



Bridge Investment Program – Large Bridge NOFO FY 2023-2026



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of Transportation
**Federal Highway
Administration**

BridgeInvestmentProgram@dot.gov

<https://www.fhwa.dot.gov/bridge/bip/index.cfm>

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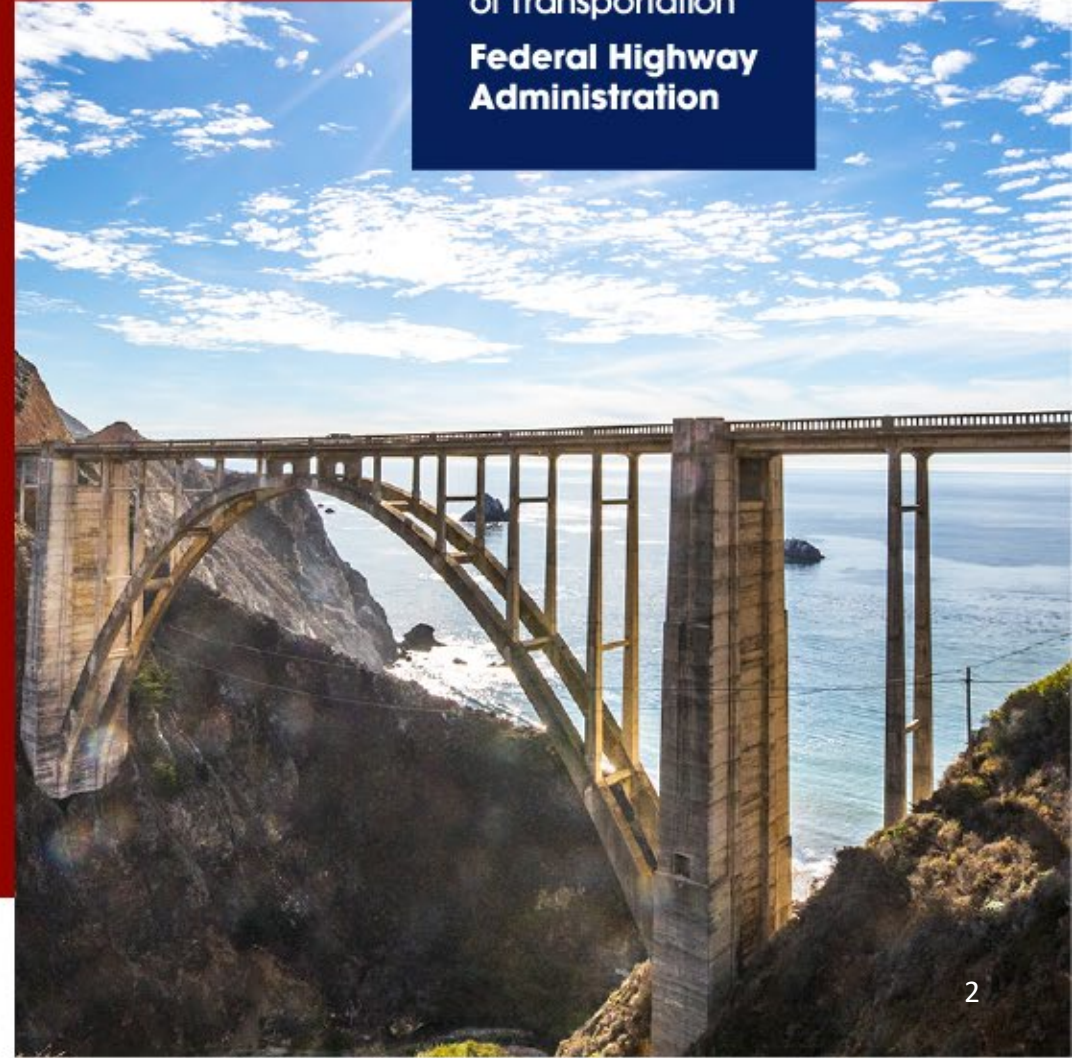
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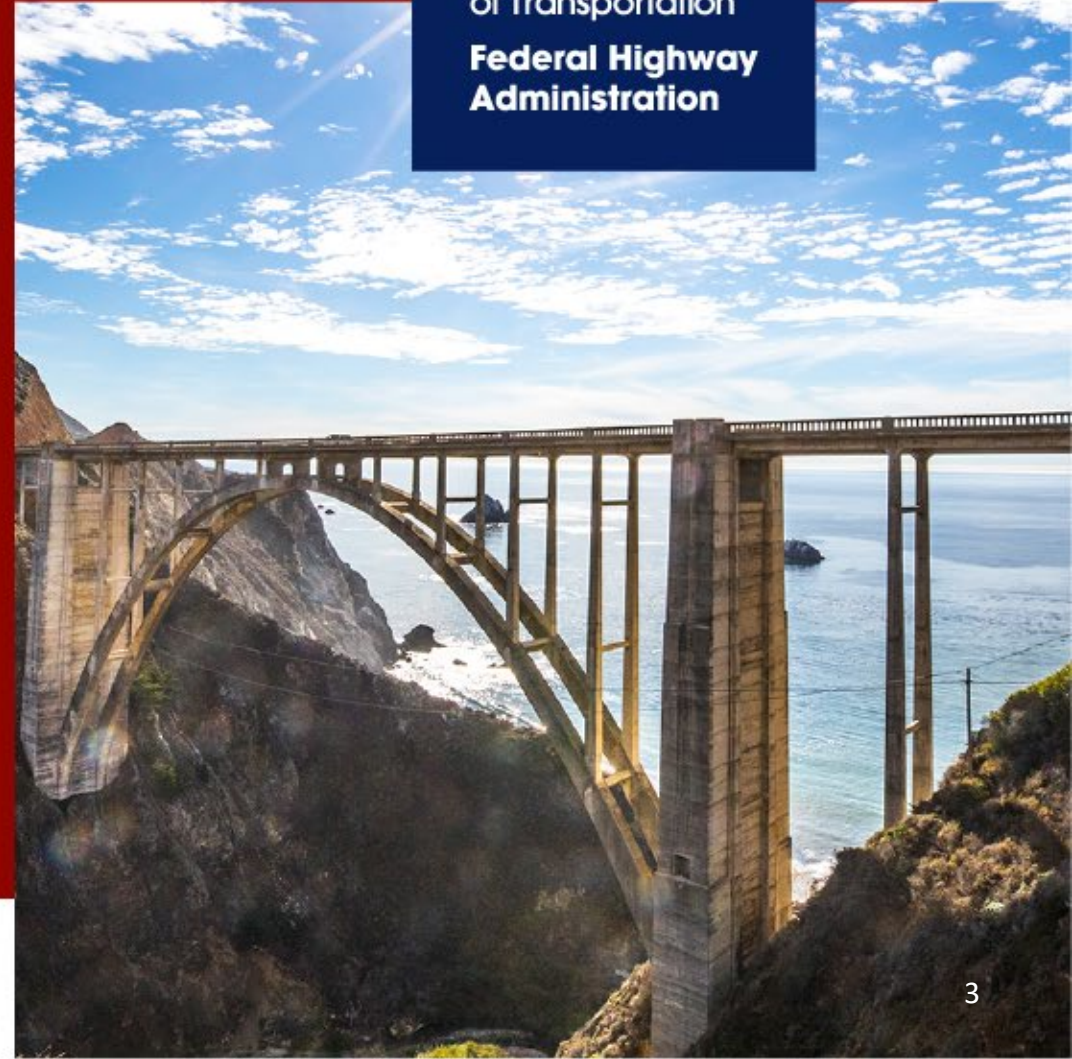
Today's Webinar

- What is the BIP?
- Program Eligibility
- Selection Criteria
- Application Format and Templates
- Process Details



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What is the BIP?

- Section 11118 of the Bipartisan Infrastructure Law (BIL*) established a new program, the Bridge Investment Program (BIP) under 23 U.S.C. 124
- In addition, BIL designated funding for FY22 through FY26 for this program
- BIL established two funding categories within BIP: Large Projects (Large Bridge Project Grants) and Other than Large Projects (Bridge Project Grants)
- For FY22-FY26, a third funding category was added: Planning Grants (Division J, Title VIII of BIL)

*BIL - Enacted as the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58, Nov. 15, 2021)



Program Goals (23 U.S.C. 124 (b)(2))

Improve condition of bridges by reducing number of and total person miles traveled over bridges:

- In poor condition
- In fair condition and at risk of falling into poor condition
- That do not meet current geometric design standards
- That cannot meet the load and traffic requirements of the regional transportation network

Improve safety, efficiency, and reliability of the movement of people and freight over bridges

Provide financial assistance that leverages and encourages non-Federal contributions

Program Eligibility

- Eligible Applicants
- Eligible Projects
- Eligible Project Costs
- Award Size
- Available Funding
- Cost Share



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Eligible Applicants (23 U.S.C. 124 (d))

1. A State or a group of States;
2. A metropolitan planning organization that serves an urbanized area (as designated by the Bureau of the Census) with a population over 200,000;
3. A unit of local government or a group of local governments;
4. A political subdivision of a State or local government;
5. A special purpose district or a public authority with a transportation function;
6. A Federal land management agency;
7. A Tribal government or a consortium of Tribal governments; and
8. A multistate or multijurisdictional group of entities as described above in 1-7.



Eligible Projects

Large Bridge Project (Projects with a total eligible project costs of greater than \$100 million)

1. Project to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory under 23 U.S.C. § 144(b) (See 23 U.S.C. § 124(a)(1)(A))
2. A project under the BIP program includes bridge bundling and culverts (23 U.S.C. § 124(a)(1)(B))

Note: To be eligible, all the bundled bridges should be advertised on the same bridge project contract. In addition, each bridge in the bundle should meet the project eligibility criteria for the bundled project to be eligible for BIP funding.

Eligible Projects

- Title 23 Requirements
 - Maintenance Commitment
 - Bike and Pedestrian Accommodation
 - Project is consistent with an applicable Asset Management Plan
 - Others



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Eligible Project Costs

1. Development phase activities, including planning, feasibility analyses, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities
2. 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
3. Expenses related to the protection as described in 23 U.S.C. 133(b)(10) of a bridge, including seismic or scour protection
4. On the request of an eligible entity carrying out an eligible project, amounts awarded to the entity to pay subsidy and administrative costs necessary to provide to the entity Federal credit assistance under 23 U.S.C. chapter 6



Award Size

- Large Bridge Project Grants
 - Total project costs of greater than \$100 million
 - Minimum award of \$50 million
 - Maximum award amount of up to 50% of total project costs

Available Funding



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BIP Fiscal Year Funding	FY 2023	FY 2024	FY 2025	FY 2026
Highway Infrastructure Program General Fund	\$1,779,295,000	\$1,779,295,000	\$1,779,295,000	\$1,779,295,000
Highway Trust Fund	\$543,920,000	\$630,000,000	\$653,000,000	\$676,000,000
Total Available for Large Bridge Project and Bridge Project Grants	\$2,323,215,000	\$2,409,295,000	\$2,432,295,000	\$2,455,295,000



Cost Share

- **Maximum Federal Share**
 - Cannot exceed Federal share for the project under 23 U.S.C. 120
 - Cannot exceed 90% for off-system bridges
- Federal assistance, other than BIP funds, can be used to satisfy the remaining project costs as long as the maximum Federal share is not exceeded
- Federal land management agency, Tribal government, or a consortium of Tribal governments can use Federal funds from a source other than BIP to pay the remaining cost



Cost Share Example

- Interstate bridge at \$200 million
- 50% BIP Request (\$100 million)
- 90% million maximum Federal Involvement (\$180 million)
- \$80 million from National Highway Performance Program
- \$20 million from State DOT Funds



Application Review

- Statutory Evaluation Requirements
- Merit Criteria
- Economic Analysis Rating
- Project Readiness Rating
- Overall Ratings
- DOT Priorities
- Selection Process



Statutory Evaluation Requirements

Statutory Evaluation Requirements

- Required items for consideration in merit criteria, economic analysis rating, or project readiness rating

Statutory Secretarial Considerations

- Considerations for project selection

Statutory Project Selection Priorities

- Every State awarded at least 1 Large Bridge Project or 2 Bridge Projects between FY22 – FY26



Merit Criteria

- State of Good Repair
- Safety and Mobility
- Economic Competitiveness and Opportunity
- Climate Change, Sustainability, Resiliency, and the Environment
- Equity and Quality of Life
- Innovation



Merit Criteria

- Provide a narrative response for each selection criteria
- Address several key points to satisfy program considerations
- Where possible, provide quantifiable or substantive data
- As needed, provide supporting materials via attachments or an additional narrative
- Quality of narrative and supporting materials determines project rating
- 5-point scale – High, Medium-High, Medium, Medium-Low, Low

Merit Criteria



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Rating	Description
High	All 6 Criteria, including State of Good Repair, and Safety and Mobility, are rated Highly Responsive
Medium-High	5 or more Criteria, including State of Good Repair, and Safety and Mobility, are rated Highly Responsive, and no Criteria rated Non-Responsive
Medium	4 or more Criteria are rated Highly Responsive, and no Criteria are rated Non-Responsive
Medium-Low	3 or fewer Criteria are rated Highly Responsive, and no Criteria are rated Non-Responsive
Low	One or more Criteria are rated non-Responsive



State of Good Repair

Describe how the project addresses at least one of the following:

- 1.a A bridge in poor condition or at risk of falling into poor condition
- 1.b A bridge that does not meet current geometric design standards
- 1.c A bridge that if not addressed is a threat to future transportation efficiency
- 1.d A bridge protection project that addresses long-term resiliency (such as scour or seismic)

Describe how the project addresses both of the following:

2. A reduction in maintenance costs to achieve a state of good repair
3. Consistency with objectives of an asset management plan

*This slide is an overview of the criteria and more details are in the NOFO



Safety and Mobility

Describes how the project improves safety:

1. Number and type of accidents
2. Expected reduction in accidents
3. Expected benefits to protect travelers (motorized and non-motorized)
4. Number of structures, total person miles traveled, average daily traffic, and average daily truck traffic impacted

*This slide is an overview of the criteria and more details are in the NOFO

Economic Competitiveness and Opportunity



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Describes how the project supports mobility and economic competitiveness:

1. How the project will support the creation of good-paying jobs
- 2.a Expected improvements to supply chains
- 2.b Expected impact to national and regional economic benefits
- 2.c Improvements resulting in greater land-use productivity

*This slide is an overview of the criteria and more details are in the NOFO

Climate Change, Sustainability, Resiliency, and the Environment



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Describes how the project impacts climate change, resiliency and the environment:

1. Reduction in air pollution
2. Improved resiliency of at-risk infrastructure
3. Improved wildlife connectivity for aquatic species
4. Improves conditions for disadvantaged communities

*This slide is an overview of the criteria and more details are in the NOFO



Equity and Quality of Life

Describes how the project improves the quality of life:

1. Engages diverse populations from the affected communities
2. Includes activities to limit or mitigate the impact of physical or economic displacement
3. Incorporates nonvehicular or public transportation
4. Improves access to equitable housing and transportation

*This slide is an overview of the criteria and more details are in the NOFO



Innovation

- Describe how the project utilized innovation
 - Innovative techniques
 - Innovative technologies
 - Innovative financing
 - Bridge Bundling
 - Transportation Infrastructure Finance and Innovation Act (TIFIA)
 - Innovative planning or environmental review process improvements

*This slide is an overview of the criteria and more details are in the NOFO



Economic Analysis Rating

- Develop a Benefit Cost Analysis for the project
- USDOT/FHWA reviews analysis and rates based on benefit-cost and confidence level
- 5-point scale – High, Medium-High, Medium, Medium-Low, Low

Economic Analysis Rating



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Rating	Description
High	The project's benefits will exceed its costs, with a benefit-cost ratio of at least 1.5
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



Project Readiness Rating

Environmental Risk Assessment

- Risk associated with completing NEPA and other permitting requirements

Technical Assessment

- Confidence of USDOT/FHWA for the applicant to deliver the project

Financial Completeness Assessment

- Funding sources are available and committed for the project

Project Readiness Rating



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Rating	Description
High	All 3's
Medium-High	Two 3's, one 2
Medium	One 3, two 2's
Medium-Low	All 2's
Low	Any 1's



Overall Rating

- **Highly Recommended**
 - Meets all eligibility requirements
 - Received no less than Medium-high rating for each of Merit Criteria, Economic Analysis Rating and Project Readiness Rating
- **Recommended**
 - Meets all eligibility requirements
 - Received no less than Medium rating for each of Merit Criteria, Economic Analysis Rating and Project Readiness Rating
- **Not Recommended**



DOT Priority Consideration

A project must meet the 2 following conditions:

- Bridges in poor condition, or fair condition and at risk of falling into poor condition
- Demonstrate that without a BIP grant, the project would not be completed

DOT Priority Considerations



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1. Does not meet current geometric design standards
2. Total future eligible project costs greater than \$1 billion
3. Grant need of greater than \$100 million
4. Project readiness evaluation determines award could be distributed over 4-year period
5. FLMA bridge that will be divested to a non-Federal entity
6. Project is ready to proceed to next stage of delivery within 12 months of completing NEPA process
7. Incorporates transit, such as bus rapid lanes
8. Demonstrates national or regional economic significance
9. Considers Workforce Development, Job Quality and Wealth Creation
10. Demonstrates unlikely to commence before current Fiscal Year plus 3 years without a BIP Grant



Review and Selection Process

- Application Intake and Eligibility Review
 - Applications submitted before the applicable application deadline will be considered for the current review cycle
 - December 4, 2023, for FY23/24 Funding Cycle (**NEW—DEADLINE EXTENDED**)
 - August 1, 2024, for FY25 Funding Cycle
 - August 1, 2025, for FY 26 Funding Cycle
 - Applications determined to be eligible move to the Technical Review
 - Applicants will be notified of a determination of ineligible
 - Applicants will be offered an opportunity to request a debrief or to submit an amended application
 - Amended applications must be submitted within 14 days of the notification from FHWA or from the date of the debrief



Review and Selection Process

- Technical Review is comprised of a review of the Merit Criteria, Economic Analysis Rating, Project Readiness Rating, and Overall Rating
 - All applicants will be notified of their Merit Criteria rating, Economic Analysis Rating, Project Readiness Rating, and Overall Rating within 90 days of the closing date for the current funding cycle
 - Upon notification of their ratings, an applicant will be offered an opportunity to submit an amended application or request a debrief within 14 days
 - Following a debrief, an applicant will have 14 days to submit an amended application



Review and Selection Process

- A Technical Review Management Team will review technical review ratings and recommendations
- Select information on projects which are Highly Recommended and Recommended will be provided to FHWA Division offices
 - FHWA Division offices will review projects



Review and Selection Process

- A FHWA Senior Review Team will identify which projects to advance to the FHWA Administrator
- The FHWA Administrator will determine which projects to advance to the Secretary
- The Secretary makes final project selections



Review and Selection Process

- A report to Congress will be developed for each funding cycle
- The report identifies the following information:
 - Projects recommended for funding with currently available funding as selected by the Secretary of Transportation
 - Projects not recommended for funding and eligible under the BIP for funding in future years
- Not recommended projects will be provided an opportunity to request a debrief
 - Eligible projects will automatically be considered for future FY funding cycles
 - Projects will have an opportunity to submit amendments to their applications to improve their ratings
 - Applicants are responsible for ensuring all aspects of their project are updated

Suggested Large Bridge Project Grant Application Format

- Project Information
- Project Costs
- National Bridge Inventory Data
- Merit Criteria
- Benefit-Cost Analysis
- Project Readiness
- DOT Priority Considerations



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Application Template

- Provides an overall document framework for developing an application
 - <https://www.fhwa.dot.gov/bridge/bip/index.cfm>
- Expected to be supplemented with additional information
 - Benefit-Cost Analysis Calculations
 - Calculations for determining risk of fair bridges falling into poor within 3 years
 - Additional information to support narrative statements about project outcome criteria and project readiness and environmental risk
- Applicants are not required to use the application template

Benefit Cost-Analysis Tool



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- New Tool based on FHWA methodology and data
 - <https://www.fhwa.dot.gov/bridge/bip/bca/>
- Not required by applicants to use
- FHWA uses this tool and data in their review process



Process Details

How are applications submitted?

- All applications must be submitted through [grants.gov](https://www.grants.gov)

When are applications required to be submitted by?

- December 4, 2023, for FY23/FY24 Funding Cycle (**NEW—DEADLINE EXTENDED**)
- August 1, 2024, for FY25 Funding Cycle
- August 1, 2025, for FY26 Funding Cycle

Questions?



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<https://www.fhwa.dot.gov/bridge/bip/index.cfm>