

FY 2022 Bridge Investment Program (BIP) Bridge Projects

Application Template

This FY 2022 BIP Application Template is provided to assist project sponsors who intend to apply for a Bridge Project FY 2022 BIP grant. Interested eligible applicants should read the FY 2022 BIP Notice of Funding Opportunity in its entirety and especially where noted in this application template to submit eligible and competitive applications.

Basic Project Information

Basic Project Information – Provide a narrative for the below items on basic details pertinent to the project, including project name, description, location, involved parties, etc. Items in this section will be used to determine grant program eligibility as detailed in Section C of the NOFO.	
Project Name	
Eligibility Criteria	
Project Description (Replacement, Rehabilitation, Preservation, or Protection projects, including bridge bundling and NBIS culvert replacement and rehabilitation)	Provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section 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. For each bridge that is part of the project, please indicate whether it is on the National Bridge Inventory under 23 U.S.C. 144(b).
BIP Request Amount (minimum grant award is \$2.5 million)	Exact Amount in year-of-expenditure dollars: \$ _____
Total Project Cost (total project cost cannot exceed \$100 million for Bridge Projects)	Estimate in year-of-expenditure dollars: \$ _____
Applicant:	(Name and identify which eligible applicant category applies. Select from the below statutory eligible applicants: 1. A State or a group of States; 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.)
Maintenance Commitment	Applicant must certify the completed project will be maintained, if a co-applicant will maintain the completed structure, the co-applicant provides the certification.
Bike and Pedestrian Accommodation required by 23 U.S.C. 217(e)	Federal law provides that all projects with Federal financial participation that replace or rehabilitate a highway bridge deck are required to provide safe accommodation of pedestrians or bicyclists when two conditions are met. If bicyclists and pedestrians are allowed to operate at each end of the bridge, and the anticipated project will be for replacement or rehabilitation, the applicant must detail how bicyclist and pedestrian access is included in the project or provide FHWA with the information needed to determine whether or not such access can be provided at a reasonable cost.
Additional Project Information	
State(s) in which project is located	
Does the project serve an urban or rural community?	State whether the project serves an urban or rural community. In determining, the DOT will rely on the Census Bureau Census 2010 definition of Urbanized Area 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.
List all Project Co-Applicants.	
Identify the Lead Applicant (who will be also the applicant responsible for administration of BIP funds if application is selected and point of contact for the application.)	
Was an application for USDOT discretionary grant funding for this project previously submitted?	(If Yes, please include project title, applicable grant programs and year.)

Is the project located (entirely or partially) in Federal or USDOT designated areas?	Yes/No. If yes, please describe which of the four Federally designated community development zones in which your project is located. Opportunity Zones: (https://opportunityzones.hud.gov/) Empowerment Zones: (https://www.hud.gov/hudprograms/empowerment_zones) Promise Zones: (https://www.hud.gov/program_offices/field_policy_mgt/fieldpolicymgt_pz) Choice Neighborhoods: (https://www.hud.gov/program_offices/public_indian_housing/programs/ph/cn)
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National Bridge Inventory Data

National Bridge Inventory Data - For each bridge on the project, fill out the NBI data in the following form. For projects with multiple bridges, including those utilizing bridge bundling, this table should be duplicated and populated with data for each individual bridge. This data is used to support and verify statements made about the project in other sections in this application template as noted in Section D.2.d.II of the NOFO. 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) :	
Identification	
Item 1 – State Code & Name	
Item 8 – Structure Number	
Item 5A – Record Type	
Item 3 – County Code & Name	
Item 6 – Feature Intersected	
Item 7 – Facility Carried	
Item 16 - Latitude	
Item 17 – Longitude	
Classification	
Item 112 – NBIS Bridge Length	
Item 104 – Highway System of Inventory	
Item 26 – Functional Classification	
Item 110 – Designated National Network	
Item 21 – Maintenance Responsibility	
Item 22 – Owner	
Age and Service	
Item 27 – Year Built	
Item 106 – Year Reconstructed	
Item 42 – Type of Service	
Item 28A – Lanes on the Structure	
Item 29 – Average Daily Traffic	

Item 109 – Average Daily Truck Traffic	
Item 19 – Bypass, Detour Length	
Structure Type and Material	
Item 43 – Structure Type, Main	
Condition	
Item 58 – Deck Condition	
Item 59 – Superstructure Condition	
Item 60 – Substructure Condition	
Item 61 – Channel and Channel Protection	
Item 62 – Culverts	
Geometric Data	
Item 49 – Structure Length	
Item 50 – Curd of Sidewalk Widths	
Item 51 – Bridge Roadway Width, curb-to-curb	
Item 52 – Deck Width, out-to-out	
Item 32 – Approach Roadway Width	
Item 47 – Inventory Route, Total Horizontal Clearance	
Item 53 – Minimum Vertical Clearance over Bridge Roadway	
Item 54 – Minimum Vertical Underclearance	
Item 55 – Minimum Lateral Underclearance on Right	
Item 56 – Minimum Lateral Underclearance on Left	
Load Rating and Posting	
Item 70 – Bridge Posting	
Item 41 – Structure Open, Posted, or Closed to Traffic	
Appraisal	
Item 113 – Scour Critical Bridges	
Inspections	
Item 90 – Inspection Date	

Project Selection Criteria

Project Selection Criteria – Provide narrative response how the project responds to the project selection criteria in Section E.1.b of the NOFO. In responding to project selection criteria, refer to statutory selection criteria included in Section E of the NOFO and address them in the appropriate project selection criteria.
Criteria #1: State of Good Repair
This project contributes to the State of Good Repair criteria by...
For each bridge on the project, indicate the condition based on the NBI data provided. Are the bridge(s) on the project in Fair condition? Yes/No. If yes, please describe why the bridge(s) are at risk of falling into poor condition within the next three (3) years.
Criteria #2: Safety
This project contributes to the Safety criteria by...
Criteria #3: Mobility and Economic Competitiveness
This project contributes to the Mobility and Economic Competitiveness criteria by...
Criteria #4: Climate Change, Resiliency, and the Environment
This project contributes to the Climate Change, Resilience, and the Environment criteria by...
Criteria #5: Equity, Partnership, and Quality of Life
This project contributes to the Equity, Partnership, and Quality of Life criteria by...
Criteria #6: Innovation
This project contributes to the Innovation criteria by...

Project Costs

Project Costs – Provide information detailing the costs associated with the project. These costs will be used to determine eligible award amount, how the project supports financial goals of the program, and other factors. More information on this section can be found in Section D.2.d.III of the NOFO.	
BIP Request Amount	Exact Amount in year-of-expenditure dollars: \$_____
Estimated Total of Other Federal funding (excluding BIP Request)	Estimate in year-of-expenditure dollars: \$_____

Estimated Other Federal funding (excluding BIP) further detail	(List each Federal Program and identify Formula or Discretionary and the amount for each Federal Program, e.g. Program: _____ Amount: _____, and repeat for each source)
Estimated non- Federal funding	(Identify each source of non-Federal funding and estimated amount, e.g. Source: _____ Amount: _____, and repeat for each source)
Future Eligible Project Cost (Sum of BIP request, Other Federal Funds, and non-Federal Funds, above.	Estimate in year-of-expenditure dollars: \$ _____
Previously incurred project costs (if applicable)	Estimate in year-of-expenditure dollars: \$ _____
Total Project Cost (Sum of 'previous incurred' and 'future eligible')	Estimate in year-of-expenditure dollars: \$ _____
If more than one bridge, will bridge bundling be used to deliver the Project?	Yes or No. If yes, explain the intended benefits of bridge bundling for this set of bridges.
If proposed project utilizes bundling, Cost of Unbundled Projects	Estimate in year of expenditure dollars: \$ _____
Amount of Future Eligible Costs by Project Type	Indicate Improvement Type by Structure Number (Bridge Replacement, Bridge Rehabilitation, Bridge Preservation, Bridge Protection, or Culvert Replacement or Rehabilitation) and amount per bridge (if bundling, include the unbundled cost in brackets[\$__]¹) (Ex. Bridge Replacement Str. 001: \$20,000,000[\$25,000,000] Bridge Replacement Str, 002, \$15,000,000[\$18,000,000] Bridge Rehabilitation Str. 003, \$5,000,000[\$5,500,000] 1. Bridge _____ Str. _____ : \$ _____ [\$_____]

¹ Costs of unbundled project will be compared with bundled costs to determine potential amount of cost savings and as a factor in the ability to unbundle bridges for an award

	2. Bridge _____ Str. _____: \$_____ [\$____] 3. Bridge _____ Str. _____: \$_____ [\$____] 4. Bridge _____ Str. _____: \$_____ [\$____] 5. Bridge _____ Str. _____: \$_____ [\$____] 6. Will request \$_____ of the amounts awarded to the entity to pay subsidy and administrative costs necessary to provide to the entity Federal credit assistance under 23 U.S.C. chapter 6. ²
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Benefit-Cost Analysis

Benefit Cost Analysis – Submit the requested information in Section D.2.d.V for the DOT to conduct a review of the benefit-cost analysis for the project and provide a summary of the analysis.
The benefit cost analysis demonstrates . . .

Project Readiness and Environmental Risk

Project Readiness and Environmental Risk – Submit the requested information in Section E.2.b.iii for the DOT to conduct a review of the project readiness and environmental risk criteria for the project and provide a summary. If project includes multiple bridges, indicate the information for each bridge included in the application and what impact would occur on the timeframes if the project were unbundled.	
Other Federal Funding and Non-Federal Funding Secured	Yes/No
NEPA Status – Indicate if the determination will likely be the result of a Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS)	Planned or Actual Start of NEPA Date: _____ Planned or Actual Completion of NEPA Date: _____ Final NEPA Determination or current status of NEPA process:

² Receipt of a BIP award does not guarantee that an applicant will receive TIFIA credit assistance, nor does it guarantee that any award of TIFIA credit assistance will be equal to 49% of eligible project costs. Receipt of TIFIA credit assistance is contingent on the applicant's ability to satisfy applicable creditworthiness standards and other Federal requirements.

Is the project currently programmed in the: • TIP • STIP • MPO Long Range Transportation Plan • State Long Range Transportation Plan	Yes/No (please specify in which plans the project is currently programmed, the year in which the project is currently programmed and provide the identifying number if applicable)
Is right-of-way acquisition necessary?	Yes/No If Yes, Planned or Actual Start of Right-of-Way Acquisition Date: _____ Planned or Actual Completion of Right-of-Way Acquisition Date: _____
Right-of way acquisition considerations.	If right-of-way must be acquired for the project: 1. Would right-of-way acquisition require relocation of any people or businesses? Yes/No. 2. If yes, are people or businesses being relocated members of traditionally underserved and underrepresented populations (Environmental Justice communities)? If yes, please describe.
Design Status	Planned or Actual Start of Preliminary Design Date: _____ Planned or Actual Completion of Preliminary Design Date: _____ Planned or Actual Start of Final Design Date: _____ Planned or Actual Completion of Final Design Date: _____
Anticipated Construction Start Date:	Date: _____
Anticipated Project Completion Date:	Date: _____
The summary on project readiness and environmental risk demonstrates...	

Project Priority Considerations

Project Priority Considerations: Does the application support any of the DOT Priority Considerations – Bridge Projects listed in Section E.2.b of the NOFO? If the applications supports one or more of the considerations for the FY22 submissions, describe which consideration(s) is supports and how. In the discussion below, reference to previous sections in which additional information was detailed to support the consideration(s).

This application supports the following priority considerations by...