



Grant Announcement

Date: June 14, 2022

Subject: 2022 Bridge Investment Program (BIP) Grant Opportunity

Summary

The BIP is a competitive discretionary grant program to improve the safety, efficiency, and reliability of the movement of people and freight by **replacing, rehabilitating, preserving, and protecting bridges in the National Bridge Inventory (NBI)**. It has a focus on improving the condition of bridges in poor condition and supporting activities to prevent bridges in fair condition from dropping to poor condition. The purpose of this notice is to solicit applications for three categories of Bridge Investment Program (BIP) funding opportunities: (1) Planning; (2) Bridge Projects (projects with eligible costs less than \$100 million); and (3) Large Bridge Projects (projects with eligible costs greater than \$100 million).

Grant Basics

- Application due on
 - Planning Projects – July 25, 2022
 - Large Bridge Projects – August 9, 2022
 - Bridge Projects – September 8, 2022
- \$2.36 billion available in FY22
 - \$20 million for Planning Projects
 - \$2.34 billion for Bridge Projects and Large Bridge Projects
 - No more than five percent of funds will be awarded to projects solely consisting of culvert replacement or rehabilitation. The culverts are required to be on the National Bridge Inventory.
- Funding
 - Planning Projects: There is no minimum or maximum award amount size.
 - Bridge Projects: Maximum award no more than 80 percent of total eligible project cost /\$2.5 million minimum.
 - Large Bridge Projects: Maximum award no more than 50 percent of total eligible project cost/\$50 million minimum.

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- Eligible applicants for BIP grants are: (1) a States; (2) MPOs; (3) local government; (4) political subdivision; (5) special purpose district; (6) Federal land management agency; (7) Tribal government; and (8) multijurisdictional group of entities described in 1-7 above.
- Eligible Projects
 - Planning Projects: Activities eligible include planning, feasibility analyses, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for assistance under BIP Bridge Project or Large Bridge Project categories.
 - Bridge/Large Bridge Projects: Projects to replace, rehabilitate, preserve, or protect one or more bridges (or culverts) on the National Bridge Inventory. Additionally, the project must demonstrate bridge maintenance plans and accommodations for bicyclists and pedestrians.
- Eligible Projects Cost
 - Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
 - Construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance.
 - Expenses related to protection of a bridge, including seismic or scour protection.
- Selection Criteria
 - Bridge/Large Bridge Projects: The Department has designated six project outcome criteria which will be used to evaluate and rate the responsiveness of an application to the Statutory Required Evaluation Requirements and Statutory Secretarial Considerations: #1 State of Good Repair, #2 Safety, #3 Mobility and Economic Competitiveness, #4 Climate Change, Resiliency, and the Environment, #5 Quality of Life, and #6 Innovation.
- Project Readiness
 - All necessary activities will be complete to allow BIP grants to be obligated sufficiently in advance of the statutory deadline (September 30, 2025), and that any unexpected delays will not put the funds at risk of expiring before they are obligated.
 - Costs incurred prior to DOT's obligation of funds for a project ("pre-award costs") are ineligible for reimbursement
 - All funds must be obligated by September 30, 2025 and expended by September 30, 2030. Funds awarded under Highway Trust Funds do not have an obligation deadline.
- **Funding Priority will be given to Large Bridge Projects in poor/fair condition that benefit most from multi-year grant.** This will be followed by Bridge Projects.
- Review and Selection Process: The application will receive a High rating if

- All six project outcome criteria, including State of Good Repair and Safety, are ranked Highly Responsive.
- The project's benefits will exceed its costs, with a benefit-cost ratio of at least 1.5
- The project readiness demonstrates high confidence in technical assessment, financial completeness, and environmental review and risk assessment.

Link to website: [BIP Discretionary Grants | US Department of Transportation](#)

Link to NOFO: [2022 BIP NOFO](#)

Link to NBI Database (Toggle attribute BRIDGE_CONDITION for "F" – Fair or "P" – Poor):

<https://hifld->

[geoplatform.opendata.arcgis.com/datasets/a9b05a595ff94f3fa3888d1240545740/explore?location=44.970448%2C-93.289557%2C12.07](https://hifld-geoplatform.opendata.arcgis.com/datasets/a9b05a595ff94f3fa3888d1240545740/explore?location=44.970448%2C-93.289557%2C12.07)