



# Bridge Investment Program



U.S. Department  
of Transportation

**Federal Highway  
Administration**

[BridgeInvestmentProgram@dot.gov](mailto:BridgeInvestmentProgram@dot.gov)

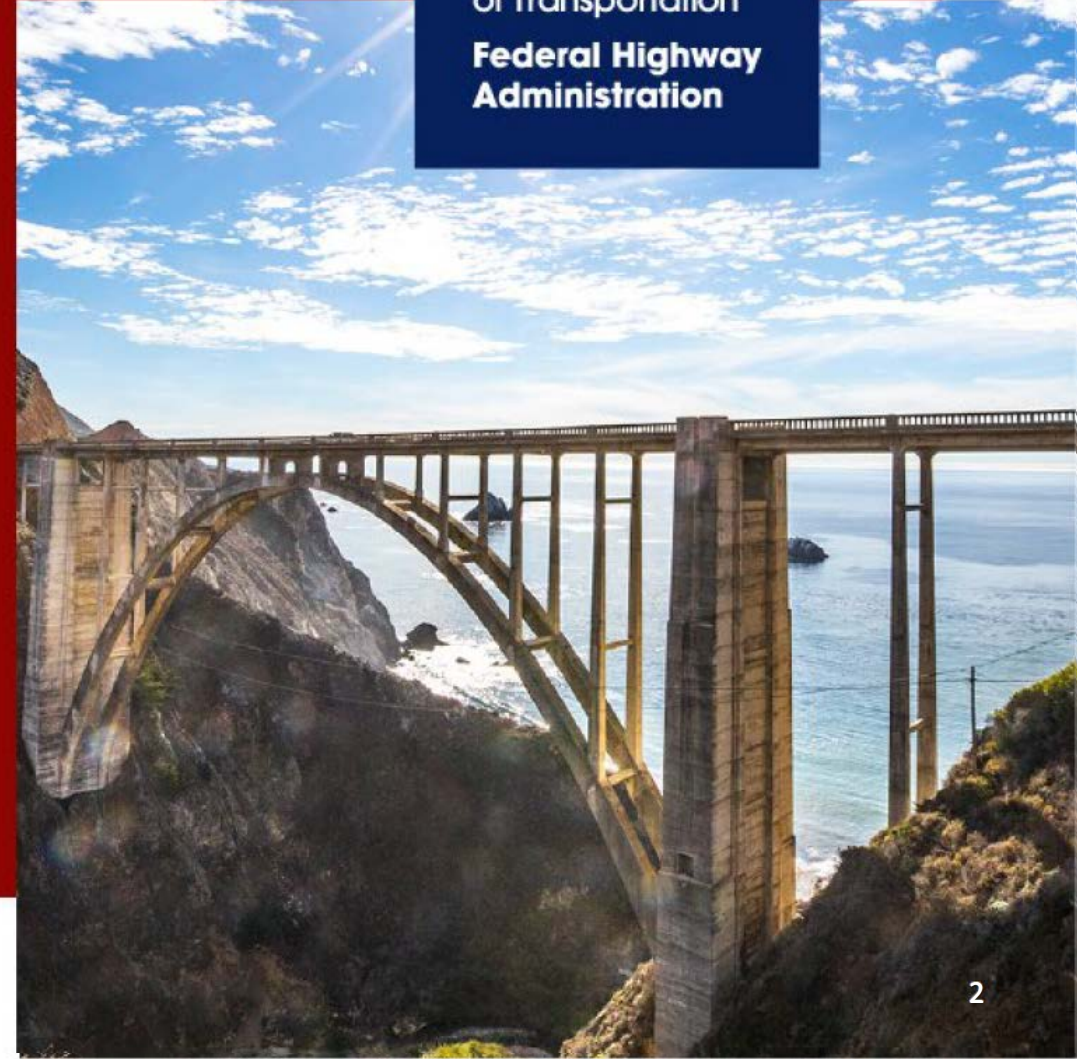
# Disclaimer

- 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**



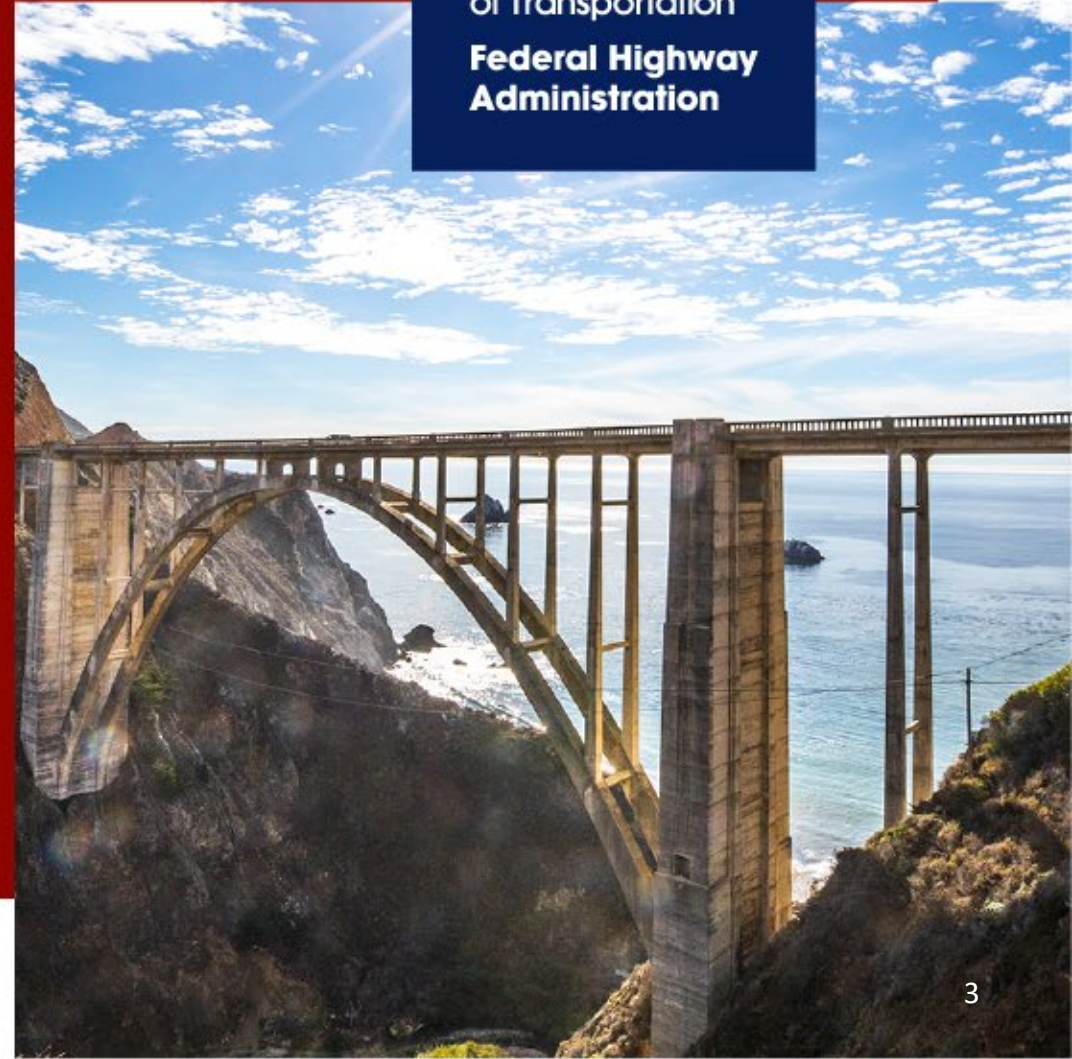
# Today's Webinar

- What is the BIP?
- Program Eligibility
- Selection Criteria
- Application Format and Templates
- 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

# Program Eligibility

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



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

# Eligible Applicants (23 U.S.C. 124 (d)(2))



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

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



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

<b>Planning</b>	<b>Bridge Projects (Projects with total eligible projects costs of \$100 million or less)</b>	<b>Large Bridge Project (Projects with a total eligible project costs of greater than \$100 million)</b>
<p>Project for planning, feasibility analyses, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for assistance under the BIP (See Division J, Title VIII of BIL)</p>	<ol style="list-style-type: none"> <li>1. 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))</li> <li>2. A project under the BIP program includes bridge bundling and culverts (23 U.S.C. § 124(a)(1)(B))</li> </ol>	<ol style="list-style-type: none"> <li>1. 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))</li> <li>2. A project under the BIP program includes bridge bundling and culverts (23 U.S.C. § 124(a)(1)(B))</li> </ol>



# Eligible Projects

- Title 23 Requirements
  - Maintenance Commitment
  - Bike and Pedestrian Accommodation
  - Others



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

# Eligible Project Costs



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

Planning	Bridge Projects and Large Bridge Projects (23 U.S.C. 124 (h) & 124 (i))
<ol style="list-style-type: none"><li>1. Planning,</li><li>2. Feasibility analyses, and</li><li>3. Revenue forecasting.</li></ol>	<ol style="list-style-type: none"><li>1. Development phase activities, including planning, feasibility analyses, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities</li><li>2. Construction, which includes replacement and preservation, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance</li><li>3. Expenses related to the protection as described in 23 U.S.C. 133(b)(10) of a bridge, including seismic or scour protection</li><li>4. On the request of an eligible entity carrying out an eligible project, 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</li></ol>



# Award Size

- **Planning Grants**
  - No maximum or minimum award size
  - \$20 million available for FY22
- **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

- **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
- Planning Project Outcome Criteria
- Bridge Project and Large Bridge Project Outcome Criteria
- Economic Analysis Rating
- Project Readiness Rating
- Overall Ratings
- DOT Priorities
- Selection Process



# Statutory Evaluation Requirements

## Statutory Evaluation Requirements

- Required items for consideration in project outcome criteria, economic analysis rating, or project readiness rating

## Statutory Secretarial Considerations

- Considerations for project selection

## Statutory Project Selection Priorities

- Every State awarded at least 1 Large Bridge Project or 2 Bridge Projects between FY22 – FY26



# Planning Project Outcome Criteria

## BIP Program Goals

- Will lead to a future Large Bridge Project or Bridge Project application

## Project Description

- Might support Large Bridge Project or Bridge Project outcome criteria

## Project Schedule

- When would an application for a Large Bridge Project or Bridge Project construction grant be submitted

## Project Budget

- Would costs meet minimum threshold for a Bridge Project grant

# Bridge Project and Large Bridge Project Outcome Criteria



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

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





# Project Outcome Criteria

- Provide a narrative response for each selection criteria
- 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
- Quality of narrative and supporting materials determines project rating
- 5-point scale – High, Medium-High, Medium, Medium-Low, Low

# Project Outcome Criteria



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

Rating	Description
High	5 or more Criteria, including State of Good Repair, are ranked Highly Responsive
Medium-High	3 or more Criteria, including State of Good Repair, are ranked Highly Responsive
Medium	1 or more Criteria are ranked Highly Responsive
Medium-Low	All Criteria are ranked Responsive
Low	One or more Criteria are ranked non-Responsive



# 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



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

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

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





# 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 and other permitting requirements



# 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**

# DOT Priority Considerations - Planning



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

- Complete planning process for a Large Bridge Project in poor condition with construction starting within 2 years of completion of the planning process
- Start and complete planning process for a Large Bridge Project in poor condition

# 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
- 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

# 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
- 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



# 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
- Planning Format
- Large Bridge Project and Bridge Project Format



# Planning Format

- Basic Project Information (Description, Location, and Parties)
- National Bridge Inventory Data
- Project Costs
- Project Outcome Criteria
- Project Priority Considerations

# Large Bridge Project and Bridge Project Format



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

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



# 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



# 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**

[BridgeInvestmentProgram@dot.gov](mailto:BridgeInvestmentProgram@dot.gov)