

GRANT ALERT

May 15, 2026

Bridge Investment Program - Planning and Bridge Project Grants

DEADLINES	PROGRAM NAME & LINK
<p>FY 2025 Funds Application Deadlines (<i>previously submitted applications only</i>):</p> <p>Planning Grants: May 21, 2026, 11:59 EST</p> <p>Bridge Project Grants: May 28, 2026, 11:59 EST</p> <p>FY 2026 Funds Application Deadlines (<i>new applications only</i>):</p> <p>Planning Grants: June 15, 2026, 11:59 EST</p> <p>Bridge Grants: June 29, 2026, 11:59 EST</p> <p>Grants.gov “Apply” function is open.</p> <p><i>(Submitting agencies must complete the https://www.grants.gov/Grants.gov registration process before submitting the final application; the process usually takes 2-4 weeks to complete.)</i></p>	<p>Bridge Investment Program – Planning and Bridge Project Grants</p>
DESCRIPTION	
<p>The goals of Bridge Investment Program (BIP) Planning and Bridge Projects Grants are to (1) improve the safety, efficiency, and reliability of the movement of people and freight over bridges, (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, and (3) provide financial assistance that leverages and encourages non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects.</p> <p>What’s New this Round? Changes from the previous Notice of Funding Opportunity (NOFO):</p> <ul style="list-style-type: none"> • Remove references to rescinded Executive Orders (E.O.) • Align the notice of funding opportunity (NOFO) with new E.O.s. • New section under amended applications to provide additional opportunity for applicants under consideration in the FY 2025 application cycle to amend their applications • Update changes to bicycle and pedestrian accommodation requirements • Application Templates and Updated Merit Criteria 	

ELIGIBILITY

Applicants

- A state or a group of states.
- A metropolitan planning organization (MPO) that serves an urbanized area (as designated by the U.S. Census Bureau) with a population greater than 200,000.
- A unit of local government or a group of local governments.
- A political subdivision of a state or local government.
- A special-purpose district or a public authority with a transportation function.
- A federal land management agency.
- A tribal government or a consortium of tribal governments.
- A multistate or multijurisdictional group of entities as described above.

Note: Per statutory requirements, during the period of FYs 2022 through 2026, in each State from which an eligible project is submitted and identified as meeting the requirements of a Priority State, DOT will award not fewer than 1 Large Bridge Project that is deemed justified or 2 Bridge Projects that are deemed justified. An award is not required to be made to an eligible project which was determined to not be justified under an evaluation.

Projects

Bridge Project Grant

- A project with total eligible project costs of less than \$100 million.
- A project to replace, rehabilitate, preserve, or protect one or more bridges on the [National Bridge Inventory](#) (NBI).
- A project under the BIP Program includes bridge bundling and culverts.
 - The culverts are required to be on the National Bridge Inventory.
- Eligible Project Requirements
 - The project is reasonably expected to begin construction not later than 18 months after the date on which BIP funds are obligated for the project.
 - Preliminary engineering is complete for the project.

Planning Grant

- Project for planning, feasibility analyses, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for assistance under the BIP Grant program.

FUNDING & COST-SHARING

General

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

Combined yearly totals available for BIP are not broken down for the Large Bridge Project grants and regular Bridge Projects (which will have a separate NOFO), with a total of \$3.0 billion available for FY 2025 and FY 2026 Large Bridge and Bridge Project grants.

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

Cost-Sharing

Bridge Project Grant

- For Bridge Project grants, a BIP grant shall be in an amount that is adequate to fully fund the project (in combination with other funding resources identified in the application) and not less than \$2.5 million, with a maximum award amount of not more than 80 percent of the total eligible project costs.
- For Bridge Project grants, the federal share may not exceed 80% of the total cost of the project and the non-federal share cannot be less than 20% of eligible activity costs.

Planning Grant

- For BIP Planning grants, there is no minimum or maximum BIP award amount size; however, non-federal matching funds are required for Planning Grants, and the total Federal contributions for the

project cannot exceed the Federal Share Payable amounts in 23 U.S.C. 120.

APPLICATION & SELECTION CRITERIA

All BIP Planning grants MUST use the Planning application template - [Planning Grant Application Template](#), and all BIP Bridge Project grants MUST use the Bridge Project application template - [Bridge Project Application Template](#) as well as the BIP BCA Tool - [BIP BCA Tool](#).

Applications will be evaluated by:

- **Statutory Evaluation Requirements** (Bridge Grant Applications Only)
- **Merit Criteria** (*changes to definitions of merit criteria within the NOFO*):
 - State of good repair
 - Safety and mobility
 - Economic competitiveness and opportunity
 - Resiliency and the Environment
 - Quality of Life
 - Innovation
- A **Benefit-Cost Analysis (BCA)** (Bridge Grant Applications Only): USDOT will consider a project's benefits as compared to its costs to determine whether a project is cost-effective and assign an economic analysis rating.
- **Project Readiness** (Bridge Grant Applications Only): USDOT will consider project readiness to assess the likelihood of a successful project. The applicant should provide information on environmental risk, financial completeness, and technical assessments.

PROJECT TIMEFRAME

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

Obligation Deadlines:

- FY 2025 funds – September 30, 2028
- FY 2026 funds – September 30, 2029

ADMINISTRATIVE REQUIREMENTS

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

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

For Bridge Project grant applications reviewed during the FY 2025 application cycle, including applications from FY 2023 – FY 2024 application cycle that were carried forward, the amended NOFO includes a provision that allows the applicants to be provided 14 calendar days to choose how to move forward. In order to advance your application, you have three options:

1. Notify FHWA to retain your existing application,
2. Submit an amended application by May 28, 2026, or
3. Notify FHWA to withdraw the application from consideration in the FY 2025 application cycle.

All retained and amended FY 2025 applications will have their ratings adjusted as applicable in accordance with this amended NOFO. Updated Benefit-Cost Analysis (BCA) Guidance issued on December 2025 will not be applied during the FY 2025 application cycle unless an amended application is received with impacts to the previously submitted BCA report. The updated BCA guidance will be applied to Bridge Project applications submitted as part of the FY 2026 application cycle. Please note that this process is only applicable to the existing applications reviewed during the FY 2025 application cycle. No new applications are being accepted for the FY 2025 application cycle.

If interested in submitting a new application for the BIP Bridge Project grant, the due date is June 29, 2026, and it will be considered for the FY 2026 BIP application cycle.

PENNDOT ROLE

PennDOT Emphasis

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

PennDOT Support

Transportation Federal Funding Opportunities Resource Account:

RA-PDTRANSFEDFUNDOPP@pa.gov.

PennDOT recognizes this program’s potential to significantly benefit communities and individuals and will consider ways to support or collaborate with applicants to strengthen their competitive proposals. PennDOT will also coordinate with other state agencies where there may be an interest in this program.

PennDOT will consider providing support for regional grant proposals when requested through the email above. PennDOT support may include the following:

- Providing data and subject matter expertise, as available.
- Supplying the applicant with a letter of administration confirming PennDOT’s agreement to assist with project administration if the grant is awarded.
- Supplying the applicant with a letter of consistency, affirming that the project aligns with PennDOT publications.

The deadline for requesting PennDOT support for FY 2026 Planning applications is June 1, 2026.

The deadline for requesting PennDOT support for FY 2026 Bridge Grants is June 16, 2026.

Note: If a non-State Department of Transportation applicant will use federal-aid formula funds apportioned to a State DOT as part of the total project budget, the application must also include a letter of administration from the State DOT agreeing to administer the project with the non-State DOT applicant serving as the sub-recipient, per the May 14, 2026 NOFO.