



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

March 18, 2022

James Donison
City Engineer
City of Lebanon
193 Dartmouth College Highway
Lebanon, NH 03766

RE: LEBANON, #24221
Trues Brook Road over Bloods Brook - Br. #066/059
State Bridge Aid Program
LOCAL BRIDGE FUNDING CHANGES RELATED TO BIPARTISAN INFRASTRUCTURE LAW (BIL)

Dear Mr. Donison:

The New Hampshire Department of Transportation (NHDOT) is pleased to announce that as a result of the recently approved Federal Bipartisan Infrastructure Law (BIL), the State of New Hampshire will be receiving \$6,750,000.00 per year over a five (5) year period dedicated to the rehabilitation and/or replacement of municipally owned bridges that qualify based on NHDOT program requirements. The 5-year BIL total of \$33,750,000.00 will be administered by the NHDOT under a new program called **MOBIL** (Municipally Owned Bipartisan Infrastructure Law) and will use to supplement and accelerate existing locally owned bridge projects already enrolled in our State Bridge Aid Program. The new MOBIL funding has a 100% Federal Construction Phase share for locally owned bridges and will reduce the overall amount of local funds needed to complete a project and allow for monthly reimbursements from the NHDOT for eligible construction work.

As noted in the Federal Bridge Formula Program information graphic below, BIL funding is to be used for bridges on public roadways. In addition, fifteen (15%) percent of BIL funds (the \$6,750,000.00 per year for 5 years mentioned above) are to be used for “non-Federal-aid highway bridge projects”. Each roadway in New Hampshire has a federal definition and “non-Federal-aid highways” are generally speaking of the lower volume local roads.

In order to accelerate the completion of currently enrolled State Bridge Aid projects and therefore enable NHDOT to enroll additional projects sooner than previously expected, the NHDOT has identified 23 bridges currently enrolled in our State Bridge Aid Program that meet both the federal definition of a bridge, that being a bridge with an existing bridge span greater than or equal to 20ft, as well as meet the “non-federal-aid highway” definition and therefore would be eligible to receive federal MOBIL funding. **The above noted bridge in your municipality is one of the 23 projects that has been selected for MOBIL funding.**

The NHDOT is in the process of programming 100% MOBIL funds into the Construction Phase of the above noted project. Preliminary Engineering Phase and Right-of-Way Phase costs for MOBIL projects will remain funded at 80% Bridge Aid and 20% local match.

Projects selected for MOBIL funding will need to meet Federal Aid Program requirements including:

- Current LPA (Local Public Agency) Federal Aid Training Certification for project sponsors and lead engineers,
- NEPA (National Environmental Policy Act) review and approval,
- Proper Right-of-Way documentation and certification,
- Federal Contracting Requirements such as Davis Bacon rules and Buy America standards, as well as
- All other Federal Aid Program requirements as described in our LPA Manual at the link below:
<https://www.nh.gov/dot/org/projectdevelopment/planning/lpa.htm>

The NHDOT estimates that following the Federal Aid process for developing and overseeing a bridge aid project adds approximately 10% to Preliminary Engineering and Construction Engineering project costs when compared to the state funded only Bridge Aid process. However, with MOBIL funds covering 100% of Construction and Construction Engineering costs, the overall savings to the municipality will be substantial and allow for more frequent reimbursements in the construction phase of the project.

The NHDOT is looking forward to discussing funding your project with MOBIL funds, please anticipate being contacted by me in the near future to set up a meeting to discuss the information noted above. In the meantime, I am happy to discuss and answer any questions related to your project should you want to reach out to me directly.

Sincerely,

C.R. Willeke

C. R. Willeke, PE
Municipal Highways Engineer
Bureau of Planning and Community Assistance
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CRW/dmp

[NEW] Bridge Formula Program

Purpose	Replace, rehabilitate, preserve, protect, and construct bridges on public roads
Funding	\$27.5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none">• States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none">• 75% based on relative costs of replacing State's poor condition bridges• 25% based on relative costs of rehabilitating State's fair condition bridges• ...but each State receives at least \$45M per FY (22-26)
Other key provisions	<ul style="list-style-type: none">• Benefits for "off-system" (non-Federal-aid highway) bridge projects<ul style="list-style-type: none">◦ 15% of funds reserved for such projects◦ 100% Federal share if owned by a local agency or Federally-recognized Tribe• Sets aside 3% of the funds appropriated for the program for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program