



GRANT ALERT

March 26, 2024

Multimodal Project Discretionary Grant (MPDG) – INFRA, Mega & Rural Grant Programs

DEADLINE

Monday, May 6, 2024, 11:59 p.m. EST

(Applicants must complete the Grants.gov registration process before submitting the final application; the process usually takes 2-4 weeks to complete.)

PROGRAM NAME & LINK

[Multimodal Project Discretionary Grant | US Department of Transportation](#)

DESCRIPTION

This discretionary grant program was authorized under the Bipartisan Infrastructure Law (BIL) for the purpose of soliciting applications for three funding opportunities:

- National Infrastructure Project Assistance grants program (Mega)
- the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA)
- Rural Surface Transportation Grant program (Rural)

The Multimodal Project Discretionary Grant (MPDG) solicitation allows applicant to apply

for one, two or all three of the funding opportunities by submitting a single application. This allows USDOT to assist project sponsors in matching projects with the most appropriate grant program(s) and facilitate individual projects in potentially receiving funding from multiple grant programs. Funds for the INFRA, Mega, and Rural funding opportunities provide Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas.

Single Application – Multiple Grant Opportunities

THE MULTIMODAL PROJECT DISCRETIONARY GRANT (MPDG) SOLICITATION ALLOWS APPLICANT TO APPLY FOR ONE, TWO OR ALL THREE OF THE FUNDING OPPORTUNITIES BY SUBMITTING A SINGLE APPLICATION. THIS ALLOWS US DOT TO ASSIST PROJECT SPONSORS IN MATCHING PROJECTS WITH THE MOST APPROPRIATE GRANT PROGRAM(S) AND FACILITATE INDIVIDUAL PROJECTS IN POTENTIALLY RECEIVING FUNDING FROM MULTIPLE GRANT PROGRAMS.

What’s New this Round? The following items are changes from the FY 2023-2024 Program:

- The NOFO has revised the descriptions of the outcome criteria and the specific rating formula and has combined all Outcome Area criteria into one rubric.
- Recipients of FY 2025-2026 awards from any program will be required to submit performance reports.

- This NOFO clarifies the applicable obligation and expenditure deadlines for each program and fiscal year and provides further guidance to applicants related to developing their project schedules.

ELIGIBILITY

Applicants

Mega

- State government or a group of States
- Local government
- Political subdivision of a State
- Tribal government
- Metropolitan planning organizations (MPOs)
- Special purpose district or public authority with a transportation function, including a port authority
- Partnership between Amtrak and 1 or more entities described above.

INFRA

- State government or group of States
- Local government
- Tribal government
- Political subdivision of a state or local government
- Metropolitan planning organizations (MPOs), serving an Urbanized Area with population over 200,000
- Special purpose district or public authority with a transportation function, including a port authority
- Federal land management agency that applies jointly with a State or group of States
- Multistate corridor organization

Projects

Mega

- A highway or bridge project on the National Multimodal Freight Network
- A highway or bridge project on the National Highway Freight Network
- A highway or bridge project on the National Highway System
- A freight intermodal (including public ports) or freight rail project that provides public benefit
- A railway highway grade separation or elimination project
- An intercity passenger rail project
- 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

INFRA

- 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 and is likely to reduce road mobile source emissions
- A highway, bridge, or freight project on the National Multimodal Freight Network

Rural

- State government
- Local government
- Tribal government
- Regional transportation planning organization

Rural

- A highway, bridge, or tunnel project eligible under National Highway Performance Program
- A highway, bridge, or tunnel project eligible under Surface Transportation Block Grant
- A highway, bridge, or tunnel project eligible under Tribal Transportation Program
- A highway freight project eligible under National Highway Freight Program
- A highway safety improvement project, including a project to improve a high-risk rural road as defined by the Highway Safety Improvement Program
- 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
- A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services

FUNDING

General

- \$5.1 billion in FY 2025-2026 MPDG opportunity funds available
- Up to \$1.7 billion for the **Mega Program** for FY 2025-2026
- Up to \$2.7 billion for the **INFRA program** for FY 2025-2026
- Up to \$780 million for the **Rural program** for FY 2025-2026

Cost-Sharing

Mega

- Grants may be used for up to 60% of total eligible project costs.
- Federal funds may be used in addition to the grant, but federal funds may not exceed 80% of total eligible project costs.

INFRA

- Grants may be used for up to 60% of total eligible project costs.
- Federal funds may be used in addition to the grant, but federal funds may not exceed 80% of total eligible project costs.
- 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.

Rural

- Grants may be used for up to 80% of total eligible project costs.
- Grants may be used for 100% of project costs for projects that further the completion of a designated segment of the Appalachian Development Highway System or address a surface transportation infrastructure need identified for the Denali access system program.
- Other Federal assistance may satisfy the non-Rural share requirement for a Rural grant up to 100% of project costs.

APPLICATION & SELECTION CRITERIA

Project Requirements

Mega

- The project is likely to generate national or regional economic, mobility, or safety benefits.
- The project is in significant need of Federal funding.
- The project will be cost-effective.
- 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 to cover cost increases.
- The applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project.
- 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.

INFRA

- 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

Project Outcome Criteria

Application will be evaluated by:

- Project Outcome Criteria: Applications need to demonstrate how a project will contribute to the following:
 - 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 areas: technology, project delivery and financing
- A Benefit-Cost Analysis (BCA): USDOT will consider a proposed project's benefits as compared to its costs to determine whether a project is cost-effective and assign an economic analysis rating. - [BCA Spreadsheet Template](#)
- Project Readiness: USDOT will consider project readiness to assess the likelihood of a successful project. In the project readiness analysis, DOT will consider three evaluation ratings: Environmental Risk, Technical Assessment, and Financial Completeness Assessment.

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.
- The project is reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project.

Rural

- The project will generate regional economic, mobility, or safety benefits
- The project will be cost-effective.
- The project will contribute to the accomplishment of 1 or more of the national goals under 23 U.S.C. § 150.
- The project is based on the results of preliminary engineering.
- The project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project.

PROJECT TIMEFRAME

INFRA and Rural programs statutory obligation deadline for **FY 2025** funds is **September 30, 2028**. The Mega program has no statutory obligation deadline; however, the USDOT seeks projects that will begin construction before September 30, 2028. **FY 2026** INFRA and Rural funds have a statutory obligation deadline of September 30, 2029, but the Department will evaluate all applications based on ability to obligate funds by September 30, 2028, deadline.

ADMINISTRATIVE REQUIREMENTS

Urban and Rural Definitions

The INFRA and Rural program statutes define a rural area as an area outside an Urbanized Area with a population of over 200,000, as designated by the 2020 census. A project located in both an urban area with a population over 200,000 according to the 2020 Census, and a rural area will be designated as urban if the majority of the project’s costs will be spent in the urban area with population over 200,000. Conversely, a project located in both an urban area with population over 200,000 and a rural area will be designated as rural if the majority of the project’s costs will be spent in the rural areas.

PENNDOT ROLE

PennDOT Emphasis

PennDOT advances and promote transportation infrastructure projects which are critical and significant to the Commonwealth. The Multimodal Project Discretionary Grant provides PennDOT, and its partners, the opportunity to receive grant funding to complete high impact transportation infrastructure projects on the Commonwealth's roads, bridges, ports, and rail which are critical to the mobility needs across the Commonwealth.

PennDOT Support

Transportation Federal Funding Opportunities
Resource Account:

RA-PDTRANSFEDFUNDOPP@pa.gov.

PennDOT will consider providing support for regionally supported grant proposals as applicable. PennDOT support may include offering data and subject matter expertise as available.

PennDOT recognizes the potential this program has to significantly help communities and individuals and will consider how the Department might assist or collaborate with applicants to advance and strengthen competitive proposals. PennDOT will also collaborate with other state agencies where there may be an interest in this program.

The deadline for requesting PennDOT support is Monday, April 22nd, two weeks before the application deadline.