



WILDLIFE INFRASTRUCTURE AT-A-GLANCE

BRIDGE INVESTMENT PROGRAM (BIP)

SMALL BRIDGE AND PLANNING PROJECT GRANTS (23 USC § 124)

FY23-26 Next Steps: The [FY2023-2026 Notice of Funding Opportunity](#) (NOFO) for the Bridge Investment Program - Bridge (BIP - Small Bridge) and Planning Projects (BIP - Planning) - is now open. **During FY23-FY24, up to \$40M in funding is available for Planning projects, and up to \$4.77B in funding is available for Large Bridge (total project costs of more than \$100M) and Small Bridge projects (total project costs of \$100M or less) to replace, rehabilitate, preserve, or protect bridges on the National Bridge Inventory, including bundles of projects and projects to replace or rehabilitate culverts to improve flood control and habitat connectivity for aquatic species. Planning grant applications are due by 11:59p ET on February 19, 2024, and Small Bridge applications are due by 11:59p ET on March 19, 2024.**

Key features of the BIP grant program are described below, including:

- ❖ The total amount of funding allocated to all BIP programs 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](#)
 - [Biden-Harris Administration Opens Applications for Over \\$9 Billion in Funding to Modernize Nation's Bridges](#)
 - [Bridge Investment Program Fact Sheet](#)
 - [Bridge Investment Program - General Grant Program Information](#)
 - [Questions and Answers](#)
 - *Planning and [Small] Bridge Project Grants - LIVE Q&A Session* will be held on Thursday, January 25, 2024 at 2:00 PM ET through this [Zoom Webinar link](#)
 - *Benefit Cost Analysis Tool - LIVE Q&A Session* will be held on Tuesday, January 30, 2024 at 2:00 PM ET through this [Zoom Webinar link](#)

Amount: \$12.5B total in FY22-26; up to \$9.62M in total funding will be available from FY23-26 for Large Bridge and Small Bridge projects, plus \$20M per fiscal year for Planning projects ([Notice](#) p. 2, 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](#) at p. 1-2, 20, & n.22 (*emphasis added*)). Environmental mitigation measures also qualify as an eligible expense for bridge re/construction projects, *see* [Notice](#) at p. 25 (eligible project costs include "construction, which includes ... environmental mitigation"); *see also* 23 USC § 101(a)(4)(H).

This fact sheet was prepared by Renee Callahan, ARC Solutions, on behalf of the following partners:

ARC (Animal Road Crossing) Solutions: Contact Renee Callahan (rcallahan@arc-solutions.org)

National Parks Conservation Association: Contact Bart Melton (bmelton@npca.org)

Wildlands Network: Contact Erin Sito (e.sito@wildlandsnetwork.org)

Eligible applicants ([Notice](#) p. 19):

- A State or group of States (or their political subdivisions)¹
- Metropolitan planning organizations serving urbanized populations of over 200,000
- A local government unit or group of local governments (or their political subdivisions)
- 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

Process: Competitive grant process. Evaluation criteria vary based on project type but generally include whether the project addresses a needed improvement to the bridge’s condition and 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. 48-79).

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. 12-14).

Federal-share payable: BIP awards for Small Bridge projects are capped at 80% of total eligible costs. In addition, total Federal assistance for a BIP project may not exceed the maximum Federal-share allowed under 23 U.S. Code 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. 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:** There is no minimum or maximum award amount size for Planning grants. BIP grants for Small Bridge projects must be for at least \$2.5M. Because the maximum amount of BIP - Small Bridge assistance cannot exceed 80% of total eligible project costs, the overall project cost must be no less than \$3.125M ([Notice](#) p. 16).

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

¹ **Note:** In each State for which an eligible project is submitted between FY22-26, USDOT will award at least one Large Bridge project, or two Small Bridge projects, respectively, that are deemed justified upon evaluation. Awards are not required for eligible project deemed not to be justified. States that have already meet this requirement include: CA, CT, IL, KY and OH.