

GRANT ALERT

August 22, 2024

Bridge Investment Program - Large Bridge Project Grants

| DEADLINES | PROGRAM NAME & LINK |
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| <p>FY 2026 Funds: August 1, 2025, 11:59 p.m. EST</p> <p>Grants.gov “Apply” function is open.</p> <p><i>(Submitting agencies must complete the Grants.gov registration process before submitting the final application; the process usually takes 2-4 weeks to complete.)</i></p> | <p>Bridge Investment Program - Large Bridge Project Grants</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>What’s New this Round? Changes from the FY 2022 Notice of Funding Opportunity (NOFO):</p> <ul style="list-style-type: none"> • Multi-Year Large Bridge Project Grants NOFO. <ul style="list-style-type: none"> ○ Separate NOFO for BIP Bridge grants. • Application templates and revised merit criteria. • Rolling application submission and review process; Amended application submission opportunity. • Benefit-Cost Analysis Tool - https://www.fhwa.dot.gov/bridge/bip/bca/. | |
| ELIGIBILITY | |
| <p style="text-align: center;">Applicants</p> <ul style="list-style-type: none"> • A state or a group of states. • 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. • A unit of local government or a group of local governments. • A political subdivision of a state or local government. • A special-purpose district or a public authority with a transportation function. • A federal land management agency. | <p style="text-align: center;">Projects</p> <ul style="list-style-type: none"> • A project with a total eligible cost greater than \$100 million. • A project to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory (NBI). • A project under the BIP Program includes bridge bundling and culverts. <ul style="list-style-type: none"> ○ The culverts are required to be on the National Bridge Inventory. • Eligible Project Requirements <ul style="list-style-type: none"> ○ The project is reasonably expected to begin construction not later than 18 |

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| <ul style="list-style-type: none"> • A tribal government or a consortium of tribal governments. • A multistate or multijurisdictional group of entities as described above. | <p>months after the date on which BIP funds are obligated for the project.</p> <ul style="list-style-type: none"> ○ Preliminary engineering is complete for the project. |
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FUNDING & COST-SHARING

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| <p>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"> • FY 2026: \$2,455,295,000 | <p>Cost-Sharing</p> <ul style="list-style-type: none"> • The maximum award amount cannot be more than 50% of the total eligible project cost with a minimum award amount of \$50 million. • 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. |
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APPLICATION & SELECTION CRITERIA

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| <p>Applications will be evaluated by:</p> <ul style="list-style-type: none"> • Project Outcome Criteria: Applications need to demonstrate how a project will contribute to a <ul style="list-style-type: none"> ○ State of good repair ○ Safety and mobility ○ Economic competitiveness and opportunity ○ Climate change, sustainability, resiliency, and the environment ○ Equity and quality of life ○ Innovation • A Benefit-Cost Analysis (BCA): 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. • Project Readiness and Environmental Risk: 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. |
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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 2026 funds – September 30, 2029**

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.

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 2026 application is July 1, 2025.