mega Projects”

Available Funding

- \$5 billion authorized for FY 22-FY26
- Multi-year Funding Authority
- Minimum Award Amount: \$25 million
- Maximum 60% Grant Share, Maximum 80% Federal Share



Set Asides

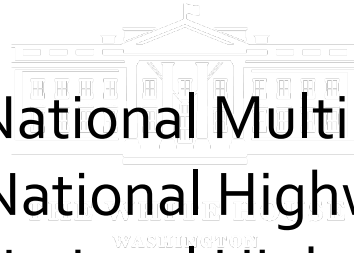
- 50% of funding per year for Projects with costs >\$500 million
- 50% of funding per year for projects with costs \$100-\$500 million
- Department required to balance between the needs of urban and rural areas



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Eligible Project Types

- 1) A highway or bridge project on the National Multimodal Freight Network
- 2) A highway or bridge project on the National Highway Freight Network
- 3) A highway or bridge project on the National Highway System
- 4) A freight intermodal (including public ports) or freight rail project that provides public benefit
- 5) A railway highway grade separation or elimination project
- 6) An intercity passenger rail project
- 7) A public transportation project that is eligible under assistance under Chapter 53 of title 49 or is a part of any of the project types described above





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Eligible Applicants

- 1) A State or Group of States
- 2) a metropolitan planning organization
- 3) A unit of local government
- 4) A political subdivision of a State
- 5) a special purpose district or public authority with transportation function
- 6) A Tribal government or consortium of tribal governments
- 7) A partnership between Amtrak and 1 or more of the above entities
- 8) Any group of entities described above

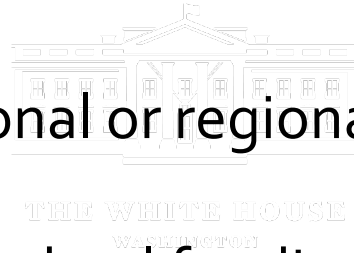




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Requirements for Selection

- 1) The project is likely to generate national or regional economic, mobility, or safety benefits;
- 2) The project is in significant need of federal funding
- 3) The project will be cost effective
- 4) With respect to non-federal financial commitments, 1 or more stable and dependable sources are available
 - a. To construct, operate, and maintain the project
 - b. To cover cost increases
- 5) The applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project.





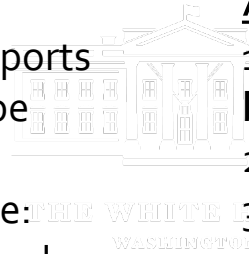
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Statutory Evaluation Criteria

- 1) **State of Good Repair:** The extent to which a project supports achieving a state of good repair for each existing asset to be improved by the project
- 2) **The Level of Benefits** the project is expected to generate:
 - a. Costs avoided by the prevention of closure or reduced use
 - b. Reductions in maintenance costs
 - c. **Safety Benefits**, including reduction in serious injuries, fatalities, and related costs
 - d. **Improved person or freight throughput**, including improved mobility and reliability
 - e. **Environmental Benefits and Health Impacts**, such as:
 - i. Reductions in GHG emissions
 - ii. Air Quality benefits
 - iii. Preventing Stormwater runoff that would be a detriment to aquatic species
 - iv. Improved infrastructure resilience
- 3) **The Benefits as compared to the Costs**
- 4) **The Number of persons or volume of freight** supported by the project
- 5) **National and Regional Economic Benefits**, including short and long term job access, growth, or creation.

Additional Considerations

- 1) Contributions to **Geographical Diversity** the including a **balance between the needs of urban/rural areas**
- 2) Whether **Multiple States would benefit from a project;**
- 3) Whether, *and the degree to which*, a project uses:
 - a. **Construction materials/approaches** that have
 - i. Demonstrated GHG reductions
 - ii. Reduced the need for maintenance of other projects
 - b. **Technologies** that will allow for future connectivity and automation
- 4) Whether a project benefits:
 - a. A **historically disadvantaged community or population**
 - b. An **area or persistent poverty**
- 5) Whether a project benefits **users of multiple modes**, including:
 - a. **Pedestrians**
 - b. **Bicyclists**
 - c. **Users of non-vehicular rail and public transportation, including intercity and commuter rail**
- 6) Whether a project **improves connectivity between modes of transportation** moving persons or goods nationally or regionally





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Data Collection and Analysis

- Applicants must submit a plan for the collection and analysis of data to measure:
 - The impacts of the project
 - The accuracy of any forecast prepared during the development phase of the project and including in the grant application
- The contents of the plan shall include an approach to measuring the statutory criteria and additional considerations

