**FY 2022 Bridge Investment Program (BIP) Bridge Projects**

**Application Template**

This FY 2022 BIP Application Template is provided to assist project sponsors who intend to apply for a Bridge Project FY 2022 BIP grant. Interested eligible applicants should read the FY 2022 BIP Notice of Funding Opportunity (NOFO) in its entirety and especially where noted in this application template to submit eligible and competitive applications.

# Basic Project Information

Provide a narrative for the below items on basic details pertinent to the project, including project name, description, location, involved parties, etc. Items in this section will be used to determine grant program eligibility as detailed in Section C of the NOFO.

|  |  |
| --- | --- |
| **Project Name** |  |

## Eligibility Criteria

|  |  |
| --- | --- |
| Project Description (Replacement, Rehabilitation, Preservation, or Protection projects, including bridge bundling and NBIS culvert replacement and rehabilitation) | Provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project’s history, including a description of any previously incurred costs. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor.  For each bridge that is part of the project, please indicate whether it is on the National Bridge Inventory under 23 U.S.C. 144(b). |
| BIP Request Amount (minimum grant award is $2.5 million): | Exact amount in year-of-expenditure dollars: $\_\_\_\_\_\_\_\_\_\_\_\_ |
| Total Project Cost (total project cost cannot exceed $100 million for Bridge Projects): | Estimate in year-of-expenditure dollars: $\_\_\_\_\_\_\_\_\_\_\_\_ |
| Applicant: | (Name and identify which eligible applicant category applies. Select from the below statutory eligible applicants:  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  8. A multistate or multijurisdictional group of entities as described above in 1 through 7) |
| Maintenance Commitment | Applicant must certify the completed project will be maintained, if a co-applicant will maintain the completed structure, the co-applicant provides the certification. |
| Bike and Pedestrian  Accommodation required by 23 U.S.C. 217(e) | Federal law provides that all projects with Federal financial participation that replace or rehabilitate a highway bridge deck are required to provide safe accommodation of pedestrians or bicyclists when two conditions are met. If bicyclists and pedestrians are allowed to operate at each end of the bridge, and the anticipated project will be for replacement or rehabilitation, the applicant must detail how bicyclist and pedestrian access is included in the project or provide FHWA with the information needed to determine whether or not such access can be provided at a reasonable cost. |

## Additional Project Information

|  |  |
| --- | --- |
| List State(s) in which the project is located: |  |
| Does the project serve an urban or rural community? | State whether the project serves an urban or rural community. In determining, the DOT will rely on the Census Bureau Census 2010 definition of Urbanized Area as an area that consists of densely settled territory that contains 50,000 or more people. Updated lists of Urbanized Areas are available on the Census Bureau website at <http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/>. For the purposes of the BIP program, Urbanized Areas with populations of less than 50,000 will be considered rural. |
| List all Project Co-Applicants: |  |
| Identify the Lead Applicant (who will also be the applicant responsible for administration of BIP funds if application is selected, and the point of contact for the application) |  |
| Was an application for USDOT discretionary grant funding for this project previously submitted? | (If yes, please include project title, applicable grant programs and year.) |
| Is the project located (entirely or partially) in Federal or USDOT designated areas? | Yes/No. If yes, please describe which of the four Federally designated community development zones in which your project is located:  Opportunity Zones (<https://opportunityzones.hud.gov/>)  Empowerment Zones (<https://www.hud.gov/hudprograms/empowerment_zones>)  Promise Zones (https://www.hud.gov/program\_offices/field\_policy\_mgt/fieldpolicymgt pz)  Choice Neighborhoods (https://www.hud.gov/program\_offices/public\_indian\_housing/program s/ph/cn) |

# National Bridge Inventory Data

For each bridge on the project, fill out the NBI data in the following form. For projects with multiple bridges, including those utilizing bridge bundling, this table should be duplicated and populated with data for each individual bridge. This data is used to support and verify statements made about the project in other sections in this application template, as noted in Section D.2.d.II of the NOFO. Data, format, and coding information can be downloaded from [Download NBI ASCII files - National Bridge Inventory - Bridge Inspection - Safety Inspection - Bridges & Structures - Federal Highway Administration (dot.gov)](https://www.fhwa.dot.gov/bridge/nbi/ascii.cfm):

## Identification

|  |  |
| --- | --- |
| Item 1 – State Code & Name |  |
| Item 8 – Structure Number |  |
| Item 5A – Record Type |  |
| Item 3 – County Code & Name |  |
| Item 6 – Feature Intersected |  |
| Item 7 – Facility Carried |  |
| Item 16 - Latitude |  |
| Item 17 – Longitude |  |

## Classification

|  |  |
| --- | --- |
| Item 112 – NBIS Bridge Length |  |
| Item 104 – Highway System of Inventory |  |
| Item 26 – Functional Classification |  |
| Item 110 – Designated National Network |  |
| Item 21 – Maintenance Responsibility |  |
| Item 22 – Owner |  |

## Age and Service

|  |  |
| --- | --- |
| Item 27 – Year Built |  |
| Item 106 – Year Reconstructed |  |
| Item 42 – Type of Service |  |
| Item 28A – Lanes on the Structure |  |
| Item 29 – Average Daily Traffic |  |
| Item 109 – Average Daily Truck Traffic |  |
| Item 19 – Bypass, Detour Length |  |

## Structure Type and Material

|  |  |
| --- | --- |
| Item 43 – Structure Type, Main |  |

## Condition

|  |  |
| --- | --- |
| Item 58 – Deck Condition |  |
| Item 59 – Superstructure Condition |  |
| Item 60 – Substructure Condition |  |
| Item 61 – Channel and Channel Protection |  |
| Item 62 – Culverts |  |

## Geometric Data

|  |  |
| --- | --- |
| Item 49 – Structure Length |  |
| Item 50 – Curb of Sidewalk Widths |  |
| Item 51 – Bridge Roadway Width, curb-to-curb |  |
| Item 52 – Deck Width, out-to-out |  |
| Item 32 – Approach Roadway Width |  |
| Item 47 – Inventory Route, Total Horizontal Clearance |  |
| Item 53 – Minimum Vertical Clearance over Bridge Roadway |  |
| Item 54 – Minimum Vertical Underclearance |  |
| Item 55 – Minimum Lateral Underclearance on Right |  |
| Item 56 – Minimum Lateral Underclearance on Left |  |

## Load Rating and Posting

|  |  |
| --- | --- |
| Item 70 – Bridge Posting |  |
| Item 41 – Structure Open, Posted, or Closed to Traffic |  |

## Appraisal

|  |  |
| --- | --- |
| Item 113 – Scour Critical Bridges |  |

## Inspections

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| --- | --- |
| Item 90 – Inspection Date |  |

# Project Selection Criteria

Provide narrative response how the project responds to the project selection criteria in Section E.1.b of the NOFO. In responding to project selection criteria, refer to statutory selection criteria included in Section E of the NOFO and address them in the appropriate project selection criteria.

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| --- | --- |
| **Criteria #1: State of Good Repair** | This project contributes to the State of Good Repair criteria by…  For each bridge on the project, indicate the condition based on the NBI data provided.  Are the bridge(s) on the project in Fair condition? Yes/No.  If yes, please describe why the bridge(s) are at risk of falling into poor condition within the next three (3) years. |
| **Criteria #2: Safety** | This project contributes to the Safety criteria by… |
| **Criteria #3: Mobility and Economic Competitiveness** | This project contributes to the Mobility and Economic Competitiveness criteria by… |
| **Criteria #4: Climate Change, Resiliency, and the Environment** | This project contributes to the Climate Change, Resilience, and the Environment criteria by… |
| **Criteria #5: Equity, Partnership, and Quality of Life** | This project contributes to the Equity, Partnership, and Quality of Life criteria by… |
| **Criteria #6: Innovation** | This project contributes to the Innovation criteria by… |

# Project Costs

Provide information detailing the costs associated with the project. These costs will be used to determine eligible award amount, how the project supports financial goals of the program, and other factors. More information on this section can be found in Section D.2.d.III of the NOFO.

|  |  |
| --- | --- |
| BIP Request Amount | Exact Amount in year-of-expenditure dollars: $\_\_\_\_\_\_\_\_\_\_\_\_ |
| Estimated Total of Other Federal funding (excluding BIP Request) | Estimate in year-of-expenditure dollars: $\_\_\_\_\_\_\_\_\_\_\_\_ |
| Estimated Other Federal funding (excluding BIP) further detail | (List each Federal Program and identify Formula or Discretionary and the amount for each Federal Program, e.g. Program:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Amount:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, and repeat for each source) |
| Estimated non- Federal funding | (Identify each source of non-Federal funding and estimated amount, e.g.  Source:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Amount:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, and repeat for each source) |
| Future Eligible Project Cost (Sum of BIP request, Other Federal Funds, and non-Federal Funds, above. | Estimate in year-of-expenditure dollars: $\_\_\_\_\_\_\_\_\_\_\_\_ |
| Previously incurred project costs (if applicable) | Estimate in year-of-expenditure dollars: $\_\_\_\_\_\_\_\_\_\_\_\_ |
| Total Project Cost (Sum of ‘previous incurred’ and ‘future eligible’ | Estimate in year-of-expenditure dollars: $\_\_\_\_\_\_\_\_\_\_\_\_ |
| If more than one bridge, will bridge bundling be used to deliver the Project? | Yes or No. If yes, explain the intended benefits of bridge bundling for this set of bridges. |
| If proposed project utilizes bundling, Cost of Unbundled Projects | Estimate in year of expenditure dollars: $ |
| Amount of Future Eligible Costs by Project Type | Indicate Improvement Type by Structure Number (Bridge Replacement, Bridge Rehabilitation, Bridge Preservation, Bridge Protection, or Culvert Replacement or Rehabilitation) and amount per bridge (if bundling, include the unbundled cost in brackets[$\_\_][[1]](#footnote-1)) (Ex.  Bridge Replacement Str. 001: $20,000,000[$25,000,000]  Bridge Replacement Str, 002, $15,000,000[$18,000,000]  Bridge Rehabilitation Str. 003, $5,000,000)[$5,500,000]  1. Bridge ­­­­\_\_\_\_\_\_\_\_\_\_ Str. \_\_\_\_\_\_\_\_: $\_\_\_\_\_\_\_\_\_\_\_ [$\_\_\_\_]  2. Bridge ­­­­\_\_\_\_\_\_\_\_\_\_ Str. \_\_\_\_\_\_\_\_: $\_\_\_\_\_\_\_\_\_\_\_ [$\_\_\_\_]  3. Bridge ­­­­\_\_\_\_\_\_\_\_\_\_ Str. \_\_\_\_\_\_\_\_: $\_\_\_\_\_\_\_\_\_\_\_ [$\_\_\_\_]  4. Bridge ­­­­\_\_\_\_\_\_\_\_\_\_ Str. \_\_\_\_\_\_\_\_: $\_\_\_\_\_\_\_\_\_\_\_ [$\_\_\_\_]  5. Bridge ­­­­\_\_\_\_\_\_\_\_\_\_ Str. \_\_\_\_\_\_\_\_: $\_\_\_\_\_\_\_\_\_\_\_ [$\_\_\_\_]  6. Will request $\_\_\_\_\_\_\_\_\_\_\_\_\_ of the 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.[[2]](#footnote-2) |

# Benefit-Cost Analysis

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| **Benefit Cost Analysis**– Submit the requested information in Section D.2.d.V for the DOT to conduct a review of the benefit-cost analysis for the project and provide a summary of the analysis. |
| The benefit cost analysis demonstrates . . . |

# Project Readiness and Environmental Risk

**Project Readiness and Environmental Risk** – Submit the requested information in Section E.2.b.iii for the DOT to conduct a review of the project readiness and environmental risk criteria for the project and provide a summary. If project includes multiple bridges, indicate the information for each bridge included in the application and what impact would occur on the timeframes if the project were unbundled.

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| Other Federal Funding and Non-Federal Funding Secured | Yes/No |
| NEPA Status – Indicate if the determination will likely be the result of a Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS) | Planned or Actual Start of NEPA Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Planned or Actual Completion of NEPA Date:\_\_\_\_\_\_\_\_\_\_\_  Final NEPA Determination or current status of NEPA process: |
| Is the project currently programmed in the:   * TIP * STIP * MPO Long Range Transportation Plan * State Long Range Transportation Plan | Yes/No  (please specify in which plans the project is currently programmed, the year in which the project is currently programmed and provide the identifying number if applicable) |
| Is right-of-way acquisition necessary? | Yes/No  If Yes, Planned or Actual Start of Right-of-Way Acquisition Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Planned or Actual Completion of Right-of-Way Acquisition Date: |
| Right-of way acquisition considerations. | If right-of-way must be acquired for the project:  1. Would right-of-way acquisition require relocation of any people or businesses? Yes/No.  2. If yes, are people or businesses being relocated members of traditionally underserved and underrepresented populations (Environmental Justice communities)? If yes, please describe. |
| Design Status | Planned or Actual Start of Preliminary Design Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Planned or Actual Completion of Preliminary Design Date:\_\_\_\_\_\_\_\_\_\_  Planned or Actual Start of Final Design Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Planned or Actual Completion of Final Design Date:\_\_\_\_\_\_\_\_\_\_ |
| Anticipated Construction Start Date: | Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| Anticipated Project Completion Date: | Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| The summary on project readiness and environmental risk demonstrates… | |

# Project Priority Considerations

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| --- |
| **Project Priority Considerations:** Does the application support any of the DOT Priority Considerations – Bridge Projects listed in Section E.2.b of the NOFO? If the applications supports one or more of the considerations for the FY22 submissions, describe which consideration(s) is supports and how. In the discussion below, reference to previous sections in which additional information was detailed to support the consideration(s). |
| This application supports the following priority considerations by… |

1. Costs of unbundled project will be compared with bundled costs to determine potential amount of cost savings and as a factor in the ability to unbundle bridges for an award [↑](#footnote-ref-1)
2. Receipt of a BIP award does not guarantee that an applicant will receive TIFIA credit assistance, nor does it guarantee that any award of TIFIA credit assistance will be equal to 49% of eligible project costs. Receipt of TIFIA credit assistance is contingent on the applicant’s ability to satisfy applicable creditworthiness standards and other Federal requirements. [↑](#footnote-ref-2)