

FY 2023-2026 Bridge Investment Program (BIP) Grant – FY 2023-2024 Funding Summary Only

This is only a summary; applicants should not rely on it to meet application requirements. Study the full grant opportunity announcement before applying for any federal grant.

Program Description – Provide financial assistance for a project to replace, rehabilitate, preserve, or protect one of more bridges on the National Bridge Inventory (NBI) under 23 U.S.S 144 (b). Applications fall under two funding categories: (1) Planning and (2) Bridge Project grants (a project with total eligible costs not greater than \$100M) – *Large Bridge Projects were announced under a separate NOFO – 6993JJ323NF00019*. The goals of the program are to 1) improve the safety, efficiency, and reliability of the movement of people and freight over bridges; 2) improve the condition of bridges in the US; and 3) provide financial assistance that leverages and encourages non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects.

Opportunity Numbers – 693JJ324NF00006	Agency – USDOT, FHWA	
Obligation Deadline: September 30, 2026 for FY 2023 funds, September 30, 2027 for FY 2024 funds	Closing – Planning Grants – February 19, 2024, 11:59 PM EST; Bridge Project Grants -- March 19, 2024, 11:59 PM EST	BCA Required? Yes
Available Funding: Estimated \$4.73B for FY 2023-2024 (includes Large Bridge funding covered under different NOFO listed above – at least 50% of total amount goes to the Large Bridge Program); No more than 5% of total funding to culverts	NOFO & Related – https://www.grants.gov/search-results-detail/351567 Applicant Notification Deadline – June 17, 2024	
Minimum Award: Planning -- \$20M total – no minimum or maximum award size; Bridge Project Grants -- Minimum -- \$1M, Maximum – \$100M; Expected number of awards – 20; In each State from which an eligible project is submitted, DOT will award not fewer than two Bridge Projects that are deemed justified. Bundled bridges must all be on the NBI	Eligible Project Cost Restrictions: Any costs incurred prior to FHWA’s obligation of funds for a project (“pre-award costs”) are ineligible for reimbursement except as provided under a Letter of No Prejudice; Awards of BIP funds for Bridge Project grants may not exceed 80 percent of total eligible project costs; Off-system bridges may not exceed 90% of total eligible project costs DOT cannot consider previously incurred costs or previously expended or encumbered funds towards the matching requirement.	
Eligible Projects: Planning Grants: 1. 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. Bridge Project Grants: 2. Project to replace, rehab, preserve, or protect one or more bridges on National Bridge Inventory (NBI). 3. Project under the BIP Program includes bridge bundling and culverts. <u>Bridge Projects must be reasonably expected to begin construction no later than 18 months after date BIP funds are obligated; PE must be complete for the project.</u>	Required Cost Share: Yes; At least 20% non-Federal match. <u>For Planning Grants</u> -- The cost of the ultimate construction project must be no less than \$3.125M <u>For Bridge Project grants</u> , a BIP grant shall be in an amount that is adequate to fully fund the project (in combination with other funding resources identified in the application) and not less than \$2.5 million, with a maximum award amount of not more than 80 percent of the total eligible project costs. Statutorily Required Available Funding: \$20M set aside for Tribal Transportation Facility Bridges Bridge projects must address – bridge maintenance and accommodations for bicyclists/pedestrians Priority will be given to applications from States that have not yet received awards for two Bridge Project applications, until every State has received two Bridge Project awards.	

<ul style="list-style-type: none"> USDOT will award funds to projects based on bridge condition, cost effectiveness, project readiness and other considerations. 					
State of Good Repair	Safety and Mobility	Economic Competitiveness and Opportunity	Climate Change, Sustainability, Resiliency, and the Environment	Equity and Quality of Life	Innovation

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; and (8) A multistate or multijurisdictional group.

Eligible Projects Costs (NOFO pages 21-23):

1. Development phase activities, including planning, feasibility analyses, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities,
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,
3. Expenses related to the protection as described in 23 U.S.C. 133(b)(10) of a bridge, including seismic or scour protection, and
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 (TIFIA Program).

Administration Priorities -- Safety, Climate Change and Sustainability, Equity, and Workforce Development, Job Quality, and Wealth Creation.

Changes from the FY 2022 NOFO (page 12) – Multi Year Planning and Bridge Project Grants NOFO and Available Funding for Large Bridge Grants, Application Templates and Merit Criteria, and Rolling Submission and Review Process; Amended Application Submission Opportunity

Application & Narrative Requirements (page 32)

Required components include: **SF-424, SF-424C, SF-LLL. Application Template with project details, and Project Narrative.** Narrative should be no longer than **25 pages**, appendices do not count towards 25 page limit. Preference for website links to supporting documentation, rather than copies. Clearly identify within narrative the relevant portion the supporting document supports. Standard formatting: i.e. single-spaced, standard 12-point such as Times New Roman, 1-inch margins.