



INFRA-MPDG

NATIONALLY SIGNIFICANT MULTIMODAL FREIGHT AND HIGHWAYS PROJECTS

Applications were due May 6, 2024.

ADMINISTERED BY: U.S. DEPARTMENT OF TRANSPORTATION (USDOT)

The Nationally Significant Multimodal Freight and Highways Projects (INFRA) program provides approximately \$2.7 billion in funding for FY 2025 and FY 2026. The INFRA program funds highway, multimodal freight, and rail projects that rebuild infrastructure and support economic competitiveness.

CHANGES FROM FY 2023-FY 2024 MPDG NOFO

- Outcome Area criteria descriptions and rating formulas are combined for easier reference
- Recipients of FY 2025-FY 2026 awards must submit performance reports, which is now mandatory for all programs
- Reapplicants must update their materials to match the new criteria
- Clear deadlines and project scheduling guidance are provided based on applicant feedback
- The notice is reorganized for improved readability



ELIGIBLE APPLICANTS

Class I railroads are not eligible applicants under the INFRA-MPDG program; however, they may partner with eligible applicants – as Project Partners – to pursue funding for projects.

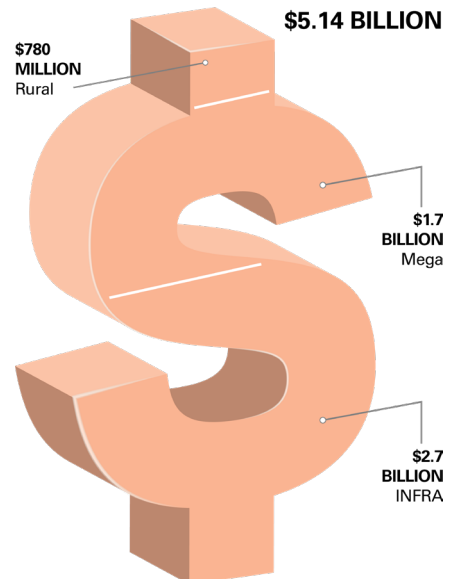
- State or group of states
- Metropolitan planning organization
- Unit of local government
- Political subdivision of a state
- Special purpose district
- Federal land management agency
- Tribal government(s)
- Multistate corridor organization
- Multistate or multijurisdictional group of entities



BNSF PII

BNSF Railway’s Public Infrastructure and Investment (PII) team is committed to building strong partnerships that maximize the impact of funding opportunities. As Project Partners, we can collaborate to help secure funding that drives positive change and progress for communities where we work, live, and play.

INFRA-MPDG



INFRA-MPDG

\$2.7 Billion

- Development phase activities including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design and other preconstruction activities
 - Construction, reconstruction, rehabilitation, or acquisition of property
 - Environmental mitigation such as projects to replace or rehabilitate culverts, or reduce stormwater runoff for aquatic species habitat improvement
 - Operational improvements directly related to system performance
-
- Highway freight projects carried out on the National Highway Freight Network (NHFN)
 - Highway or bridge projects on the National Highway System (NHS), including projects that add capacity on the Interstate System or are in a national scenic area
 - Railway-highway grade crossing, grade separation project, or freight project that is an intermodal or rail project
 - Within the boundaries of a public or private freight rail, water (including ports), or intermodal facility

Funding Split

\$2.7 Billion

Project Min:	\$25M for Large Projects \$5M for Small Projects
Project Max:	N/A
Funding Ceiling:	\$2.7B*
Funding Floor:	15% for Small Projects**

*Not more than 30% per fiscal year may be used for grants to freight rail, water, or other freight intermodal projects

**For each fiscal year of INFRA funds, a minimum of 15% of available funds are reserved for small projects

Questions to ask yourself about the project:

What are project requirements for INFRA?

Projects should offer broad economic and safety benefits, be cost-effective, align with national goals, have preliminary engineering and funding in place, and start construction within 18 months of funding approval.

Can applicants apply for multiple programs under MPDG?

Yes, applicants are encouraged to apply to multiple programs to maximize their potential of receiving federal support. Applicants will be considered across all three programs unless they opt-out.

What is the Project Cost Share?

It is a 20-40% funding match for all INFRA projects.

Are there project specific benefit and cost considerations to include?

Yes, applicants are encouraged to consider all capital expenditures of the project as well as changes in cost for operation and maintenance. Successful applications should consider travel time savings, safety, emissions reduction, health benefits, and other qualitative benefits of the project on local communities.



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Mega-MPDG

NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE

Applications were due May 6, 2024.

ADMINISTERED BY: U.S. DEPARTMENT OF TRANSPORTATION (USDOT)

The National Infrastructure Project Assistance (Mega) program provides approximately \$1.7 billion in funding for FY 2025 and FY 2026. The Mega program is focused on large multimodal transportation projects, funding major projects that are too large or complex for traditional funding programs.

CHANGES FROM FY 2023-FY 2024 MPDG NOFO

- Outcome Area criteria descriptions and rating formulas are combined for easier reference
- Recipients of FY 2025-FY 2026 awards must submit performance reports, which is now mandatory for all programs
- Reapplicants must update their materials to match the new criteria
- Clear deadlines and project scheduling guidance are provided based on applicant feedback
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ELIGIBLE APPLICANTS

Class I railroads are not eligible applicants under the Mega-MPDG program; however, they may partner with eligible applicants – as Project Partners – to pursue funding for projects.

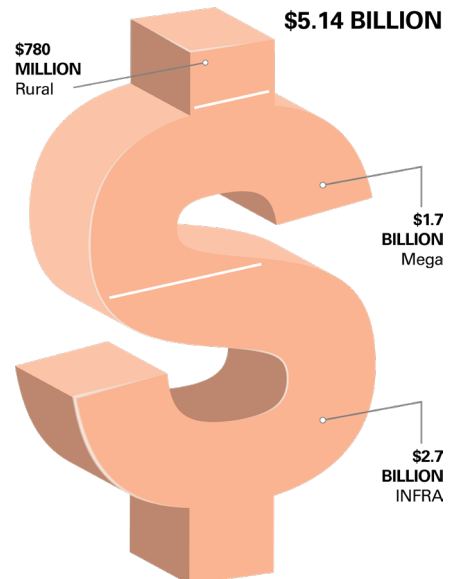
- State or group of states
- Metropolitan planning organization
- Unit of local government
- Political subdivision of a state
- Special purpose district
- Tribal government(s)
- A partnership between Amtrak and an eligible entity
- A group of entities



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Mega-MPDG



Mega-MPDG

\$1.7 Billion

- Development phase activities including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design and other preconstruction activities
- Construction, reconstruction, rehabilitation, or acquisition of property
- Environmental mitigation such as projects to replace or rehabilitate culverts, or reduce stormwater runoff for aquatic species habitat improvement
- Operational improvements directly related to system performance

- Highway freight projects carried out on the national Multimodal Freight Network (MFN)
- Highway or bridge projects on the National Highway Freight Network (NHFN) or National Highway System (NHS)
- Freight-related projects encompassing intermodal, freight rail, and railway-highway grade separation or elimination
- Initiatives related to intercity passenger rail and public transportation

Funding Split

\$1.7 Billion

Project Min:	\$100M for 50% of Mega funds \$500M for other 50% of funds
Project Max:	\$500M for 50% of funds
Funding Ceiling:	\$1.7B
Funding Floor:	N/A

Questions to ask yourself about the project:

What are project requirements for Mega?

Projects should offer broad national or regional benefits, be cost-effective, have comprehensive funding sources for all phases, capacity to carry out the project, and a data analysis plan to assess impacts.

Can applicants apply for multiple programs under MPDG?

Yes, applicants are encouraged to apply to multiple programs to maximize their potential of receiving federal support. Applicants will be considered across all three programs unless they opt-out.

What is the Project Cost Share?

It is a 20-40% funding match for all Mega projects.

Are there project specific benefit and cost considerations to include?

Yes, applicants are encouraged to consider all capital expenditures of the project as well as changes in cost for operation and maintenance. Applications should consider travel time savings, safety, emissions reduction, health benefits, and other qualitative benefits of the project on local communities.



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Rural-MPDG

RURAL SURFACE TRANSPORTATION GRANT PROGRAM

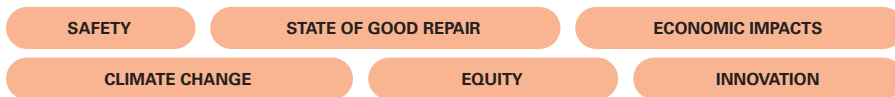
Applications were due May 6, 2024.

ADMINISTERED BY: U.S. DEPARTMENT OF TRANSPORTATION (USDOT)

The Rural Surface Transportation Grant Program (Rural) provides approximately \$780 million in funding for FY 2025 and FY 2026. The Rural Program supports projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve safety and reliability of the movement of people and freight, generate regional economic growth, and improve quality of life.

CHANGES FROM FY 2023-FY 2024 MPDG NOFO

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ELIGIBLE APPLICANTS

Class I railroads are not eligible applicants under the Rural-MPDG program; however, they may partner with eligible applicants – as Project Partners – to pursue funding for projects.

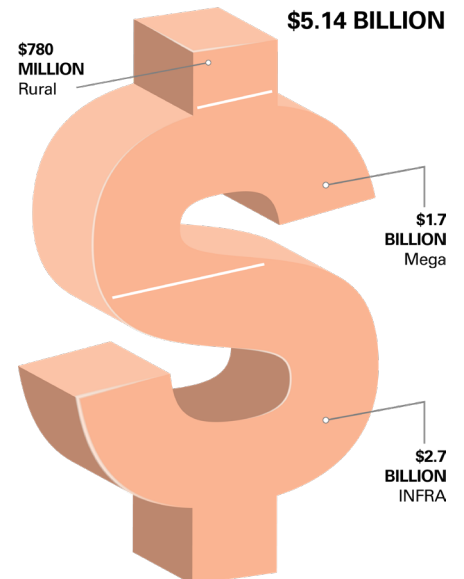
- States
- Regional transportation planning organization
- Unit of local government
- Tribal government(s)
- Multijurisdictional group of entities



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Rural-MPDG



Rural-MPDG

\$780 Million

- Supports development activities like planning, feasibility analysis, environmental review, and preliminary design
- Addresses construction, land acquisition, environmental mitigation, contingencies, equipment purchase, and operational enhancements

- Highway, bridge, or tunnel developments under programs like the National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG), and Tribal Transportation Program (TTP)
- Highway freight projects, safety initiatives, and infrastructure supporting access to key rural economic facilities like agricultural, commercial, energy, or intermodal sites
- Projects can also focus on integrated mobility management, transportation demand management systems, or on-demand mobility services

Funding Split

\$780 Million

Project Min:	\$25M*
Project Max:	N/A
Funding Ceiling:	\$780M
Funding Floor:	N/A

*At least 90% of Rural grants must be \$25 million or more, with up to 10% under this amount

Questions to ask yourself about the project:

What are project requirements for Rural?

Projects should offer regional benefits, be cost-effective, align with national goals, be grounded in preliminary engineering, and commence construction within 18 months of funding obligation.

Can applicants apply for multiple programs under MPDG?

Yes, applicants are encouraged to apply to multiple programs to maximize their potential of receiving federal support. Applicants will be considered across all three programs unless they opt-out.

What is the Project Cost Share?

It is a 20% funding match for all Rural projects.



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BCA: BENEFIT-COST ANALYSIS

According to USDOT, projects are evaluated using a benefit-cost analysis (BCA). A BCA provides estimates of the anticipated benefits that are expected to accrue from a project over a specified period and compares them to the anticipated costs of the project. Estimated benefits would be based on the projected impacts of the project terms.

For example, a benefit-cost ratio of 1 means every dollar spent on construction of the project generates a dollar in economic benefits.

The MPDG NOFO lists the economic analysis ratings as:

Rating	Description
HIGH	The project's benefit will exceed its costs with a benefit-cost ratio of at least 2.0
MEDIUM-HIGH	The project's benefits will exceed its costs
MEDIUM	The project's benefits are likely to exceed its costs
MEDIUM-LOW	The project's costs are likely to exceed its benefits
LOW	The project's costs will exceed its benefits

Based on analysis of past MPDG awards, a strong benefit-cost analysis is necessary for successful applications.

BNSF-supported economic teams will work with applicants on maximizing all benefits to quantify a project's value in the community.

The BCA quantifies and monetizes, as thoroughly as possible, the benefits generated under the criteria defined by the MPDG.

Benefit Considerations*

Benefits measure the economic value of outcomes that are reasonably expected to result from the implementation of the project. Depending on the project, considerations might include:

- **Safety Benefits**
 - › Valuing Injuries and Fatalities
- **Travel Time Savings**
 - › Vehicle Occupancy
 - › Reliability
- **Operating Cost Savings**
- **Emissions Reduction Benefits**
- **Facility and Vehicle Benefits**
 - › Pedestrian and Cycling Facilities
 - › Transit System, Facility, and Vehicle Amenities
 - › Reduced Facility and Vehicle Crowding
 - › Passenger Transfer Reduction
- **Health Benefits**
- **Other Considerations**
 - › Agglomeration Economies and Land Use
 - › Noise Pollution
 - › Stormwater Runoff
 - › Wildlife Impacts
 - › Repurposed Right-Of-Way
- **Other Issues in Benefits Estimation**
 - › Benefits to Existing and Additional Users
 - › Model Diversion
 - › Work Zone Impacts
 - › State of Good Repair
 - › Resilience
 - › Geographic Extent
 - › Property Value Increases

Cost Considerations**

Project costs consist of economic resources (including capital, land, labor, and materials) and life-cycle costs are usually measured by their market values.

Depending on the project, considerations might include:

- Capital, Land, Labor, and Material Expenditures
- Operating and Maintenance Expenditures
- Residual Value and Remaining Service Life
- Innovative Technologies and Techniques

Comparing Benefits to Costs and Economic Analysis***

There are several summary measures that can be used to compare benefits to costs in a BCA. The two most widely used measures are **net present value** and the **benefit-cost ratio**.

Other types of economic analysis are also frequently used to assess the potential consequences of transportation improvement projects, including **economic development impacts, financial outcomes, and distributional effects**.

*USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs, published Jan. 2023; Benefits.

**USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs, published Jan. 2023; Costs.

***USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs, published Jan. 2023; Comparing Benefits to Costs; Other types of Economic Analysis.