

**Fiscal Year 2026
Competitive Highway Bridge Program
Notice of Funding Opportunity**

**Application Opening Date: June 26, 2026
Application Closing Date: July 27, 2026**

U.S. Department of Transportation

Federal Highway Administration

**Fiscal Year 2026 Competitive Highway Bridge Program
Notice of Funding Opportunity**

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A. BASIC INFORMATION

<p>The applicant should read this notice in its entirety for the information necessary to submit eligible and competitive applications. It is the applicant’s responsibility to monitor any changes to this notice.</p>	
Federal Agency Name	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA)
Funding Opportunity Title	Fiscal Year (FY) 2026 Competitive Highway Bridge Program (CHBP)
Announcement Type	This is a new Notice of Funding Opportunity (NOFO)
Funding Opportunity Number	FHWA-CHBP-26-001
Assistance Listing Number(s)	20.267 Competitive Highway Bridge Program
Funding Details	<p>This NOFO will award up to \$350 million in FY 2026 funding via cost reimbursable grants.</p> <p>The actual amount available to be awarded under this notice will be subject to the availability of funds.</p> <p>Eligible States (See Executive Summary below for eligible States) with greater than 14 percent of total bridges classified in poor condition are to receive no less than \$32.5 million, provided the State submits eligible application(s) with a total value that meets or exceeds \$32.5 million. There is no minimum award amount for States that do not meet this condition.</p> <p>No State shall be awarded more than \$55 million.</p> <p>Under FY 2026 CHBP, the Federal share of the cost is in accordance with 23 United States Code (U.S.C.) § 120. See Section B for more details. Applicants that do not provide at least the minimum non-Federal cost share will be classified as ineligible.</p>
Key Dates	<p>Application Due Date: July 27, 2026 [30 days from publication] at 11:59 PM EST.</p> <p>DOT anticipates announcing awards under this NOFO the week of September 14, 2026.</p>
Executive Summary	<p>The purpose of FY 2026 CHBP is to provide funding for highway bridge replacement or rehabilitation projects on public roads that demonstrate cost savings by bundling multiple highway bridge projects (Department of Transportation Appropriations Act, 2026, Pub. L. 119-75). Eligible phases of work must include construction; however, an application may</p>

also include environmental clearance, preliminary engineering, and final design. (23 U.S.C. § 144(j)).

Eligible applicants under FY 2026 CHBP are States with:

- A population density of less than 115 individuals per square mile; or
A population of less than 1.1 million individuals; and
- Have less than 26 percent of total bridges classified as in good condition; or
Have greater than or equal to 4.9 percent of total bridges classified as in poor condition.

Population density is calculated based on the latest available data from the decennial census conducted under 13 U.S.C. § 141(a) as of February 3, 2026, the date on which the Department of Transportation Appropriations Act, 2026, Pub. L. 119-75 became law. Resident population density is used. Percentages of bridge counts are based on the National Bridge Inventory (NBI) as of June 2024. The percentages are based on the number of bridges throughout the State regardless of ownership, e.g., total number of bridges classified as in poor condition compared to the total number of bridges in the NBI that meet the definition of a bridge on a public road.

Based on these requirements, eligible applicants are the States of Alaska, Arkansas, Idaho, Iowa, Kansas, Kentucky, Louisiana, Maine, Mississippi, Missouri, Montana, Nebraska, North Dakota, Oklahoma, Rhode Island, South Dakota, Utah, West Virginia, Wisconsin, and Wyoming. States that are eligible to receive no less than \$32.5 million include Iowa, Maine, Rhode Island, South Dakota, and West Virginia.

FY 2026 CHBP projects may only be administered by State Departments of Transportation (State DOT).

Agency Contact Information

U.S. Department of Transportation
Federal Highway Administration
Office of Bridges and Structures
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520

	Baltimore, MD 21201 Attn: Derek Constable Email: chbpgrant@dot.gov
Changes from Prior NOFO	CHBP is authorized through appropriations, and in FY 2026 the eligibility criteria changed to expand eligibility to two additional States. In addition, the funding was increased to \$350 million, with a maximum award per State of \$55 million.

B. ELIGIBILITY

1. ELIGIBLE APPLICANTS

See [Section A](#) for a list of eligible applicants.

2. ADDITIONAL RESTRICTIONS ON ELIGIBILITY

Awards will be made only for highway bridge¹ replacement or rehabilitation² projects on public roads³ that demonstrate cost savings by bundling⁴ multiple highway bridge projects. (Department of Transportation Appropriations Act, 2026, Pub. L. 119-75).

Awards will be made only to an eligible State DOT. Applications for projects to be delivered by a non-State DOT entity must be submitted by the eligible State DOT for the State in which the project is located. The State DOT must be listed as the primary point of contact (POC) and recipient for purposes of financial administration of the project.

Applicants are advised that FHWA will continue to screen projects for eligibility throughout the application review process described in [Section F](#).

Eligible phases of work must include construction; however, an application may also include environmental clearance, preliminary engineering, and final design.

“Replacement” is defined in [Specifications for NBI](#) as total replacement of a bridge with a new facility constructed in the same general traffic corridor. A nominal amount of approach work, sufficient to connect the new facility to the existing roadway or to return the grade line to an attainable touchdown point in accordance with good design practice, is also eligible. Please refer to the Additional Guidance on approach work: <https://www.fhwa.dot.gov/bridge/0650dsup.cfm>. The replacement structure must meet the current geometric, construction and structural standards required for the types and volume of projected traffic on the facility over its design life.

¹ As defined by 23 Code of Federal Regulation (CFR) 650.305

² As defined by 23 CFR 650.305

³ As defined by 23 U.S.C. 101(a)(22)

⁴ As defined by 23 U.S.C. 144(j)

3. COST SHARING

Cost sharing means the portion of the project cost that is not paid for with Federal funds. Non-Federal sources of income include State funds originating from programs funded by State revenue or local revenue funding programs, or private funds. FHWA will not consider previously incurred costs or previously expended or encumbered funds toward the matching requirements for any project. Additional information on non-Federal matching requirements can be found at: <https://www.transportation.gov/grants/dot-navigator/understanding-non-federal-match-requirements>.

The standard Federal share of the cost of the project is up to 80 percent. A bridge on the Interstate System is eligible for up to 90 percent. For States on the sliding scale, the Federal cost share for the project is up to 95 percent in accordance with 23 U.S.C. § 120(b). States on the sliding scale can find the maximum Federal share for a project in FHWA Notice N 4540.12⁵ (Sliding Scale Rates in Public Land States-Rates Effective March 17, 1992).

The Department of Transportation Appropriations Act, 2026, removes the requirements of 23 U.S.C. § 144(j)(5), that projects bundled shall have the same financial characteristics, including (A) the same funding category or subcategory; and (B) the same Federal share. Applications that do not provide at least the minimum required non-Federal cost share will be determined ineligible.

4. OTHER

Applications determined to be late or incomplete, or duplicates of applications submitted for the same round of applications will be disqualified.

5. APPLICATION LIMIT

Each eligible applicant may submit no more than two applications. If a State DOT submits multiple applications, including a combination of State DOT and non-State DOT delivered projects, the State shall clearly identify their order of ranking in each application narrative and in the project title. The basis for the ranking shall be presented in the project Application Template. FHWA is not required to consider the applicant's funding priority when making selections.

C. PROGRAM DESCRIPTION

1. PROGRAM PURPOSE

The FY 2026 CHBP Grant Program is a competitive grant program that provides funding towards highway bridge replacement or rehabilitation projects on public roads that demonstrate cost savings by bundling multiple highway bridge projects.

⁵ <https://www.fhwa.dot.gov/legsregs/directives/notices/n4540-12.cfm>

2. PROGRAM GOALS AND ADMINISTRATION PRIORITIES

The goals of the FY 2026 CHBP include:

1. State of Good Repair, Investing in Core Infrastructure: To minimize the public Agency costs required to keep bridges in service over their lifecycle, while maintaining bridges in good and fair condition and prioritizing bridges that are core infrastructure.
2. Safety: To improve highway user safety, including for families, persons with disabilities, pedestrians, and bicyclists.
3. Mobility: To improve mobility, including for families, persons with disabilities, pedestrians, and bicyclists, by addressing insufficient load capacity, geometry, and clearances for freight movement, by improving accessibility and accommodation, and by minimizing service disruptions from extreme weather, geologic events, or other natural and human hazards.
4. Innovation: To reduce costs and achieve other efficiencies in project delivery, including construction, through bundling, and to create opportunities for demonstration or deployment of innovation.

DOT seeks to fund projects advancing the priorities of the Trump Administration as described in DOT's mission statement and across Executive Orders (E.O.). DOT intends to apply principles from [DOT Order 2100.7, \(Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities\)](#), when evaluating applications and making award selections. Such principles include maximizing to the extent practicable, relevant, appropriate and consistent with law, benefits for families and communities. These benefits may include, but are not limited to, economic opportunities, increased access to jobs, commercial activities or any project components alleviating poverty, enhancing safety and primarily benefiting families and communities by improving the quality of their lives, raising their standard of living, or enabling them to participate more fully in our economy. DOT will prioritize projects that support the Trump Administration priorities of Addressing Core Infrastructure, Reinvesting in the American Family, Innovation and Economic Competitiveness. [Section F](#) of this NOFO describes the process for selecting projects furthering the goals and priorities for this program and the Trump Administration.

[Section H](#) describes progress and performance reporting requirements for selected projects, including the relationship between reporting and the program's selection criteria.

3. PROGRAM AUTHORIZATION AND FUNDING

The Department of Transportation Appropriations Act, 2026, Pub. L., 119-75, February 3, 2026, provides \$350 million for FY 2026 CHBP. FY 2026 CHBP funds remain available for obligation until September 30, 2029, and have an expenditure deadline of September 30, 2034. The total period of performance for the award(s) is anticipated to be between 1 to 4 years. The start of the period of performance will begin on the date of grant agreement execution.

This NOFO is subject to the availability of funding. The Government's obligation under any resulting award is contingent upon the availability of funding. There is no legal liability on the

part of the Government for any payment that may arise until funds are available and obligated to an award. FHWA is not obligated to make any award as a result from this notice.

4. AWARD SIZE

Eligible States with greater than 14 percent of total bridges classified in poor condition are eligible to receive no less than \$32.5 million, provided the State submits eligible application(s) with a total value that meets or exceeds \$32.5 million. There is no minimum award amount for States that do not meet this condition. However, no State shall be awarded more than \$55 million.

5. TYPE OF AWARD

The anticipated award(s) will be cost-reimbursable grant agreements. See [Section G](#) for additional information on cost reimbursement.

6. PERFORMANCE GOALS

See [Section H](#) for details on performance reporting requirements and goals.

7. BUY AMERICA REQUIREMENTS

Funds made available under this NOFO are subject to domestic preference requirements. See [Section H](#) of this NOFO for additional details. Applicants can also refer to the [FHWA Construction Program Guide](#) for more information about addressing FHWA's Buy America requirements and Build America Buy America requirements.

D. APPLICATION CONTENT AND FORMAT

1. APPLICATION FORMAT

All applications must be submitted electronically through www.Grants.gov.

Application files should be single-spaced, 12-point standard font (*e.g.*, Times New Roman), with 1-inch margins. Files should be in PDF unless otherwise specified (*e.g.*, Excel based forms and location files such as Shapefile or KML/KMZ).

FHWA recommends applicants use a file naming format of: “[Applicant organization#]-2026-CHBP” where “Applicant organization” reflects the applicant’s legal name, abbreviated as appropriate, and where “#” represents the order of applicant priority for the grant, if more than one application is submitted. If necessary, the workspace title can be edited per the instructions on Grants.gov.

The application package must consist of the following:

All Project Types
<u>Standard Form (SF) 424</u> (Application for Federal Assistance)
<u>SF-424C</u> (Budget Information for Construction Projects)
<u>Grants.gov Lobbying Form</u> (Certification Regarding Lobbying)
<u>SF-424D</u> (Assurances for Construction Programs)
<u>SF-LLL</u> (Disclosure of Lobbying Activities form)
The FY 2026 CHBP Application Template (see below) must be added as an attachment to item 15 of the SF-424.

2. APPLICATION CONTENT

Standard Forms

All mandatory SFs of the 424 family are available for download at <https://www.grants.gov/forms/forms-repository/sf-424-mandatory-family>.

For more information on SF, please see: [Standard Forms \(SF-424\) Information](#).

The FY 2026 CHBP Application Template

Applicants must complete the FY 2026 CHBP Application Template and include it as an attachment to Item 15 of their SF-424. The Application Template should provide all information necessary for FHWA to determine the project satisfies the eligibility requirements described in [Section B](#) and evaluate the criteria specified in [Section F](#).

FHWA will only review the completed Application Template and the supplemental documents (e.g., budget, schedule, design plans, etc.) specified within the Application Template instructions and response.

The application must provide a budget for the project, either within the Application Template itself, or as an attachment. The budget must list the amount and percentage of both the Federal funding requested and any additional non-Federal funds, if any, to be used to pay for the project.

The Application Template can be found on [Grants.gov](#).

3. SHARING OF APPLICATION INFORMATION

DOT may share application information within DOT or with other Federal Agencies if DOT determines sharing is relevant to the respective program's objectives.

For information on confidential business information please see: [Sharing of Application Information](#).

E. SUBMISSION REQUIREMENTS AND DEADLINE

1. ADDRESS TO REQUEST APPLICATION PACKAGE

Applicants may obtain application forms, including the Application Template, on [Grants.gov](https://www.grants.gov) under the Funding Opportunity Number under [Section A](#).

Once at [Grants.gov](https://www.grants.gov), select the Search Grants tab. Then enter one of the following:

- Opportunity Number: FHWA-CHBP-26-001
- Opportunity Name: Fiscal Year 2026 Competitive Highway Bridge Program
- Assistance Listing Number: 20.267

Select the grant entry. This will open the grant opportunity Webpage. This Webpage has details about the grant and a link to the application. Click the “View on Grants.gov” button. This will open the grant opportunity on the Grants.gov Website. The first tab is a synopsis of the Opportunity. There is also a “Package” tab which contains the application package. Select the “Package” tab to download the forms needed to submit a FY 2026 CHBP application. The applicant must complete and submit all forms included in the application package for this notice, as contained at [Grants.gov](https://www.grants.gov).

Should applicants have any difficulties in accessing any SFs and require paper copies, please contact the Agency contact provided in [Section A](#) of this NOFO.

2. UNIQUE ENTITY IDENTIFIER AND SYSTEM FOR AWARD MANAGEMENT

Each applicant must:

- Be registered in the System for Award Management (SAM) at [SAM.gov](https://www.sam.gov) before submitting its application;
- Provide a valid Unique Entity Identifier in its application; and
- Continue to maintain an active registration in [SAM.gov](https://www.sam.gov) with current information at all times during which it has an active Federal award or an application under consideration by a Federal Agency.

Please note the SAM registration process takes several weeks to complete.

3. SUBMISSION INSTRUCTIONS

All applications must be submitted electronically through [Grants.gov](https://www.grants.gov). The Department does not accept applications via mail, fax, email, or any other means. Additional resources on applying through [Grants.gov](https://www.grants.gov) can be found at <https://www.grants.gov/applicants>.

4. SUBMISSION DEADLINE

FY 2026 CHBP applications must be submitted through [Grants.gov](https://www.grants.gov) by 11:59 PM EST on July 27, 2026. [Grants.gov](https://www.grants.gov) attaches a time stamp to each application at the time submission is complete.

5. CONSIDERATION OF APPLICATIONS

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid, on-time applications through [Grants.gov](https://www.grants.gov) will be eligible for evaluation and possible selection for award.

To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by FHWA. FHWA may, but is not required to, request additional information, including additional data to clarify supporting documentation submitted in an application. To ensure a fair and unbiased evaluation of applications submitted under this notice, FHWA will not request additional information to perfect incomplete applications.

6. SUBMISSION ISSUES

For information on submission issues and more information on late applications, please see: [Submission Issues](#).

7. INTERGOVERNMENTAL REVIEW

This program is not subject to E.O. 12372, *Intergovernmental Review of Federal Programs*.

F. APPLICATION REVIEW INFORMATION

1. MERIT CRITERIA

DOT will evaluate applications submitted in response to this notice using the following merit criteria: State of Good Repair, Investing in Core Infrastructure, Safety and Mobility, and Innovation. The ratings for each merit criteria will be assigned a label of Highly Responsive, Responsive, or Non-Responsive. These will be used at the conclusion of the merit criteria evaluation to assign the application an overall merit criteria rating.

Merit Criterion #1: State of Good Repair, Investing in Core Infrastructure

DOT will assess the extent to which the project supports achieving and maintaining a bridge inventory of structures in a state of good repair and an investment in core infrastructure, as described in the table below.

Merit Criterion #1	Highly Responsive	Responsive	Non-Responsive
The applicant should describe in detail how the project supports each of the following objectives:	The applicant describes in detail how the project supports the four	The applicant describes in detail how the project supports the four	The applicant does not address the State of Good Repair objectives.

<p>(1) How the selected work types (i.e., rehabilitation, replacement) and scopes are the most cost effective over the long-term compared to alternative work types and scope of work;</p> <p>(2) How the project improves the condition of infrastructure that has a high cost of failure, such as locations that would cause lengthy detours, significant congestion, or disrupt designated freight networks or critical community services;</p> <p>(3) How the completed project is expected to be low risk for damage and is functionally sustainable under naturally occurring and human related hazards and extreme events⁶, either by design or by demonstration that the project is inherently low risk for damage; and</p> <p>(4) How the design, details, and material technologies will contribute to lower maintenance and preservation costs over the long term and a sustained improvement in condition.</p>	<p>State of Good Repair objectives and contains quantifiable data and analysis for at least two objectives. The quantifiable data and analysis must be comparative, e.g., compare rehabilitation with replacement, compare damage risk before and after the project, etc.</p>	<p>State of Good Repair objectives but does not contain quantifiable data and analysis.</p>	<p>or</p> <p>The application contains insufficient information to assess whether it addresses each objective.</p>
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Merit Criterion #2: Safety and Mobility

DOT will assess the extent to which the project will improve safety on the bridge(s) and associated bridge approach(es) and under-roadway sections, as appropriate, within the project limits. DOT will also assess how the project improves mobility within the project limits and potentially beyond the project limits through secondary benefits and considers the needs of American families as described in the table below. Note that discussion of 23 U.S.C. § 217(e) (Bicycle transportation and pedestrian walkways) may be included in support of objective 2(b).

Merit Criterion #2	Highly Responsive	Responsive	Non-Responsive
<p>The applicant should describe in detail how the project improves safety and mobility for the following objectives:</p> <p>(1) The project improves safety:</p> <p>(a) By addressing current safety deficiencies, as applicable, associated with the bridge (or bridges in the bundle), bridge approaches, or the</p>	<p>The applicant describes in detail how the project addresses objective (1)(a) or (b), and (2)(a) or (b), using quantifiable data and analysis. The</p>	<p>The applicant describes in detail how the project addresses objective 1(a) or (b), or 2(a) or (b), but does not contain</p>	<p>The application does not address the Safety and Mobility objectives, or the application does not demonstrate there are no safety and mobility issues.</p>

⁶ Examples of naturally occurring hazards are flood, seismic, hurricane, debris flow, etc. Examples of human related hazards are truck impact, vessel impact, fire, etc.

<p>under roadways including geometry, grades, alignments, safety rail and other traffic safety features; or</p> <p>(b) During the construction phase by using innovative methods for accelerated construction thus reducing the time needed for work zones, providing public notification about work zones, work zone speed enforcement, or developing detours to reduce the potential for work zone conflicts; and</p> <p>(2) The project improves mobility:</p> <p>(a) By addressing current mobility deficiencies, as applicable, without creating artificial chokepoints for motor vehicles, such as: increasing vertical clearances on or under the bridge for freight; providing appropriate hydraulic openings to reduce overtopping frequency; improving load capacity for freight, or other attributes that cause detouring of certain vehicular classes, intermittent service disruptions, or other mobility impacts; or</p> <p>(b) By enhancing the accessibility of the transportation system for families and Americans with disabilities.</p>	<p>quantifiable data and analysis must be comparative, e.g., compares crash data before the project with crash reduction estimates after the project, compares detouring or service disruption frequency and impact estimates before and after the project, etc.</p>	<p>quantifiable data and analysis.</p> <p>or</p> <p>The application demonstrates there are no safety and mobility issues.</p>	<p>or</p> <p>The application does not contain sufficient information to determine if the project addresses the Safety and Mobility objectives.</p>
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Merit Criterion #3: Innovation

DOT will assess how the project uses innovation to reduce project delivery costs and time, or improve project delivery efficiency, including during construction, from project bundling, and creates opportunities for demonstration or deployment of innovation, as described in the table below.

Merit Criterion #3	Highly Responsive	Responsive	Non-Responsive
<p>The applicant should describe how the project utilizes innovation to:</p> <p>(1) Reduce contractor and Agency project construction cost from project bundling, and provide the basis of the cost savings and the estimated amount;</p> <p>(2) Improve construction efficiency through project bundling</p>	<p>The applicant describes in detail how the project addresses at least two Innovation objectives with quantifiable data and analysis. The quantifiable data and analysis must be specific to the Agency, i.e., published general</p>	<p>The applicant describes in detail how the project addresses at least two Innovation objectives but does not contain quantifiable data and analysis.</p>	<p>The application does not address at least two of the Innovation objectives.</p> <p>or</p>

Merit Criterion #3	Highly Responsive	Responsive	Non-Responsive
compatibility, such as compatible work types (i.e., rehabilitation versus replacement), materials, technologies, labor, equipment, site locations and proximity, and construction schedules; (3) Reduce cumulative construction time from project bundling, and provide the basis of the cost savings and the estimated amount; or (4) Create opportunities to develop and conduct responsible early deployments of other innovations not currently used or under-utilized within the State that will assist in rapid deployment, reinforcing the Nation's leadership in innovation.	information is not sufficient.		The application does not contain sufficient information to assess if it addresses at least two Innovation objectives.

MERIT CRITERIA RATINGS

Based on the assessment described in [Section F.1](#) above, FHWA will assign a merit criteria rating as shown in the table below.

Merit Criteria Rating	Description
High	At least two criteria, including merit criterion #1, are rated Highly Responsive, and no criteria is Non-Responsive.
Medium	The application is not otherwise rated High or Low.
Low	One or more merit criteria are rated Non-Responsive.

DOT will only evaluate applications rated Medium or High for merit criteria under the Project Readiness Assessment.

2. PROJECT READINESS ASSESSMENT

For the Project Readiness Assessment, DOT will consider three evaluation ratings: Technical Assessment, Financial Completeness Assessment, and Permitting Risk Assessment. DOT will use information from the Project Readiness Assessment portion of the application as well as information contained throughout the application to complete the Project Readiness Assessment. The ratings for each Project Readiness Assessment criteria will also be assigned a numerical label. These will be used at the conclusion of the Project Readiness Assessment to assign the application an overall readiness rating.

Readiness: Technical Assessment

The Technical Assessment will evaluate the applicant’s capacity to successfully deliver the project in compliance with applicable Federal requirements and also assesses the technical feasibility of the project as described in the application. Technical Assessment ratings will be one of the following: Certain (3), Somewhat Certain (2) or Unknown or Uncertain (1), as defined in the table below.

Technical Assessment ratings will be based on:

Rating	Certain (3)	Somewhat Certain (2)	Unknown or Uncertain (1)
Technical Assessment Elements: A. The applicant has the technical and staffing resources to deliver the project. B. The project will comply with all applicable Federal requirements. C. The applicant demonstrates a commitment for timely project delivery as demonstrated by the schedule information in the application. D. The applicant demonstrates the technical feasibility of the project.	The application demonstrates that the applicant and project will meet all four Technical Assessment Elements.	The application demonstrates that the applicant and project will meet Technical Assessment Elements B, C, and D, and may not have currently the technical or staffing resources to deliver the project but will obtain needed resources to deliver the project if awarded.	The application does not demonstrate that the applicant or project will meet Technical Assessment Elements B, C, and D, and may not have currently the resources to deliver the project and does not commit to obtaining the necessary resources.

Readiness: Financial Completeness Assessment

The Financial Completeness Assessment evaluates the availability of matching funds and whether the applicant presented a complete funding package and will receive a rating of Complete (3), Partially Complete (2), or Incomplete (1), as defined in the table below.

Financial Completeness Assessment ratings will be based on:

Rating	Complete (3)	Partially Complete (2)	Incomplete (1)
<p>Financial Completeness Assessment Elements:</p> <p>A. The application includes complete funding estimates based on recent stages of design (or for non-construction projects, proposal development).</p> <p>B. The application includes a plan to address potential cost overruns.</p> <p>C. The application demonstrates reasonable availability of all funding needed to complete the project with an award.</p> <p>D. For construction projects, the proposal includes information on how future operation, maintenance and preservation costs will be funded.</p>	<p>The application demonstrates that the applicant and project will meet Financial Completeness Assessment Elements A, B, and C; and for construction projects, will also meet Element D.</p>	<p>The application demonstrates that the applicant and project will meet Financial Completeness Assessment Elements A and C. However, though a plan for cost overruns is provided, it is incomplete or based on approaches or funding sources not reasonably assumed available to the applicant; or for construction projects, the funding described for future operation, maintenance or preservation costs are not reasonably assumed available to the applicant.</p>	<p>The application does not demonstrate that the applicant or project will meet Financial Completeness Assessment Elements A or C; or the application does not demonstrate the applicant or project will meet Elements B, or D, or the methods or funding sources for Elements B or D, is not reasonably assumed available to the applicant.</p>

Readiness: Permitting Risk Assessment

The Permitting Risk Assessment evaluates the status of the environmental approvals required for the proposed project and the likelihood other necessary approvals, permits, or public engagement, will affect project obligation. The applicant must also disclose if there is open litigation concerning the project; or, if there is known, and difficult to resolve, public controversy, or Agency opposition to the project on environmental grounds. This assessment will result in a rating of High Risk (1), Moderate Risk (2), or Low Risk (3), as defined in the table below.

Permitting ratings will be based on:

Rating	Low Risk (3)	Moderate Risk (2)	High Risk (1)
<p>Permitting Risk Assessment Elements:</p> <p>A. The National Environment Policy Act (NEPA) review is complete or the application demonstrates NEPA will be complete in time to meet the project schedule.</p> <p>B. All necessary permits have been obtained or the application demonstrates permits and approvals will be obtained in time to meet the project schedule.</p> <p>C. Public engagement or notification has occurred or will occur, and any known public controversy has been or will be addressed or mitigated.</p> <p>D. The application discloses any known and unmitigated issues posing high risk to project delivery. Examples include litigation, known public controversy, or Agency opposition to the project on environmental grounds.</p>	<p>The application demonstrates that the project will meet Permitting Risk Assessment Elements A, B, and C but does not have any known unmitigated risks to project delivery as shown in Element D.</p>	<p>The application demonstrates that the project will meet Permitting Risk Assessment Elements A, B, and C, but there is risk of schedule delay because either:</p> <ul style="list-style-type: none"> • An Environmental Assessment or Environmental Impacts Statement is needed and the NEPA document has not been released for public review; • Permit work has not started and the schedule does not include time for schedule delays; or • Public engagement has not started and the schedule does not include time to address public input; and • The project or program does not have any known unmitigated risks to project delivery as shown in Element D. 	<p>The application indicates risk as described in Permitting Risk Assessment Element D; or the application does not meet Elements A, B, or C.</p>

The Project Readiness Ratings described above will be translated to a High, Medium, or Low rating using the table below:

Project Readiness Rating	Description
High	Two or more readiness assessment categories are rated as a 3, and no readiness assessment categories are rated as a 1.
Medium	One readiness assessment category is rated as a 3, with two readiness assessment categories rated as a 2.
Low	All readiness assessment categories are rated as either a 2 or a 1.

3. OVERALL RATING OF THE APPLICATION

DOT will assign each eligible application a rating of Highly Recommended, Recommended, or Not Recommended. DOT will assign ratings on the following basis:

- **Highly Recommended** rating for an application that received no less than a high rating for both merit criteria and project readiness.
- **Recommended** rating for an application that received no less than a medium rating for both merit criteria and project readiness.
- **Not Recommended** rating for an application that received a low rating for either merit criteria or project readiness.

4. DOT PRIORITY CONSIDERATIONS

After completing the merit criteria review, and Project Readiness Assessment, and among projects of similar merit, DOT may prioritize selections based on one or more of the considerations described below.

- The project will improve the condition of bridges in poor condition, demonstrated by having one or more bridge components with a condition rating of “4” or less; or will improve the condition of bridges in fair condition but at risk of falling into poor condition, demonstrated by having one or more components with a condition rating of “5”.
- The project will improve safety or mobility on 50 percent or more of the bridges in the bundle.
- The project supports an industry of national interest, including critical minerals, steel, the defense industrial base, and pharmaceutical manufacturing.
- The project improves access to national security and defense facilities or facilitate movement of military cargo or personnel.
- The project is requesting funds for construction only and the project will be ready to obligate funds for construction within three months of notification of selection. Alternatively, the project was rated High in Project Readiness Assessment and will be ready to obligate funds for construction within 18 months of notification of selection.

- The project is submitted by an eligible applicant who previously submitted eligible applications under FYs 2024 and 2025 CHBP solicitations but did not receive an award.
- DOT may provide awards to maximize the number of States receiving an award.

The applicant should support how the project may meet these selection considerations within its application.

5. REVIEW AND SELECTION PROCESS

FHWA will review applications received by the deadline for completeness and eligibility based on the information found in [Section B](#) of this notice. This review phase is referred to as the intake and eligibility review. Applications that pass the intake and eligibility review will be evaluated by the Technical Review Team (TRT), and once evaluated and rated, will then be evaluated by the Senior Review Team (SRT) to determine which applications are presented to DOT leadership for final selection, as described below.

Technical Review

The evaluation of eligible applications will be conducted by a TRT, comprised of DOT staff. TRT will evaluate each eligible application against the merit criteria and for readiness, to determine which applications are rated as Highly Recommended, Recommended, or Not Recommended. TRT will then evaluate each Highly Recommended and Recommended application for its responsiveness to the priority considerations.

TRT will send FHWA SRT information on all eligible applications including the rating for each merit criteria, the Project Readiness Assessment rating, and the evaluation of responsiveness to the priority considerations.

Senior Review

FHWA SRT may consist of officials from the Office of the Secretary of Transportation, the Administrator, and others in senior leadership positions requested to serve by the FHWA Administrator.

FHWA SRT will determine which projects advance to senior Departmental leadership for final selection. The Department has the discretion to determine which applications best address FY 2026 CHBP merit criteria, Project Readiness Assessment, and selection considerations, and should be selected.

The Department intends to apply principles from [DOT Order 2100.7 \(Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities\)](#) and [DOT Order 2100.9 \(Ensuring Nondiscrimination and Equal Opportunity in Department of Transportation Policies, Programs, and Activities\)](#) when evaluating applications and making award selections. To the maximum extent permitted by law, DOT will prioritize projects that are in alignment with the principles outlined in DOT Orders 2100.7 and 2100.9.

Reduced Awards

DOT may enter into discussions with an applicant to discuss, if mutually agreeable, a lesser scaled amount of a potential award. This may occur because of the quantity, size and scope of the applications received in response to this NOFO and the results of the application review process.

6. APPLICANT RISK ASSESSMENT

Prior to award, each selected applicant will be subject to a risk assessment required by 2 CFR § 200.206. FWHA must review and consider any information about the applicant in the designated integrity and performance system accessible through SAM. An applicant may review information in SAM.gov and comment on any information about itself that a Federal awarding Agency previously entered. FWHA will consider comments by the applicant, in addition to other information in SAM.gov, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the risk assessment. FWHA reserves the right to deny an award based on the results of the risk assessment or include special conditions that correspond to the degree of risk assessed may be applied to the Federal award in accordance with 2 CFR § 200.206.

FWHA will consider the following factors in its risk assessment in accordance with 2 CFR § 200.206:

- Financial stability—the applicant's record of effectively managing financial risks, assets, and resources.
- Management systems and standards—quality of management systems and ability to meet the management standards prescribed in this part.
- History of performance, if applicable—the applicant's record of managing previous and current Federal awards, including compliance with reporting requirements and conformance to the terms and conditions of Federal awards, if applicable; audit reports and findings, reports and findings from audits performed under subpart F or the reports and findings of any other available audits, if applicable.
- Ability to effectively implement requirements—the applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on recipients of Federal awards.

G. AWARD NOTICES

1. HOW PROJECT SELECTIONS ARE ANNOUNCED

Following the evaluation outlined in [Section F](#), DOT will announce awarded projects by posting a list of selected projects at: <https://www.fhwa.dot.gov/bridge/chbp.cfm>. Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following the

announcement, DOT will contact POC listed in the SF-424 to initiate negotiation of the project agreement for authorization.

The FY 2026 CHBP grants will be awarded upon the execution of a grant agreement between DOT and the recipient.

2. REIMBURSEMENTS AND COSTS INCURRED PRIOR TO AWARD AND OBLIGATION OF GRANTS

Unless authorized by FHWA in writing after announcement of FY 2026 CHBP selections, any costs incurred prior to FHWA's obligation of funds for a project are ineligible for reimbursement and are ineligible cost share requirements. FY 2026 CHBP projects may only be administered by State DOTs. Costs incurred prior to FHWA's obligation of funds for a project may be eligible for reimbursement under an Advance Construction authorization project agreement in accordance with 23 U.S.C. § 115. FHWA will primarily administer grants on a reimbursement basis. Under the reimbursement approach, FHWA funds will reimburse recipients only for costs incurred after execution of a grant agreement for costs FHWA determines to be allowable, reasonable, and allocable, as defined under 2 CFR Part 200, and after the recipient submits valid requests for reimbursement.

If a recipient cannot complete a project on a reimbursable basis FHWA will, on a case-by-case basis, consider recipient requests to use alternative payment methods as described under 2 CFR 200.305(b).

H. POST-AWARD REQUIREMENTS AND ADMINISTRATION

1. ADMINISTRATIVE AND NATIONAL POLICY REQUIREMENTS

Administrative Requirements

All awards will be administered pursuant to the FHWA Competitive Grant Program General Terms and Conditions, and 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 49 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 FHWA; and applicable Federal financial assistance and contracting principles promulgated by Office Management and Budget (OMB). In complying with these requirements, recipients 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 FHWA determines a recipient has failed to comply with applicable Federal requirements, FHWA may terminate the award of funds and

disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Program Requirements

Critical Infrastructure Security, Cybersecurity and Resilience

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all threats and hazards, including physical and cyber risks, consistent with National Security Memorandum 22 to secure and enhance the resilience of U.S. critical infrastructure. Each applicant selected for Federal funding must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by DOT and the U.S. Department of Homeland Security, will be required to do so before receiving funds.

Domestic Preference Requirements

As expressed in E.O. 14005, *Ensuring the Future Is Made in All of America by All of America's Workers* (86 FR 7475), the executive branch should maximize, consistent with law, the use of goods, products, and materials produced, and services offered in, the United States. Funds made available under this notice are subject to FHWA's steel, iron, and manufactured product domestic requirements at 23 U.S.C. § 313 and 23 CFR § 635.410, and the construction materials domestic preference requirement at Pub. L. No 117-58, div. G §§ 70901–70927, as implemented by OMB at 2 CFR Part 184. DOT expects all applicants to comply with those requirements.

Federal Anti-Discrimination

- Except where prohibited by court order, pursuant to E.O. 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity*, as a condition of grant award, each recipient must agree that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the Government's payment decisions for purposes of section 3729(b)(4) of Title 31, U.S.C.
- Except where prohibited by court order, pursuant to E.O. 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity*, as a condition of grant award, each recipient must certify that it does not operate any programs promoting diversity, equity, and inclusion initiatives that violate any applicable Federal anti-discrimination laws.

To the extent a court order bars the implementation or enforcement of one or more of these provisions with respect to a particular applicant or recipient, DOT will not implement or enforce the relevant provision(s) against that applicant or recipient for as long as the order remains in place.

Compliance with Federal Law and Policies

Except where prohibited by court order, the applicant assures and certifies, with respect to any application and awarded project under this NOFO, it will comply with all applicable Federal laws, regulations, E.O.s, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds.

2. REPORTING

Each applicant selected for FY 2026 CHBP funding must submit semi-annual progress reports and semi-annual Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the program.

Each FY 2026 CHBP awardee must collect and report to FHWA information on performance measures. Each applicant selected for FY 2026 CHBP grant funding must collect and report to FHWA information on the project's performance using performance indicators supplied by FHWA that relate to program goals and objectives (reference [Section C](#) for FY 2026 CHBP program goals) and report other information as requested by FHWA. Performance indicators will include measurable goals or targets FHWA will use internally to determine whether the project meets program goals, and grant funds achieve the intended long-term outcomes of the FY 2026 CHBP. FHWA will work with the grant recipient to establish a recommended two to four performance measures that enable FHWA to measure and evaluate the outcomes of the individual grant. Performance reporting continues for several years after project construction is completed.

Per the [Performance and Program Evaluation statement on the FHWA Website](#), FHWA reserves the right to request additional information, if deemed needed, to better understand the status of the project. The successful applicant will provide additional financial reporting beyond the semi-annual reporting if such statements are necessary to address FHWA's Stewardship and Oversight responsibility of the awarded grants funds. The successful applicant also agrees to allow periodic project inspections and FHWA will provide notice for such inspections.