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Biden-Harris Administration Announces \$785 Million to Advance Rural Transportation and Mobility Needs

Third round of Rural Surface Transportation Grant Program funds 24 projects to make rural communities safer, more accessible, and more connected.

WASHINGTON, D.C. – January 10, 2025. U.S. Department of Transportation Secretary Pete Buttigieg announced \$785 million in awards through the Rural Surface Transportation Grant Program (Rural) to invest in transportation projects across the country that will increase mobility, improve safety, and generate regional economic growth in rural communities – part of the Department’s larger announcement today of nearly \$5 billion in awards to modernize America’s infrastructure thanks to President Biden’s Investing in America agenda.

The Rural Program is a cornerstone of the Biden-Harris Administration's efforts to repair and improve rural transportation systems. President Biden's Bipartisan Infrastructure Law allocated more than \$44 billion to rural communities to repair and improve roads, bridges, airports, ports, and transportation systems. These awards will make rural transportation better, safer, and more dependable while improving the reliability freight movement and strengthening supply chains.

“The Biden-Harris Administration is making a generational investment in our transportation systems—and ensuring that rural communities sometimes overlooked in the past are getting the funding they need to prioritize safe, accessible travel,” said **U.S. Transportation Secretary Pete Buttigieg**. “The projects we’re funding with today's announcement will support rural communities across the nation as they make local and regional transportation safer and more reliable.”

This year’s selected projects include:

- **ALABAMA: \$20,390,010** to the City of Cullman, Alabama, for the **St. Bernard Bridge Replacement project**: The project will replace and relocate the existing two-lane St. Bernard Bridge on US Hwy 278 / SR 69 which crosses Eight Mile Creek. US Hwy 278 will be widened from 4th Avenue to just past St. Bernard Drive to make the adjoining roadway and approach congruent with the new bridge as part of this project.
- **COLORADO: \$40,500,000** to Otero County, Colorado, for the **US 50 SHIFT project**: The project will install twelve individual passing lanes across five segments of the US 50 High Plains Freight Corridor between the urban center of Pueblo and the Kansas state line. The project will significantly reduce fatalities and serious injuries by addressing inadequate and unsafe conditions for drivers to pass slow moving vehicles. The project will also widen road shoulders for crash avoidance and emergency vehicle access.
- **KANSAS: \$26,698,000** to Hamilton and Edwards County, Kansas, for the **Dairy Farms and Dirt Roads: Bringing Supply Chain Infrastructure to Southwest Kansas project**: The project will replace dirt roads serving major dairy facilities in Southwest Kansas with paved, modern roads and stormwater infrastructure. This project includes 6.3 miles of road in Hamilton County and 8.5 miles of road in Edwards County. KDOT predicts traffic will double on these roads when a new dairy farm is fully operational, as the local roads are used for hauling milk to the cheese farm, hauling feed and commodities to the dairy farm, hauling manure from the dairy farm to farmland, hauling cattle to and from the dairy farm, and supporting more than 100 new, full-time employees. The project will also enhance safety for the increased truck traffic by addressing narrow shoulders and poor sight distances.
- **SOUTH DAKOTA: \$37,581,600** to the Oglala Sioux Tribe and Pine Ridge Indian Reservation in South Dakota for the **Pine Ridge Indian Reservation Pavement Resiliency and Restoration project**: The project will restore, resurface, and improve approximately 103 miles of highway connecting Tribal communities within the Pine Ridge Indian Reservation. It will also ensure year-round access for visitors of the Badlands National Park and improve routes included in the Tribally designated Crazy Horse Scenic Byway. The project will significantly reduce Overturn/Rollover and Runoff Road crashes through the installation of guardrails, widened shoulders, increased pavement friction, and other construction methods.

More information and a full list of this year's Rural grant recipients can be found [HERE](#).

This is the third competition round for the Rural Program, which invests a total of approximately \$2 billion through 2026 through President Biden's Infrastructure Law for projects that improve highways, bridges, and tunnels, address highway safety, increase access to agricultural, commercial, energy, or freight facilities, and bring flexible transit services to rural and Tribal areas. The demand for Rural funding outpaced available funds, with 142 applicants requesting more than \$7.75 billion for the \$785 million available this round.

Applicants for the Rural Program benefited from a streamlined application process that reduced the burden for applicants by allowing them to submit one application for three different grant programs: Rural, the Infrastructure for Rebuilding America (INFRA), and the new National Infrastructure Project Assistance Program (Mega). For more information about the Rural Program and the combined Multimodal Project Discretionary Grant funding opportunity, click [here](#). For additional resources for rural applicants, see the [Rural EV Toolkit](#), [Rural Grant Applicant Toolkit](#) and the [Rural Opportunities to Use Transportation for Economic Success \(ROUTES\)](#) webpage.

[2025-2026 Rural Awards](#)

Biden-Harris Administration Announces More Than \$4.2 Billion From the Bipartisan Infrastructure Law for Transformational, National Infrastructure Projects

WASHINGTON, D.C. – October 21, 2024. U.S. Transportation Secretary Pete Buttigieg announced more than \$4.2 billion in funding from the Biden-Harris Administration's Investing in America agenda through two major discretionary grant programs, the National Infrastructure Project Assistance (Mega) grant program and the Infrastructure for Rebuilding America (INFRA) grant program, both of which have historic levels of funding thanks to the Bipartisan Infrastructure Law.

A total of 44 projects were selected in this round of funding, including projects that improve safety, mobility, and economic competitiveness, constructing major bridges, expanding port capacity, redesigning interchanges, and more. Three projects – in Phoenix, AZ, Chicago, IL, and Providence, RI – received awards from both programs, following through on the Department’s commitment to invest in non-traditional, multimodal projects that have been challenging to fully fund with limited resources in the past.

"Thanks to the Bipartisan Infrastructure Law, the Biden-Harris administration is carrying out ambitious, complex transportation projects that will shape our country’s infrastructure for generations to come,” said **U.S. Transportation Secretary Pete Buttigieg**. “With this latest round of awards, dozens of major and much-needed projects – projects that are often difficult to fund through other means – are getting the long-awaited investments they need to move forward.”

Since the start of the Biden-Harris Administration, nearly \$12.8 billion in funding through the INFRA and Mega programs has been announced for 140 projects across 42 states, Washington D.C., and Puerto Rico, including approximately:

- 35 large bridge projects
- 18 large port projects
- 20 rail projects
- 85 highway improvement projects

Approximately 53% of projects that have received funding to date are in rural communities, and about 42% of projects are located in disadvantaged communities, delivering on President Biden’s Justice40 commitment.

In today’s round of selections for **the Mega program**, the Biden-Harris Administration is investing \$1.68 billion into **11 projects** that will generate national and regional economic, mobility, and safety benefits while creating U.S. jobs and lowering costs for consumers.

Selected Mega projects this round include:

- **\$472.3 million** to the Massachusetts Bay Transportation Authority for the **North Station Renovation and Draw 1 Bridge Replacement project** in Boston, Massachusetts. The project will replace Draw 1 – a 92-year-old bridge that links Amtrak’s Downeaster intercity passenger rail (IPR) service and four separate MBTA regional rail lines to North

Station – as well as extend and activate a two-track platform at North Station and replace track, signals, and switches throughout the project area. Despite the poor condition of the bridge, Draw 1 functions as the primary portal for over 1,100 passenger trains each week into North Station, the fifth-largest transit station in the New England region. These trains are routinely subjected to delays attributable to project components, with 165 unique delay events between 2019 and 2021, and an average operational lag of 24.7 minutes. As regional rail ridership continues to grow, this project is critical to preserving and expanding future service in the Northeast.

- **\$217.2 million** to the Philadelphia Regional Port Authority for the **SouthPort Berth Phase 2: Capacity and Resilient Growth Optimization (CARGO) project** in Philadelphia, Pennsylvania. The project will increase resiliency and expand operational capacity at the Southport terminal by providing approximately ten additional acres adjacent to the Phase 1 berth development and adding a second berth downriver. PhilaPort, recognized as the fastest-growing port on the East Coast, will achieve cost-savings efficiencies from an improved terminal layout and will be more competitive as the project will provide capacity for additional roll-on/roll-off cargo.
- **\$68.6 million** to the Iowa Department of Transportation for the **Southwest Mixmaster Interchange Reconstruction project** in Des Moines, Iowa. The project will reconstruct the existing I-35/80/235 interchange, which was constructed in the 1960s and is considered one of the most dangerous in the state. The interchange was built to handle 1,000 vehicles an hour – today, it carries an estimated 1,500 vehicles per hour and is expected to grow to 2,000 per hour by 2050. The reconstruction, which includes new flyover bridges from southbound I-35/80 to eastbound I-235 and to westbound I-80, will improve the safety and reliability of travel for people and freight through the region.

In today's round of selections for **the INFRA program**, for which funding was increased more than 50% by the Bipartisan Infrastructure Law, the Biden-Harris Administration is investing \$2.58 billion into **36 projects** that will improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban communities.

Selected INFRA projects this round include:

- **\$196 million** to the Michigan Department of Transportation for the **River Raisin Bridge and Interstate 75 Revitalization project** in Monroe

County, Michigan. The project will replace the deteriorating River Raisin Bridge along I-75 with a new crossing to accommodate estimated future traffic, update and replace six existing structures – including two bridges over class I railroad lines – with new ones designed for a 100-year lifespan, and reconstruct over two miles of roadway to improve safety and the efficiency of freight movement along this vital U.S.-Canada trade corridor. The I-75 River Raisin Bridge serves as a vital connection point between Detroit and Toledo and currently serves approximately 61,000 vehicles daily, with 25% being truck traffic.

- **\$86.6 million** to the Mississippi Department of Transportation for the **Improvements to the I-20/I-55 Freight Corridor project** in Jackson, Mississippi. The project will update seven bridge structures to meet modern design standards, repair an additional 19 bridge structures, deploy Intelligent Transportation Systems (ITS) equipment, and resurface approximately 32 miles of roadway to enhance the movement of goods and people and reduce the number of fatal and injury crashes on this critical corridor. The excessively rough road surfaces in the project area cause significant travel delays for both trucks and cars, and the segment of I-55 between US Highway 49 and Pearson Road was identified in 2022 as the 6th worst freight bottleneck in the state.
- **\$66.5 million** to the Florida Department of Transportation for the **U.S. 1/SR 5 Long Key Bridge Replacement project** in Monroe County, Florida. The project will replace the current Long Key Bridge built in 1982. US 1 is the only roadway linkage across the Florida Keys for 113 miles between the mainland and Key West and is a critical emergency evacuation route for the Florida Keys. Additionally, freight movement over the Long Key Bridge is a lifeline supporting the Florida Keys economy – more than 134,000 trucks carrying an estimated \$2 billion in freight cross the bridge each year. This replacement project is critical to the 72,000 people and hundreds of businesses located south of the bridge.

View the full list of [Mega awards HERE](#) and [INFRA awards HERE](#).

Applications opened in March under a joint [notice of funding opportunity](#) (NOFO) for this year's \$5.1 billion Multimodal Discretionary Grant Program, or MPDG, which allows applicants to submit one application for consideration under the Mega, INFRA, and Rural grant programs.

As with last year's awards, despite these historic increases in funding, these programs were significantly oversubscribed. The Department received approximately 200 INFRA and Mega applications requesting more than \$27 billion in funding, far exceeding the amount of funding available.

Applications for the MPDG grants were evaluated based on the criteria published in the NOFO. The criteria included safety; state of good repair; economic impacts, freight movements and job creation; climate change, resilience, and the environment; equity, multimodal options and quality of life; and innovation areas such as technology, project delivery, and financing. The Department also considered cost effectiveness, project readiness, and certain statutory requirements related to funding and design in evaluating the MPDG applications received. Rural Surface Transportation grant applications are still under evaluation, and the Department anticipates announcing selections by January 2025.

[2025-2026 Mega Awards](#)

[2025-2026 INFRA Awards](#)

Last updated: Thursday, January 9, 2025



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