



U.S. Department of Transportation

Office of the Under Secretary

How to Compete for FY 2025-2026 Multimodal Project Discretionary Grants (MPDG)

- **Mega**
 - **INFRA**
 - **Rural**
-

Office of Infrastructure Finance and Innovation

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



Today's Webinar

- ⦿ Introduction: The MPDG program FY 2025 - 2026
- ⦿ 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



Introduction

- ◎ Three programs are being solicited together using this NOFO (INFRA, Mega, Rural).
- ◎ The FY 2025-2026 MPDG round will include funding for both FY 2025 and FY 2026.
 - **Mega:** \$1.7 billion
 - **INFRA:** \$2.7 billion
 - **Rural:** \$780 million
- ◎ **APPLICATION DEADLINE: May 6, 2024 11:59 PM Eastern.**
- ◎ The Department does not plan to extend the deadline.



Changes from FY 2023-2024 program

- Combined all Outcome Area criteria into one rubric.
- Revised/updated the descriptions of the criteria.
- The overall outcome rating calculation was updated.
- Clarifies the applicable obligation and expenditure deadlines.
- Performance Reporting that was previously optional is now required.



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

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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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Applies to all local roads and rural minor collectors.

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>



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**

*7 states have a different, lower threshold for large vs. small between \$66 million and \$91 million (INFRA)

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



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 (Rural)

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

*7 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)



Set Asides

- **Project Size Set Asides**

- INFRA

- At least 15% of funding must be used for small projects

- Mega

- 50% of each fiscal year of funding is reserved for below \$500M and above \$500M
 - (Approximately \$682M remains for projects greater than \$500M because some of this funding was awarded in prior rounds, while \$1B is available for projects less than \$500M)

- Rural

- No more than 10% of funding may be used for awards that are less than \$25 million.

- **Rural Set Asides**

- INFRA

- At least 25% of funding must be used for projects in rural areas

- The Rural program is only for projects in Rural areas



Q&As

Application Review Process

○ Analysis Review

- Projects receive a series of ratings based on highs, mediums, and lows

○ Senior Review

- The Senior Review team reviews criteria ratings and assigns final Overall ratings of either Not Recommended, Recommended, or Highly Recommended

○ Selection & Award

- The Secretary makes all final award decisions from the list that the SRT sends for his consideration.



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 Capacity
 - Financial Completeness
 - Environmental Risk



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
<ul style="list-style-type: none">At least three 3sNo 1sNo 0s	High
<ul style="list-style-type: none">At least one 3Less than two 1s	Medium-High
<ul style="list-style-type: none">No 3'sLess than two 1s	Medium
<ul style="list-style-type: none">Two or more 1s	Medium-Low
<ul style="list-style-type: none">Any 0sThree or more 1s	Low

3 Outcome Criteria

(Optional for Rural Program applicants seeking less than \$25m)

Score:	Rating
<ul style="list-style-type: none">All 3s	High
<ul style="list-style-type: none">At least one 3No 1sNo 0s	Medium-High
<ul style="list-style-type: none">All 2s	Medium
<ul style="list-style-type: none">One 1	Medium-Low
<ul style="list-style-type: none">Any 0sTwo or more 1s	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 data-bbox="148 368 1906 496">“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 data-bbox="148 504 479 539"><i>Economic Impact:</i></p> <ul data-bbox="148 546 1906 803" style="list-style-type: none"><li data-bbox="148 546 1906 675">• 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.<li data-bbox="148 682 1906 803">• 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 data-bbox="148 811 488 846"><i>Freight Movement:</i></p> <ul data-bbox="148 853 1906 989" style="list-style-type: none"><li data-bbox="148 853 1906 989">• 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, or otherwise identified as a critical bottleneck in a State Freight Plan. <p data-bbox="148 996 396 1032"><i>Job Creation:</i></p> <ul data-bbox="148 1039 1906 1339" style="list-style-type: none"><li data-bbox="148 1039 1906 1168">• 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.<li data-bbox="148 1175 1906 1339">• 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.



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> <p><i>Climate Change:</i></p> <ul style="list-style-type: none">• Reduce greenhouse gas emissions reductions relative to a no-action baseline• Supports a Local/Regional/State Climate Action Plan, State Carbon Reduction Strategy, or State Electric Vehicle Infrastructure Deployment Plan;• Support deployment of electric or zero-emission transportation;• Recycles materials or uses construction methods that have lower emissions• Serves the renewable energy supply chain or incorporates carbon-reducing uses of the right-of-way <p><i>Resiliency and the Environment:</i></p> <ul style="list-style-type: none">• Advances objectives in the National Climate Resilience Framework, a Resilience Improvement Plan, or similar plan;• Improves disaster preparedness; or upgrades a floodplain consistent with the Federal Flood Risk Management Standard, consistent with current law.• Incorporates nature-based solutions / natural infrastructure; or standard stormwater management improvements• Repairs existing dilapidated or idle infrastructure that is currently causing environmental harm



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> <p><i>Climate Change:</i></p> <ul style="list-style-type: none"> • Significantly reduces greenhouse gas emissions reductions relative to a no-action baseline through one of the following methods: modal shift, land-use planning to reduce trip length or frequency, signal timing, traffic management, or incorporation of freight logistics technology. • The project is specifically identified in a State Carbon Reduction Strategy, State Electric Vehicle Infrastructure Deployment Plan, or other State, local, or tribal GHG reduction plan, and that reference is included in the application; • The applicant has a plan to monitor the impact of the project on GHG emissions, and they are expected to be significant. • Primary project purpose supports deployment of electric or zero-emission transportation • Uses construction methods that have lower embodied GHG emissions and they are documented in Environmental Product Declarations referenced in the application. <p><i>Resiliency and the Environment:</i></p> <ul style="list-style-type: none"> • The project is specifically identified in a Resilience Improvement Plan or similar plan and advances the National Climate Resilience Framework. • Improves disaster preparedness in an area most vulnerable to climate change impacts, such as a FEMA-designated Community Disaster Resilience Zone. • Incorporates nature-based solutions / natural infrastructure or stormwater management improvements that are beyond standard practice



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 data-bbox="179 311 1904 439">“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 data-bbox="179 446 1904 1278" style="list-style-type: none"><li data-bbox="179 446 1904 532">• The project is located in an Area of Persistent Poverty or Historically Disadvantaged Community AND the project directly benefits the population in that area<li data-bbox="179 539 1904 704">• 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<li data-bbox="179 711 1904 889">• 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.<li data-bbox="179 896 1904 1018">• 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<li data-bbox="179 1025 1904 1146">• 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<li data-bbox="179 1153 1904 1278">• The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those 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 listed within two or more of the areas below:</p> <p><i>Innovative Technology:</i></p> <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 <p><i>Innovative Project Delivery:</i></p> <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 <p><i>Innovative Financing:</i></p> <ul style="list-style-type: none">• Secure TIFIA, RRIF, or private activity bond financing; or• Use congestion pricing or other demand management strategies



Benefit-Cost Analysis

- The purpose of the Benefit-Cost Analysis (BCA) is to enable the Department to evaluate the cost-effectiveness of the proposed project by comparing its expected benefits to its expected costs relative to the current transportation problem, or “no-build” scenario.
- 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.
 1. **BCA Narrative:**
 - The BCA narrative should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. The BCA narrative should include, at a minimum, a description of the benefits and costs to be monetized.
 2. **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 a new BCA spreadsheet that is available to assist applicants in structuring their analysis ([Benefit-Cost Analysis Spreadsheet Template for Discretionary Grant Programs | US Department of Transportation](#)). Please ensure any BCA spreadsheet submitted is unlocked, to allow review.



Project Readiness: Technical Capacity

- Reviews the applicant's capacity to deliver this project in a manner that satisfies Federal requirements.
- Considerations include but are not limited to:
 - 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, if applicable.



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, 2028.**



Project Readiness: Environmental Risk

- 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>

⦿ Statutory Requirements- coming up next.

Q&As

Statutory Requirements for Award

INFRA- Large only	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 forecasts included in the application.	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.

Application Checklist

MPDG 2025-2026 Application Checklist
SF-424 (automatically submitted once fields are completed in grants.gov, not attachment)
SF-424C (automatically submitted once fields are completed in grants.gov, not attachment)
Project Information Form (in Excel)
Project Description
Project Location File (zipped Shapefile or KML/KMZ)
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)

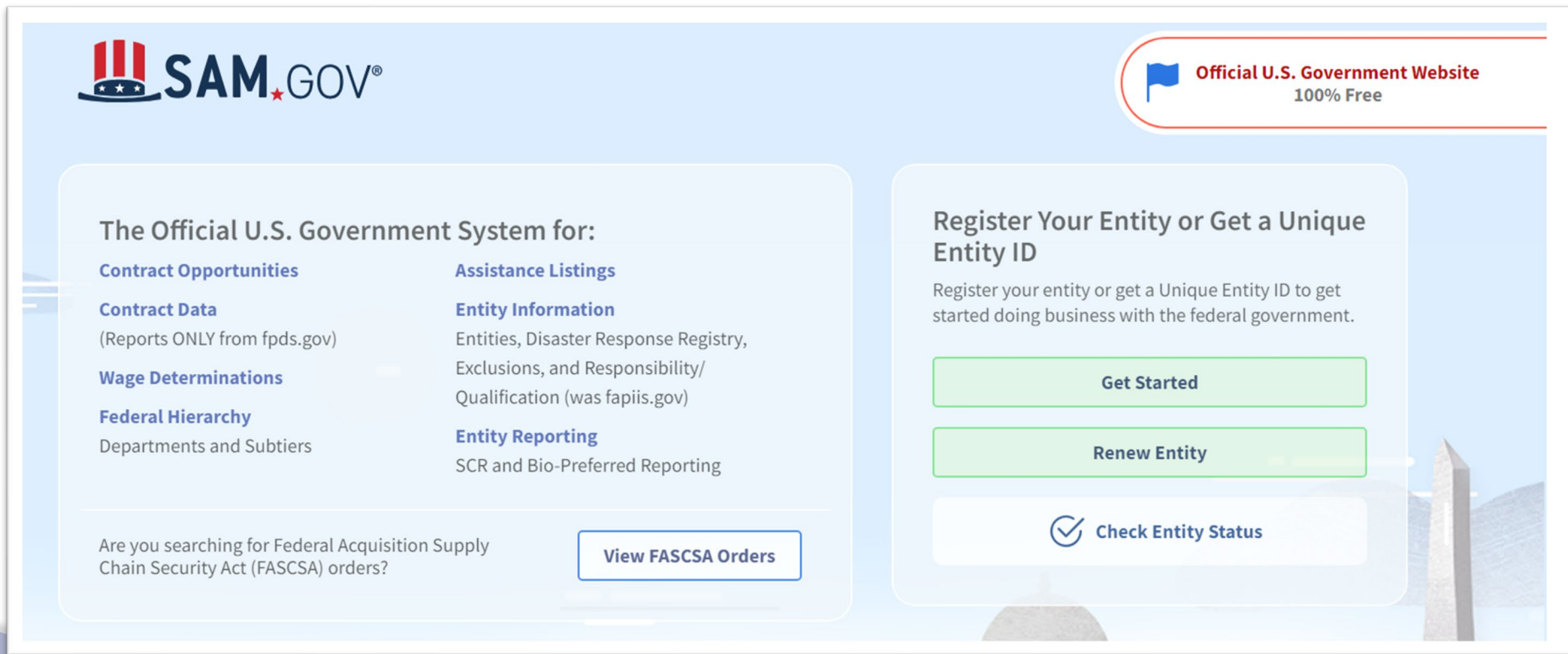
Application Deadline

- ⦿ **Applications must be submitted by 11:59 PM Eastern on May 6th, 2024.** 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.



How to Apply: SAM.Gov

- You must complete the SAM.gov and Grants.gov registration process before submitting your application(s). The SAM.gov registration process can take multiple weeks to complete. Start the registration process **now!**

A screenshot of the SAM.gov homepage. The header features the SAM.gov logo on the left and a red-bordered box on the right stating "Official U.S. Government Website 100% Free". The main content area is divided into two columns. The left column, titled "The Official U.S. Government System for:", lists various services: Contract Opportunities, Contract Data (with a note "(Reports ONLY from fpds.gov)"), Wage Determinations, Federal Hierarchy (with a note "Departments and Subtiers"), Assistance Listings, Entity Information (with a note "Entities, Disaster Response Registry, Exclusions, and Responsibility/Qualification (was fapiis.gov)"), and Entity Reporting (with a note "SCR and Bio-Preferred Reporting"). At the bottom of this column is a link "View FASCSA Orders" next to the text "Are you searching for Federal Acquisition Supply Chain Security Act (FASCSA) orders?". The right column, titled "Register Your Entity or Get a Unique Entity ID", includes the text "Register your entity or get a Unique Entity ID to get started doing business with the federal government." and three buttons: "Get Started", "Renew Entity", and "Check Entity Status" (which has a checkmark icon).

How to Apply: Grants.Gov

SORT BY:

Relevance (Descending)









Update Sort

DATE RANGE:

All Available



Update Date Range

Opportunity Number 	Opportunity Title 	Agency 	Opportunity Status 	Posted Date 	Close Date 
RSTGP-25-26-RURAL	Rural Surface Transportation Grant Program	DOT-DOT X-50	Posted	03/25/2024	05/06/2024
NIPA-25-26-MEGA	Mega Grants	DOT-DOT X-50	Posted	03/25/2024	05/06/2024
NSMFHP-25-26-INFRA	INFRA Grants	DOT-DOT X-50	Posted	03/25/2024	05/06/2024



Project Delivery: What Should Successful Applicants Expect

Selections are expected Fall 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) within one month of meeting pre-requisites such as NEPA

Reporting Requirements/Project Modifications

Project Completion/Close-Out

Progress and Performance Reporting on Grant Activity



Question and Answer

Additional Resources:

- ◎ MPDG FAQs: <https://www.transportation.gov/grants/mpdg-frequently-asked-questions>
- ◎ Next MPDG webinars: Friday April 5th (Larger Scale Projects) and Tuesday April 9th (BCA)
<https://www.transportation.gov/grants/mpdg-webinars>
- ◎ USDOT ROUTES Grant Toolkit for rural communities:
<https://www.transportation.gov/rural/grants/toolkit>
- ◎ USDOT Navigator: <https://www.transportation.gov/dot-navigator>
- ◎ USDOT Map Verification Tool:
<https://maps.dot.gov/BTS/GrantProjectLocationVerification/>
- ◎ For MPDG questions, please email: MPDGrants@dot.gov.

Thank you!

