

Rural Surface Transportation Grant (Rural) – FY 2025-2026

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.

Submission Deadline May 6, 2024	Period of Performance begin construction not later than 18 months after fund obligation	Obligation Deadline Sept. 30, 2028	Expenditure Deadline N/A
Eligible Applicants	State; regional transportation planning organization; unit of local government; tribal government or a consortium of tribal governments; multijurisdictional group of entities above.		
Program Description	FY 2025-2026 MPDG funding opportunities are awarded on a competitive basis for surface transportation infrastructure projects: highway and bridge; intercity passenger rail; railway-highway grade crossing or separation; wildlife crossing; public transportation; marine highway; and freight projects; or groups of such projects which improves and expands the surface transportation infrastructure in rural areas.		
Eligible Projects	Highway, bridge, or tunnel project eligible under the National Highway Performance Program, Surface Transportation Block Grant, or Tribal Transportation Program; Highway freight project eligible under National Highway Freight Program; Highway safety improvement project, including a project to improve a high-risk rural roads; 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; Project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services.		
Unique Program Items	At least 90% of grant amounts must be at least \$25M and up to 10% may be for grant amounts of less than \$25M.		
Eligible Costs	Planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities, construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.		
Additional Information	15% of funds shall be reserved for eligible projects located in States with rural roadway fatalities resulting from lane departures greater than the average of rural roadway fatalities as a result of lane departures in the U.S. This includes North Dakota.		