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2022 BRIDGE INVESTMENT PROGRAM GRANTS

Opening Date: June 10, 2022

Webinar: June 10, 2022

Planning Project Application Due: July 25, 2022, at 11:59 PM EDT

Large Bridge Project Application Due: August 9, 2022, at 11:59 PM EDT

Bridge Project Application Due: September 8, 2022, at 11:59 PM EDT

NOTE: The FHWA uses www.grants.gov for receipt of all applications. Applicants must register and use the system to submit applications electronically. Applicants are encouraged to register in advance of the submission deadline and to register to receive notifications of updates/amendments to this Notice. Approval of user registrations for the site may take multiple weeks. It is the Applicant's responsibility to monitor for any updates to this Notice.

U.S. DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Notice of Funding Opportunity for the 2022 Bridge Investment Program**

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

ACTION: Notice of funding opportunity (NOFO).

SUMMARY: 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). Eligible applicants may submit applications for any of the three funding categories, but each category has distinct eligibility and selection criteria and application deadlines.

A total of \$20 million in 2022 BIP funds are available for Planning funding opportunities. These funds will be awarded on a competitive basis for planning, feasibility analysis, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for BIP funding under either the Bridge Projects or Large Bridge Projects funding categories.

A total of \$2.36 billion in 2022 BIP funds are available for the Bridge Projects and Large Bridge Projects funding opportunities. These funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve the safety, efficiency, and reliability of the movement of people and freight over bridges; and (2) improve the condition of bridges in the United States by reducing (a) the number of bridges, and total person miles traveled over bridges, that are in poor condition or that are in fair condition and at risk of falling into poor condition within the next three years, or (b) the number of bridges, and total person miles traveled over bridges, that do not meet current geometric design standards or cannot meet the load and traffic requirements typical of the regional transportation network. In addition, Large Bridge Projects that receive a BIP award of not less than \$100 million are eligible for multiyear grants, in which DOT can award available funds to a project over the course of several years in accordance with an agreement and in alignment with its schedule. In selecting Bridge Projects and Large Bridge Projects, FHWA will consider the extent to which BIP funds leverage non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects.

This notice describes the application requirements, selection and evaluation criteria, applicable program and Federal requirements, and available technical assistance during the grant solicitation period.

ASSISTANCE LISTING (formerly CATALOG OF FEDERAL DOMESTIC ASSISTANCE) NUMBER: 20.205 Highway Planning and Construction

DATES:

Planning Applications must be submitted by 11:59 p.m. EDT on July 25, 2022.

Bridge Project Applications must be submitted by 11:59 p.m. EDT on September 8, 2022.

Large Bridge Project Applications must be submitted by 11:59 p.m. EDT on August 9, 2022.

The Grants.gov “Apply” function will open by June 10, 2022, for all three funding categories.

Applications must be submitted electronically through [grants.gov](https://www.grants.gov) no later than 11:59 p.m., Eastern Time, (the “application deadline”)¹. Applicants are encouraged to submit applications in advance of the application deadline; however, applications will not be evaluated, and awards will not be made, until after the application deadline.

WEBINAR: The FHWA plans to conduct outreach regarding the BIP in the form of a Zoom Webinar on June 10, 2022, from 2:00 PM to 2:30 PM, Eastern Time to a closed audience. The Webinar will be recorded and posted on FHWA's Website at [BIP - Funding Programs - Management and Preservation - Bridges & Structures - Federal Highway Administration \(dot.gov\)](https://www.fhwa.dot.gov/bip-funding-programs-management-and-preservation-bridges-structures-federal-highway-administration).

ADDRESSES: Applications must be submitted electronically through <https://www.grants.gov/>.

FOR FURTHER INFORMATION CONTACT:

Angela Jones
Agreement Specialist
Office of Acquisition and Grants Management

¹ In order to ensure the timely implementation of the BIP, this notice is being issued in advance of receipt of approval of FHWA’s information collection request in accordance with the Paperwork Reduction Act of 1995. The Act applies to the request for information in this notice in order for DOT to evaluate applications for the BIP grant program. Approval of FHWA’s request is anticipated to be received soon but no later than the close of the application deadline and which will be made available at <https://www.fhwa.dot.gov/bridge/bip/>. Applications should not be submitted until after PRA approval.

Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590
Email: BridgeInvestmentProgram@dot.gov (preferred)
Phone: 202-366-4255

Alternate:

Robin Hobbs
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Federal Highway Administration
U.S. Department of Transportation
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Washington, DC 20590
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Phone: 202-366-4004

Office hours are from 7:30 a.m. to 4:00 p.m., Eastern Time, Monday through Friday, except Federal holidays.

The FHWA will not review applications in advance, but FHWA staff are available for technical questions and assistance. In addition, FHWA will post answers to questions and requests for clarifications at Grants.gov under this NOFO's page. To ensure an applicant receives accurate information about eligibility or the program, the applicant is encouraged to contact FHWA directly, rather than through intermediaries or third parties, with questions.

SUPPLEMENTARY INFORMATION: The organization of this notice is based on an outline set forth in Appendix I to title 2 of the Code of Federal Regulations (CFR) Part 200 to ensure consistency across Federal financial assistance programs. However, that format is designed for locating specific information, not for linear reading. For readers seeking to familiarize themselves with how the BIP multi funding category program application process will work, DOT recommends starting with Section A (Program Description), which describes the goals of the BIP and DOT's purpose for providing separate selection criteria and application deadlines for each of the three funding categories and Section E (Application Review Information), which describes how DOT will select among eligible applications for each of the three funding categories.

Each section of this notice contains information and instructions relevant to the application process for the three BIP funding categories. The applicant should read this notice in its entirety to submit eligible and competitive applications.

Table of Contents

<u>Section</u>	<u>Pages</u>
A. PROGRAM DESCRIPTION.....	6
B. FEDERAL AWARD INFORMATION.....	10
C. ELIGIBILITY INFORMATION	13
D. APPLICATION AND SUBMISSION INFORMATION.....	202
E. APPLICATION REVIEW INFORMATION	37
F. FEDERAL AWARD ADMINISTRATION INFORMATION.....	63
G. FEDERAL AWARDED AGENCY CONTACT(S)	66
H. OTHER INFORMATION	67

SECTION A - PROGRAM DESCRIPTION

1. Overview

Section 11118 of the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58, Nov. 15, 2021), established the Bridge Investment Program (BIP) which is codified at 23 U.S.C. § 124. The goals of the BIP are: (1) to improve the safety, efficiency, and reliability of the movement of people and freight over bridges; (2) to improve the condition of bridges in the United States by (a) reducing the number of bridges in poor condition or in fair condition and at risk of falling into poor condition within the next 3 years, (b) reducing the total person miles traveled over bridges in poor condition, or in fair condition and at risk of falling into poor condition within the next 3 years, (c) reducing the number of bridges that do not meet current geometric design standards, or cannot meet the load and traffic requirements typical of the regional transportation network, and (d) reducing the total person miles traveled over bridges that do not meet current geometric design standards, or cannot meet the load and traffic requirements typical of the regional transportation network; and (3) to provide financial assistance that leverages and encourages non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects.

The DOT will provide FY 2022 BIP funds for Planning, Bridge Projects, and Large Bridge Projects consistent with each category's statutory language and the priorities described in this NOFO. To help streamline the BIP process for applicants, DOT has combined the BIP funding opportunity announcement, selection criteria, and application deadline for each of the three BIP funding categories into one NOFO. Applicants may choose to apply to one, two, or all three of the BIP funding categories as appropriate based on eligible projects under each category. To assist applicants interested in applying for a FY 2022 BIP grant, DOT has developed application templates for each of the BIP funding categories. Applicants are encouraged to use the appropriate template for the specific funding category under which they seek a BIP grant.

Eligible applicants should be aware that the BIP has a statutory requirement only for grants for Bridge Projects or Large Bridge Projects that the projects be reasonably expected to begin construction not later than 18 months after the date on which BIP funds are obligated for the project and preliminary engineering is complete for the project. To the extent an eligible applicant is unsure if their proposed project will meet these statutory requirements for FY 2022, DOT encourages eligible applicants to not be dissuaded. While a project may not be developed to the point where it could meet these conditions, as described in this notice, the project may be a candidate for a Planning grant. Or, the project may be better suited for a Bridge Projects phased grant under which BIP funds would be made available to complete preconstruction activities and also for construction. Under a phase grant agreement, a project would need to meet the statutory requirement that the project be reasonable expected to begin construction within 18 months of the obligation of BIP funds for the preconstruction activities.

Division J of Title VIII of BIL provides \$20 million for grants 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. Upon successful and timely completion of all FY 2022 Planning grants, project sponsors may apply for a Bridge Project or Large Bridge Project BIP grant under a subsequent BIP notice.

For FY 2022, DOT seeks to fund Bridge Projects and Large Bridge Projects that have completed the environmental review process and are ready to proceed to the next stage of project delivery within 12 months of a Categorical Exclusion Determination, Finding of No Significant Impact or Record of Decision. The DOT encourages applicants of Large Bridge Projects with a demonstrated need for a BIP grant of at least \$100 million and with a construction schedule and budget that would benefit from a distribution of a BIP grant over a four-year period to apply for a multiyear grant agreement. Consistent with the selection criteria and evaluation process described in this notice, for FY 2022, DOT seeks to award BIP funds first to Large Bridge Projects for construction only of a bridge(s) in poor condition or in fair condition and at risk of falling into poor condition within the next three years and that will benefit most from a multi-year grant award.

For Bridge Projects, for FY 2022, after selection and announcement of Large Bridge Projects, DOT seeks to support Bridge Projects involving a bridge(s) in poor condition or in fair condition and at risk of falling into poor condition within the next three years and would benefit from a phased BIP award to: (1) complete final design and any right-of-way acquisition within 12 months; and (2) provide BIP funds for construction, which will begin no later than 18 months of obligation of the FY 2022 BIP funds for completion of final design and right-of-way acquisition.

Competitive applications for Large Bridge Projects and Bridge Projects should address how restoring bridges to a state of good repair while doing so within the existing right-of-way and minimizing the need for relocations will achieve the goals of the BIP and ensure the effective use of Federal funding while also improving transportation safety, reducing surface transportation-related greenhouse gas emissions, increasing resilience to climate change, delivering equitable transportation options and access, promoting competitiveness of the U.S. economy, improving job opportunities, and accommodating new and emerging technologies². The DOT expects FY 2022 BIP projects to not only improve the condition of our nation's bridges but provide equitable

² Proper maintenance is an affirmative responsibility of the States as required by 23 U.S.C 116. FHWA's Building a Better America Policy (BBAM), available at [Bipartisan Infrastructure Law - Building a Better America – Policy Framework | Federal Highway Administration \(dot.gov\)](#), will help achieve these important goals. Additionally, the BBAM is consistent with the Bipartisan Infrastructure Law and recently issued Presidential Executive Orders (EOs), including, EO 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619); EO 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (86 FR 7009); and EO 14030 Climate Related Financial Risk (86 FR 27967).

benefits to all users including partnering with stakeholders to modernize utilities within the project right-of-way to meet current standards. The priority considerations DOT will take into account when selecting Large Bridge Projects and Bridge Projects is described in Section E.2.b.iv. The priority considerations for Planning grants is described in Section E.2.a.

The National Roadway Safety Strategy (NRSS) (issued January 27, 2022) commits the DOT and FHWA to respond to the current crisis in traffic fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero highway deaths. The DOT recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. The DOT therefore encourages States and other funding recipients to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant Federal-aid funding, including funds from BIP.

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. To achieve the vision of zero fatalities and [Building a Better America](#), safety should be fully considered in an eligible applicant’s investment decisions, from planning and programming, environmental analysis, project design, and construction, to maintenance and operations. Eligible applicants should use the best available evidence and data-driven safety analyses to ensure that safety is a key input in any decision made in the project development process and fully consider the safety of all road users in project development.

The DOT encourages eligible applicants to consider the use of funds from BIP to address roadway safety for all users and implement the Safe System approach wherever possible. Improvements to safety features, including traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader Federal-aid highway project can and should be funded from the same source as the broader project as long as the use is eligible under that funding source.

As one approach to ensuring the safety of all roadway users, DOT encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction and operations³. The BIP applicants are encouraged to consider Complete Street strategies in their BIP application.

³ Section 11206 of the BIL defines Complete Streets standards or policies as those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” A Complete Street includes, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals,

Funds from BIP are available to improve accessibility and upgrade bridge facilities to eliminate physical obstacles and provide for accessibility for individuals with disabilities when addressing these needs. The FHWA will provide oversight to recipients of BIP funds to ensure that each public agency's project planning, design, and construction programs comply with the Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 which prohibit discrimination against people with disabilities and ensure equal opportunity and access for persons with disabilities⁴.

The DOT encourages the submission of projects, consistent with the BIP statutory eligibilities described in Section C of this NOFO, that modernize all streets, highways, and bridges. These objectives are consistent with FHWA's Building a Better America Policy, available at [Bipartisan Infrastructure Law - Building a Better America – Policy Framework | Federal Highway Administration \(dot.gov\)](#).

Section E of this NOFO, which outlines FY 2022 BIP Grant selection criteria, describes the process for selecting projects that further these goals. Section F.3 describes progress and performance reporting requirements for selected projects, including the relationship between that reporting and the program's selection criteria, and the Administration's goals as appropriate.

2. Additional Information

The DOT is committed to considering project funding decisions holistically among the various discretionary grant programs available in BIL. The DOT also recognizes that applicants may be seeking funding from multiple discretionary grant programs and opportunities. An applicant may seek the same award amounts from multiple DOT discretionary opportunities or seek a combination of funding from multiple DOT opportunities.

The applicant should identify any other DOT programs or opportunities they intend to apply for (or utilize if the Federal funding is already available to the applicant), and what award amounts they will be seeking, in the appropriate sections in the application.

curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street.

⁴ The DOT's Section 504 regulations apply to recipients of DOT's financial assistance (*See* 49 CFR 27.3(a)). Title II of the ADA applies to public entities regardless of whether they receive Federal financial assistance (*See* 28 CFR 35.102(a)). The ADA requires that no qualified individual with a disability shall, because a public entity's facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity (28 CFR 35.149). A public entity's pedestrian facilities are considered a "service, program, or activity" of the public entity. As a result, public entities and recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

SECTION B - FEDERAL AWARD INFORMATION

1. Award Amount Available

For Fiscal Year 2022, a total of \$2.36 billion is available for BIP awards under this notice.⁵ Of this amount, \$20 million is available for Planning projects, and \$2.34 is available for Large Bridge Projects and Bridge Projects. All awards of Fiscal Year 2022 BIP funds are available for obligation through September 30, 2025, however, Highway Infrastructure Program General Funds from the U.S. Treasury must be expended by September 30, 2030, whereas Highway Trust Funds do not have an expenditure deadline.

In addition to the FY 2022 funding, DOT may enter into multiyear grant agreements with Large Bridge Projects that enable awards to those projects using funding available in future fiscal years, based on a potential awarded project's size, schedule and availability of funding.⁶ Any award under this notice will be subject to the availability of funding. Each BIP funding category has specific funding restrictions. Refer to Section D.6 for greater detail on funding restriction for each funding category.

2. Award Size

There is no minimum or maximum award amount size for Planning grants. For Large Bridge Projects, a BIP grant shall be in an amount that is adequate to fully fund the project (in combination with other financial resources identified in the application) and not less than \$50 million, with a maximum award amount of not more than 50 percent of the total eligible project costs. For Bridge Projects, a BIP grant shall be in an amount that is adequate to fully fund the project (in combination with other financial resources identified in the application) and not less than \$2.5 million, with a maximum award amount not more than 80 percent of the total eligible project costs.

⁵ Of the total amount of FY 2022 BIP funding available in this notice, approximately \$533 million is authorized contract authority from the Highway Trust Fund (HTF), and \$1.827 billion is advanced appropriations from the General Fund. The HTF amount is calculated as \$600 million authorized less a set-aside of \$16 million for Tribal transportation facility bridges and about \$51 million due to the imposition of the annual obligation limitation. The General Fund amount excludes the \$20 million set-aside for Tribal transportation facility bridges.

⁶ 23 U.S.C. § 124(j) authorizes the use of multi-year grant agreements for Large Bridge Projects. Those agreements may include a commitment, contingent on amounts to be specified in law in advance for such commitments, to provide future year funds.

3. Statutory FY 2022 – FY 2027 Funding Provisions

a. Large Bridge Projects

The DOT shall use for Large Bridge Projects at least 50 percent of funds made available to carry out this program out of the Highway Trust Fund. In FY 2022, this amount is \$300 million.

A Large Bridge Project that receives a grant under this program of at least \$100 million may be carried out through a multi-year grant agreement. A multi-year agreement will be established to describe the terms of participation by the Federal Government in the project, the maximum amount of Federal financial assistance for the project, a payout schedule for the project (providing for disbursement of the full grant amount within four fiscal years after the fiscal year in which the initial amount is provided), and the period of time for completing the project, and to provide timely and efficient management of the project. A multi-year grant award may include a commitment, contingent on amounts to be specified in law, from future available budget authority. Interest and other financing costs of carrying out a project within a reasonable timeframe shall be considered a cost of carrying out the project under a multi-year agreement. Interest and other financing costs shall be of the most favorable financing terms reasonably available, and the applicant shall certify to DOT that the applicant carried out reasonable diligence in seeking favorable financing terms.

b. Culverts

The DOT may award no more than 5 percent of funds made available for each fiscal year for the BIP to projects solely consisting of culvert replacement or rehabilitation. The culverts are required to be on the National Bridge Inventory under 23 U.S.C. § 144(b).

c. Unutilized Amounts

If, in fiscal year 2026, the Secretary determines that grants under the BIP program will not meet the Large Bridge Projects restriction, the Secretary shall use the unutilized amounts to make other grants under the program during FY 2026.

d. Prohibited Use

Grant funds may not be used to support or oppose union organizing.

4. Type of Award

If a grant recipient under the BIP is a State Department of Transportation (State DOT), or if a State DOT serves as a pass-through entity to a non-State DOT recipient, BIP funds will be

awarded upon the execution of a project agreement: a type of grant agreement for administration of funds allocated to a State DOT in the FHWA Fiscal Management Information System (FMIS).

If a grant recipient under the BIP is any other eligible applicant (i.e., not a State DOT), BIP funds will be awarded upon the execution of a grant agreement between FHWA and the recipient. A non-State DOT selected to receive a BIP award may elect to have a State DOT or FHWA Federal Lands Highway Division administer the BIP funds, subject to agreement with the State DOT or FHWA Federal Lands Highway Division.

5. Period of Performance

If a grant recipient is a State DOT or if a State DOT serves as a pass-through to a non-State DOT recipient, the DOT Payment System will be “Current Bill” in FHWA’s FMIS and the start of the period of performance will begin on the date BIP funds are obligated in FMIS and end on the project end date in FMIS.

If a grant recipient is a non-State DOT entity, the FHWA Payment System will be FHWA’s “DELPHI eInvoicing” and the start of the period of performance will begin on the date of the grant agreement executed by the FHWA which will obligate the BIP funds and end on the period of performance that is listed in the grant agreement.

SECTION C - ELIGIBILITY INFORMATION

To be selected for a grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project. Applications that do not meet these threshold eligibility requirements will not be evaluated under the statutory selection criteria, project outcome criteria, and priority considerations in Section E.

1. Eligible Applicants

- a. Each of the three BIP funding categories have the same statutory rules for what kinds of applicants are eligible to apply.

Eligible Applicants (23 U.S.C. § 124(d))		
Planning	Bridge Project	Large Bridge Project
<ol style="list-style-type: none"> 1. A State or a group of States⁷; 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. 		

b. Joint Applications for Any BIP Funding Category

Multiple States or a multijurisdictional group that submits a joint application should identify a lead applicant as the primary point of contact. Joint applications should include a description of the roles and responsibilities of each applicant and should be signed or include a letter of support

⁷ The term “[State](#)” means any of the 50 States, the District of Columbia, or Puerto Rico (23 U.S.C. § 101(a)(28)).

by each applicant. The applicant that will be responsible for financial administration of the project and the recipient of a BIP award must be an eligible applicant.

2. Award Size and Cost Share

For Large Bridge Project BIP grants, the maximum award amount may not exceed 50 percent of the total eligible project costs (see Section B.2 Award Size). For Bridge Project BIP grants, the maximum award amount may not exceed 80 percent of the total eligible project costs (see Section B.2 Award Size) and 90 percent for off-system bridges. However, the total Federal contributions for Large Bridge Projects or Bridge Projects cannot exceed the share requirements in 23 U.S.C. § 120.

Unless otherwise authorized by statute, non-Federal cost-share may not be counted as non-Federal share for both a BIP grant and another Federal program. An example of a Federal program that may be used for the local match is the TIFIA program. (See 23 U.S.C. § 603(b)(8)). For a project under BIP, DOT cannot consider previously incurred costs or previously expended or encumbered funds towards the matching requirement. Matching funds are subject to the same Federal requirements as BIP funds.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, private funds, or other funding sources of non-Federal origin. For each project that receives a grant under this notice, DOT expects the project to be completed using at least the amount of non-Federal funding that was specified in the application.

Per 23 U.S.C. § 124(c)(4), Federal assistance other than a grant under BIP program may be used to satisfy the non-Federal share of the cost of a project for which a BIP grant is made, except the total Federal assistance provided for a project receiving a grant under the BIP may not exceed the Federal share for the project under 23 U.S.C. § 120.

In the case of an eligible project for an off-system bridge, as defined under 23 U.S.C. § 133(f)(1)⁸, Federal assistance other than a BIP grant may be used to satisfy the non-Federal share of the cost of a project, as long as the total Federal assistance provided for such project does not exceed 90 percent of the total eligible project costs.

⁸ Although 23 U.S.C. § 133(f)(1) includes low water crossing in the definition of “off-system bridge,” 23 U.S.C. § 124(a)(1)(A) defines an eligible project as a project to replace, rehabilitate, preserve, or protect 1 or more bridges on the National Bridge Inventory under section 23 U.S.C. § 144(b). Because a low water crossing is not considered a bridge under 23 CFR 650.305, such structures are not included in the National Bridge Inventory. Therefore, a low water crossing is not eligible for BIP funding.

For a Federal land management agency, a Tribal government, or a consortium of Tribal governments only, Federal funds made available under a program other than the BIP program may be used to pay the remaining share of the cost of a BIP project.

Additional information on non-Federal matching requirements can be found at https://www.fhwa.dot.gov/legsregs/directives/policy/memonfmr_tapered20190515.htm

3. Other

a. Eligible Projects

The Planning opportunity and the opportunities for Bridge Project and Large Bridge Project grants have different statutory rules for what kinds of projects are eligible for funding under these categories.

Eligible Projects		
Planning	Bridge Projects (Projects with total eligible projects costs of \$100 million or less)	Large Bridge Project (Projects with a total eligible project costs of greater than \$100 million) (See 23 U.S.C. § 124(a)(2))
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 ⁹)	1. Project to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory under 23 U.S.C. § 144(b) ¹⁰ (See 23 U.S.C. § 124(a)(1)(A)) 2. A project under the BIP program includes bridge	1. Project to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory under 23 U.S.C. § 144(b) ¹⁰ (See 23 U.S.C. § 124(a)(1)(A)) 2. A project under the BIP program includes bridge bundling ¹⁰ and culverts ¹¹ (23 U.S.C. § 124(a)(1)(B))

⁹ BIL provides \$20m specifically for these activities.

¹⁰ This includes a bundle of projects, regardless of whether the bundles of projects meets the requirements of 23 U.S.C. § 144(j)(5), which removes the requirement of the bundled projects having similar Federal and local share matches.

Eligible Projects		
Planning	Bridge Projects (Projects with total eligible projects costs of \$100 million or less)	Large Bridge Project (Projects with a total eligible project costs of greater than \$100 million) (See 23 U.S.C. § 124(a)(2))
	bundling ¹⁰ and culverts ¹¹ (23 U.S.C. § 124(a)(1)(B))	

b. Additional Eligibility Requirements – Bridge Projects and Large Bridge Projects

In addition to meeting the BIP statutory project eligibility, applicants for Bridge Project and Large Bridge Project grants must specifically address two title 23, United States Code (U.S.C.) requirements (1) how the bridge will be maintained, and (2) accommodations for bicyclists and pedestrian.

i. Maintenance Commitment

The application must demonstrate how the grant recipient, whether a State DOT or non-State DOT direct recipient, will maintain or cause to be maintained a Bridge Project or Large Bridge Project that receives BIP funds. (23 U.S.C. § 116(b)). Competitive applications will identify which entity will be responsible for maintaining the BIP funded project, estimated maintenance costs over the life of the project, and sources to fund those costs.

ii. Bike and Pedestrian Accommodation

BIP grants are subject to requirements for accommodations for bicycles and pedestrians pursuant to 23 U.S.C. § 217(e). Under this provision, all projects with Federal financial participation (including under BIP) that replace or rehabilitate a highway bridge deck 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; and (2) FHWA determines that safe accommodation can be provided at reasonable cost¹².

¹¹ This includes projects to replace or rehabilitate culverts for the purpose of improving flood control and improved habitat connectivity for aquatic species. The culverts are required to be on the National Bridge Inventory under 23 U.S.C. § 144(b).

¹² The first step in this process is to assess whether the bridge is located on a highway on which pedestrians or bicyclists are allowed to operate at each end of the bridge. If that is the case, in making a determination as to

c. Eligible Project Costs

Planning grants and Bridge Project and Large Bridge Project grants have different statutory rules for what activities are eligible project costs under these categories. The table below restates eligible project costs for each category per the BIP statute.

Eligible Project Costs		
Planning	Bridge Project	Large Bridge Project
Division J, Title VIII (BIL, Pub. L. 117-58); 23 CFR 636.103	23 U.S.C. § 124(h)	
Planning, feasibility analyses, and revenue forecasting.	<ol style="list-style-type: none"> 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 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 	

whether safe accommodation can be provided at a reasonable cost FHWA will rely on its bicycle and pedestrian travel accommodation policy (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm); the FHWA will presume, that safe accommodation for bicyclists and pedestrians can be provided at reasonable cost for all BIP projects absent an affirmative showing by the project sponsor that the cost of such accommodation would exceed twenty percent of the cost of the larger transportation project. For instances where such accommodation exceeds twenty percent, the addition of bicyclist and pedestrian accommodation is not required, but FHWA encourages States to consider providing for such accommodation.

	to provide to the entity Federal credit assistance under 23 U.S.C. chapter 6
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This table summarizes the statutorily defined BIP eligible project costs. The DOT recognizes that there are other eligible project costs, such as community engagement, that may be necessary for performance of a BIP award. Under 23 U.S.C. § 139(j), public entities receiving Federal assistance under title 23, U.S.C., or chapter 53, of title 49, U.S.C., may provide funds to Federal Agencies, State agencies, and Tribes participating in the environmental review process for the project.

If DOT makes a multi-year grant award, interest and other financing costs of carrying out a part of the project within a reasonable time shall be considered a cost of carrying out the project under a multi-year grant agreement.

i. Letters of No Prejudice

Under 23 U.S.C. § 124(k), DOT may pay to an applicant all eligible project costs under the BIP, including costs for an activity for an eligible project incurred prior to the date on which the project receives BIP funding assistance. Reimbursement for the activity is dependent upon the following:

- a. Before an applicant carries out the activity, DOT approves through a Letter of No Prejudice the activity, with a finding that it is an eligible BIP activity;
- b. The FHWA National Environmental Policy Act project development process (NEPA) is complete for the project with a verifiable Record of Decision, Finding of No Significant Impact of Categorical Exclusion Determination; and
- c. The activity is carried out without Federal assistance and in accordance with all applicable procedures and requirements.

Interest and other financing costs in carrying out an eligible activity for an eligible project may also be incurred under the process set forth in 23 U.S.C. § 124(k)(2).

Applicants interested in seeking approval for an eligible activity for an eligible BIP project are advised that an approval (1) does not constitute an obligation of the Federal Government and (2) shall not alter or influence any evaluation for a Bridge Project or Large Bridge Project application or any recommendation by DOT for providing BIP funds to the project. (23 U.S.C. § 142(k)(3)). Applicants interested in seeking a Letter of No Prejudice should do so with the understanding that if approved they are proceeding at risk, as there is no guarantee that costs incurred will be reimbursed by DOT.

d. Limitation on Award of BIP Grants

Limitations on BIP Awards			
Planning	Bridge Project	Large Bridge Project	Instructions
No limitation.	1. 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. (23 U.S.C. § 124(e)(2))	1. 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. (23 U.S.C. § 124(e)(2))	Please provide expected date of obligation of BIP funds and construction start date ¹³ , referencing project budget and schedule as needed. If the project has multiple independent components, or will be obligated and constructed in multiple phases, please provide sufficient information to show that each component meets this requirement. The DOT will base its determination on the project risk rating as assessed according to the Project Readiness consideration. The DOT will base its determination on the project risk as assessed by the Environmental Risk, Financial Completeness, and Technical Capacity evaluators.
	2. Preliminary engineering is complete for the project ¹⁴ . (23 U.S.C. § 124(e)(2))	2. Preliminary engineering is complete for the project. (23 U.S.C. § 124(e)(2))	For a project or independent project component to be based on the results of preliminary engineering, please indicate which of the following activities have been completed as of the date of application submission: <ul style="list-style-type: none"> • Environmental Assessments • Topographic Surveys • Metes and Bounds Surveys • Geotechnical Investigations • Hydrologic Analysis • Utility Engineering

¹³ For BIP, construction start date means the anticipated date of project mobilization for physical construction.

¹⁴ Under 23 U.S.C. § 124(e)(3), the Secretary may make a grant under BIP only to an eligible entity for a project that is based on the results of preliminary engineering. Although a project may be selected to receive a BIP grant for construction, DOT will not make the grant funds available until all applicable Federal requirements have been met, including completion of preliminary engineering. The BIP grant or “Federal award” will be provided pursuant to a grant agreement setting forth the terms and conditions of the award and the Federal award date means the date the grant agreement is signed by the authorized official of the FHWA. (2 CFR 200.1 and 200.201).

		<ul style="list-style-type: none"> • Traffic Studies • Financial Plans • Revenue Estimates • Hazardous Materials Assessments • General estimates of the types and quantities of materials • Other work needed to establish parameters for the final design. <p>If one or more of these activities was included in a larger plan or document not described above, please explicitly state that and reference the document. The DOT will base its determination on the assessment by technical capacity evaluators.</p>
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During the period of Fiscal years 2022 through 2026, in each State from which an eligible project is submitted, not fewer than 1 Large Bridge Project that is deemed justified or 2 Bridge Projects that are deemed justified, are to be awarded. An award is not required to be made to an eligible project which was determined to not be justified under an evaluation. (23 U.S.C. § 124(c)(5)(B)(ii) and (iii)).

4. Determination of Whether a Large Bridge Project's Total Eligible Costs Are Not Less Than \$100 Million

For Large Bridge Projects, to determine whether total eligible project costs exceed \$100 million, DOT will count all future eligible project costs under the award and some related costs incurred before selection for a BIP Large Bridge Project grant.

The DOT will include previously incurred costs in total eligible project costs only if they were eligible project costs under Section C.3.b and were expended as part of the project for which the applicant seeks funds. Although previously incurred costs may be used for meeting the minimum threshold described in this section, they cannot be reimbursed with BIP grant funds unless DOT has approved a Letter of No Prejudice, nor will they count toward the project's required non-Federal share.

5. Definition of Urban and Rural Communities

In selecting BIP grants, the Secretary shall consider geographic diversity among grant recipients, including the need for a balance between the needs of rural and urban communities. For purpose of this notice, in defining urban and rural communities, DOT will rely on the Census Bureau

Census 2010 definition of Urbanized Area (UA) as an area that consists of densely settled territory that contains 50,000 or more people. Updated lists of UAs are available on the Census Bureau Website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/. For the purposes of the BIP program, Urbanized Areas with populations of less than 50,000 will be considered rural.

SECTION D - APPLICATION AND SUBMISSION INFORMATION

1. Address to Request Application Package

All application materials may be found on Grants.gov at <http://www.grants.gov>.

Once at Grants.gov, select the Search Grants tab. Then enter one of the following:

- Opportunity Number: **693JJ322NF00009**
- Opportunity Name: **Bridge Investment Program – Planning, Bridge Projects, and Large Bridge Projects**
- Assistance Listing Number: **20.205 Highway Planning and Construction**

When at one of these pages, select the Opportunity, which will open to a page with several tabs. The first tab is a synopsis of the opportunity. Select the Application Package tab to download the forms needed to submit an FY 2022 BIP application.

For a Telephone Device for the Deaf (TDD), please call (202) 366-3993. If potential applicants are unable to download the application package from the internet, they may send a written request for a paper copy to the below address. Requests should be sent to:

Angela Jones
Agreement Specialist
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590
Email: BridgeInvestmentProgram@dot.gov (preferred)
Phone: 202-366-4255

Alternate:

Robin Hobbs
Agreement Officer/Team Leader
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590
Email: BridgeInvestmentProgram@dot.gov (preferred)
Phone: 202-366-4004

2. Content and Form of Application Submission

All applications must be submitted electronically through [grants.gov](https://www.grants.gov).

The application must include the Standard Form 424 (Application for Federal Assistance), Standard Form 424C (Budget Information for Construction Programs) and the respective application template of the BIP funding category with a supplemental Project Narrative as needed. More detailed information about the application templates and Project Narrative follows.

a. Application Templates

Applicants seeking FY 2022 BIP funds should submit an application template for the respective BIP funding category. The Planning Project Application Template, the Bridge Project Application Template, and Large Bridge Project Application Template are attached to this notice.

b. Planning Project Application and Project Narrative

Applicants for a FY 2022 BIP Planning grant are encouraged to use the FY 2022 Planning project application template and may submit a supplemental project narrative to provide any additional information necessary for DOT to determine that the project meets the statutory selection criteria and considerations described in Section E.1 and to assess the project outcome criteria specified in Section E.2. The Planning application template follows the outline below. If a supplemental project narrative is submitted with the application, DOT recommends that the project narrative follow the same outline to provide any additional information an applicant would like to provide regarding BIP program requirements. Following the template will also assist evaluators in locating relevant information.

I. Basic Project Information – Description, Location, and Parties	See D.2.d.1
II. National Bridge Inventory Data	See D.2.d.II
III. Project Costs – Grant Funds, Sources, and Use of all Project Funding	See D.2.d.III
IV. Project Outcome Criteria	See E.1
V. Project Priority Considerations	See E.2

c. Bridge Project and Large Bridge Project Applications

Applicants for a FY 2022 BIP Bridge Project or Large Bridge Project grant are encouraged to use the respective funding category application template and may submit a supplemental project narrative to provide any additional information necessary for DOT to determine that the project meets the statutory eligibility criteria described in Section E.1 and to assess the project outcome criteria specified in Section E.2. The Bridge Project and Large Bridge Project application templates each follow the outline below. If a supplemental project narrative is submitted with the application, DOT recommends that the project narrative follow the outline below. Following the outline will also assist evaluators in locating relevant information.

d. Bridge Project and Large Bridge Project Narrative

I. Basic Project Information – Description, Location, and Parties	See D.2.d.I
II. National Bridge Inventory Data	See D.2.d.II
III. Project Costs – Grant Funds, Sources, and Use of all Project Funding	See D.2.d.III
IV. Project Outcome Criteria	See E. I
V. Benefit-Cost Analysis	See D.2.d.V
VI. Project Readiness and Environmental Risk	See D.2.d.VI
VII. Project Priority Considerations	See D.2.d.VII and Section E.2

For all Planning project, Bridge Project and Large Bridge Project applications, the project narrative should augment information provided in the application template necessary for DOT to do two things. First, to determine that the project satisfies project requirements described in Section C and the project outcome criteria in Section E.2 for each of the BIP funding categories from which the applicant is seeking funding. Second, to assess the statutory selection criteria and considerations specified in Section E.1 that are applicable to the BIP funding categories from which the applicant is seeking funding.

To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by DOT. The DOT may, but is not required to, request additional information, including additional data, to clarify an application, but DOT encourages applicants

to submit the most relevant and complete information they can provide. The DOT also encourages applicants, to the extent practicable, to provide data in a form that is publicly available or verifiable.

In addition to the information submitted in an application template, applicants should submit a detailed statement of work, detailed project schedule, and detailed project budget. Applicants may submit a project narrative to support these project elements and should include a table of contents, maps, and graphics, as appropriate, to make the information easier to review.

The DOT recommends that the project narrative be prepared with standard formatting preferences (i.e., a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The project narrative may not exceed 25 pages in length, Appendices may include documents supporting assertions or conclusions made in the 25-page project narrative and do not count towards the 25-page limit. If possible, Website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant's discretion, relevant materials provided previously to a modal administration in support of a different DOT financial assistance program may be referenced and described as unchanged. The DOT recommends using appropriately descriptive final names (e.g., "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments. The DOT recommends applications include the following sections:

I. Basic Project Information – Project Description, Location, and Parties

The applicant should provide a concise description of the project, the specific improvement(s) needed for the bridge, how it will address those challenges, and advance one or more goals of the BIP. The project description should discuss the project's history, including a description of any previously incurred costs. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor.

The applicant should describe in the application the project location, including a detailed geographical description of the proposed project, a map of the project's location and connections to existing transportation infrastructure, and geospatial data describing the project location. The application should also identify:

(a) If the project is located within the boundary of a 2010 Census-designated Urbanized Area, the application should identify the Urbanized Area;¹⁵ and

(b) whether the project is located in one of four Federally designated community development zones (Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods).

Information under (b) may be used for DOT's internal data tracking.

To the extent possible, DOT encourages, but it not requiring, applicants to identify the degree to which the project may contribute to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes greater land-use productivity, including main street revitalization or locally-driven density decisions that support equitable commercial and mixed-income residential development.

This section of the application should provide details about the lead applicant. The details should include the lead applicant's demonstrated experience with receipt and expenditure of Federal-aid highway program funds under title 23, U.S.C. The DOT will consider the degree of experience as part of the project readiness evaluation. If an application is rated highly under other criteria, but the applicant has no or limited experience with the receipt and expenditure of Federal-aid highway program funds, DOT may contact the applicant prior to final selection of FY 2022 awards to discuss technical resources that may be available to assist the applicant in obtaining the capacity and expertise to ensure compliance with all applicable Federal requirements and timely delivery of the project. The applicant should describe in detail all of the other public and private parties who are involved in delivering the project, including a specific description of the role of each entity in delivering the project.

II. National Bridge Inventory Data

The applicant should provide information from the National Bridge Inventory for each bridge on which the applicant proposes to use BIP funding. A list of recommended National Bridge Inventory data items is included in the application templates for each funding group. Additional items should be added if they support the project application. Data, format and coding information can be downloaded from [Download NBI ASCII files - National Bridge Inventory - Bridge Inspection - Safety Inspection - Bridges & Structures - Federal Highway Administration \(dot.gov\)](https://www.fhwa.dot.gov/bridge/inspection/SafetyInspection/Bridges&Structures/FederalHighwayAdministration/DownloadNBIASCIIfiles-NationalBridgeInventory-BridgeInspection-SafetyInspection-Bridges&Structures-FederalHighwayAdministration(dot.gov).).

¹⁵ Lists of Urbanized Areas are available on the Census Bureau Website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ and maps are available at <https://tigerweb.geo.census.gov/tigerweb/>.

III. Project Costs - Grant Funds, Sources, and Uses of Project Funds

The applicant should describe the project's budget in detail and the plans for covering the full cost of the project from all sources. The applicant may use this section of a project narrative to elaborate on the information provided in the application template. Whether addressed in the application template or project narrative, the applicant should provide the following:

- Identification of all Federal funds to be used for future eligible costs of the project, including BIP funds, other Federal grants that have been awarded to the project or for which the project intends to apply in the future, and any Federal formula funds that have already been programmed for the project or are planned to be programmed for the project.
- For each category of Federal funds to be used for future eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

Detailed Budget:

The applicant should show how each funding source will share in each major construction activity and present those data in dollars and percentages. Funding sources should be grouped into three categories: (1) non-Federal; (2) BIP; and (3) other Federal. If the project contains components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget should be detailed enough to demonstrate that the project satisfies the BIP statutory cost-sharing requirements described in Section C.2 and those associated with each category of Federal funding. The application should include information showing that the applicant has budgeted sufficient contingency amounts to cover unanticipated cost increases. In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a source of funds is available for expenditure only during a fixed period, the application should describe that restriction. Complete information about project funds will ensure that DOT's expectations for award execution align with any funding restrictions unrelated to DOT, even if an award differs from the applicant's request.

Grant Funds and Sources/Uses of Project Funds:

The applicant should include information about the amount of BIP grant funding requested for the project, availability and commitment of funds sources and uses of all project funds, total project costs, percentage of project costs that would be paid for with BIP funds, and the identity and percentage shares of all parties providing funds for the project (including Federal funds provided under other programs).

The application should include the following forms, submitted as individual PDF documents:

- Standard Form 424 (Application for Federal Assistance) (mandatory);
- Grants.gov Lobbying Form (mandatory);
- Disclosure of Lobbying Activities form (SF-LLL) (mandatory); and
- Key Contacts (optional)

and either:

- Standard Form 424A (Budget Information for Non-Construction Programs) (mandatory) and Standard Form 424B (Assurances for Non-Construction Programs) (mandatory);

or

- Standard Form 424C (Budget Information for Construction Programs) (mandatory) and Standard Form 424D (Assurances for Construction Programs) (mandatory)

Applicants proposing non-construction-related projects should submit forms SF 424A and SF 424B with their application. Applicants proposing construction-related projects should submit forms SF 424C and SF 424D with their application.

Forms are available for download at <https://www.grants.gov/web/grants/forms/sf-424-mandatory-family.html>.

The Standard Form 424B or 424D (as applicable) should be supported by a budget narrative explaining each element of cost.

IV. Project Outcome Criteria

The applicant should describe how the proposal meets the project outcome criteria listed in Section E.1.

V. Benefit Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the project narrative. The purpose of the BCA is to enable DOT to evaluate the project's cost effectiveness by comparing its expected benefits to its expected costs. The results of the analysis should be summarized in the project narrative directly. Applicants should also provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by DOT evaluators.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes

of the project, and the values of key input parameters. The analysis should provide present value estimates of a project's benefits and costs relative to a no-build baseline. To calculate present values, applicants should apply a real discount rate of 7 percent per year to the project's streams of benefits and costs, which should be stated in constant-dollar terms. The costs and benefits that are compared in the BCA must cover the same project scope.

Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project. Projected benefits may accrue to both users of the facility and those who are affected by its use (such as through changes in emissions of greenhouse gases and other pollutants, or availability of affordable housing or more affordable transportation choices). Usage forecasts applied in estimating future benefits should account for any additional demand induced by the improvements to the facility. While benefits should be quantified wherever possible, applicants may also describe other categories of benefits in the BCA that are more difficult to quantify and/or value in economic terms.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories. The BCA may also include the present discounted value of any remaining service life of the asset at the end of the analysis period.

Detailed guidance from the DOT on estimating benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, is available on the program Website (see www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance-discretionary-grant-programs-0)

VI. Project Readiness and Environmental Risk

The application should include information that, when considered with the project budget information, is sufficient for DOT to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist DOT's project readiness assessment, the applicant should provide the information requested on technical feasibility, project schedule, project approvals, and project risks, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of project readiness, promotes a clear discussion that assists project evaluators.

Instructions describing how DOT will evaluate a project's readiness is described in Section E.2.b.iii of this notice. Applicants also should review that section before considering how to organize their application.

a) Technical Feasibility.

The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed. The applicant must demonstrate compliance with Title VI/Civil Rights requirements, to ensure that no person is excluded from participation, denied benefits, or otherwise subjected to discrimination under any program or activity, on the basis of race, color, national origin, sex, age, or disability.

b) Project Schedule.

The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (programming on the Statewide Transportation Improvement Program); start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications and estimates (PS&E); procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

- all necessary activities will be complete to allow BIP funds to be obligated¹⁶ sufficiently in advance of the statutory deadline and that any unexpected delays will not put the funds at risk of expiring before they are obligated;
- the project can proceed to the next stage of project development within 12 months of a Categorical Exclusion Determination, Finding of No Significant Impacts, or a Record of Decision;
- the project can begin construction quickly upon obligation of grant funds, or no later than 18 months after obligation, and that the grant funds will be spent expeditiously once construction starts; and
- all real property and right-of-way acquisition necessary for the project will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other

¹⁶ Obligation for a BIP occurs when a selected applicant enters a project agreement with the FHWA and FHWA authorizes the project to proceed. For construction, this is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

applicable legal requirements or a statement that no acquisition is necessary. A plan for securing any required right-of-way agreements should be included. If applicable, this section should describe a right-of-way acquisition plan that minimally disrupts communities and maintains community cohesion.

c) Required Approvals

i. Environmental Permits and Reviews

The application should demonstrate receipt (or the schedule for anticipated receipt) of all environmental approvals and permits necessary for the project including each bridge within a bridge bundle to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State, and local requirements and completion of the NEPA¹⁷ process. Specifically, in this section the applicant may elaborate on the NEPA information provided in the cover sheet. If the final agency action with respect to NEPA occurred more than three years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements. This section should also provide:

- Any information on reviews, approvals, and permits by other Federal and State agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies, indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a Website link or other reference to copies of any reviews, approvals, and permits prepared.
- Environmental studies or other documents—preferably through a Website link—that describe in detail known project impacts, and possible mitigation for those impacts.
- A description of discussions with FHWA regarding the project’s compliance with NEPA and other applicable Federal environmental reviews and approvals.
- A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.

¹⁷ [Environmental Review Toolkit | FHWA \(dot.gov\)](#) Provides singular gateway to environmental resources that will help applicants better understand the requirements of NEPA for projects administered by FHWA.

ii. State and Local Approvals

The applicant should demonstrate receipt (or the schedule for anticipated receipt) of State and local approvals on which the project depends, such as State and local environmental and planning approvals, and statewide transportation improvement program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities.

iii. Federal Transportation Requirements Affecting State and Local Planning

The planning requirements applicable to the Federal-aid highway program apply to all BIP projects¹⁸. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. Applicants should provide links or other documentation supporting this consideration. Because projects have different schedules, the construction start date for each grant will be specified in the project-specific agreements signed by FHWA and the grant recipients, will be based on critical path items that applicants identify in the application, and will be consistent with relevant State and local plans.

iv. Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks and harms to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to

¹⁸ In accordance with 23 U.S.C. §§ 134 and 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP), and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and metropolitan planning organization (MPO). Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans to receive a grant.

mitigate those risks¹⁹. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

To the extent it is unfamiliar with the Federal-aid highway program, the applicant should contact the FHWA Division office in their State as found at [Field Offices | Federal Highway Administration \(dot.gov\)](#) for information on what steps are prerequisite to the obligation of Federal funds to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

VII. Project Priority Considerations

The applicant should include a section to highlight any priority considerations (see Section E.2) the project will address. Detailed information demonstrating how the project supports the priority consideration(s) and references to earlier sections of the narrative along with supporting documentation should be included in the application.

3. Unique Entity Identifier (UEI) and System for Award Management (SAM)

Effective April 4, 2022, the Data Universal Numbering System (DUNS) number is no longer required for entities doing business with the Federal government and will be replaced by the SAM UEI. Applicants will need to use a UEI issued during the SAM.gov registration process. Active registrants in SAM.gov have had their SAM UEI automatically assigned and it is currently viewable within SAM.gov; there is no action for registered entities to take at this time to obtain their SAM UEI.

Each applicant is required to:

- a. Be registered in SAM before submitting their application;
- b. Provide a valid UEI in their application; and
- c. Continue to maintain an active SAM registration with current information at all times during which the applicant has an active Federal award or an application or plan under consideration by a Federal awarding agency.

¹⁹ The DOT considers an applicant's lack of experience with receipt and expenditure of Federal-aid highway funds under title 23, U.S.C. a material risk.

Please see <https://www.grants.gov/web/grants/applicants/applicant-faqs.html#UEI> for more information on the transition from DUNS to SAM UEI, including what UEI to enter into the UEI field on grants.gov and on application package forms.

The DOT may not make a Federal award to an applicant until the applicant has complied with all applicable UEI and SAM requirements. If an applicant has not fully complied with the requirements by the time the Federal awarding agency is ready to make a Federal award, the Federal awarding agency may determine that the applicant is not qualified to receive a Federal award and use that determination as a basis for making a Federal award to another applicant.

NOTE TO APPLICANTS: The SAM.gov requires the registrant to provide a UEI number to complete the registration. These processes can take several weeks to complete so should be started well before the application deadline.

4. Submission Dates and Times

Applications must be submitted electronically through grants.gov no later than 11:59 p.m., Eastern Time on the dates identified on the title page of this NOFO (the “application deadline”).

5. Intergovernmental Review

The BIP is not subject to the Intergovernmental Review of Federal programs under E.O. 12372.

6. Funding Restrictions

Pre-BIP award costs will not be reimbursed except as provided under a Letter of No Prejudice as described in Section C.3.c.i.

7. Other Submission Requirements

a. Scalable Project Options

Applicants are encouraged to identify scaled funding options in case insufficient funding is available to fund a project or a bundled project at the full requested amount. If an applicant advises that a project is scalable, the applicant must provide an appropriate minimum funding amount that will fund an eligible project that achieves the objectives of the program and meets all relevant program requirements. The applicant must provide a clear explanation of how the project budget would be affected by a reduced award. The DOT may award a lesser amount whether or not a scalable option is provided.

b. Submission Location

Applications must be submitted to *Grants.gov*.

c. Consideration of Applications

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid applications through *Grants.gov* will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

d. Late Applications

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact BridgeInvestmentProgram@dot.gov prior to the application deadline with the username of the registrant and details of the technical issue experienced. The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number;"
- (3) The "Legal Business Name" for the applicant that was provided in the SF-424;
- (4) The Point of Contact name submitted in the SF-424;
- (5) The UEI associated with the application; and
- (6) The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its Website; (3) failure to follow all instructions in this notice of funding opportunity; and (4) technical issues experienced with the applicant's computer or information technology environment.

After FHWA reviews all information submitted and contact the Grants.gov Help Desk to validate reported technical issues, FHWA staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. The FHWA will not accept appeals of FHWA

decision to approve or deny a request for a late application. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

e. Compliance with Section 508 of the Rehabilitation Act of 1973

The DOT encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at <https://www.access-board.gov/ict/>.

SECTION E - APPLICATION REVIEW INFORMATION

The DOT will award BIP funds based on an evaluation of the Statutory Evaluation Requirements, Statutory Secretarial Considerations, Statutorily Required Project Selection Priorities, and the FY 2022 project outcome criteria for each funding category as described in this Section E.

Statutory Evaluation Requirements

There are no statutory evaluation requirements for Planning Grants. For Bridge Project and Large Bridge Projects, DOT is statutorily required to evaluate specific benefits under 23 U.S.C. § 124. The table below describes each benefit and provides instructions to applicants on how to present information supporting the benefit. To assist applicants, the table identifies the project outcome criteria under which DOT will evaluate the responsiveness of an application to the statutory evaluation requirements.

Statutory Evaluation Requirements		
Bridge Project	Large Bridge Project	Instructions
In this column DOT includes the statutory evaluation requirements for Bridge Projects. The Secretary shall evaluate information on project benefits, including whether the project will generate the benefits specified under 23 U.S.C. § 124(f)(3)(B)(i) and (ii).	In this column DOT includes the statutory evaluation requirements for Large Bridge Projects. The Project is justified by the Secretary under 23 U.S.C. § 124(g)(4)(A) through (E). The project addresses a need to improve the condition of the bridge, as determined by the Secretary, consistent with the goals of the BIP.	In this column, DOT offers instructions to applicants on how to address each of the statutory evaluation requirements.
Costs avoided by the prevention of the closure or reduced use of the bridge to be improved by the project (23 U.S.C. § 124(f)(3)(B)(i)(I))	Costs avoided by the prevention of the closure or reduced use of the bridge to be improved by the project (23 U.S.C. § 124(g)(4)(B)(i))	Summarize the benefits of providing protection activities and benefits to reduced future maintenance costs, and benefits from prevention of the closure or reduced use of the bridge,
Benefits from protection as described in 23 U.S.C. § 133(b)(10), including improving seismic and scour protection (23 U.S.C. § 124(f)(3)(B)(i)(VII))	Benefits from protection as described in 23 U.S.C. § 133(b)(10), including improving seismic and scour protection (23 U.S.C. § 124(g)(4)(B)(vii))	highlighting the assumptions made about the timing of potential closure and/or reduced use of the bridge in the absence of the project. For Large Bridge Projects,

Statutory Evaluation Requirements		
Reductions in maintenance costs, including, in the case of a Federally-owned bridge, cost savings to the Federal budget (23 U.S.C. § 24(f)(3)(B)(i)(XI))	Reductions in maintenance costs, including, in the case of a Federally-owned bridge, cost savings to the Federal budget (23 U.S.C. § 124(g)(4)(B)(xi))	describe how the project is alignment with an asset management plan, and for National Highway System structures, how it is sponsored by the State and addressed in the State's asset management plan. The DOT will base its determination on the assessment of this information during the review of the Project Outcome Criterion for State of Good Repair.
The requirement under 23 U.S.C. § 124(g)(4)(E) is not required for Bridge Projects	Is consistent with the objectives of an applicable asset management plan of the project sponsor, including a State asset management plan under 23 U.S.C. § 119(e) in the case of a project on the National Highway Systems that is sponsored by a State (23 U.S.C. § 124(g)(4)(E))	
Safety benefits, including the reduction of accidents and related costs (23 U.S.C. § 124(f)(3)(B)(i)(III))	Safety benefits, including the reduction of accidents and related costs (23 U.S.C. § 124(g)(4)(B)(iii))	Summarize the safety benefits of the project and independent project components. The DOT will base its determination on the assessment of this information during the review of the Project Outcome Criterion for Safety.
Person and freight mobility benefits, including congestion reduction and reliability improvements (23 U.S.C. § 124(f)(3)(B)(i)(IV))	Person and freight mobility benefits, including congestion reduction and reliability improvements (23 U.S.C. § 124(g)(4)(B)(iv))	Summarize the mobility and economic benefits of the project and independent project components and describe the scale of their impact in national or regional terms with a focus on volume and estimated dollar amount of freight movement and the types of goods being moved. The DOT will base its determination on the assessment of this information during the review of the Project Outcome Criterion for
National or regional economic benefits (23 U.S.C. § 124(f)(3)(B)(i)(V))	National or regional economic benefits (23 U.S.C. § 124(g)(4)(B)(v))	

Statutory Evaluation Requirements		
		Mobility and Economic Competitiveness.
Benefits from long-term resiliency to extreme weather events, flooding, or other natural disasters (23 U.S.C. § 124(f)(3)(B)(i)(VI))	Benefits from long-term resiliency to extreme weather events, flooding, or other natural disasters (23 U.S.C. § 124(g)(4)(B)(vi))	Summarize the benefits of projects to improve resiliency of the bridge to extreme weather events. Also describe anticipated environmental benefits of the project, including how the project will improve wildlife connectivity, especially for aquatic species, and reduce air and other pollutants (such as stormwater runoff pollutants). The DOT will base its determination on the assessment of this information during the review of the Project Outcome Criterion for Climate Change, Resiliency, and the Environment.
Environmental benefits, including wildlife connectivity (23 U.S.C. § 124(f)(3)(B)(i)(VIII))	Environmental benefits, including wildlife connectivity (23 U.S.C. § 124(g)(4)(B)(viii))	
Person and freight mobility benefits, including congestion reduction and reliability improvements (23 U.S.C. § 124(f)(3)(B)(i)(IV))	Person and freight mobility benefits, including congestion reduction and reliability improvements (23 U.S.C. § 124(g)(4)(B)(iv))	Summarize the benefits of the project to nonvehicular and public transportation users, including how impacted communities are engaged in the project planning process and how the project will improve community connectivity upon completion. The DOT will base its determination on the assessment of this information during the review of the Project Outcome Criterion for Quality of Life.
Benefits to nonvehicular and public transportation users (23 U.S.C. § 124(f)(3)(B)(i)(IX))	Benefits to nonvehicular and public transportation users (23 U.S.C. § 124(g)(4)(B)(ix))	
In the case of a bundle of projects, benefits from executing the projects as a	In the case of a bundle of projects, benefits from executing the projects	Summarize the benefits of the project will earn through the use of innovative design

Statutory Evaluation Requirements		
bundle compared to as individual projects (23 U.S.C. § 124(f)(3)(B)(i)(II))	as a bundle compared to as individual projects (23 U.S.C. § 124(g)(4)(B)(ii))	and construction techniques, or innovative technologies, and what cost savings the project may achieve through the use of bundling compared to individual projects. The DOT will base its determination on the assessment of this information during the review of the Project Outcome Criterion for Innovation.
Benefits of using innovative design and construction techniques or innovative technologies (23 U.S.C. § 124(f)(3)(B)(i)(X)(aa) and (bb))	Benefits of using innovative design and construction techniques or innovative technologies (23 U.S.C. § 124(g)(4)(B)(x)(I) and (II))	
Whether and the extent to which the benefits, including the benefits described in 23 U.S.C. § 124(f)(3)(B)(i), are more likely than not to outweigh the total project costs (23 U.S.C. § 124(f)(3)(B)(ii))	Is cost effective based on an analysis of whether the benefits and avoided costs described in 23 U.S.C. § 124(g)(B), are expected to outweigh the project costs (23 U.S.C. § 124(g)(C))	Summarize the results of the benefit-cost analysis, including estimates for the categories of benefits described in 23 U.S.C. § 124(f)(3)(B)(i) or 23 U.S.C. § 124(g)(B). The DOT will base its determination on the assessment of this information during the review of the Economic Analysis Rating.
The requirement under 23 U.S.C. § 124(g)(D) is not required for Bridge Projects	Is supported by other Federal or non-Federal financial commitments or revenues adequate to fund ongoing maintenance and preservation (23 U.S.C. § 124(g)(D))	Indicate funding source(s) and amounts that will account for ongoing maintenance and preservation upon completion of the project. Demonstrate the funding is stable and dependable by referencing a letter of commitment, a local government resolution, memorandum of understanding, or similar documentation. The DOT will base its determination on the assessment of this

Statutory Evaluation Requirements		
		information during the review of the Project Readiness Rating.

Statutory Secretarial Considerations

In selecting projects to receive a BIP grant, for FY 2022 BIP awards in accordance with 23 U.S.C. § 124(c)(5) the Secretary shall give consideration to:

- a. the average daily person and freight throughput supported by the eligible project;
- b. the number and percentage of bridges within the same State as the eligible project that are in poor condition;
- c. the extent to which the eligible project demonstrates cost savings by bundling multiple bridge projects;
- d. in the case of an eligible project of a Federal land management agency, the extent to which the grant would reduce a Federal liability or Federal infrastructure maintenance backlog;
- e. geographic diversity among grant recipients, including the need for a balance between the needs of rural and urban communities; and
- f. the extent to which a bridge that would be assisted with a grant: (i) is, without that assistance at risk of falling into or remaining in poor condition or in fair condition and at risk of falling into poor condition within the next 3 years; (ii) does not meet current geometric design standards based on the current use of the bridge, or load and traffic requirements typical of the regional corridor or local network in which the bridge is located; or (iii) does not meet current seismic design standards.

Statutory Required Project Selection Priorities²⁰

In selecting a Bridge Project or Large Bridge Project for a FY 2022 BIP grant, the Secretary shall:

²⁰ 23 U.S.C. § 124(c)(5)(B)(i)(1) requires the Secretary to give priority consideration for an eligible project that is located within a State for which 2 or more applications for eligible projects within the State were submitted for the current fiscal year and an average of 2 or more applications for eligible projects within the State were submitted in prior fiscal years of the program. For the first fiscal year of the BIP, DOT is unable to take into account eligible projects submitted in a prior fiscal year of the program. The DOT will apply this part of the priority consideration during the FY 2023-2026 BIP funds competitions.

- a. give priority to an application for an eligible project that is located within a State for which 2 or more applications for eligible projects within the State were submitted for the current fiscal year;
- b. fewer than 2 grants have been awarded BIP funds for eligible projects within the State; and
- c. not be required to award a grant for an eligible project that the Secretary does not determine is justified under an evaluation. (23 U.S.C. § 124(c)(5)(B)).

1. Criteria

The DOT will evaluate projects using the following project outcome criteria FY 2022 BIP applications.

a. Planning Projects

i. BIP Program Goals: The DOT will assess how the proposed planning project is envisioned to lead to a Bridge Project or Large Bridge Project that would achieve one or more of the BIP program goals (see Section A.1 Overview). If the project will achieve more than one goal, identify each goal by name and its subsection listed below, and address the respective goal definition. Please include data (qualitative or quantitative) or evidence (newspaper articles, public meetings, etc.) that supports how the ultimate project will meet each identified goal(s).

The DOT will separately rate each goal addressed in the application, as follows:

Highly Qualified: The application describes in detail how the proposed project will advance a BIP goal. Data provided in the application directly supports how the proposed BIP Bridge Project or Large Bridge Project would advance a BIP program goal.

Qualified: The application generally describes with little detail how the proposed project will advance a BIP goal. The data provided in the application is limited or does not directly demonstrate how the proposed Bridge Project or Large Bridge Project would advance a BIP program goal.

Not Qualified: The application does not clearly describe how the proposed project will advance the goal, the data provided in the application does not demonstrate how the project will advance a BIP goal or no data is included in the application.

ii. Project Description: The DOT will assess whether the application describes the Bridge Project or Large Bridge Project the planning process will evaluate. This should include a discussion about the condition of the bridge(s) supported by documented information

available at the time of submission of the application. The application should demonstrate how the proposed project would meet the evaluation criteria for a Bridge Project or Large Bridge Project.

The DOT will rate the project description included in the application, as follows:

Highly Qualified: The application describes the Bridge Project or Large Bridge Project in detail and provides comprehensive information about the condition of the bridge(s) along with extensive data or other evidence that demonstrates how the proposed project would meet the evaluation criteria for a Bridge Project or Large Bridge Project.

Qualified: The application generally describes the Bridge Project or Large Bridge Project. Information provided about the condition of the bridge is not comprehensive and that data submitted to demonstrate how the proposed project would meet the evaluation criteria for a Bridge Project or Large Bridge Project is incomplete.

Not Qualified: The application does not describe a Bridge Project or Large Bridge Project. The application contains little or no information about the condition of the bridge or how the proposed project would meet the evaluation criteria for a Bridge Project or Large Bridge Project.

iii. Project Schedule: The DOT will assess the current status of the planning process, including all activities either completed or under way at the time of the submission of the BIP Planning grant application. All major activities intended to be funded under a BIP Planning project should be described in detail with anticipated start and ends dates for each activity. Applications should also include a post-Planning grant schedule with the planned start and end dates of all major activities that will need to be completed from the end of the BIP Planning grant through the completion of a BIP Bridge Project or Large Bridge Project.

The DOT will rate the project schedule included in the application, as follows:

Highly Qualified: Application provides detailed information on the project schedule, including already completed activities and activities currently underway. The project schedule presented in the application includes the anticipated start and end dates for each activity, as well as a detailed post-Planning schedule. The information provided is sufficient for reviewers to evaluate with certainty the feasibility of the project schedule.

Qualified: Application provides information on the project schedule, but it is not detailed. Information provided is vague and reviewers are not able to evaluate the feasibility of the project schedule with certainty.

Not Qualified: Application does not include a project schedule, or it is incomplete. Reviewers are unable to assess the feasibility of the project schedule.

iv. Project Budget. The DOT will assess the proposed project budget. The description should include a detailed description of the start and end dates for major project activities, milestones, and deliverables. The description should also include a detailed project budget with the total project cost. The budget should identify all funding sources and amounts, including an estimated BIP grant request amount. Other funding sources, as appropriate, include Other Federal funds; State funds; Tribal funds; Local funds; and other funds such as private funds. Competitive applications should include information about all sources of Federal funds that have been requested for the project, information about the amount requested, and whether or not the requested funding was received. If the funding request was not granted, please include a discussion of any documented basis for the denial of the funding. If the funding was received, please provide the date of award and how the funds have been or are expected to be used on the project.

The DOT will rate the project budget included in the application, as follows:

Highly Qualified: Application presents a detailed budget including the source of funds and amount for each major project activity, milestones, and deliverables. The application includes a detailed budget that shows the total project cost, all funding sources and amounts, and percentage of total project costs. The application is fully responsive and provides detailed information about all Federal funding requests particularly those that would leverage other Federal funding opportunities.

Qualified: Application includes a cursory budget. The budget includes each major project activity, milestone and deliverable but does not specify the source of funds and amount for each. The budget lacks detail on the total project cost, funding sources and amounts, and percentage of total project costs. The application is not fully responsive or provides limited information about all Federal funding requests.

Not Qualified: No budget is included in the application. Information contained in the budget is incomplete.

b. Bridge Projects and Large Bridge Projects

For FY 2022, DOT 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. The DOT will also use the project outcome criteria to assess how a project will advance DOT policy areas of safety, reduction in surface transportation greenhouse emissions, increased resilience to climate change, equitable transportation options and access, promoting competitiveness of the U.S. economy, improving job opportunities, and accommodating new emerging technologies.

Criterion #1: State of Good Repair

The DOT will assess how the project will contribute to a state of good repair by: (1) improving the condition of a bridge in poor condition or in fair condition and at risk of falling into poor condition within the next three years²¹; (2) improving protection, such as seismic or scour protection, to provide long-term resiliency to extreme weather events, flooding, or other natural disasters; and (3) reducing maintenance costs. The application should include a detailed plan of the major activities that will be undertaken to address (1) or (2), and (3), with each supported by quantifiable data that supports the anticipated benefits of the project. The data should show how the project will improve the condition of the bridge(s) by reducing the total person miles traveled over the bridge(s): (1) in poor condition or in fair condition and at risk of falling into poor condition within in the next three years; (2) that do not meet current geometric design standards; and (3) that cannot meet the load and traffic requirements typical of the regional transportation network. The application should contain data that classifies each bridge with a condition rating of good, fair, or poor, along with supporting data for the condition classification²². For bridges in fair condition, the application should include quantifiable data that demonstrates the risk of the bridge falling into poor condition within the next three years from the date of the application deadline, if applicable. The proposed project should be consistent with relevant plans to maintain transportation facilities or systems in a state of good repair, including how the project is consistent with the objectives of an asset management plan of the project sponsor, including a State asset management plan under 23 U.S.C. § 119(e) in the case of a project on the National Highway System that is sponsored by a State. The DOT will consider whether the project includes a maintenance plan that demonstrates the project funded with BIP grant funds will be maintained in a state of good repair.

Selection Criteria	Non-Responsive	Responsive	Highly Responsive
State of Good Repair	The application contains insufficient information to allow reviewers to assess one of the following: (1.a) the condition of the bridge to support a finding that the bridge is in poor condition or in fair condition and at risk of falling into poor	The application describes: (1.a) a bridge that is in poor condition or in fair condition and at risk of failing into poor condition within the next 3 years, but the data included in the application is not quantifiable to fully demonstrate current condition of the bridge or the risk of falling into poor	The application includes quantifiable data that demonstrates: (1.a) the bridge is in poor condition or in fair condition and at risk of falling into poor condition within the next three years from the date of the Bridge Project or Large Bridge Project application deadline; (1.b) that the bridge does not meet

²¹ 23 CFR 490.409 provides definition and methodology for classifying bridges in fair and poor condition.

²² 23 CFR 490.409 provides definition and methodology for classifying bridges in fair and poor condition.

Selection Criteria	Non-Responsive	Responsive	Highly Responsive
	<p>condition within the next 3 years;</p> <p>(1.b) whether the bridge does not meet current geometric design standards or cannot meet the load and traffic requirements typical of the regional network;</p> <p>(1.c) whether if the bridge is not improved, there is a threat to the future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth due to a closure or reduction in use;</p> <p>(1.d) how the project will improve protection, such as seismic or scour protection, to improve the bridge's long-term resiliency; OR contains insufficient information to allow the reviewers to assess one or more of the following:</p> <p>(2) how the project will reduce maintenance costs; or</p> <p>(3) whether the project is in an asset management plan or consistent with an asset management plan.</p>	<p>condition within the next 3 years; or</p> <p>(1.b) a bridge does not meet current geometric design standards or cannot meet the load and traffic requirements typical of the regional transportation network, but this is not supported with appropriate geometric requirements established by the State; or</p> <p>(1.c) The application mentions but does not demonstrate that if the bridge is not improved, there is a threat to the future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth due to a closure or reduction in use; or</p> <p>(1.d) The application mentions but does not demonstrate how the project will improve protection, such as seismic or scour protection, to improve the bridge's long-term resiliency; or</p> <p>(2) The project does not provide details on maintenance costs of the current bridge and reduced costs following the project or how the project will be maintained in a state of good repair; or</p>	<p>current geometric design standards; or cannot meet the load and traffic requirements typical of the regional transportation network; (1.c) the application demonstrates that if the bridge is not improved, there is a threat to the future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth due to a closure or reduction in use; or (1.d) the project will improve protection, such as seismic or scour protection, to improve the bridge's long-term resiliency.</p> <p>The major activities proposed to improve the condition of the bridge are feasible and the application provides a detailed description of the project plan, supported by data, that shows how the project will address one or more of the items listed above, including the number of bridges to be improved and the total person miles traveled that would be impacted by the improvement; AND (2) The application provides verifiable data that the project will reduce maintenance costs and the</p>

Selection Criteria	Non-Responsive	Responsive	Highly Responsive
		(3) The application indicates that the project is in an asset management plan but does not demonstrate how it is consistent with the plan.	project will be maintained in a state of good repair; AND (3) The application demonstrates that the project is consistent with the objectives of an asset management plan.

Criterion #2: Safety

The DOT will assess how the project will improve the safety of the bridge and associated sections of roadway. The application should include verifiable data on: (1) the number and type of crashes including serious injuries, and fatalities on or near the bridge; (2) how the project will target known and documented, if any safety problems with the bridge, within the project area or wider transportation network; and (3) how the project will protect motorized and non-motorized travelers or communities from health and safety risks. The application should provide a narrative describing how the project will improve the bridge and associated sections of roadway. The application should address the inclusion of improvements to safety features such as but not limited to traffic signs, pavement markings, multimodal accommodations, and physical bicycle and pedestrian barrier separations. The application should address whether and, if so how, the project has been or could be designed and operated to maximize the existing right-of-way for accommodation of non-motorized modes and transit options that increase safety and connectivity. The application should provide evidence to support the claimed level of effectiveness of the project in improving all safety concerns and proposed improvements for the bridge.

Selection Criteria	Non-Responsive	Responsive	Highly Responsive
Safety	The application contains insufficient information to assess one or more of the following: (1) new and continued safety benefits that will be achieved in reducing accidents, injuries, or fatalities; (2) safety problems with the bridge, within the project area or wider transportation network if any and how the project will	The application describes: (1) new and continued safety benefits that will be achieved in reducing crashes, injuries, or fatalities; (2) safety problems with the bridge, within the project area or wider transportation network, if any; or (3) how the	The application provides verifiable data on: (1) the number and type of accidents including serious injuries, and fatalities on or affected by the bridge; (2) how the project will target known, documented, if any, safety problems with the bridge, within the project area or wider transportation

Selection Criteria	Non-Responsive	Responsive	Highly Responsive
	<p>address these problems; or (3) how the project will protect motorize and non-motorized travelers or communities from health and safety risks including improvements to, the addition of, or continuation of safety features.</p>	<p>project will protect motorize and non-motorized travelers or communities from health and safety risks including improvements to, the addition of, or continuation of safety features. The application generally describes whether, and if so how, the project will improve the safety of the bridge and associated sections of roadway. The application generally describes whether and how, the project has been or could be designed and operated to maximize the existing right-of-way for accommodation of non-motorized modes and transit options that increase safety and connectivity. But the application lacks sufficient data to allow reviewers to determine the claimed level of effectiveness of the project in improving the described safety concern, if any, for the bridge.</p>	<p>network; and (3) demonstrate how the project will protect motorized and non-motorized travelers or communities from health and safety risks including improvements to, the addition of, or continuation of, safety features. The application provides detailed information about whether and, if so how, the project will improve the safety of the bridge and associated sections of roadway. The application provides detailed information about whether and, if so how, the project has been or could be designed and operated to maximize the existing right-of-way for accommodation of non-motorized modes and transit options that increase safety and connectivity. The application provides evidence to support the claimed level of effectiveness of the project in improving all documented safety concerns, if any, for the bridge.</p>

Criterion #3: Mobility and Economic Competitiveness

The DOT will assess the number of bridges and the total person miles traveled expected to be impacted by the project or how the project will improve the mobility, efficiency, and reliability of the movement of people and freight, accounting for current traffic demands and estimated future demands. In addressing this criterion, competitive applications will use the information provided under the state of good repair criterion to support how improvements will improve the flow of a regional network by addressing current geometric conditions of the bridge, whether those conditions are sufficient for load and traffic requirements of the regional networks or will improve mobility of people and freight by reducing the person miles traveled impacted by these conditions. Projects that increase mobility for freight movement and improve supply chains should describe the improvements in detail, with verifiable estimates of anticipated improvements, including the anticipated impacts to congestion reduction and reliability improvements.

The application should describe in detail how the project is expected to support a strong economy and labor market and thereby contribute to national or regional significance and benefits. This includes the creation of good-paying jobs with the free and fair choice to join a union, and the incorporation of strong labor standards including project labor agreements, use of local and economic hiring preferences, workforce development programs and registered apprenticeships, and labor management partnerships. The application should also describe in detail how the project is expected to support the hiring and retention of historically underrepresented groups of workers, including through use of local and economic hiring preferences, investments in high-quality workforce development programs with supportive services, and other policies²³.

Selection Criteria	Non-Responsive	Responsive	Highly Responsive
Mobility and Economic Competitiveness	The application contains insufficient information to allow reviewers to assess one or more of the following: (1) Improvements to the efficiency or reliability of the movement of people and freight	The application describes: (1) the number of structures and the total person miles traveled expected to be impacted by the project and improvements to the efficiency or reliability of the movement of people and freight through the project corridor, but does not provide data to	The application provides a detailed description of the number of structures and the total person miles traveled expected to be impacted by the project and how the project will improve the mobility, efficiency, and reliability of the movement of people and freight, accounting for current traffic demands and

Selection Criteria	Non-Responsive	Responsive	Highly Responsive
	<p>through the project corridor, including congestion reduction;</p> <p>(2) Current geometric design features of the bridge;</p> <p>(3) National or regional economic benefits.</p>	<p>support claims or projections for long-term benefits;</p> <p>(2) current geometric design features of the bridge without context for required geometric tolerances for the load and traffic requirements of the regional networks; (3) an increase in mobility for freight movement and improve supply chains by reducing congestion and improving reliability; (4) National or regional economic benefits are anticipated by the project, but data to support these benefits are not substantiated; (5) The project sponsor demonstrates significant creation of good-paying jobs with a free and fair choice to join a union and the incorporation of strong labor standards. and includes strategies for bring underrepresented workers into the workforce. OR (6) the applicant describes how the project will result in hiring and retention of historically underrepresented group into good-paying jobs</p>	<p>estimated future demands. The application uses the information provided under the state of good repair criterion to support how improvements will improve the flow of a regional network by addressing current geometric conditions of the bridge, whether those conditions are sufficient for load and traffic requirements of the regional networks or will improve mobility of people and freight by reducing the person miles traveled impacted by these conditions. The application demonstrates that the project will increase mobility for freight movement and improve supply chains by reducing congestion and improving reliability. The application includes verifiable estimates of the anticipated improvements including improvements that may result in greater land-use productivity. OR</p> <p>The project sponsor demonstrates creation of good-paying jobs, that may result in equitable access to those jobs, with a free and fair choice to join a union and the incorporation of</p>

Selection Criteria	Non-Responsive	Responsive	Highly Responsive
			strong labor standards and includes strategies for bring underrepresented workers into the workforce. This can be documented by a signed letter from a labor union, or worker organization that describes the number and characteristics of high-quality jobs on the project.

Criterion #4: Climate Change, Resiliency, and the Environment

The DOT will assess whether the project will address climate change, improve resiliency, support environmental sustainability, and address environmental justice based on data submitted with the application that demonstrates the benefits to each of these areas of consideration. The application should include a detailed discussion of how, the project will reduce air pollution and greenhouse gas emissions from motor vehicles, including increasing use of lower-carbon travel modes such as transit and active transportation; incorporate lower-carbon pavement and construction materials; improve resiliency of at-risk infrastructure by improving disaster preparedness and resilience to all hazards, including long-term resiliency to extreme weather events, flooding, or other natural disasters, and the risks associated with climate change,; improve wildlife connectivity, especially for aquatic species; or address the disproportionate negative environmental impacts of transportation on disadvantaged communities.

Selection Criteria	Non-Responsive	Responsive	Highly Responsive
Climate Change, Resiliency, and the Environment	The application contains insufficient information to assess one or more of the following: (1) reduction of air pollution or greenhouse gas emissions (including increasing use of lower carbon travel modes such as transit	The application describes: (1) a reduction of air pollution or greenhouse gas emissions, but does not provide data to support a reduction (including increasing use of lower carbon travel modes such as transit and active transportation); (2) improved resiliency of at-risk infrastructure without providing data that the	The application includes quantifiable data that demonstrates: (1) a reduction of air pollution or greenhouse gases (including increasing use of lower carbon travel modes such as transit and active transportation); (2) improved resiliency of at-risk infrastructure; (3) improve wildlife

	and active transportation); (2) improve resiliency of at- risk infrastructure; (3) improvement to wildlife connectivity, especially for aquatic species; or (4) address negative environmental impacts on disadvantaged communities.	project would withstand the likelihood of an event or risk; (3) indicates an improvement in wildlife connectivity, but does not support current or projected connectivity with data; or (4) describes how disadvantaged communities will not be impacted without supporting data.	connectivity especially for aquatic species; or (4) addresses the disproportionate negative environmental impacts on disadvantaged communities.
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Criterion #5: Quality of Life

The DOT will consider the extent to which a project will improve the quality of life for local, regional, or national users of the facility based on the location of the project. Applicants should provide information about public engagement during the project's planning, consideration of quality of life benefits to all affected by the project, and how these contributed to the design of the project. At a minimum, applicants should describe (1) the consideration of benefits to nonvehicular and public transportation users, and (2) the extent to which the project will provide person mobility benefits including congestion reduction and reliability. Competitive applications will demonstrate partnerships with State, local, community-based, and private entities in the planning and designing of the project to provide the most benefits to all affected by the project, and the roles of these entities in the planning, design, construction, and operation of the project.

The DOT will consider how the project will proactively 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. This may include increasing affordable transportation choices, especially for transportation disadvantaged communities. It should also describe how the project has or will meaningfully engage communities affected by the project, with effective public participation that is accessible to all persons regardless of race, color, national origin, disability, age, and sex. Equity considerations should be integrated into planning, development, and implementation of transportation investments, including utilization of Disadvantaged Business Enterprises (DBE). The application should describe any public involvement plan or targeted outreach, demonstrating engagement of diverse input such as community-based organizations during project planning and consideration of such input in the decision-making. The project application should describe planning and engagement in the project design phase to mitigate and, to the greatest extent possible, prevent, physical and economic displacement. The project application should also describe how the

project is expected to support the hiring and retention of historically underrepresented groups of workers, including through use of local and economic hiring preferences, investments in high-quality workforce development programs with supportive services, and other policies.

Selection Criteria	Non-Responsive	Responsive	Highly Responsive
Quality of Life	The application contains insufficient information to assess one or more of the following: (1) how the project has or will engage communities affected by the project; (2) what considerations for nonvehicular and public transportation were included in the project; (3) how the project will provide congestion reduction or reliability benefits to person mobility.	The application describes: (1) a plan to engage affected communities, but does not provide details on who will be engaged or how engagement will occur or has occurred; (2) incorporation of nonvehicular and/or public transportation on the project but does not describe benefits realized; (3) an expected reduction in congestion and improved reliability but fails to quantify the benefits.	The application includes (1) verifiable evidence that demonstrates the project has or will engage diverse people and communities, particularly Historically Disadvantaged Communities or populations, or Areas of Persistent Poverty with effective public participation that is accessible to all persons regardless of race, color, national origin, disability, age, and sex and taking into account consideration of such input in the planning, development, and implementation of the project decision-making process;(2) the application describes how the planning and engagement in the project design phase will mitigate and, to the greatest extent possible, prevent, physical and economic displacement, as may

			<p>be required by the project; (3) the project incorporates nonvehicular and/or public transportation into the project and provides quantifiable benefits to the quality of life of the users; (4),the application includes information as to how the project may advance equitable access to housing and transportation; (5) the project provides congestion reduction and improved reliability in the project corridor with realistic estimates of improved travel time and traffic throughput.</p>
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Criterion #6: Innovation

The DOT will assess whether and to what extent the applicant describes and documents how the project will deploy innovative financing, innovative project designs or construction techniques, and innovative technology and the benefits of those methods. The DOT will consider the extent to which innovative financing is utilized on the project, including the use of bundling of projects and benefits of executing the project as a bundle compared to individual projects.²⁴

Selection Criteria	Non-Responsive	Responsive	Highly Responsive
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²⁴ For innovative safety proposals, DOT will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. The DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system. Please note that all innovative technology must be in compliance with 2 CFR 200.216.

Innovation	The application contains insufficient information to assess innovation benefits.	The application describes the use of an innovative technique, technology, or financing methodology, but does not provide sufficient information on the innovation or quantitative benefits from using the innovation.	The application includes quantitative benefits for the use of an innovative technique, technology, or financing.
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2. Review and Selection Process

a. Planning Projects

The DOT will evaluate BIP Planning project applications in accordance with the evaluation process discussed below.

The DOT will conduct an application intake and eligibility review by providing an initial eligibility screening based on the statutory eligibility criteria in Section C. Only eligible projects will be evaluated against the project outcome criteria in Section E.

The DOT will establish a Technical Review Team to review each eligible application. The team will be composed of individuals from FHWA. The team will review each application against the project outcome criteria in each of the categories and assign a rating of “Highly Recommended,” “Recommended,” or “Not Recommended,” to each application.

A **Highly Recommended** project is one that meets all Highly Qualified project criteria.

A **Recommended** project is one that receives one Qualified rating on a project selection criterion and then Qualified or Highly Qualified on the remaining project selection criteria.

A **Not Recommended** project is one that does not meet one or more of the statutory eligibility criteria or an eligible application that receives at least one Not Qualified on a project selection criterion.

DOT Planning Priority Considerations

The DOT will give priority consideration to Highly Recommended Planning Project applications that (1) demonstrate that in the absence of a BIP Planning grant the project sponsor(s) will be unable to begin or complete the planning process for a BIP Large Bridge Project, and (2) are for one of the following:

1. To complete the planning process for a Large Bridge Project that will replace, rehabilitate, preserve, or protect a bridge in poor condition on the National Bridge Inventory and an anticipated construction start date within two years of completion of the planning process; or

2. To begin and complete the planning process for a Large Bridge Project that will replace, rehabilitate, preserve, or protect a bridge in poor condition on the National Bridge Inventory.

The Technical Review Team will also evaluate each application's responsiveness to the DOT Planning Priority Considerations.

The rating for each Planning project and evaluation of responsiveness to the DOT Planning Priority Considerations will be sent to a Second Level Review Team. The Second Level Review Team is comprised of FHWA Senior Leadership. The Second Level Review Team will consider the applications and the technical evaluations, and determine which projects to advance to the FHWA Administrator. After consideration of the ratings, the FHWA Administrator may take into account the application's responsiveness to the DOT Planning Priority Considerations and determine which projects to advance to the Secretary. The final Planning Project funding decisions will be made by the Secretary.

b. Review and Selection Process for Bridge Projects and Large Bridge Projects

The DOT will conduct an application intake and eligibility review by providing an initial eligibility screening based on the statutory eligibility criteria in Section C. Only eligible projects will be evaluated against the project outcome criteria in Section E.2.b.

The BIP evaluation process consists of an Analysis Phase and Senior Review Phase. In the Analysis Phase, teams will, for each project, rate how well it addresses the project outcome criteria using the rating system in Section E.2 as follows:

i. Project Outcome Selection Criteria Responsiveness Ratings.

Rating	Description
High	All 6 Criteria, including State of Good Repair and Safety, are ranked Highly Responsive
Medium-High	5 or more Criteria, including State of Good Repair and Safety, are ranked Highly Responsive
Medium	4 or more Criteria, including State of Good Repair and Safety, are ranked Highly Responsive
Medium-Low	State of Good Repair or Safety are ranked Responsive or 3 or fewer Criteria are ranked Highly Responsive
Low	One or more Criteria are ranked non-Responsive

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ii. Economic Analysis Rating

The DOT 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. To the extent possible, DOT will rely on quantitative, evidence-based, and data-supported analysis in this assessment. Based on the DOT's assessment, DOT will assign an economic analysis rating of high, medium-high, medium, medium-low, or low according to the following table:

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

iii. Project Readiness Rating

The DOT will consider project readiness to assess the likelihood of a successful project. In that project readiness analysis, DOT will consider three evaluation ratings: Environmental Risk, Technical Assessment, and Financial Completeness Assessment. The application should contain a section that explicitly addresses Environmental Risk, but the Technical Assessment and Financial Completeness Assessment will be based on information contained throughout the application.

Environmental Risk assessment analyzes the project's environmental approvals and likelihood of the necessary approval affecting project obligation, and results in a rating of "high risk," "moderate risk," or "low risk." The Technical Assessment will be reviewed for all eligible applications and will assess the applicant's capacity to successfully deliver the project in compliance with applicable Federal requirements based on factors including the recipient's experience working with Federal Agencies, civil rights compliance (including compliance with Title VI of the Civil Rights Act of 1964 and accompanying DOT regulations, the Americans with Disability Act, and Section 504 of the Rehabilitation Act), previous experience with DOT discretionary grant awards and the technical experience and resources dedicated to the project.

Technical Assessment ratings will be one of the following: “certain,” “somewhat certain or unknown,” or “uncertain.” Lack of previous project delivery according to Federal requirements is not sufficient justification for a rating of “uncertain,” but may result in a rating of “unknown.”

The Financial Completeness Assessment reviews the availability of matching funds and whether the applicant presented a complete funding package, and will receive a rating of “complete,” “partially complete,” or “incomplete.” For projects that receive a rating of “complete” and include funding estimates that are based on early stages of design (e.g., less than 30 percent design) or outdated cost estimates, without specified contingency, evaluators may add a comment to note the potential for uncertainty in the estimated project costs. All applicants should describe a plan to address potential cost overruns and future maintenance and preservation costs and how those costs will be funded.

The Project Readiness Ratings described above will be translated to a high, medium-high, medium, medium-low, or low rating, using the table below:

Rating	1	2	3
Technical Assessment	Uncertain: The team is not confident in the applicant’s capacity to deliver this project in a manner that satisfies Federal requirements	Somewhat Certain/Unknown: The team is moderately confident in the applicant’s capacity to deliver the project in a manner that satisfies Federal requirements	Certain: The team is confident in the applicant’s capacity to deliver the project in a manner that satisfies Federal requirements
Financial Completeness	Incomplete Funding: The project lacks full funding, or one or more Federal or non-Federal match sources are still uncertain as to whether they will be secured in time to meet the project’s construction schedule	Partially Complete/Appears Stable and Highly Likely to be Available: Project funding is not fully committed but appears highly likely to be secured in time to meet the project’s construction schedule	Complete, Stable and Committed: The Project’s Federal and non-Federal sources are fully committed and there is demonstrated funding available to cover contingency/cost increases.
Environmental Review and Permitting Risk	High Risk: The project has not completed or begun NEPA and there are known	Moderate Risk: The project has not completed NEPA or secured necessary Federal permits, and	Low Risk: The Project has completed NEPA, or it is highly likely that they will be able to complete

	environmental, or litigation concerns associated with the project.	it is uncertain whether they will be able to complete NEPA or secure necessary Federal permits in the time necessary to meet their project schedule.	NEPA and other environmental reviews in the time necessary to meet their project schedule.
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Rating	Description
High	All 3's
Medium-High	Two 3's, one 2
Medium	One 3, two 2's
Medium-Low	All 2's
Low	Any 1's

iv. Overall Application Rating; DOT Priority Considerations; and Project Selection Process

Bridge Project and Large Bridge Project Overall Rating

The DOT will assign each eligible project a rating of Highly Recommended, Recommended, or Not Recommended for Bridge Project and Large Bridge Project grant requests. The rating will be assigned by DOT on the following basis:

A rating of **“Highly Recommended”** will be assigned to a project that:

- Meets all of the eligibility requirements;
- Received a Highly Responsive rating for State of Good Repair and Safety, and at least three out of the four remaining project outcome criteria received a Highly Responsive rating; and
- Received no less than a Medium-High for both economic analysis and project readiness.

A rating of **“Recommended”** will be assigned to a project that:

- Meets all of the eligibility requirements;
- Received a Highly Responsive rating for State of Good Repair and Safety, and at least two out of the four remaining criteria received a Highly Responsive rating; and
- Received no less than a Medium for both economic analysis and project readiness.

A rating of **“Not Recommended”** will be assigned to a project that:

- Does not meet one or more of eligibility requirements;
- Received a Non-Responsive on any of the criteria;

- Is not otherwise assigned a “Highly Recommended” or “Recommended” rating.

DOT Priority Considerations – Large Bridge Projects

For FY 2022, DOT will give priority consideration to funding Large Bridge Projects of bridges in poor condition or in fair condition and at risk of falling into poor condition within the next three years and that demonstrate but for a BIP grant the project sponsor(s) will be unable to complete the Large Bridge Project, and the project has one or more of the following characteristics:

1. The geometric design standards used for the construction of the bridge met the applicable standards at that time but no longer meets the current geometric design standards;
2. The total future eligible project costs are no less than \$1 billion;
3. The application demonstrated a need for a BIP grant of not less than \$100 million;
4. The project readiness evaluation demonstrates that the project can distribute a BIP grant of not less than \$100 million over a four-year period if a multi-year grant is awarded to the project;
5. The applicants are a Federal Land Management Agency who owns the bridge and a State, and Large Bridge Project application provides evidence that upon completion of the project, the bridge will be divested; and
6. The project is or will be ready to proceed to the next stage of project delivery within 12 months of a Categorical Exclusion Determination, Finding of No Significant Impact, or Record of Decision.
7. The project includes accommodation for transit such as the inclusion of bus rapid lanes on the bridge²⁵.
8. The project has national or regional economic significance.
9. Without a FY 2022 BIP grant, construction of the project is unlikely to commence before September 30, 2025.

²⁵This priority consideration does not mean that transit only bridges are eligible for BIP assistance. Transit only bridges are not highway bridges nor are they included in the NBI and therefore do not meet the BIP eligibility criteria.

DOT Priority Considerations – Bridge Projects

For FY 2022, DOT will give priority consideration to funding Bridge Projects for bridges in poor condition or in fair condition and at risk of falling into poor condition within in the next 3 years that demonstrate but for a BIP grant the project sponsor(s) will be unable to complete final design and any necessary right-of-way acquisition and construction, and the project:

1. Is or will be ready to proceed to final design, and right-of-way acquisition if necessary, within 12 months of a Categorical Exclusion Determination, Finding of No Significant Impact, or Record of Decision; and
2. The project schedule and budget demonstrate that a two-phased BIP funding approach is feasible with an initial obligation of BIP funds to complete final design, and any right-of-way acquisition, and proceed to the construction phase within 12 months of the initial award of FY 2022 BIP funds. The second obligation of BIP funds for construction will be, based upon the results of preliminary engineering and FHWA approval of the plans, specifications, and estimate for the project or request for proposals, which is reasonably expected to begin construction within 18 months of the first obligation of BIP funds²⁶.
3. Without a FY 2022 BIP grant, construction of the project is unlikely to commence before September 30, 2025.

The Analysis Team will also evaluate each application's responsiveness to the DOT Priority Considerations.

v. Selection Process

The Analysis Team will send the overall project rating for each Bridge Project and Large Bridge Project and evaluation of responsiveness to the DOT Priority Considerations to a Second Level Review Team. The Second Level Review Team is comprised of FHWA Senior Leadership. The Second Level Review Team will determine which Highly Recommended projects to advance to the FHWA Administrator. The Second Level Review team may also recommend for selection Recommended projects that meet one or more of the priority considerations. When recommending a Recommended project over a Highly Recommended project, the Second Level Review Team will select Recommended projects by considering how well the project addressed the project outcome criteria and number of criteria rated High as well as the project's High ratings under project readiness. The FHWA Administrator will determine which Highly

²⁶ If selected for a FY 2022 BIP award, the funds will be obligated on a phased basis. The funds for completion of preliminary engineering will be obligated first. The remainder of the BIP award will be obligated upon completion of preliminary engineering and FHWA approval of PS&E, subject to the availability of BIP funds.

Recommended projects, and any Recommended projects to advance to the Secretary after considering the Second Level Review Team recommendations including the responsiveness to the DOT Priority Considerations.

In addition, the FHWA Administrator may advise the Secretary on options for reduced awards, awards under a different funding category than identified in the application, and in the case of a bridge bundle, options for funding certain bridges of the bundle that are immediately ready to proceed to construction upon award, providing separate grants for bridges in the bundle that may need to complete NEPA, or to remove bridges from the bundle altogether from consideration.

The Secretary makes final project selections. The Secretary will prioritize selections among the projects advanced by the Administrator. The Secretary's selections identify the applications that best address the BIP program goals, statutory selection criteria and DOT Priority Considerations, and ensure the effective use of Federal funding while also improving transportation safety, reducing surface transportation-related greenhouse gas emissions, delivering equitable transportation options and access, and accommodating new and emerging technologies.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR 200.206. The FHWA must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself. The FHWA will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

SECTION F - FEDERAL AWARD ADMINISTRATION INFORMATION

1. Federal Award Notice

The FHWA will announce the awarded projects by posting a list of selected projects at [BIP - Funding Programs - Management and Preservation - Bridges & Structures - Federal Highway Administration \(dot.gov\)](#). Following the announcement, successful applicants and unsuccessful applicants will be notified separately.

2. Administrative and National Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR Part 200, as adopted by DOT at 2 CFR part 1201. Applicable Federal laws, rules, and regulations set forth in title 23, U.S.C., and title 23 of the CFR, shall apply to awards provided under this program.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of DOT; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied, or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

As expressed in Executive Order 14005, *Ensuring the Future Is Made in All of America by All of America's Workers* (86 FR 7475), it is the policy of the executive branch to maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. The Bridge Investment Program is an infrastructure program subject to the Build America, Buy America Act (Pub. L. No 117-58, div. G §§ 70901–70927). As well as 23 U.S.C. § 313. The Department expects all recipients to be able to complete their project without needing a waiver. However, to obtain a waiver, a recipient must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project.

Recipients of Federal transportation funding will be required to comply fully with the ADA, Title VI of the Civil Rights Act of 1964, and all other civil rights requirements. The

Department's and the applicable Operating Administrations' Office of Civil Rights may work with awarded projects to ensure full compliance with Federal civil rights requirements.

Recipients of an award under this program are also required to comply fully with the Davis-Bacon Act (40 U.S.C. §§ 3141-3148), which requires all laborers and mechanics employed by contractors or subcontractors in the performance of construction, alteration, or repair work on a project assisted in whole or in part by an award made available under this program, be paid wages at rates not less than those prevailing on similar projects in the locality, as determined by the Secretary of Labor.

Each applicant selected for an award under this notice must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the type and scale of the bridge project or projects involved. Projects that have not considered and addressed physical and cyber security risks relevant to the type and scale of the bridge project or projects involved, and resilience, as determined by DOT and the Department of Homeland Security, may be required to do so before receiving funds for construction, consistent with Presidential Policy Directive 21 - Critical Infrastructure Security and Resilience and the National Security Presidential Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems.

3. Reporting

a. Progress Reporting on Grant Activities

Required reporting follows the requirements for regular Federal-aid projects. Each applicant selected for BIP grant funding must submit quarterly progress reports and Federal Financial Reports ([SF-425](#)) to monitor project progress and ensure accountability and financial transparency in the BIP grant program. State DOTs and other recipients within the State should submit progress reports to the FHWA Division office, which will report to FHWA Headquarters (HQ). Tribes and FLMA should submit progress reports to the FHWA Office of Federal Lands Highway which will report to FHWA HQ.

To the extent possible, each applicant selected for discretionary grant funding must demonstrate effort to consider climate change and sustainability impacts, consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619), as well as efforts to improve racial equity and reduce barriers to opportunity, consistent with Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009). To the extent that applicants have not sufficiently considered job quality and labor rights in their planning, as determined by the Department of Labor, the applicants will be required to do so before receiving funds for construction, consistent with Executive Order 14025, *Worker Organizing and Empowerment* (86 FR 22829), and Executive Order 14052, *Implementation of the Infrastructure Investment and Jobs Act* (86 FR 64335).

The project sponsor will work with DOT to identify actions that achieve these goals, are appropriate for their project, and can be carried out by the project sponsor. If a project sponsor is unable to identify any such actions, the sponsor may be asked to submit a report to DOT describing the actions that were considered.

b. Program Evaluation

As a condition of grant award, BIP grant recipients may be required to participate in an evaluation undertaken by DOT, or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. The Department may require applicants to collect data elements to aid the evaluation. As a part of the evaluation, as a condition of award, grant recipients must agree to: (1) make records available to the evaluation contractor; (2) provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; and (4) follow evaluation procedures as specified by the evaluation contractor or DOT staff.

The BIP grant recipients are also encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure the effectiveness of their projects and strategies. Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115–435 (2019) urges Federal awarding agencies and Federal assistance recipients and sub-recipients to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency” (codified at 5 U.S.C. § 311). For BIP grant recipients, evaluation expenses are allowable costs (either as direct or indirect), unless prohibited by statute or regulation, and such expenses may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation (2 CFR part 200).

SECTION G - FEDERAL AWARDING AGENCY CONTACT(S)

For questions concerning this NOFO and the BIP program, please contact:

Angela Jones
Agreement Specialist
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.,
Washington, DC 20590
Email: BridgeImprovementProgram@dot.gov (preferred)
Phone: 202-466-4255

Alternate:

Robin Hobbs
Agreement Officer/Team Leader
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.,
Washington, DC 20590
Email: BridgeImprovementProgram@dot.gov (preferred)
Phone: 202-366-4004

SECTION H – OTHER INFORMATION

1. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) State on the cover of that document that it “Contains Confidential Business Information (CBI)”; (2) mark each page that contains confidential information with “CBI”; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. The DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 CFR 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

2. Publication/Sharing of Application Information.

Following the completion of the selection process and announcement of awards, DOT intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1, DOT may make application narratives publicly available or share application information within DOT or with other Federal Agencies if DOT determines that sharing is relevant to the respective program’s objectives.

3. DOT Feedback on Applications

Debriefs by BIP staff are available to applicants not selected for award to receive information about the BIP project’s evaluation.