

Bridge Investment Program (BIP)

Agency

U.S. Department of Transportation, Federal Highway Administration (FHWA)

Category

Bridge Development, Transportation, Safety

Eligible Applicants

Local governments, and metropolitan planning organizations that serve urban areas with a population of 200,000 or more, among other eligible entities, per the [FY22 Notice of Funding Opportunity](#) (NOFO).

Total IJA Funding

[\\$12.5 billion](#)

FY23 Grant Funding

TBD. For FY22, \$20 million was allocated for planning grants and \$2.36 billion for capital construction projects.

Match Requirements

The expected match requirement for large bridge capital construction projects (total cost \geq \$100 million) is 50% and the expected match requirement for bridge projects (total cost \leq \$100 million) is between 10–20%, depending on the type of project. Match requirements will be confirmed once the FY23 NOFO is issued.

Key Dates

The NOFO for this grant is expected in late Spring/early Summer 2023. For reference, the NOFO for FY2022 opened on June 10, 2022, and had staggered closing dates:

- Planning Project Application Due: July 25, 2022
- Large Bridge Project Application Due: August 9, 2022
- Bridge Project Application Due: September 8, 2022

Overview

The Bridge Investment Program provides funding to improve existing bridges in poor condition or at risk of falling into poor condition and to improve the safety, efficiency, and reliability of the movement of people and freight over bridges. In FY22, there were three categories of funding: (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). Eligible applicants may submit applications for any of the three funding categories, but each category has distinct eligibility and selection criteria and application deadlines.

Key Funding Criteria

Per the FY22 NOFO, awarded BIP projects are required to provide safe accommodation of pedestrians or bicyclists, as applicable, on the bridge, when both of the following conditions are met: (1) the bridge is located on a highway on which pedestrians or bicyclists are allowed to operate at each end of the bridge; (2) FHWA determines that safe accommodation can be provided at a reasonable cost.

Additional key funding criteria vary for each sub-grant type. Please refer to the FY22 NOFO as a reference for expected FY23 funding criteria.



Evaluation criteria for the FY22 BIP grant included:

- The extent to which the project would bring the bridge(s) into a state of good repair
- The extent to which the project would improve the safety of the bridge(s)
- How the project will improve the mobility, efficiency, and reliability of the movement of people and freight; and, how the project will increase regional or national economic competitiveness
- The extent to which the project addresses climate change, improves resilience, supports environmental sustainability, and addresses environmental justice
- The extent to which a project will improve the quality of life for local, regional, or national users of the bridge or facility
- The extent to which the project will deploy innovative financing, innovative project designs or construction techniques, and innovative technology and the benefits of those methods

Opportunities for Climate and Racial Wealth Equity

Based on the FY22 NOFO, the BIP evaluation criteria weigh the potential impact on climate resilience and environmental justice. The DOT will consider how projects will address equity and barriers to opportunity, improve quality of life in rural areas or urbanized areas, and benefit Historically Disadvantaged Communities or populations, or Areas of Persistent Poverty. If awarded, selected applicants will need to demonstrate efforts to consider climate change and sustainability impacts in reporting, as well as efforts to improve racial equity and reduce barriers to opportunity.

Eligible Activities (based on FY22 NOFO)

The following projects are eligible for BIP funding:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other pre-construction activities
- Construction, 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
- Expenses related to the protection of a bridge, including seismic or scour protection