



GRANT ALERT

November 7, 2024

FY 2023 through FY 2026 Bridge Investment Program - Planning and Bridge Project Grants

DEADLINES	PROGRAM NAME & LINK
<p>Planning Grants: FY 2026 Funds – October 1, 2025, 11:59 p.m. EST</p> <p>Bridge Project Grants: FY 2026 Funds – November 1, 2025, 11:59 p.m. EST</p> <p>Grants.gov “Apply” function is open.</p> <p><i>(Submitting agencies must complete the Grants.gov registration process before submitting the final application; the process usually takes 2-4 weeks to complete.)</i></p>	<p>Bridge Investment Program – Planning and Bridge Project Grants</p>
DESCRIPTION	
<p>The goals of Bridge Investment Program (BIP) Planning and Bridge Projects Grants are to improve the safety, efficiency, and reliability of the movement of people and freight over bridges, improve the condition of bridges in the United States, and provide financial assistance that leverages and encourages non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects.</p> <p>What’s New this Round? Changes from the FY 2022 Notice of Funding Opportunity (NOFO):</p> <ul style="list-style-type: none"> • Multi-Year Planning and Bridge Project Grants NOFO. <ul style="list-style-type: none"> ◦ Separate NOFO for BIP Large Bridge Grants. • Application templates and revised merit criteria. • Rolling application submission and review process; Amended application submission opportunity. • Disposition of Bridge Project Grant Applications <ul style="list-style-type: none"> ◦ Highly Recommended and Recommended Bridge Project Grant applications not selected for award will be carried forward for consideration under the next fiscal year of BIP funding. • Benefit-Cost Analysis Tool - https://www.fhwa.dot.gov/bridge/bip/bca/. 	
ELIGIBILITY	
<p style="text-align: center;">Applicants</p> <ul style="list-style-type: none"> • A state or a group of states. • A metropolitan planning organization (MPO) that serves an urbanized area (as designated by the U.S. Census Bureau) with a population greater than 200,000. 	<p style="text-align: center;">Projects</p> <p>Bridge Project Grant</p> <ul style="list-style-type: none"> • A project with total eligible project costs of less than \$100 million.

- A unit of local government or a group of local governments.
- A political subdivision of a state or local government.
- A special-purpose district or a public authority with a transportation function.
- A federal land management agency.
- A tribal government or a consortium of tribal governments.
- A multistate or multijurisdictional group of entities as described above.

- A project to replace, rehabilitate, preserve, or protect one or more bridges on the [National Bridge Inventory](#) (NBI).
- A project under the BIP Program includes bridge bundling and culverts.
 - The culverts are required to be on the National Bridge Inventory.
- Eligible Project Requirements
 - The project is reasonably expected to begin construction not later than 18 months after the date on which BIP funds are obligated for the project.
 - Preliminary engineering is complete for the project.

Planning Grant

- 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 Grant program.

FUNDING & COST-SHARING

General

The BIL provided a total of up to \$9.62 billion in FYs 2023 through 2026 BIP funds. These funds are for all BIP grant funding opportunities, not just Bridge Project grants.

Combined yearly totals available for BIP are not broken down for the Large Bridge Project grants and regular Bridge Projects (which will have a separate NOFO):

- FY 2023: \$2,323,215,000
- FY 2024: \$2,409,295,000
- FY 2025: \$2,432,295,000
- FY 2026: \$2,455,295,000

The BIL provided a total of up to \$20 million each in FYs 2023 through 2026 BIP funds for the Planning grant funding.

USDOT may award no more than 5 percent of funds made available for each fiscal year for the BIP to eligible projects solely consisting of culvert replacement or rehabilitation.

Cost-Sharing

Bridge Project Grant

- For Bridge Project grants, 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.
- For Bridge Project grants, the federal share may not exceed 80% of the total cost of the project and the non-federal share cannot be less than 20% of eligible activity costs.

Planning Grant

- For BIP Planning grants, there is no minimum or maximum BIP award amount size; however, the cost of the ultimate construction project (the project that will apply for a Bridge Project or a Large Bridge Project grant) must be no less than \$3.125 million.

APPLICATION & SELECTION CRITERIA

Applications will be evaluated by:

- **Statutory Evaluation Requirements** (Bridge Grant Applications Only)
- **Project Outcome Criteria:** Applications need to demonstrate how a project will contribute to a
 - State of good repair
 - Safety and mobility
 - Economic competitiveness and opportunity
 - Climate change, sustainability, resiliency, and the environment
 - Equity and quality of life
 - Innovation
- A **Benefit-Cost Analysis (BCA)** (Bridge Grant Applications Only): USDOT will consider a project's benefits as compared to its costs to determine whether a project is cost-effective and assign an economic analysis rating.
- **Project Readiness and Environmental Risk** (Bridge Grant Applications Only): USDOT will consider project readiness to assess the likelihood of a successful project. The applicant should provide information on technical feasibility, technical competency, project schedule, project approvals, and project risks.

PROJECT TIMEFRAME

The BIP funds are available for obligation for a total of four years (the fiscal year in which they are provided plus three additional years).

Obligation Deadlines:

- FY 2026 funds – September 30, 2028

ADMINISTRATIVE REQUIREMENTS

For all Bridge Project grant applications determined to be eligible and that receive a medium or higher rating for Merit Criteria, after FHWA completes the Merit Criteria, Economic Analysis Rating, and Project Readiness Rating reviews, FHWA will provide feedback and/or share the outcome/rating of the evaluation with the applicant, and applicants will have an opportunity to submit an amended application.

Applicants will be allowed to submit only one amended application to address an overall application rating. Applicants that elect to submit an amended application must do so within 14 calendar days from the date FHWA notified the applicant of the overall application rating or from the date of a debrief.

PENNDOT ROLE

PennDOT Emphasis

PennDOT continues to promote a strategic and systematic process to operating, maintaining, and improving physical assets through established Planning and Programming processes. The Department works with partners to prioritize projects which support the Pennsylvania [Transportation Asset Management Plan](#) (TAMP), to include in the 12-year Program (TYP) and STIP/Regional TIPs. The Bridge Investment Program provides PennDOT, and its partners, the opportunity to advance bridge infrastructure projects of Statewide and regional significance that do not fit within current STIP/TIP fiscal constraints.

PennDOT Support

Transportation Federal Funding Opportunities Resource Account:

RA-PDTRANSFEDFUNDOPP@pa.gov.

PennDOT will consider providing support for regionally supported grant proposals as applicable.

PennDOT support may include offering data and subject matter expertise as available.

The deadline for requesting PennDOT support for FY 2025 Planning applications is September 17, 2025.

The deadline for requesting PennDOT support for FY 2025 Bridge Project applications is October 17, 2025.