

# GRANT ALERT

October 4, 2023

## FY 2023 through FY 2026 Bridge Investment Program - Large Bridge Project Grants

DEADLINES	PROGRAM NAME & LINK
<p><b>FY 2023 &amp; 2024 Funds: November 27, 2023, 11:59 p.m. EST</b></p> <p>FY 2025 Funds: August 1, 2024, 11:59 p.m. EST</p> <p>FY 2026 Funds: August 1, 2025, 11:59 p.m. EST</p> <p><b>Grants.gov “Apply” function is open.</b></p> <p><i>(Submitting agencies must complete the <a href="https://www.grants.gov">Grants.gov</a> registration process before submitting the final application; the process usually takes 2-4 weeks to complete.)</i></p>	<p><a href="#">Bridge Investment Program - Large Bridge Project Grants</a></p>
DESCRIPTION	
<p>The goals of Large Bridge Investment Program (BIP) are to improve the safety, efficiency, and reliability of the movement of people and freight over bridges; to improve the condition of bridges in the United States; and 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 over \$100 million.</p> <p><b>What’s New this Round?</b> Changes from the FY 2022 Notice of Funding Opportunity (NOFO):</p> <ul style="list-style-type: none"> <li>• Multi-Year Large Bridge Project Grants NOFO. <ul style="list-style-type: none"> <li>◦ Separate NOFO for BIP Bridge grants.</li> </ul> </li> <li>• Application templates and revised merit criteria.</li> <li>• Rolling application submission and review process; Amended application submission opportunity.</li> <li>• Benefit-Cost Analysis Tool - <a href="https://www.fhwa.dot.gov/bridge/bip/bca/">https://www.fhwa.dot.gov/bridge/bip/bca/</a>.</li> </ul>	
ELIGIBILITY	
<p style="text-align: center;"><b>Applicants</b></p> <ul style="list-style-type: none"> <li>• A state or a group of states.</li> <li>• A metropolitan planning organization (MPO) that serves an urbanized area (as designated by the U.S. Census Bureau) with a population greater than 200,000.</li> <li>• A unit of local government or a group of local governments.</li> <li>• A political subdivision of a state or local government.</li> </ul>	<p style="text-align: center;"><b>Projects</b></p> <ul style="list-style-type: none"> <li>• A project with a total eligible cost greater than \$100 million.</li> <li>• A project to replace, rehabilitate, preserve, or protect one or more bridges on the <a href="#">National Bridge Inventory</a> (NBI).</li> <li>• A project under the BIP Program includes bridge bundling and culverts. <ul style="list-style-type: none"> <li>◦ The culverts are required to be on the National Bridge Inventory.</li> </ul> </li> </ul>

<ul style="list-style-type: none"> <li>• A special-purpose district or a public authority with a transportation function.</li> <li>• A federal land management agency.</li> <li>• A tribal government or a consortium of tribal governments.</li> <li>• A multistate or multijurisdictional group of entities as described above.</li> </ul>	<ul style="list-style-type: none"> <li>• Eligible Project Requirements <ul style="list-style-type: none"> <li>○ The project is reasonably expected to begin construction not later than 18 months after the date on which BIP funds are obligated for the project.</li> <li>○ Preliminary engineering is complete for the project.</li> </ul> </li> </ul>
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## FUNDING & COST-SHARING

<p style="color: green; font-weight: bold; margin: 0;">General</p> <p>The BIL provided a total of up to \$9.62 billion in FYs 2023 through 2026 BIP funds. These funds are for all BIP grant funding opportunities, not just Large Bridge Project grants.</p> <p>Combined yearly totals available for BIP are not broken down for the Large Bridge Project grants and regular Bridge Projects (which will have a separate NOFO):</p> <ul style="list-style-type: none"> <li>• FY 2023: \$2,323,215,000</li> <li>• FY 2024: \$2,409,295,000</li> <li>• FY 2025: \$2,432,295,000</li> <li>• FY 2026: \$2,455,295,000</li> </ul>	<p style="color: green; font-weight: bold; margin: 0;">Cost-Sharing</p> <ul style="list-style-type: none"> <li>• The maximum award amount cannot be more than 50% of the total eligible project cost with a minimum award amount of \$50 million.</li> <li>• The federal share may not exceed 80% of the total cost of the project and the non-federal share cannot be less than 20% of eligible activity costs.</li> </ul>
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## APPLICATION & SELECTION CRITERIA

<p>Applications will be evaluated by:</p> <ul style="list-style-type: none"> <li>• <b>Project Outcome Criteria:</b> Applications need to demonstrate how a project will contribute to a <ul style="list-style-type: none"> <li>○ State of good repair</li> <li>○ Safety and mobility</li> <li>○ Economic competitiveness and opportunity</li> <li>○ Climate change, sustainability, resiliency, and the environment</li> <li>○ Equity and quality of life</li> <li>○ Innovation</li> </ul> </li> <li>• <b>A Benefit-Cost Analysis (BCA):</b> USDOT will consider a project’s benefits as compared to its costs to determine whether a project is cost-effective and assign an economic analysis rating.</li> <li>• <b>Project Readiness and Environmental Risk:</b> USDOT will consider project readiness to assess the likelihood of a successful project. The applicant should provide information on technical feasibility, technical competency, project schedule, project approvals, and project risks.</li> </ul>
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## PROJECT TIMEFRAME

The BIP funds are available for obligation for a total of four years (the fiscal year in which they are provided plus three additional years).

Obligation Deadlines:

- **FY 2023 funds – September 30, 2026**
- FY 2024 funds – September 30, 2027
- FY 2025 funds – September 30, 2028
- FY 2026 funds – September 30, 2028

## ADMINISTRATIVE REQUIREMENTS

US DOT may only award a grant to a Large Bridge Project if two conditions are met:

1. The project is reasonably expected to begin construction not later than 18 months after the date on which funds are obligated.
2. Preliminary engineering is complete for the project.

## PENNDOT ROLE

### PennDOT Emphasis

PennDOT continues to promote a strategic and systematic process to operating, maintaining, and improving physical assets through established Planning and Programming processes. The Department works with partners to prioritize projects which support the Pennsylvania [Transportation Asset Management Plan](#) (TAMP), to include in the 12-year Program (TYP) and STIP/Regional TIPs. The Bridge Investment Program provides PennDOT, and its partners, the opportunity to advance bridge infrastructure projects of Statewide and regional significance that do not fit within current STIP/TIP fiscal constraints.

### PennDOT Support

Transportation Federal Funding Opportunities Resource Account:

[RA-PDTRANSFEDFUNDOPP@pa.gov](mailto:RA-PDTRANSFEDFUNDOPP@pa.gov).

PennDOT will consider providing support for regionally supported grant proposals as applicable.

PennDOT support may include offering data and subject matter expertise as available.

**The absolute deadline for requesting PennDOT support for FY 2023 and FY 2024 applications is November 8, 2023.**