



USDOT Discretionary Grants Opportunity

Bridge Investment Program (BIP)

Large Bridge Project Grants

The U.S. Department of Transportation Federal Highway Administration (FHWA) has released a Notice of Funding Opportunity (NOFO) for the Bridge Investment Program (BIP) Large Bridge Project Grants.

The Program Aims To:

- Improve the safety, efficiency and reliability of people and freight over bridges
- Provide financial assistance that leverages and encourages non-federal contributions from sponsors and stakeholders involved in the planning, design and construction of eligible projects
- Improve the condition of bridges in the United states

Up to \$9.62 billion in BIP funding is available FY 2023 through FY 2026. This includes funds for planning, feasibility analyses and revenue forecasting associated with development of a project subsequently eligible to apply for a Bridge or Large Bridge project grant.

Funding is available to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. Applicants must also describe how the bridge will be maintained and, where applicable, consider accommodations for bicyclists and pedestrians. Eligible project costs include development phase activities, construction, seismic or scour protection, and subsidy/credit assistance costs for a federal loan from the TIFIA program.

More information, including the complete NOFO, is available on [Grants.gov](https://www.fhwa.gov/grants) and from FHWA's [BIP grant program](#).

Changes from the FY22 NOFO

1. Application Templates and Merit Criteria:

Merit criteria have been revised to clarify what FHWA will evaluate under each criterion, as well as additional considerations for the evaluation of applications for FY23 through FY26 that assist in providing clarity to the application and provide additional information.

2. Rolling Application Submission and Review Process; Amended Application Submission

Opportunity: If, after the initial eligibility screening, an application is determined to be ineligible, applicants will have an opportunity to submit an amended application. Applicants will be allowed to submit only one amended application to address an ineligible determination.

3. Separate NOFO for Planning and Bridge Grants:

A separate NOFO will be issued for eligible entities seeking to submit applications for Planning Project and Bridge Project grants and is anticipated before the end of 2023.



APPLICATION DEADLINE:

All applications are to be received no later than:

Monday, November 27, 2023 by 11:59 p.m. EST for FY23 and FY24 funds

Thursday, August 1, 2024 for FY25 funds

Friday, August 1, 2025 for FY26 funds

Oct 17, 2023



Minimum Project Cost and Award Size

Large Bridge projects must be greater than \$100 million in cost. The program offers a minimum Large Bridge project grant sufficient to fully fund project in combination with other identified funds, not less than \$50 million. The maximum grant is up to 50% of eligible capital costs.

Expenditure Timeframes

Projects must have completed environmental review and preliminary engineering, be ready to proceed to project delivery within 12 months of environmental clearance and reasonably expected to begin construction no later than 18 months after BIP funds are obligated.

BIP funds are available for obligation for a total of four years (the fiscal year in which they are provided plus three additional years). For example, FY 2023 BIP funds are available for obligation through September 30, 2026. Obligation of BIP grant funds occurs when a selected applicant enters a grant agreement with FHWA. For construction, this is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

Once obligated, Highway Infrastructure Programs (HIP) GF grant funds may be used to reimburse a recipient only for eligible costs incurred up to five years after the obligation deadline, whereas Highway Trust Funds (HTF) funds do not have an expenditure deadline. For example, FY 2023 BIP funds from HIP GF must be expended by September 30, 2031.

BIP funds remain available for obligation and expenditure as follows:

| BIP Fiscal Year Funding | HIP GF Period of Availability for | | HTF Period of Availability for | |
|-------------------------|-----------------------------------|-------------------------------------|--------------------------------|--------------------------|
| | Obligation Deadline (Lapse) | Expenditure Deadline (Cancellation) | Obligation Deadline (Lapse) | Expenditure Deadline |
| FY 2023 | Sep. 30, 2026 | Sep. 30, 2031 | Sep. 30, 2026 | Available until expended |
| FY 2024 | Sep. 30, 2027 | Sep. 30, 2032 | Sep. 30, 2027 | Available until expended |
| FY 2025 | Sep. 30, 2028 | Sep. 30, 2033 | Sep. 30, 2028 | Available until expended |
| FY 2026 | Sep. 30, 2029 | Sep. 30, 2034 | Sep. 30, 2029 | Available until expended |

Eligible Recipients

FHWA has specified the following annual application deadlines for Large Bridge project grants:

- A state or group of states
- Metropolitan planning organizations (MPOs) serving an urbanized area (population greater than 200,000)
- A unit of local government or group of local governments
- Political subdivisions of a state or local government
- A special purpose district or public authority with transportation functions
- A federal land management agency
- A Tribal government or consortium of Tribal governments
- A multistate or multijurisdictional group of any entities listed above

FHWA will consider geographic diversity of grant recipients, including rural/urban balance. Projects in non-urbanized areas, or in urbanized areas with a population below 50,000 will be considered rural.



Statutory Evaluation Requirements

FHWA will evaluate Bridge and Large Bridge project applications on the basis of the following factors:

- Costs avoided by the prevention or closure of a bridge to be improved
- Benefits from scour or seismic protection
- Reductions in maintenance costs
- Consistency with asset management plan of the project sponsor
- Safety benefits, including reduction of accidents and related costs
- Person and freight mobility benefits, including congestion reduction and reliability improvements
- National or regional economic benefits
- Benefits from long-term resiliency to extreme weather events, flooding or other natural disasters
- Environmental benefits, including wildlife connectivity
- Benefits to nonvehicular and public transportation users
- In the case of bundled projects, benefits from executing as a group
- Benefits of using innovative design and construction techniques or technologies
- Benefits outweighing costs (benefit-cost analysis greater than 1.0)
- Funding committed to support ongoing maintenance and preservation

Project Outcome Criteria

FHWA will evaluate Large Bridge projects according to the following specific project outcome criteria:

- State of good repair
- Safety
- Mobility and economic competitiveness
- Climate change, resiliency and the environment
- Quality of life
- Innovation

In addition, FHWA will use the merit criteria to assess how a project will advance FHWA policy areas of safety, reduction in surface transportation greenhouse emissions, increased resiliency to climate change, equitable transportation options and access, promoting competitiveness of the U.S. economy, improving job opportunities, and accommodating new emerging technologies.





Benefit Cost Analysis

A benefit-cost analysis (BCA) is required, with a high rating for projects with a BCA of at least 1.5. The [FHWA provides a new BCA tool](#) to help applicants summarize project costs and benefits and to obtain data from the NBI in preparation of the economic analysis required for this grant application.

Application Requirements

Project narratives shall describe the following project features:

- Basic project information, including description, location and parties
- National bridge inventory data
- Project costs, including grant funds, sources and uses of all project funding
- Alignment with project outcome criteria (described in further detail above)
- Benefit-cost analysis
- Project readiness and environmental risk
- Details of how project addresses USDOT priority considerations outlined in the NOFO

Your Infrastructure Finance and grant writing professionals stand by ready to support project sponsors applying for funding from the Bridge Investment Program.

If you need any assistance or have questions, please contact:

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