



U.S. Department of Transportation

Office of the Under Secretary

How to Compete for FY 2023-24 Multimodal Project Discretionary Grant (MPDG) Awards

- **“Mega”**
- **“INFRA”**
- **“Rural”**

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Today's Webinar

- ⦿ Introduction: The MPDG program FY 2023 - 2024
- ⦿ Program Eligibility
- ⦿ Statutory Requirements
- ⦿ Selection Criteria
 - Project Outcomes
 - Safety
 - State of Good Repair
 - Economic Impacts, Freight Movement, and Job Creation
 - Climate Change, Resiliency, and the Environment
 - Equity, Multimodal Options, and Quality of Life
 - Innovation
 - Economic Analysis
 - Project Readiness Analysis
 - Technical Assessment
 - Financial Completeness Assessment
 - Environmental Risk Assessment
 - Other Considerations
- ⦿ Application Format
- ⦿ Rural Opportunities to Use Transportation for Economic Success (ROUTES)
- ⦿ Questions and Answers



House Keeping

- ◎ Please use the Q&A function to ask questions
- ◎ Webinar recording and slides will be posted to the MPDG website
- ◎ For additional question please email mpdgrants@dot.gov



Introduction

- Three programs are being solicited together using this NOFO (INFRA, Mega, Rural).
- The FY 2023-2024 MPDG round will include funding for both FY 2023 and FY 2024.
 - Mega:** \$1.8 billion
 - INFRA:** Approximately \$3.1 billion
 - Rural:** Approximately \$675 million
- APPLICATION DEADLINE: August 21, 2023 11:59 PM Eastern.**



Changes from FY 2022 program include:

- Application format: Checklist, project information form, and separate documents
- Revised rubric for rating Outcome Area
- Urban/Rural definitions have been updated to reflect 2020 Census information
 - New Map Tool
- Rural Program applicants who are requesting less than \$25 million only need to address three of the outcome area criteria (Safety, Climate Change, Resiliency and the Environment, and Equity, Multimodal Options and Quality of Life)
- New Cost Estimate Review - evaluating in greater detail the cost estimates for any project requesting \$1 billion or more in funding



Eligible Applicants

Mega	INFRA	Rural
<ol style="list-style-type: none"> 1. a State or a 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 a transportation function, including a port authority; 6. a Tribal government or a consortium of Tribal governments; 7. a partnership between Amtrak and 1 or more entities described in (1) through (6) 8. a group of entities described in any of (1) through (7). 	<ol style="list-style-type: none"> 1. State or group of States; 2. 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; 3. a unit of local government or group of local governments; 4. a political subdivision of a State or local government; 5. a special purpose district or public authority with a transportation function, including a port authority; 6. a Federal land management agency that applies jointly with a State or group of States; 7. a tribal government or a consortium of tribal governments; 8. a multistate corridor organization; 9. a multistate or multijurisdictional group of entities described in this paragraph. 	<ol style="list-style-type: none"> 1. a State; 2. a regional transportation planning organization; 3. a unit of local government; 4. a tribal government or a consortium of tribal governments; or 5. a multijurisdictional group of entities above.



Eligible Projects

Mega	INFRA	Rural
<ol style="list-style-type: none"> 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 <u>and</u> is a part of any of the project types described above 	<ol style="list-style-type: none"> 1. A highway freight project on the National Highway Freight Network 2. A highway or bridge project on the National Highway System 3. 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 4. A highway-railway grade crossing or grade separation project 5. A wildlife crossing project 6. 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 7. A project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions 8. A highway, bridge, or freight project on the National Multimodal Freight Network 	<ol style="list-style-type: none"> 1. A highway, bridge, or tunnel project eligible under National Highway Performance Program 2. A highway, bridge, or tunnel project eligible under Surface Transportation Block Grant 3. A highway, bridge, or tunnel project eligible under Tribal Transportation Program 4. A highway freight project eligible under National Highway Freight Program 5. A highway safety improvement project, including a project to improve a high risk rural road as defined by the Highway Safety Improvement Program 6. A project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area 7. A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services



Eligible Projects

Mega	INFRA	Rural
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1. It must be advanced as a component of another eligible project, and

2. That other eligible project is the primary project purpose, as demonstrated by information in the application, public outreach materials, environmental documentation, and planning documents

3. It must be necessary to achieve the transportation goal of the other eligible component



Eligible Projects

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1. Located on a publicly owned highway or publicly owned bridge.
2. Clearly identify the agricultural, commercial, energy, or intermodal facility.
3. Clearly describe how the project provides or increases access to the identified facility.
4. Located within a reasonable distance to the identified facility



Eligible Project Costs

Mega	INFRA	Rural
<p>Development-phase activities and costs, including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and other preconstruction activities, including the preparation of a data collection and post-construction analysis plan; and,</p> <p>Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to that land), environmental mitigation (including projects to replace or rehabilitate culverts or reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, acquisition of equipment, protection, and operational improvements directly relating to the project.</p>	<p>Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements.</p> <p>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.</p>	<p>Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and,</p> <p>Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.</p>



Q&As



Mega: Project Size and Cost Share

Program	MEGA	
Project Size	>\$500M in Costs (50% of available funds)	\$100M-\$500M in costs (50% of available funds)
Award Size	No Award minimum	No Award minimum
Cost Share	Max 60% Grant Cost Share, Max 80% Federal	Max 60% Grant Cost Share, Max 80% Federal

INFRA: Project Size and Cost Share

Program	INFRA	
Project Size	>\$100M* in costs (Max 85% of available funds)	<\$100M* in costs (Min 15% of available funds)
Award Size	\$25 million award minimum	\$5 million award minimum
Cost Share	Max 60% Grant Cost Share, Max 80% Federal**	Max 60% Grant Cost Share, Max 80% Federal**

*8 states have a different, lower threshold for large vs. small between \$64 million and \$99 million

**Some states have a higher, sliding scale max federal share between 80% and 95%



Rural: Project Size and Cost Share

Program	Rural	
Project Size	No requirement	No requirement
Award Size	\$25 million award minimum (Min 90% of available funding)	No Award minimum (Max 10% of available funding)
Cost Share	Max 80% Grant Cost Share***, Max 100% Federal	Max 80% Grant Cost Share***, Max 100% Federal

***Appalachian Development Highway System Projects and Denali Access Projects can be 100% Grant funded



Project Size and Cost Share

Program	MEGA		INFRA		Rural	
Project Size	>\$500M in Costs (\$50%)	\$100M-\$500M in costs (50%)	>\$100M* in costs (Max 85%)	<\$100M* in costs (Min 15%)	No requirement	No requirement
Award Size	No Award minimum	No Award minimum	\$25 million award minimum	\$5 million award minimum	\$25 million award minimum	No Award minimum
Cost Share	Max 60% Grant Cost Share, Max 80% Federal	Max 60% Grant Cost Share, Max 80% Federal	Max 60% Grant Cost Share, Max 80% Federal**	Max 60% Grant Cost Share, Max 80% Federal**	Max 80% Grant Cost Share***, Max 100% Federal	Max 80% Grant Cost Share***, Max 100% Federal

*8 states have a different, lower threshold for large vs. small between \$64 million and \$99 million (INFRA)

**Some states have a higher, sliding scale max federal share between 80% and 95% (INFRA)

***Appalachian Development Highway System Projects and Denali Access Projects can be 100% Grant funded (Rural)



Statutory Requirements for Award

INFRA	Mega	Rural
(1) The project will generate national, or regional economic, mobility, or safety benefits	(1) The project is likely to generate national or regional economic, mobility, safety benefits	(1) The project will generate regional economic, mobility, or safety benefits
(2) The project will be cost effective	(2) The project will be cost effective	(2) The project will be cost effective
(3) The project will contribute to 1 or more of the national goals described under Section 150	No statutory requirement	(3) The project will contribute to 1 or more of the national goals described under Section 150
(4) The project is based on the results of preliminary engineering	No statutory requirement	(4) The project is based on the results of preliminary engineering
(5) With respect to related non-federal financial commitments, 1 or more stable and dependable sources of funding and financing are available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases	(3) With respect to non-federal financial commitments, 1 or more stable and dependable sources are available to construct, operate, and maintain the project, and to cover cost increases	No statutory requirement
(6) The project cannot be easily and efficiently completed without other Federal funding or financing available to the project sponsor	(4) The project is in significant need of Federal funding	No statutory requirement
(7) The project is reasonably expected to begin not later than 18 months after the date of obligation of funds for the project	No statutory requirement	(5) The project is reasonably expected to begin not later than 18 months after the date of obligation of funds for the project
No statutory requirement	(5) The applicant have, or will have, sufficient legal, financial, and technical capacity to carry out the project.	No statutory requirement
No statutory requirement	(6) The application includes a plan for the collection and analysis of data to identify the impacts of the project and accuracy of	No statutory requirement

Requirement 1: National or Regional Benefits (INFRA, Mega, Rural)

- ◎ Summarize the economic, mobility, and safety benefits of the project and independent project components, and describe the scale of their impact in national or regional terms.

Requirement 2: Cost Effectiveness (INFRA, Mega, Rural)

- ◎ The Department must determine that a project is cost-effective.
- ◎ Highlight the results of the Benefit-Cost analysis, as well as the analyses of independent project components if applicable.
- ◎ A project is cost-effective if the benefit-cost ratio is greater than 1.

Requirement 3: Highway Program Goals (23 U.S.C. 150) (INFRA and Rural)

- ◎ Specify the Goal(s) and summarize how the project and independent project components contribute to that goal(s).
 - Safety
 - Infrastructure condition
 - Congestion reduction
 - System reliability
 - Freight movement and economic vitality
 - Environmental sustainability
 - Reduced project delivery delays

Requirement 4: Preliminary Engineering (INFRA and Rural)

- ◎ Based on the results of preliminary engineering. Provide evidence that at least one of the following activities has been completed:
 - environmental assessments,
 - topographic surveys,
 - metes and bounds surveys,
 - geotechnical investigations,
 - hydrologic analysis, hydraulic analysis,
 - utility engineering,
 - traffic studies,
 - hazardous materials assessments,
 - general estimates of the types and quantities of materials
 - Other work needed to establish parameters for the final design.



Requirement 5: Stable & Dependable Financial Plan (Mega and INFRA)

- ◎ Please indicate funding source(s) and amounts that will account for all project costs, broken down by independent project component, if applicable. Demonstrate that the funding is stable, dependable, and dedicated to this specific project by referencing the STIP/TIP, a letter of commitment, a local government resolution, memorandum of understanding, or similar documentation. Please state the contingency amount available for the project.

Requirement 6: Impact of Federal Funding (INFRA and Mega)

- ◎ The project cannot be easily and efficiently completed without other Federal funding or financing available to the project sponsor (INFRA)
- ◎ The project is in significant need of Federal funding (Mega)
 - Describe the impacts on the project of federal funding or financial assistance being unavailable for the project:
 - How would the project scope be affected if MPDG funds were not received?
 - How would the project schedule be affected if MPDG funds were not received?
 - How would the project cost be affected if MPDG funds were not received?
 - Do not describe the programmatic impacts or opportunity cost for other projects in the applicant's portfolio
 - Do not simply re-state the project's importance



Requirement 7: 18 months to begin construction (INFRA and Rural)

- ⦿ Reasonably expected to begin construction 18 months from obligation
- ⦿ Based on the project schedule. Applicants should clearly identify:
 - Obligation date- occurs when administrative requirements are completed and a grant agreement is executed
 - Construction start date
- ⦿ Project Readiness team will review if dates provided are reasonable.
- ⦿ If there is more than one component, they must all meet this requirement.



Requirement 8: Legal, Financial, and Technical Capacity (Mega)

- ◎ **Based on the Department's Project Readiness Evaluations**
 - **Technical Assessment**
 - Assesses the applicant's capacity to successfully deliver the project in compliance with applicable Federal requirements
 - **Financial Completeness**
 - Reviews the availability of matching funding and whether the project has a complete funding package
 - **Environmental Review and Permitting Risk**
 - Analyzes the project's environmental approvals and likelihood of the necessary approval affecting project obligation



Requirement 9: Data Plan (Mega)

- ◎ 49 U.S.C. 6701(g) requires Mega applications to contain a plan for the collection and analysis of data to identify the impacts of the project and the accuracy of forecasted impacts.
- ◎ The contents of the plan must include
 - A) an approach to measuring impacts to proposed project outcome criteria as described in NOFO Section E and
 - B) an approach for analyzing the consistency of predicted impacts with actual outcomes.

Selection Criteria

- **Project Outcomes**
 - Safety
 - State of Good Repair
 - Economic Impacts, Freight Movement, and Job Creation
 - Climate Change, Resiliency, and the Environment
 - Equity, Multimodal Options, and Quality of Life
 - Innovation
- **Economic Analysis**
- **Project Readiness Analysis**
 - Technical Assessment
 - Financial Completeness Assessment
 - Environmental Risk Assessment



Rural Program-Less than \$25m

- Rural program applicants seeking less than \$25 million may submit a streamlined application that only addresses three outcome areas:
- Project Outcomes
 - Safety
 - Climate Change, Resiliency, and the Environment
 - Equity, Multimodal Options, and Quality of Life



Project Outcome Area Ratings

6 Outcome Criteria

Score:	Rating
At least three 3's, no 0's	High
At least one 3, no 0's	Medium-High
No 3's, no 0's	Medium
No more than one 0	Medium-Low
Two or more 0's	Low

3 Outcome Criteria

(Rural Program less than \$25m)

Score:	Rating
At least two 3's, no 0's	High
At least one 3, no 0's	Medium-High
No 3's, no 0's	Medium
No more than one 0	Medium-Low
Two or more 0's	Low



Project Outcome: 0 & 1

Score	Criterion
0	The project negatively affects criterion
1	The application does not contain enough information to assess whether the project results in criterion benefits.

Project Outcome: Safety

Score	Safety Criterion
2	<p>The project results in safety benefits matching one or more of the descriptions below, BUT safety 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"> •Reduces fatalities and/or serious injuries •Protects non-motorized travelers, motorized travelers, or communities/local residents from safety risks •Implements actions and activities identified in the National Roadway Safety Strategy •Targets the shortage of long-term parking for commercial motor vehicles on the National Highway System •Promotes safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement
3	<p>Safety is a primary purpose of the project AND the project results in clear and direct safety benefits matching one or more of the descriptions below.</p> <ul style="list-style-type: none"> •<i>Significantly</i> reduces fatalities and/or serious injuries, bringing them below the state-wide average •<i>Significantly</i> protects vulnerable or non-motorized users from health and safety risks



Project Outcome: State of Good Repair

Score	State of Good Repair Criterion
2	<p>The project results in state of good repair benefits matching one or more of the descriptions below, BUT state of good repair is not primary project purpose or the project does not otherwise meet the description of a “3” rating.</p> <ul style="list-style-type: none">•Restores existing core infrastructure at the end of its useful life to a state of good repair•Creates new infrastructure in remote communities that will be maintained in a state of good repair, as evidenced by the project’s inclusion in an Asset Management Plan
3	<p>State of good repair is a primary purpose of the project AND the project results in clear and direct state of good repair benefits matching one or more of the descriptions below.</p> <ul style="list-style-type: none">•Restores <i>and modernizes</i> existing core infrastructure (such as through road diets, complete streets, or other design improvements) 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.



Project Outcome: Economic Impacts, Freight Movement, and Job Creation (1/2)

Score:	Economic Impacts, Freight Movement, and Job Creation Criterion
2	<p>The project results in “Economic Impacts, Freight Movement, and Job Creation” benefits matching one or more of the descriptions below, BUT “Economic Impacts, Freight Movement, and Job Creation” is not the primary project purpose or the project does not otherwise meet the description of a “3” rating.</p> <p><i>Economic Impacts:</i></p> <ul style="list-style-type: none">•Improves multimodal transportation systems that incorporate affordable transportation options to improve mobility of people and goods•Decreases transportation costs and improves access to employment centers and job opportunities•Enhances recreational and tourism opportunities by providing access to Federal land, national parks, national forests, national recreation areas, national wildlife refuges, wilderness areas, or State parks•Help the United States compete in a global economy by encouraging the location of important industries and future innovations and technology in the U.S. and facilitating efficient and reliable freight movement <p><i>Freight Movement:</i></p> <ul style="list-style-type: none">•Improve intermodal and/or multimodal freight mobility, especially for bottlenecks <p><i>Job Creation:</i></p> <ul style="list-style-type: none">•Results in high quality job creation by supporting good-paying jobs with a free and fair choice to join a union, in project construction and in on-going operations and maintenance•Results in workforce opportunities for historically underrepresented groups, such as through the use of local hire provisions or other workforce strategies targeted at or jointly developed with historically underrepresented groups, to support project development



Project Outcome: Economic Impacts, Freight Movement, and Job Creation (2/2)

Score:	Economic Impacts, Freight Movement, and Job Creation Criterion
3	<p>“Economic Impacts, Freight Movement, and Job Creation” is a primary purpose of the project AND the project results in clear and direct “Economic Impacts, Freight Movement, and Job Creation” benefits matching one or more of the descriptions below.</p> <p><i>Economic Impact:</i></p> <ul style="list-style-type: none">•Demonstrates that the project will directly, and in the near-term, result in greater public and private investments in land-use productivity, including rural main street revitalization, equitable commercial and mixed-income residential development.•Enhances recreational and tourism opportunities by providing <i>direct</i> access to Federal land, national parks, national forests, national recreation areas, national wildlife refuges, wilderness areas, or State parks <p><i>Freight Movement:</i></p> <ul style="list-style-type: none">•Improve intermodal and/or multimodal freight mobility along corridors identified as major freight highway bottlenecks or congested corridors ranked in the top 100 of FHWA’s Freight Mobility Trends Report 2019 <p><i>Job Creation:</i></p> <ul style="list-style-type: none">•Result in high quality job creation by supporting good-paying jobs with a free and fair choice to join a union, in project construction and in on-going operations and maintenance, and incorporate strong labor standards, such as through the use of project labor agreements <p>Invests in high-quality workforce training programs such as registered apprenticeship programs and joint-labor management training programs²² to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences that will promote the entry and retention of local underrepresented populations into those jobs including women, people of color, and people with convictions</p>



Project Outcome: Climate Change, Resiliency, and the Environment (1/2)

Score:	Climate Change, Resiliency, and the Environment Criterion
2	<p>The project results in “Climate Change, Resiliency, and the Environment” benefits matching one or more of the descriptions below, BUT “Climate Change, Resiliency, and the Environment” is not primary project purpose or the project does not otherwise meet the description of a “3” rating.</p> <ul style="list-style-type: none">•Reduces air pollution and greenhouse gas emissions from transportation,•Incorporates lower-embodied carbon pavement and construction materials•Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that disproportionately experience climate change consequences•Incorporates electrification or zero emission vehicle infrastructure•Incorporates nature-based solutions•Reduces air or water pollution, recycles or redevelops brownfield sites•Results in a modal shift that reduces emissions•Promotes energy efficiencies•Serves the renewable energy supply chain•Improves the resilience of at-risk infrastructure, including upgrade of projects in floodplains

Project Outcome: Climate Change, Resiliency, and the Environment (2/2)

Score:	Climate Change, Resiliency, and the Environment Criterion
3	<p>“Climate Change, Resiliency, and the Environment” is a primary purpose of the project AND the project results in clear and “Climate Change, Resiliency, and the Environment” benefits matching one or more of the descriptions below.</p> <ul style="list-style-type: none">• <i>Significantly</i> reduces air pollution and greenhouse gas emissions from transportation as a result of modal shift or electrification• Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that disproportionately experience climate change consequences, as captured by the CEJST tool• Improves the resiliency of at-risk infrastructure, including upgrades to projects in floodplains, while NOT increasing air pollution and greenhouse gas emissions through increased capacity and induced demand.

Project Outcome: Equity, Multimodal Options, and Quality of Life (1/2)

Score:	Equity, Multimodal Options, and Quality of Life Criterion
2	<p>The project results in “Equity, Multimodal Options, and Quality of Life” benefits matching one or more of the descriptions below, BUT “Equity, Multimodal Options, and Quality of Life” 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">•Increases affordable and accessible transportation choices•Improves access to emergency care, essential services, healthcare providers, or drug and alcohol treatment and rehabilitation centers•Results in lower transportation and housing cost burdens, including through public and private investments to support greater commercial and mixed-income residential development near public transportation, along rural main streets or in walkable neighborhoods•Increases the walkability, accessibility for pedestrians and encourage thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely with or without a car in a healthy environment



Project Outcome: Equity, Multimodal Options, and Quality of Life (2/2)

Score:	Equity, Multimodal Options, and Quality of Life Criterion
3	<p>“Equity, Multimodal Options, and Quality of Life” is a primary purpose of the project AND the project results in clear and direct “Equity, Multimodal Options, and Quality of Life” benefits matching one or more of the descriptions below.</p> <ul style="list-style-type: none">•The project is located in an Area of Persistent Poverty or Historically Disadvantaged Community AND the project directly benefits the population in that area•The project sponsor has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure equity in the overall project delivery and implementation•The project includes comprehensive planning and policies to promote hiring of underrepresented populations including local and economic hiring preferences and investments in high-quality workforce development programs with supportive services, including labor-management programs, to help train, place, and retain people in good-paying jobs or registered apprenticeship.•The project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation•The project includes new or improved walking and bicycling infrastructure, reduces automobile dependence, and improves access for people with disabilities and proactively incorporates Universal Design•The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities



Project Outcome: Innovation

Score:	Innovation Criterion
2	<p>The project results in Innovation benefits matching one or more of the descriptions below, BUT Innovation 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">•Deploy technologies, project delivery, or financing methods that are <u>new or innovative to the applicant or community</u>
3	<p>Innovation is a primary purpose of the project AND the project results in clear and Innovation benefits matching two or more of the descriptions below. (Benefits can be within the same area)</p> <ul style="list-style-type: none">•Innovative Technologies<ul style="list-style-type: none">•Enhance the environment for electric, connected, and automated vehicles to improve the detection, mitigation, and documentation of safety risks; or•Use low-carbon materials; or•Use caps, land bridges, or underdecks•Innovative Project Delivery<ul style="list-style-type: none">•Use practices that facilitate accelerated project delivery such as single contractor design-build arrangements, congestion management, asset management, or long-term operations and maintenance•Innovative Financing<ul style="list-style-type: none">•Secure TIFIA, RRIF, or private activity bond financing; or•Use congestion pricing or other demand management strategies



Economic Analysis

- In the Project Narrative, the applicant should identify, quantify, and compare expected benefits and costs relative to a “no-build” baseline.
- Documentation for a benefit-cost analysis (BCA) must be included as an appendix to the Project Narrative.
- Further guidance on BCA for DOT Discretionary Grant Programs- [Benefit-Cost Analysis Guidance for Discretionary Grant Programs | US Department of Transportation](#)
- BCA Webinar on Tuesday, July 11th, 1-3pm ET. Please check this link for dates: [MPDG - Webinars | US Department of Transportation](#)



Project Readiness: Technical Capacity Assessment

- Reviews the applicant's capacity to deliver this project in a manner that satisfies Federal requirements.
- Based on:
 - Applicant's history of delivering projects of similar scope and scale;
 - Project's feasibility or constructability;
 - Applicable Federal requirements, including compliance with Title VI/Civil Rights requirements, ADA, Buy American, among others;
 - Acquisition plan for right-of-way acquisition.



Project Readiness: Financial Completeness

- The applicant should include a detailed project budget that identifies all sources of funding, including MPDG funds, other Federal funds, and non-Federal funds.
- Applicant should include what percent design the funding estimates are based upon (e.g. 30% design), and whether contingency is included.
- All applicants should describe a plan to address potential cost overruns.
- Applicant should demonstrate through letters of commitment, STIP/TIP documents, or other means, that the funding arrangement is certain and the project will be able to meet the obligation target of **September 30, 2026.**



Project Readiness: Environmental Review and Risk Assessment

- The applicant should include a detailed project schedule that identifies all major project milestones.
- Applicant should provide information on required approvals and permits such as NEPA (National Environmental Policy Act) and other State or local environmental and planning approvals.
 - Demonstrate meaningful community input through public involvement, particularly engaging environmental justice communities or disadvantaged communities that may be affected by the project where applicable.
- Applicants should describe schedule/permitting risk mitigation strategies.
 - If applicable, right-of-way acquisition plans



Other Considerations

◎ Geographic Diversity

- A balance between the needs of urban and rural areas
- The extent to which the project benefits a Historically Disadvantaged Community, or an Area of Persistent Poverty
 - Definition, table, and map tool:
<https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities>



Rural & Urban

- ◎ A project is designated as urban if it is located within or exactly on the boundary of a 2020 Census-designated Urban Area (UA), and that UA had a population greater than 200,000.
- ◎ A project will be designated as rural if it is located:
 - In an urban area that had a population less than 200,000 in the 2020 Census, or
 - Outside of any urban area.
- ◎ To determine if a project location is urban or rural, please consult resources at the following site:
<https://www.transportation.gov/grants/rural-areas-defined>.



Application Checklist

MPDG 2023-2024 Application Checklist
SF-424 (automatically submitted once complete in grants.gov, not attachment)
SF-424C (automatically submitted once complete in grants.gov, not attachment)
Project Information Form (in Excel)- NEW!
Project Description
Project Location File (zipped Shapefile, KML/KMZ, or GEOJSON)- NEW!
Project Budget, Sources and Uses of Funding
Funding Commitment Documentation
Outcome Criteria Narrative
Project Readiness
Project Requirements
Benefit-Cost Analysis Narrative
Benefit-Cost Analysis Calculations (Excel recommended)
Mega Data Plan (if applicable)
Letters of Support (Optional)
Community Benefits Plan (Optional)
Title VI Plan (Optional)



Project Delivery: What Should Successful Applicants Expect

Selections will happen late 2023 or early 2024

Once selected, projects are assigned to appropriate OA for administration

This is not a lump sum award; this is a reimbursement program

Costs incurred on the project prior to the announcement of awards are ineligible for reimbursement. After the announcement but before obligation, costs can be eligible on a case by case basis

Sign/Execute Project Agreement (obligation)

Reporting Requirements/Project Modifications

Project Completion/Close-Out

Progress Reporting on Grant Activity



Application Deadline

- ⦿ **Applications must be submitted by 11:59 PM Eastern on August 21, 2023.** Applicants are strongly encouraged to make submissions in advance of the deadline.
- ⦿ To register on Grants.gov, applicants must:
 1. Obtain a Unique Entity Identifier (UEI) number;
 2. Register with the System for Award Management (SAM) at www.SAM.gov;
 3. Create a Grants.gov username and password; and
 4. The E-Business Point of Contact (POC) at your organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize you as an Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.
- ⦿ [For complete information and instructions on each of these processes, please see instructions](#) on grants.gov registration.



The ROUTES Initiative

- Rural Opportunities to Use Transportation for Economic Success (ROUTES)
- Technical assistance hub for rural and tribal communities
- The ROUTES Initiative is established to...
 - Engage Rural Communities
 - Harmonize DOT Programs
 - Utilize a Whole-of-Government Approach
- Website - www.transportation.gov/rural
- Email - rural@dot.gov



Question and Answer

Additional Resources:

- ◎ <https://www.transportation.gov/grants/mpdg-announcement>
- ◎ FAQs: <https://www.transportation.gov/grants/mpdg-frequently-asked-questions>
- ◎ ROUTES Grant Toolkit for rural communities:
<https://www.transportation.gov/rural/grants/toolkit>
- ◎ For technical questions, please email: MPDGrants@dot.gov.

Thank you!

