

2025-2026 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. Approximately \$1.7 billion will be made available through this NOFO. Half of the funds available in each fiscal year is reserved for projects greater than \$500 million in cost, and half is reserved for projects greater than \$100 million but less than \$500 million in cost. Applications will be evaluated on six outcome criteria, economic analysis, project readiness, and statutory requirements.

Opportunity Numbers – NIPA-25-26-MEGA		Agency – USDOT	
Obligation Deadline (pg. 31): None, but applications will be evaluated based on ability to obligate funding by Sept. 30, 2028		Closing – May 6, 2024, 11:59 PM EST	BCA Required? Yes
Available Funding (pg. 12): Up to \$1.7B in FY 2025-2026. ½ of funds are reserved for projects GT \$500M and half for projects between \$100M & \$500M in total costs		NOFO & Related – MPDG 2025-2026 Notice of Funding Opportunity (transportation.gov)	
Minimum Award (pg.12): \$0		Eligible Project Cost Restrictions: None (see full list below)	
Eligibility (pg. 9): <ul style="list-style-type: none"> The public transportation project must be advanced as a component of a project eligible under 49 U.S.C. 6701(d)(1)(A)-(D) The public transportation project component must be necessary to achieve the transportation goal of the project eligible under 49 U.S.C. 6701(d)(1)(A)-(D) The Department must determine that a primary purpose of the entire project is to advance the project eligible under 49 U.S.C. 6701 (d)(1)(A)-(D). 		Required Cost Share (pg. 12, 14): Mega grants may be used for up to 60% of future total eligible project costs. Other federal assistance may satisfy the non-Mega share requirement for a Mega grant, but total Federal assistance for a project receiving a Mega grant may not exceed 80% of future total eligible project costs	
		Statutorily Required Available Funding (pg. 6, 12): 50% of available funds reserved for projects with total project costs between \$100 and \$500M. The remaining 50%, less 2% for program administration, is reserved for projects with more than \$500 million in total project costs.	

Project Outcome Criteria: Applications must describe, in detail with supporting documentation, how the project addresses each of these criterion, 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	Climate Change, Resiliency, & the Environment	Equity, Multimodal Options, & Quality of Life	Innovation Areas: Technology, Project Delivery, & Financing
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Project must support these statutory project requirements (pg. 25-27) – (1) the project is likely to generate national or regional economic, mobility, or safety benefits; **(2)** the project is in significant need of Federal funding; **(3)** the project will be cost-effective; **(4)** for non-Federal financial commitments, one or more stable and dependable funding of financing sources are available to construct, maintain, and operation the project, and to cover cost increases; **(5)** the applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project; and **(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.

Areas of Persistent Poverty (APP) or Historically Disadvantaged Communities (HDC) (pg. 16-17) – The Secretary must consider whether a project may benefit an APP as defined by BIL, or a HDC defined under the Justice40 Initiative.

Eligible Applicants (pg. 7) – (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 one or more entities described in 1 through 6; and, (8) a group of entities described in any of 1 through 7.

Eligible Projects (pg. 8) – (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 and is a part of any of the project types in this section.

Eligible Project Costs (pg. 10-11) – 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.

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 (pg. 18-28) – The required components include **SF-424, SF-424C, MPDG Project Information Form, standardized Cover Page with project details, and several individual application attachments (NOFO, pg. 18).**

The NOFO does not specifically refer to a single narrative, but individual application attachments covering specific aspects of the project. Page limits vary by document and are listed on NOFO, pgs. 18-19. Standard formatting: i.e. single-spaced, standard 12-point such as Times New Roman, 1-inch margins and submitted as pdf unless otherwise indicated. Cross-referencing to avoid information redundancies. Evaluators are not required to review supporting documentation.