



## USDOT Discretionary Grants Opportunity Bridge Investment Program (BIP)

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

The program aims to **improve the safety, efficiency, and reliability of people and freight over bridges, and improve the condition of bridges in the United States**. In selecting projects, FHWA will consider the extent to which BIP funds leverage non-federal funding contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects.

This alert summarizes the program funding categories, expenditure timeframes, award sizes, eligible recipients, selection criteria, and application requirements.



### Funding Categories

The program establishes three categories of funding, each of which has a distinct grant application deadline:

#### PLANNING

July 25, 2022 at 11:59 pm ET

#### LARGE BRIDGE

*Greater than \$100M capital cost*  
August 9, 2022 at 11:59 pm ET

#### BRIDGE

*Less than \$100M capital cost*  
September 8, 2022 at 11:59 pm ET

A total of \$20 million in funding is available for Planning projects, including planning, feasibility analyses, and revenue forecasting associated with development of a project subsequently eligible to apply for a Bridge or Large Bridge project grant.

A combined total of \$2.34 billion in funding is available for Bridge and Large Bridge projects 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.

Applicants may choose to apply to one, two, or all three of the BIP funding categories based on eligible projects under each category.

June 13, 2022



## Expenditure Timeframes

Bridge and Large Bridge 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. To facilitate projects that may not meet this requirement, FHWA offers Planning grants and a phased grant agreement in which federal funds are separately provided to support preconstruction activities and construction.

Funds must be obligated by September 30, 2025.

Depending on the funding source of awarded funds, grants must be expended by September 30, 2030 if awarded from Highway Infrastructure Program General Funds, with no expenditure deadline if from Highway Trust Funds. FHWA will determine which source is applied to fund each grant application at grant award.

## Award Size

The program establishes the following minimum and maximum grant award sizes by funding category.

### PLANNING

**MIN:** No minimum

**MAX:** No maximum

### LARGE BRIDGE

**MIN:** Sufficient to fully fund project in combination with other identified funds; Not less than \$50 million

**MAX:** Up to 50% of eligible capital costs

### BRIDGE

**MIN:** Sufficient to fully fund project in combination with other identified funds; not less than \$2.5 million

**MAX:** Up to 80% of eligible capital costs

## Eligible Recipients

- A state or group of states
- Metropolitan planning organizations (MPOs) serving an urbanized area with a 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

- Costs avoided by the prevention or closure of a bridge to be improved
- Benefits from scour or seismic protection
- Reductions in maintenance costs
- For Large Bridge projects, 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
- Benefits from long-term resiliency to extreme weather events, flooding, or other natural disasters
- National or regional economic benefits
- 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*)
- For Large Bridge projects, funding committed to support ongoing maintenance and preservation







## Project Outcome Criteria

FHWA will evaluate applications according to the specific project outcome criteria.

For Planning projects, FHWA will consider alignment with Bridge Investment Program goals as well as the completeness and feasibility of the project description, schedule, and budget.

For Bridge and Large Bridge projects, FHWA will consider the following factors:

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

## 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 at left*)
- Benefit-cost analysis
- Project readiness and environmental risk
- Details of how project addresses DOT priority considerations as 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:**

Nathan Macek | [nathan.macek@hdrinc.com](mailto:nathan.macek@hdrinc.com) | Daphne Federer | [daphne.federer@hdrinc.com](mailto:daphne.federer@hdrinc.com) | Marissa Birtz | [marissa.birtz@hdrinc.com](mailto:marissa.birtz@hdrinc.com)

**hdrinc.com**

We practice increased use of sustainable materials and reduction of material use.

© HDR, all rights reserved.

