

FEDERAL PROGRAM: Bridge Formula Program (BFP) – NEW

FEDERAL AGENCY: U.S. Department of Transportation

PROGRAM DESCRIPTION:

The Bridge Formula Program was established under the IIJA to provide funding for highway bridge replacement, rehabilitation, preservation, protection, and construction of highway bridges.

*Apportionment Levels **

IIJA Estimated Apportionments						
<i>\$ in millions</i>	2022	2023	2024	2025	2026	IIJA Total
WA	121.0	123.4	126.0	128.4	131.0	629.8

*The amounts for FFY2022 come from FHWA apportionment notice N4510.867 found at <https://www.fhwa.dot.gov/legisregs/directives/notices/n4510867.cfm>.

The amounts for FFY2023 – FFY2026 come from FHWA Estimated Highway Apportionments under the IIJA (before post-apportionment set-asides; penalties, and sequestration) found at https://transportation.house.gov/download/ta_est-fy-2022-2026-apportionments_ans-as-passed-by-senate-infrastructure-investment-and-jobs-act. Based on the data shown in the highway authorizations estimates document found at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/highway_authorizations_nov302021.pdf, annual estimates remain constant.

Background

The construction of a new highway bridge on a new alignment is an eligible project under the BFP, but states are encouraged to first focus their BFP funding on projects that improve the condition of in-service highway bridges classified in poor condition and that preserve or improve the condition of in-service highway bridges classified in fair condition. Sets aside 3% of BFP funding each fiscal year for Tribal transportation facility bridges, which shall be administered under the Tribal Transportation Program.

BFP apportionment includes a 15% set-aside for off-system bridges which provides funding for highway bridges located on public roads, other than those located on Federal-aid highways. Each state is guaranteed a minimum annual distribution of \$45 million. In FFY 2022 Washington received \$130.7 million, \$19.6 million of which was set aside for obligation on off-system bridges.

BFP funds are apportioned to the states via a formula based on the relative costs of replacing a state’s bridges classified as in poor condition and rehabilitating a state’s bridges classified as in fair condition.

- 75% by the proportion the total cost of replacing all bridges classified in poor condition in the State bears to the total cost to replace all bridges classified in poor condition in all States; and
- 25% by the proportion the total cost of rehabilitating all bridges classified in fair condition in the State bears to the total cost to rehabilitate all bridges classified in fair condition in all States.

The federal share is up to 100% of the total eligible project costs when used on locally or tribally-owned, off-system bridges. Funds may not be transferred between federal programs.

States are encouraged to use BFP funds for projects that:

- Address equity, barriers to opportunity, and lack of community connectivity
- Improve the mobility of goods and services,
- Increase resiliency of bridges to multiple hazards and risks; and
- Reduce greenhouse gas emission through use of materials or improvements in multimodal access