



ARC



WILDLIFE INFRASTRUCTURE AT-A-GLANCE

BRIDGE INVESTMENT PROGRAM (BIP)

LARGE BRIDGE PROJECT GRANTS (23 USC § 124)

FY25-26 Next Steps: The FY23-26 Notice of Funding Opportunity for the *Bridge Investment Program - Large Bridge Projects* (total costs of more than \$100M) established a “rolling application” process. For FY25, Large Bridge Project applications are due by 11:59 p.m. EDT on August 1, 2024. For FY26, Large Bridge Project applications are due by 11:59 p.m. EDT on August 1, 2025.¹

Key features of the BIP Large Bridge Projects program are described below, including:

- ❖ The total amount of funding allocated to the program for Federal FY22-FY26
- ❖ A summary of eligible wildlife-related projects and eligible funding recipients
- ❖ An overview of the competitive grant process for accessing these funding sources
- ❖ The amount of the project that can be supported by Federal funds
- ❖ Additional Resources:
 - [Notice of Funding Opportunity](#)
 - [Program Webpage](#)
 - [Biden-Harris Administration Opens Applications for Nearly \\$10 Billion in Funding to Improve Nation’s Bridges](#)
 - [Bridge Investment Program Fact Sheet](#)
 - [Application Template](#)
 - [Benefit-Cost Analysis Tool](#)

Amount: \$12.5B total in FY22-26; approximately \$4.9B in total funding will be available during FY25-26 for Large Bridge and Bridge Projects ([Notice](#) p.1, 15).

Eligible wildlife-related projects: Aimed at encouraging investment to improve the condition, safety, efficiency, and reliability of our nation’s bridges and culvert system for both people and freight, eligible activities include projects to replace, rehabilitate, preserve, or protect bridges on the National Bridge Inventory, including bundles of projects and projects to “replace or rehabilitate culverts for the purpose of improving flood control and *improved habitat connectivity for aquatic species*” ([Notice](#) p. 21 n.16, 48, 59-60 (*emphasis added*)). Environmental mitigation measures also qualify as an eligible expense for bridge re/construction projects, *see* [Notice](#) p. 25 (eligible project costs include “construction, which includes ... environmental mitigation”); *see also* 23 USC § 101(a)(4)(H) (revising the statutory definition of the term “construction” to expressly include “improvements that reduce the number of wildlife-vehicle collisions, such as wildlife crossing structures”) ([Notice](#) pp. 11, 15-17).

¹ The FY23-24 funding cycle for BIP Large Bridge Projects closed on December 4, 2023. A separate At-A-Glance summary for BIP Bridge Projects (total project costs of \$100M or less) and BIP Planning Projects is available [here](#).

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Eligible applicants:

- A State or group of States (or their political subdivisions)
- Metropolitan planning organizations serving populations of over 200,000
- A local government unit or group of local governments
- A political subdivision of a local government or state
- Special purpose districts or public authorities with a transportation function
- Federal land management agencies
- Tribal governments or a consortium of Tribal governments
- Multistate or multi-jurisdictional groups of entities described above
([Notice](#) p. 19)

Process: Competitive grant process. Evaluation criteria vary based on the type of project but generally include whether the project addresses a needed improvement to the bridge's condition and whether the project will benefit safety, human and freight mobility, the national or regional economy, long-term infrastructure resiliency, and the environment, including wildlife connectivity, as well as other considerations ([Notice](#) pp. 47-49).

As part of the new "rolling application" process, applications that are determined to be ineligible will be provided with feedback within approximately 30 days and applicants will then have an opportunity to submit an amended application. In addition, applications that are not awarded despite being rated as "Highly Recommended" and "Recommended" will be "carried forward for consideration under the next fiscal year." ([Notice](#) pp. 12-13).

Federal-share payable: Awards for Large Bridge Projects are capped at 50% of total eligible project costs. In addition, total Federal assistance for a BIP project may not exceed the maximum Federal-share allowed under Section 120. Exceptions exist for eligible off-system bridge projects, which may receive total Federal assistance (BIP plus non-BIP) of up to 90% of total eligible costs. A Federal land manager, a Tribe or a consortium of Tribes may also use non-BIP Federal funds to pay for the remaining share of a BIP project ([Notice](#) pp. 15-16, 20).

Additional details of potential interest:

- **5% Limitation on Culvert Funding:** Up to 5% of BIP grant funding for each fiscal year may be made available for eligible projects consisting solely of culvert replacement or rehabilitation ([Notice](#) p. 16).
- **Award Sizes:** BIP grants for Large Bridge Projects have to be for at least \$50M ([Notice](#) p. 15).

**Information provided in this At-A-Glance summary is based on USDOT's
[FY23-26 Bridge Investment Program - Large Bridge Projects NOFO.](#)**