

# GRANT ALERT

July 25, 2022

## Bridge Investment Program

DEADLINES	PROGRAM NAME & LINK
<p><b>Planning Grant: July 25, 2022, 11:59 p.m. EST</b></p> <p><b>Bridge Grant: September 8, 2022, 11:59 p.m. EST</b></p> <p><b>Large Bridge Grant: August 9, 2022, 11:59 p.m. EST</b></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><a href="#">Bridge Investment Program</a></p>
DESCRIPTION	
<p>The goals of 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.</p> <p>The BIP consists of three types of grants: Planning Grants, Bridge Grants, and Large Bridge Grants.</p> <p><b>What's New this Round?</b> N/A. This is the first funding round for the BIP.</p>	
ELIGIBILITY	
<p><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> <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> </ul>	<p><b>Projects</b></p> <p><b>Planning Projects:</b> USDOT will assess how the proposed planning project will lead to a Bridge Project or Large Bridge Project that would achieve one or more of the BIP program goals.</p> <p><b>Bridge Projects:</b> Bridge Projects involving a bridge(s) in poor condition, or in fair condition and at risk of falling into poor condition within the next three years, and would benefit from a phased BIP award to: (1) complete final design and any right-of-way acquisition within 12 months; and (2) provide BIP funds for construction, which will begin no later than 18 months from obligation of the Federal Fiscal Year (FFY) 2022 BIP funds for completion of final design and right-of-way acquisition.</p>

- A multistate or multijurisdictional group of entities as described above.

**Large Bridge Projects:** The USDOT encourages applicants of Large Bridge Projects with a demonstrated need for a BIP grant of at least \$100 million and with a construction schedule and budget that would benefit from a distribution of a BIP grant over a four-year period to apply for a multiyear grant agreement. For FFY 2022, DOT seeks to award BIP funds first to Large Bridge Projects for construction only of a bridge(s) in poor condition, or in fair condition and at risk of falling into poor condition within the next three years, and that will benefit most from a multi-year grant award.

## FUNDING & COST-SHARING

### General

\$2.36 billion is expected to be awarded in FFY 2022.

### Planning Projects

There is no minimum or maximum award size for Planning grants; however, only \$20M total is available for FFY22.

### Bridge Projects

The maximum award amount cannot be more than 80% of the total eligible project costs. Off-system bridges may receive a maximum award up to 90% of the total eligible project costs.

### Large Bridge Projects

The maximum award amount cannot be more than 50% of the total eligible project cost.

## APPLICATION & SELECTION CRITERIA

### Planning Projects

Applications will be evaluated according to project outcome criteria:

- The degree to which BIP program goals are met and would lead to a Bridge Project or Large Bridge Project;
- Project description illustrating how the planning process will result in a Bridge Project or Large Bridge Project;
- Current status of the planning process and all activities intended to be funded; and
- Proposed project budget.

### Bridge Projects and Large Bridge Projects

Applications will be evaluated by:

- **Project Outcome Criteria:** Applications need to demonstrate how a project will contribute to a state of good repair, impact safety, reduce surface transportation greenhouse emissions, increase resilience to climate change, offer equitable transportation options and access, promote competitiveness of the U.S. economy, improve job opportunities, and accommodate new emerging technologies.
- **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:** USDOT will consider project readiness to assess the likelihood of a successful project. In the project readiness analysis, DOT will consider three evaluation ratings:

Environmental Risk, Technical Assessment, and Financial Completeness Assessment.

## PROJECT TIMEFRAME

All awards of FFY 2022 BIP funds are **available for obligation through September 30, 2025**. USDOT may enter into multiyear grant agreements with Large Bridge Projects that enable awards to those projects using funding available in future fiscal years, based on a potential awarded project's size, schedule, and availability of funding.

## ADMINISTRATIVE REQUIREMENTS

### Bridge Projects and Large Bridge Projects Requirements

- **Schedule and Environmental Review:** Projects must reasonably be expected to begin construction not later than 18 months after BIP funds are obligated, the environmental review process is complete, and are 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.
- **Preliminary Engineering:** PE must be complete for the project.
- **Maintenance and Bicyclists/Pedestrians:** Applicants must specify (1) how the bridge will be maintained, and (2) accommodations for bicyclists and pedestrians.

Competitive applications will identify the entity responsible for maintaining the BIP-funded project, estimated maintenance costs over the life of the project, and sources to fund those costs. All projects with federal financial participation (including BIP) that replace or rehabilitate a highway bridge deck are required to provide safe accommodation of pedestrians or bicyclists, as applicable, on the bridge, when both of the following conditions are met: (1) the bridge is located on a highway on which pedestrians or bicyclists are allowed to operate at each end of the bridge; and (2) FHWA determines that safe accommodation can be provided at reasonable cost.

## PENNDOT ROLE

### PennDOT Emphasis

PennDOT continues to promote a strategic and systematic process to operating, maintaining, and improving physical assets. The Department will work with partners to prioritize projects which support the Pennsylvania Transportation Asset Management Plan, are included in the STIP and/or Regional TIPs, and can be delivered within the grant timeline. The Bridge Investment Program provides PennDOT, and its partners, the opportunity to undertake bridge infrastructure projects of regional significance and will entail communication and coordination by all.

### 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 deadline for requesting PennDOT support is two weeks prior to the deadline for each project type.**