



INFRA vs. FASTLANE Fact Sheet

The INFRA Grant solicitation will make approximately \$1.5 billion available to projects that are in line with the Administration's principles to help rebuild, repair, and revitalize America's crumbling infrastructure.

INFRA advances a pre-existing grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage more non-federal funding. Projects that use innovative approaches to make each the federal dollar go further and encourage more parties to put skin in the game through higher leverage, are willing implement innovative approaches to permitting and project delivery, and project sponsors willing to measure their performance and hold themselves accountable will all find something to like in the new NOFO. These priorities mean more infrastructure projects – meaning more safety, more money for projects and a bigger impact overall.

The INFRA Grant program calls on the Department to consider geographic diversity among recipients. This means accounting for the impact of transportation funding for the economic revitalization of rural and disadvantaged communities. The Department intends to provide careful consideration to projects that address transportation needs in rural areas of varying sizes. For rural communities, the Department will consider an applicant's resource constraints when assessing the leverage criterion.

Below is a side-by-side comparison of the merit criteria used in FASTLANE and INFRA:

FASTLANE	INFRA
Merit criteria • Economic outcomes • Mobility outcomes • Safety outcomes • Community and environmental outcomes	Merit criteria • National and regional economic vitality • Potential for innovation ○ Safety ○ Environmental review and permitting ○ Project delivery approach • Leveraging of federal funding • Performance and accountability
<i>Other review criteria</i> • Cost share • Partnership and innovation	
<i>Additional considerations</i> • Geographic diversity among recipients • Project readiness	<i>Additional considerations</i> • Geographic diversity among recipients • Project readiness

For additional explanation of the criteria, please see the INFRA NOFO

What stayed the same from previous FASTLANE competitions?

The eligible costs, project types, cost share, project sizes and other requirements defined by the statute have not changed. The program still focuses on projects that generate national or regional economic, mobility, and safety benefits.