

2023 Mega Project Discretionary Grant

This is only a summary; applicants should not rely on it to meet application requirements. Study the full grant opportunity announcement before applying for any federal grant.

Program Description – The National Infrastructure Project Assistance (Mega) program was created to fund major projects that are too large or complex for traditional funding programs. The program provides grants on a competitive basis to support multijurisdictional or regional projects of significance that may also cut across multiple transportation modes. Eligible projects include highway, bridge, freight, port, passenger rail, & public transportation projects of national & regional significance. These could be bridges or tunnels connecting two states; new rail & transit lines that improve equity & reduce emissions; & intermodal freight hubs while improving environmental justice.

Opportunity Numbers – NIPA-23-24-MEGA	Agency – USDOT	
Obligation Deadline: Must obligate & begin construction by September 30, 2025 and complete before expiring	Closing – August 21, 2023, 11:59 PM EDT	BCA Required? Yes
Available Funding: Approximately \$1.8B in FFY 2023 and FFY 2024 funding.	Eligible Project Cost Restrictions: None. Clearly identify all components with independent utility and funding sources.	
Minimum Award: 50% will be awarded to projects that cost between \$100M to \$500M. 48% will be awarded to projects over \$500M in total cost (pg 53)	Required Cost Share: Grant funding will not exceed 60% not to exceed 80%; Can use tapered match, but final non-federal contribution cannot be less than 20%.	
Eligibility: Pg 18 – ALL components of independent utility must meet ALL requirements: <ol style="list-style-type: none"> Likely to generate national or regional economic, mobility, or safety benefits. In significant need of Federal funding. Cost-effective (BCA \geq 1) Non-Federal sources must include one or more dependable funding or financing source to construct, maintain, and operate the project, as well as cover cost increases. Applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project. Must include a plan for data collection and analysis 	Special Considerations: An award funding only some project components may make other project components subject to Fed requirements as described in Section F.2.ii. (pg 88). For example, the NEPA review for the funded project component may need to include evaluation of all project components as connected, similar, or cumulative actions.	
	NOFO & Related: https://www.transportation.gov/sites/dot.gov/files/2023-06/MPDG%20NOFO%202023-2024%20Final_0.pdf	

23 U.S.C. § 150 National goals – (1) Safety; (2) Infrastructure Condition; (3) Congestion Reduction; (4) System Reliability; (5) Freight Movement & Economic Vitality; (6) Environmental Sustainability; (7) Reduced Project Delivery Delays.

Project Outcome Criteria: Applications must describe, in detail with supporting documentation, how the project addresses each of these criteria, or else to expressly state that the project does not address the criterion. Insufficient information to assess any criterion will negatively impact the project rating.

Safety	State of Good Repair	Economic Impacts, Freight Movement, & Job Creation (*See required outcomes below)	Climate Change, Resiliency, & the Environment	Equity, Multimodal Options, & Quality of Life	Innovation Areas: Technology, Project Delivery, & Financing
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***Project must support at least one of these listed outcomes** – (1) increase travel time reliability & manage travel demand for goods movement, especially for bottlenecks; (2) improve multimodal systems that incorporate affordable options; (3) decrease transportation costs and provide access to employment centers; (4) significantly improve the economic strength of regions and cities by increasing the economic productivity of land, capital, or labor, and linkages between areas; (5) enhance recreational and tourism opportunities by providing access to Federal lands (6) result in high-quality job creation; (7) result in workforce opportunities for historically underrepresented groups; (8) foster economic growth & development while creating long-term high-quality jobs; (9) support integrated land use, economic development & planning to improve the movement of people and goods and local fiscal health; or (10) help the US compete in a global economy by encouraging the location of important industries & future innovations & tech in the U.S., & facilitating efficient/reliable freight movement.

Areas of Persistent Poverty or Historically Disadvantaged Communities (Justice40 Initiative defined) and whether project is in an Opportunity, Empowerment, or Promise Zones, or a Choice Neighborhood, etc. must be noted. Provide how project has or will meaningfully engage communities affected by the project.

Eligible Applicants – Eligible applicants for Mega grants are: (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); and (8) a group of entities described in any of (1) through (7).

Eligible Projects –

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

Eligible Project Costs –

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,

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.

Application & Narrative Requirements –

Required components include: **SF-424, SF-424C, standardized [Project Information Form](#) with project details**, and **Project Description** (5 pages), **Project Location File** (zipped Shapefile, KML/KMZ, or GEOJSON), **Project Budget, Sources and Uses of Funding** (5 pages), **Funding Commitment Documentation, Outcome Criteria Narrative** (15 pages), **Project Readiness** (5 pages), **Project Requirements** (5 pages), **Benefit-Cost Analysis Narrative, Benefit-Cost Analysis Calculations** (Excel recommended), **Mega Data Plan** (for Mega applications only), **Letters of Support** (optional), **Community Benefits Plan** (optional), and **Title VI Plan** (optional). Clearly identify within narrative the relevant criteria you are supporting, use the instructions starting on page 27 in the NOFO to build each document. Standard formatting: i.e. single-spaced, standard 12-point such as Times New Roman, 1-inch margins and submitted in PDF, unless otherwise specified on page 27. Cross-reference to avoid information redundancies.