

<b>Program</b>	<p>As part of the new IJA/BIL Bridge Formula Program, the competitive <b>Bridge Investment Program</b> grants help to plan, replace, rehabilitate, protect, and preserve existing bridges on the National Bridge Inventory to reduce the overall number of those bridges either in poor condition, or in fair condition at risk of declining into poor condition. The goals of the BIP are:</p> <p>(1) to improve the safety, efficiency, and reliability of the movement of people and freight over bridges;</p> <p>(2) to improve the condition of bridges in the United States by</p> <ul style="list-style-type: none"> <li>• reducing the number of bridges in poor condition or in fair condition and at risk of falling into poor condition within the next 3 years,</li> <li>• reducing the total person miles traveled over bridges in poor condition, or in fair condition and at risk of falling into poor condition within the next 3 years,</li> <li>• reducing the number of bridges that do not meet current geometric design standards, or cannot meet the load and traffic requirements typical of the regional transportation network, and</li> <li>• reducing the total person miles traveled over bridges that do not meet current geometric design standards, or cannot meet the load and traffic requirements typical of the regional transportation network; and</li> </ul> <p>(3) to provide financial assistance that leverages and encourages non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects.</p>
<b>FY22 Deadline</b>	<ul style="list-style-type: none"> <li>• Planning Project: July 25, 2022, at 11:59 PM EDT</li> <li>• Large Bridge Project (&gt; \$100 M): August 9, 2022, at 11:59 PM EDT</li> <li>• Bridge Project (\$100 M or less): September 8, 2022, at 11:59 PM EDT</li> </ul>
<b>FY22-26 Funding Available</b>	\$12.5 B
<b>FY22 Funding</b>	<ul style="list-style-type: none"> <li>• \$2.36 B total.</li> <li>• Planning Project: \$20 M</li> <li>• Bridge and Large Bridge Projects: \$2.34 B</li> </ul>
<b>Obligation Deadline</b>	<p>Obligation through September 30, 2025 and expended by Sept. 30, 2030. Bridge and Large Bridge Projects are expected to begin construction not later than 18 months after the date on which BIP funds are obligated, and preliminary engineering is complete. Under a phase grant agreement, a project is expected to begin construction within 18 months of the obligation of BIP funds for the preconstruction activities.</p>
<b>Non-Federal Match Requirement</b>	<p>50% (Large Bridge), 20% (Bridge), and 10% (Off-System Bridge) from non-federal sources. In selecting Bridge and Large Bridge Projects, FHWA will consider the extent to which BIP funds leverage non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, private funds, or other funding sources of non-Federal origin. Federal assistance other than a grant under BIP may be used to satisfy the non-Federal share of the cost of a project for which a BIP grant is made (but not to exceed federal share of the project cost).</p>
<b>Award Size</b>	<ul style="list-style-type: none"> <li>• Planning: No minimum/maximum size.</li> <li>• Large Bridge: \$50 M minimum.</li> <li>• Bridge: \$2.5 M minimum.</li> </ul>
<b>Eligible projects &amp; costs</b>	<p><u>Planning:</u></p> <ul style="list-style-type: none"> <li>• Planning, feasibility analysis, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for future BIP funding under the Bridge or Large Bridge Projects funding.</li> </ul> <p><u>Bridge and Large Bridge (includes bundling and culverts):</u></p> <ul style="list-style-type: none"> <li>• Development phase activities, including planning, feasibility analyses, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities</li> <li>• Construction, which includes replacement and preservation, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance</li> <li>• Expenses related to the protection as described in 23 U.S.C. § 133(b)(10) of a bridge, including seismic or scour protection.</li> </ul> <p><u>In addition, Large Bridge projects</u> are eligible for multiyear grants to take a project through pre-construction activities and into construction. USDOT seeks to award BIP funds first to Large Bridge Projects for construction only of a bridge(s) in poor or fair condition and at risk of falling into poor condition within the next 3 years and that will benefit most from a multiyear grant award.</p>
<b>Eligible Applicants</b>	<p>Eligible applicants may submit applications for any of the 3 funding categories.</p> <ol style="list-style-type: none"> <li>1. A State or a group of States</li> <li>2. A metropolitan planning organization that serves an urbanized area (as designated by the Bureau of the Census) with a population over 200,000;</li> <li>3. A unit of local government or a group of local governments;</li> <li>4. A political subdivision of a State or local government;</li> <li>5. A special purpose district or a public authority with a transportation function;</li> <li>6. A Federal land management agency;</li> <li>7. A Tribal government or a consortium of Tribal governments; and</li> <li>8. A multistate or multijurisdictional group of entities as described above in 1 – 7.</li> </ol>
<b>Planning Project Evaluation Criteria</b>	None
<b>Planning Project Considerations</b>	<p>Demonstrate that in the absence of a BIP Planning grant the project sponsor(s) will be unable to begin or complete the planning process for a BIP Large Bridge Project, and are one of the following:</p> <ul style="list-style-type: none"> <li>• To complete the planning process for a Large Bridge Project that will replace, rehabilitate, preserve, or protect a bridge in poor condition on the National Bridge Inventory and an anticipated construction start date within two years of completion of the planning process;</li> <li>• To begin and complete the planning process for a Large Bridge Project that will replace, rehabilitate, preserve, or protect a bridge in poor condition on the National Bridge Inventory</li> </ul>
<b>Bridge and Large Project Outcome Criteria considerations</b>	<ul style="list-style-type: none"> <li>• State of good repair</li> <li>• Safety</li> <li>• Mobility and Economic Competitiveness</li> <li>• Climate Change, Resiliency, and the Environment</li> <li>• Quality of Life</li> <li>• Innovation</li> </ul>
<b>USDOT Bridge Project Priority Considerations</b>	<p>Without a BIP grant, the project sponsor(s) will be unable to complete final design and any necessary right-of-way acquisition and construction, and project construction is unlikely to commence before 9/30/2025, and the project:</p> <ol style="list-style-type: none"> <li>1. Is or will be ready to proceed to final design, and right-of-way acquisition if necessary, within 12 months of a Categorical Exclusion Determination, Finding of No Significant Impact, or Record of Decision;</li> <li>2. The project schedule and budget demonstrate that a two-phased BIP funding approach is feasible with an initial obligation of BIP funds to complete final design, and any right-of-way acquisition, and proceed to the construction phase within 12 months of the initial award of FY 2022 BIP funds.</li> </ol>
<b>USDOT Large Project Priority Considerations</b>	<p>Without a BIP grant, the project sponsor(s) will be unable to complete the Large Bridge Project and unlikely to commence before 9/30/2025, and the project has one or more of the following characteristics:</p> <ol style="list-style-type: none"> <li>1. The geometric design standards used for the construction of the bridge met the applicable standards at that time but no longer meets the current geometric design standards;</li> <li>2. The total future eligible project costs are no less than \$1 B;</li> <li>3. The application demonstrated a need for a BIP grant of not less than \$100 M;</li> <li>4. The project readiness evaluation demonstrates that the project can distribute a BIP grant of not less than \$100 M over a four-year period if a multi-year grant is awarded to the project;</li> <li>5. The applicants are a Federal Land Management Agency who owns the bridge and a State, and Large Bridge Project application provides evidence that upon completion of the project, the bridge will be divested; and</li> <li>6. The project is or will be ready to proceed to the next stage of project delivery within 12 months of a Categorical Exclusion Determination, Finding of No Significant Impact, or Record of Decision.</li> <li>7. The project includes accommodation for transit such as the inclusion of bus rapid lanes on the bridge.</li> <li>8. The project has national or regional economic significance.</li> </ol>