



Bridge Investment Program

Large Bridge Project Grants & Bridge Project Grants



U.S. Department
of Transportation

**Federal Highway
Administration**

BridgeInvestmentProgram@dot.gov

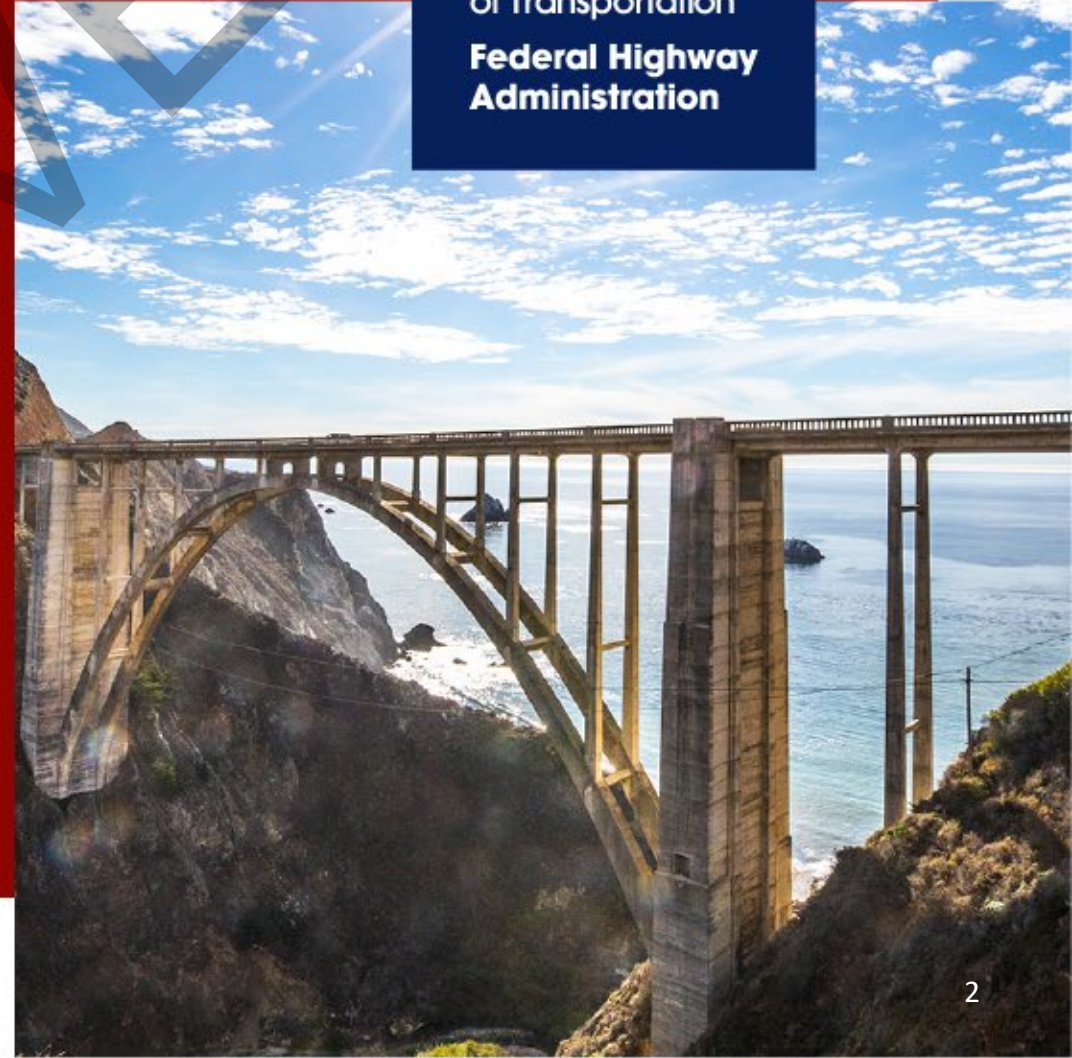
Disclaimer

- Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information to the public regarding existing requirements under the law or agency policies.
- FHWA is the source of all images



U.S. Department
of Transportation

**Federal Highway
Administration**



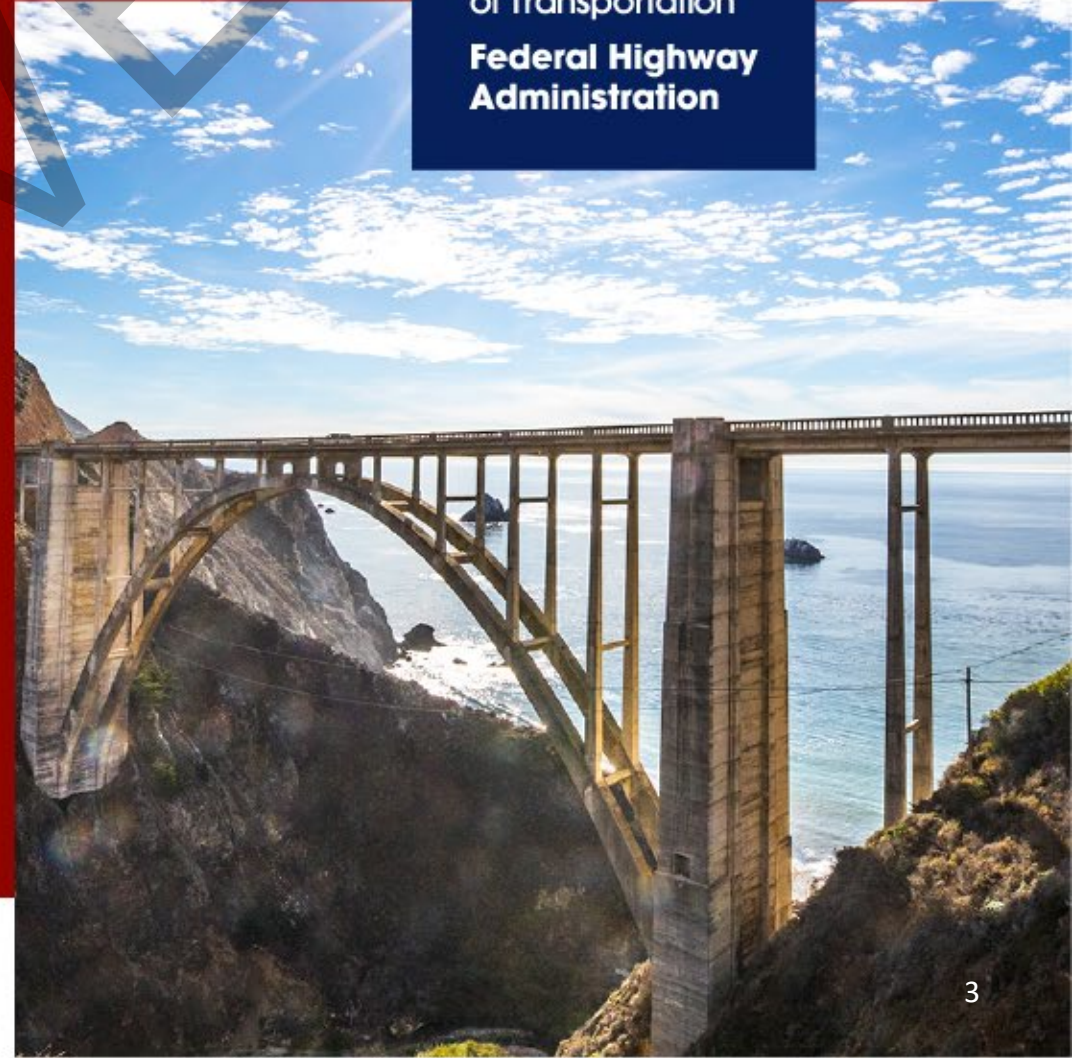
Today's Webinar

- What is the BIP?
- BIP Goals
- Eligibility
- Application Review
 - Selection Criteria
 - Benefit Cost Analysis
 - Project Readiness
- Application Format and Template
- Process Details



U.S. Department
of Transportation

**Federal Highway
Administration**





What is the BIP?

- 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 Projects) and Other than Large Projects (Bridge Projects)
- 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. 117-58, Nov. 15, 2021)



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

Improve condition 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

Project Eligibility

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



U.S. Department
of Transportation
**Federal Highway
Administration**

ARCHIVED



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

- 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))
- A project under the BIP program includes bridge bundling and culverts (23 U.S.C. § 124(a)(1)(B))

Eligible Projects

- Additional Eligibility Requirements
 - Maintenance Commitment [23 U.S.C. 116(b)]
 - Bike and Pedestrian Accommodation [23 U.S.C. 217(e)]



U.S. Department
of Transportation
**Federal Highway
Administration**



Eligible Project Costs

- 23 U.S.C. 124(h)
 - Development phase activities
 - Construction
 - Expenses related to the protection as described in 23 U.S.C. 133(b)(10) of a bridge, including seismic or scour protection
- 23 U.S.C. 124(i)
 - On request, 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 (TIFIA)



Award Size (23 U.S.C. 124(c))

- Bridge Project Grants
 - Total project costs cannot exceed \$100 million
 - Minimum award of \$2.5 million
 - Maximum award amount of up to 80% of total project costs
- 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



Cost Share (23 U.S.C. 124(c)(4))

- 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



Application Review

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

ARCHIVED



Statutory Evaluation Requirements

- Statutory Evaluation Requirements (23 U.S.C. 124(f)(3) & (g)(4))
 - Evaluation of project benefits assessed under project outcome criteria, economic analysis rating, and project readiness rating
- Statutory Secretarial Considerations (23 U.S.C. 124(c)(5)(A))
 - Considerations for project selection
- Statutory Project Selection Priorities (23 U.S.C. 124(c)(5)(B))
 - Every State awarded at least 1 Large Bridge Project or 2 Bridge Projects between FY22 – FY26



Project Outcome Criteria

- Provide a narrative response for each criterion to augment information provided in the application template
- 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



Project Outcome Criteria

- Quality of narrative and supporting materials will impact project responsiveness rating
- Responsiveness Rating for each Criterion
 - Non-Responsive
 - Responsive
 - Highly Responsive
- Overall rating on a 5-point scale – High, Medium-High, Medium, Medium-Low, Low

Project Outcome Criteria

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



U.S. Department
of Transportation
**Federal Highway
Administration**



State of Good Repair

- Describe how the project addresses at least one of the following:
 - A bridge in poor condition or at risk of falling into poor condition
 - A bridge that does not meet current geometric design standards
 - A bridge that if not addressed is a threat to future transportation efficiency
 - A bridge protection project that addresses long-term resiliency (such as scour or seismic)
- Describe how the project addresses both of the following:
 - A reduction in maintenance costs to achieve a state of good repair
 - Consistency with objectives of an asset management plan

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

Safety

- Describes how the project improves safety:
 - Number and type of accidents
 - Expected reduction in accidents
 - Expected benefits to protect travelers (motorized and non-motorized)



U.S. Department
of Transportation
**Federal Highway
Administration**

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



Mobility and Economic Competitiveness

- Describes how the project supports mobility and economic competitiveness:
 - Number of structures and total person miles traveled impacted by the project
 - Expected improvements to mobility, efficiency, and reliability
 - Impact on freight movement and the national and regional impacts
 - Improvements resulting in greater land-use productivity
 - Creation of good-paying jobs

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

Climate Change, Resiliency, and the Environment



U.S. Department
of Transportation
**Federal Highway
Administration**

- Describes how the project impacts climate change, resiliency and the environment:
 - Reduction in air pollution
 - Improved resiliency of at-risk infrastructure
 - Improved wildlife connectivity for aquatic species
 - Improves conditions for disadvantaged communities

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



Quality of Life

- Describes how the project improves the quality of life:
 - Engages diverse populations from the affected communities
 - Includes activities to limit or mitigate the impact of physical or economic displacement
 - Incorporates nonvehicular or public transportation
 - Improves access to equitable housing and transportation
 - Reduces congestion and improves project corridor reliability

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)

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

Project Outcome Criteria



U.S. Department
of Transportation
**Federal Highway
Administration**

Rating	Description
High	All 6 Criteria, including State of Good Repair and Safety, are ranked Highly Responsive
Medium-High	5 or more Criteria, including State of Good Repair and Safety, are ranked Highly Responsive
Medium	4 or more Criteria, including State of Good Repair and Safety, are ranked Highly Responsive
Medium-Low	State of Good Repair or Safety are ranked Responsive or 3 or fewer Criteria are ranked Highly Responsive
Low	One or more Criteria are ranked non-Responsive



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



U.S. Department
of Transportation
**Federal Highway
Administration**

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

- Technical Assessment
 - Confidence of USDOT/FHWA for the applicant to deliver the project
- Financial Completeness
 - Funding sources are available and committed for the project
- Environmental Review and Permitting Risk
 - Risk associated with completing NEPA process and other permitting requirements

Project Readiness Rating



U.S. Department
of Transportation
**Federal Highway
Administration**

Rating	1	2	3
Technical Assessment	Uncertain: The team is not confident in the applicant's capacity to deliver this project in a manner that satisfies Federal requirements	Somewhat Certain/Unknown: The team is moderately confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements	Certain: The team is confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements
Financial Completeness	Incomplete Funding: The project lacks full funding, or one or more Federal or non-Federal match sources are still uncertain as to whether they will be secured in time to meet the project's construction schedule	Partially Complete/Appears Stable and Highly Likely to be Available: Project funding is not fully committed but appears highly likely to be secured in time to meet the project's construction schedule	Complete, Stable and Committed: The Project's Federal and non-Federal sources are fully committed and there is demonstrated funding available to cover contingency/cost increases.
Environmental Review and Permitting Risk	High Risk: The project has not completed or begun NEPA and there are known environmental, or litigation concerns associated with the project.	Moderate Risk: The project has not completed NEPA or secured necessary Federal permits, and it is uncertain whether they will be able to complete NEPA or secure necessary Federal permits in the time necessary to meet their project schedule.	Low Risk: The Project has completed NEPA, or it is highly likely that they will be able to complete NEPA and other environmental reviews in the time necessary to meet their project schedule.

Project Readiness Rating



U.S. Department
of Transportation
**Federal Highway
Administration**

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 a highly responsive rating for State of Good Repair and Safety, and for at least 3 out of 4 remaining outcome criteria
 - No less than Medium-high rating for BCA and project readiness
- **Recommended**
 - Meets all eligibility requirements
 - Received a highly responsive rating for State of Good Repair and Safety, and at least 2 out of 4 remaining outcome criteria
 - No less than a Medium rating for BCA and project readiness
- **Not Recommended**
 - Does not meet one or more eligibility requirements
 - Received a Non-Responsive rating on any criterion

DOT Priority Consideration – Bridge Projects



U.S. Department
of Transportation
**Federal Highway
Administration**

- Bridges in poor condition or at risk of falling into poor condition but for a BIP grant will not complete final design, ROW acquisition, and construction
- And one or more of the following:
 1. Ready to proceed to final design within 12 months of completing NEPA process
 2. Can accommodate two-phased funding approach, initial obligation to complete final design within 12 months, second obligation for construction within 18 months of initial obligation
 3. Without FY22 grants, construction would not commence before September 30, 2025

DOT Priority Consideration – Large Bridge Projects



U.S. Department
of Transportation
Federal Highway
Administration

- Bridges in poor condition or at risk of falling into poor condition but for a BIP grant will not complete final design, ROW acquisition, and construction
- And one or more of the following:
 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



Selection Process

- The application Analysis Team will produce the overall project rating and an evaluation of responsiveness to DOT Priority Considerations
- A Second Level Review Team of FHWA Senior Leadership 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

Application Format and Templates

- Application Templates
- Large Bridge Project and Bridge Project Format



U.S. Department
of Transportation
**Federal Highway
Administration**

ARCHIVED



Application Templates

- Three templates developed, one for each application type
 - Planning
 - **Large Bridge Project**
 - **Bridge Project**
- Provides an overall document framework for developing an application
- 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

Large Bridge Project and Bridge Project Format

- Basic Project Information
- National Bridge Inventory Data
- Project Costs
- Project Outcome Criteria
- Benefit-Cost Analysis
- Project Readiness and Environmental Risk
- Project Priority Considerations



U.S. Department
of Transportation
**Federal Highway
Administration**



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?

- Planning grants – 45 days from publication or July 25, 2022, at 11:59 PM EDT
- **Large Bridge Projects** – 60 days from publication or August 9, 2022, at 11:59 PM EDT
- **Bridge Projects** – 90 days from publication or September 8, 2022, at 11:59 PM EDT

Questions?



U.S. Department
of Transportation
**Federal Highway
Administration**

FHWA's BIP website:

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

BIP guidance is available here

BridgeInvestmentProgram@dot.gov