

# **New Hampshire Department of Transportation**

**“DOT 101”**

**NHDOT Overview and Summary of  
Organization**

**House Finance Committee Briefing**

**January 22, 2019**

# Mission

Transportation excellence enhancing the quality of life in New Hampshire

# Purpose

Transportation excellence in New Hampshire is fundamental to the state's economic development. The Department is charged with providing safe travel options for people and goods and to provide a system that is well maintained, efficient, and reliable.

# New Hampshire Department of Transportation

Assistant Commissioner  
and Chief Engineer

Commissioner

Deputy Commissioner

## Directors

Project Development

Operations

Finance

Policy &  
Administration

Aeronautics,  
Rail & Transit

## Bureau Administrators and District Engineers

Highway  
Design

Materials &  
Research

Highway  
Maintenance  
(District Offices)

Finance &  
Contracts

Human  
Resources

Aeronautics

Bridge Design

Project  
Management

Bridge  
Maintenance

Audit

Stewardship &  
Compliance

Railroads  
& Public  
Transportation

Environment

Right-of-Way

Turnpikes

Federal Labor  
Compliance

Construction

Planning &  
Community  
Assistance

Mechanical  
Services

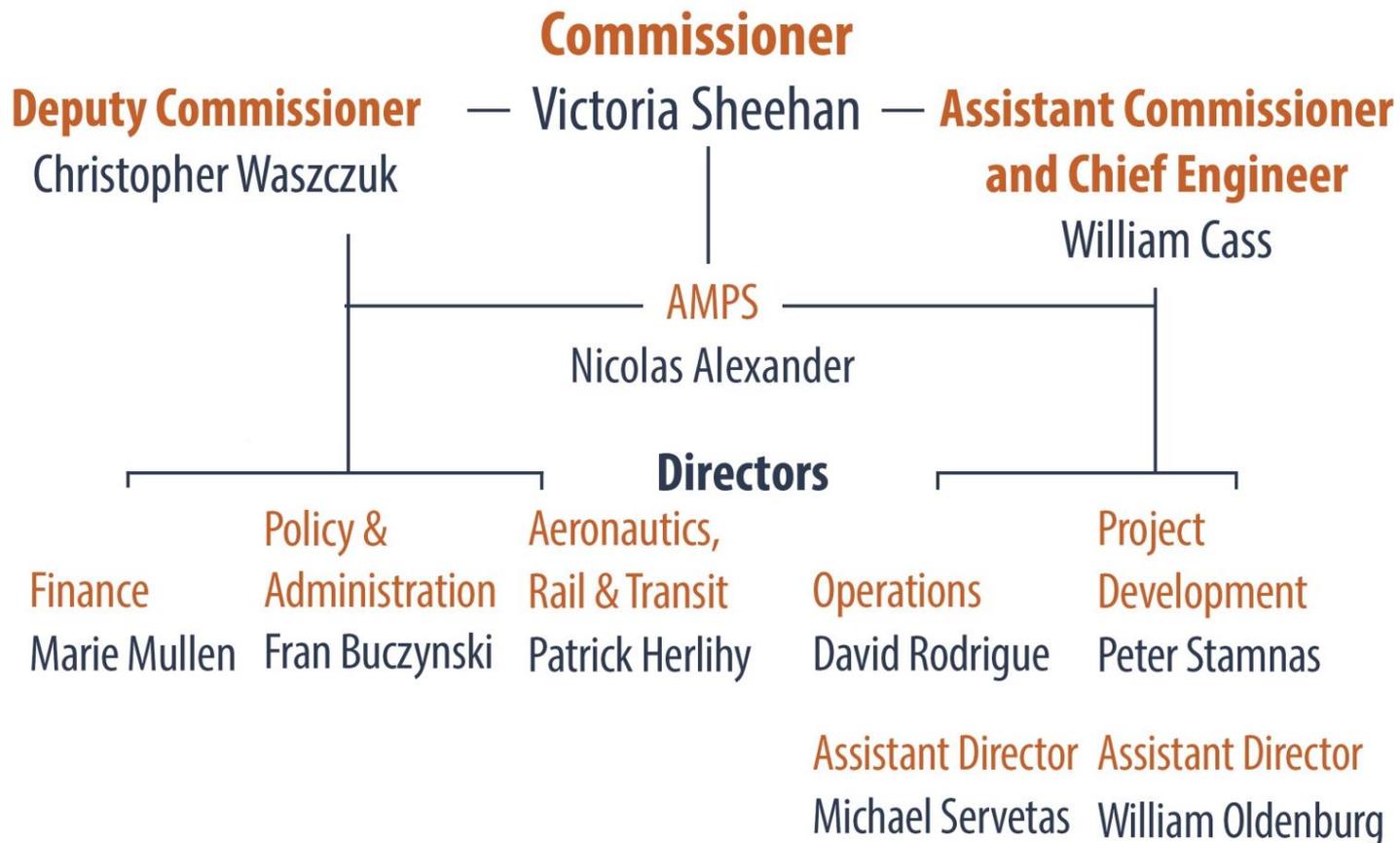
Hearings &  
Legislation

Traffic  
  
Transportation  
Systems Management  
and Operations

Public  
Information  
Officer



# Organization Chart



- Call 271-1484 for Commissioners & Directors

# Key Facts About NHDOT

- 1,643 permanent employees
- 2,161 State Bridges
  - State Red List – 133 (6.2%)
- 1,688 Municipal Bridges
  - Municipal Red List – 252 (15%)
- All bridges inspected every two years, red list bridges inspected more frequently



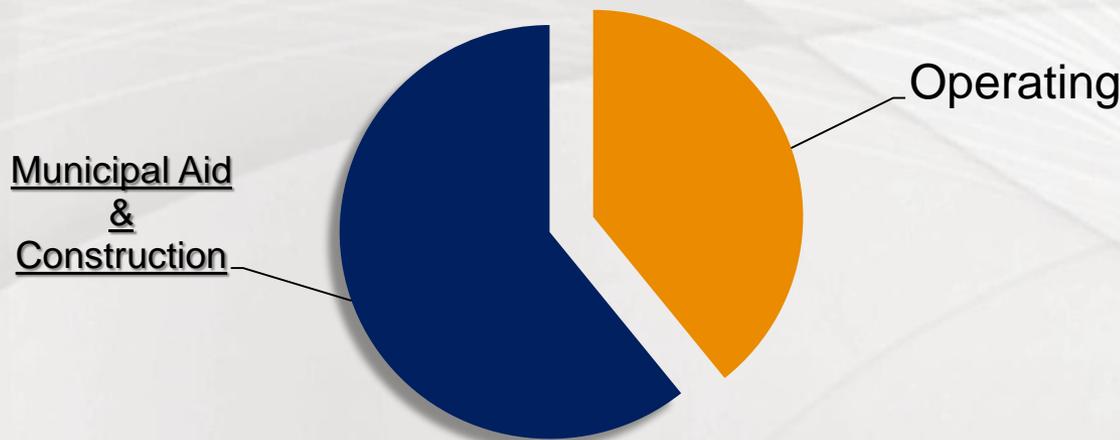
# Key Facts About NHDOT

- Approx. 4,600 centerline miles of roadway managed (additional 300 town maintained)
- Annual paving totals 550 centerline miles per year
- Maintain more than 100,000 highway signs, 75 million feet striping, 440 traffic signals
- 203 miles active state-owned rail lines
- 25 Publicly accessible airports
- 12 Local Public Transit Systems



# Funding Summary

- FY 2018 Actual Expenditures = \$668 million
  - Municipal Aid and Construction Costs = \$406 million
  - Operating Costs = \$262 million



- Comprised of various funding sources
  - Federal (33%), Highway (30%), Turnpike (17%), Other (10%), General (7%), Capital (3%)
  - Note: FY'18 reflects one time General Fund surplus expenditures

# Aeronautics, Rail and Transit Systems

Funding: Approximately \$1M in General Funds, remaining Federal Funds

## Aeronautics

25 Open-to-the-Public Airports  
12 Federally Funded Airports  
FFY17: Granted \$18.3M  
3 Commercial airports  
9 Block Grant Airports  
13 Airports do not receive Federal Aid.  
CY17: \$1.03M in Revenue from Aviation Registration Fees.



## Rail

6 active operator agreements  
4 freight service  
2 tourist service  
203 miles active state-owned rail lines  
339 miles abandoned/inactive state-owned rail lines



## Public Transit

12 Local Public Transit Systems  
Intercity/Commuter service  
Boston Express  
Community Transportation (Human Service/Volunteer Drivers)



# Issues & Challenges

- Aeronautics
  - Aircraft Registration Fee reduction effective 1/1/2019
  - Increased responsibility for Unmanned Aircraft System (UAS) or “Drones”
- Transit
  - Access to transit for aging population
- Rail
  - Backlog of railroad infrastructure investment

# Administration

## Executive Office

- Consists of Commissioners and Directors providing overall executive management to the Department
- Funding for agency-wide costs are included in this budgetary activity, such as GO Bond debt service, transfer to other agencies, retiree health, workers comp, unemployment, SWCAP, etc.
- Public Information

## Finance

- Budget formulation, financial reporting, accounts payable, contract management, federal billing and financial analysis

## Policy and Administration

- Human Resources
- Health and Safety, Office of Federal Labor Compliance
- Policy formulation and strategy

# Project Development

## Planning, Engineering and Construction Management

Ten Year Transportation Improvement Plan every two years

Federal Highway Administration program of \$170+ million per year (mostly construction projects)

### **FY 2018**

Advertised \$179 million in construction contracts

Oversaw 86 active construction projects with a total value of approximately \$538 million



# Maintenance and Operations

## Maintenance and Operation of State Roads and Bridges

Dedicated Statewide Workforce: 6 Maintenance districts, 87 patrol sections, 12 bridge crews, 7 garages, 90 fuel sites



Snow Plow Operations  
Respond to Emergency Events  
(Tropical Storm Irene, Flooding)  
Maintains Bridges  
Maintain Roads



Maintains Vehicle Fleet/Fuel Distribution  
Manages District Paving Programs  
Maintains Sophisticated Traffic Management Networks

**Innovative and Efficient**

# Highway Fund

- Highway Fund is not the DOT and DOT is not the Highway Fund
- Fund which unrestricted revenue from gas tax/road toll and registration fees is collected by Dept. of Safety
- Also Fund which restricted revenue for federal construction reimbursement, GARVEE bond and TIFIA proceeds are collected
- Primary source of funding for Operating Budget

# Highway Fund

- Revenue from Highway Fund appropriated to various agencies, DOT, Safety, Judicial Branch, Justice and Economic Affairs
- In 2018:
  - 60% was appropriated to DOT
  - 25% to DOS and other agencies
  - 15% to Municipalities
- State's Highway Fund has structural deficit
  - A number of one-time fixes since 2008 to balance budgets
  - Increase in fuel efficiency of automobiles has resulted in flat and projected to decline gas tax receipts
  - Annual Expenditures are higher than incoming revenue

# History of Road Toll Motor Vehicle Fees

State of New Hampshire Department of Transportation  
History of Road Toll and Motor Vehicle Fee Revenues

(In Millions)  
Updated 1/17/2019

Source:	A	B	C	D	E	F	G	H	I	J	K	L			
Schedule:	Surplus	Restricted	Restricted	Surplus	Unrestricted	Surplus	Surplus	Surplus	Surplus	Surplus	Surplus	Surplus			
Fiscal Year	22.2c Total Gas Tax (A+B+C+D) (Note 7)	2.7c (12%) Block Grant Aid A&B	2.6c Betterment (Note 2)	3.7c SB 367 Gas Tax	13.2c State Gasoline Tax	Motor Vehicle Fees	12% Block Grant from Motor Vehicle Fees	88% Net Motor Vehicle	Hwy Funds Available to Other Agencies	Highway Fund Balance for NHDOT	% for Muni's	% for Other Agencies	% for NHDOT		
1987	84.1	8.4	0.0	0.0	75.7	43.3	5.2	38.1	27.1	86.7	10.7%	21.3%	68.0%		
1988	84.3	13.2	0.0	0.0	71.1	46.4	5.6	40.8	29.8	82.1	14.4%	22.8%	62.8%		
1989	88.9	10.7	0.0	0.0	78.2	48.7	5.8	42.9	31.4	89.6	12.0%	22.8%	65.1%		
1990	82.6	10.0	0.0	0.0	72.6	53.8	6.5	47.4	32.6	87.4	12.1%	23.9%	64.0%		
1991	90.4	10.1	0.0	0.0	80.3	52.8	6.3	46.5	34.1	92.7	11.5%	23.8%	64.7%		
1992 (1)	103.7	10.4	9.6	0.0	83.7	55.0	6.6	48.4	34.1	98.1	11.4%	22.8%	65.8%		
1993	106.4	12.0	10.1	0.0	84.3	55.3	6.6	48.7	35.8	97.2	12.3%	23.6%	64.1%		
1994	107.6	12.5	10.4	0.0	84.7	56.4	6.8	49.7	35.3	99.1	12.5%	23.0%	64.5%		
1995	112.7	12.6	10.6	0.0	89.5	59.5	7.1	52.3	37.1	104.7	12.2%	23.0%	64.8%		
1996	118.3	13.4	11.2	0.0	93.7	60.2	7.2	53.0	37.5	109.1	12.3%	22.4%	65.2%		
1997	123.0	13.8	12.0	0.0	97.2	62.4	7.5	55.0	40.2	112.0	12.3%	23.2%	64.5%		
1998	128.1	14.5	12.6	0.0	101.0	64.5	7.7	56.7	40.8	117.0	12.4%	22.7%	65.0%		
1999 (2)	133.3	14.6	13.5	0.0	105.2	66.3	8.0	58.4	42.2	121.4	12.1%	22.7%	65.2%		
2000	136.0	15.0	20.0	0.0	101.0	69.9	8.4	61.5	46.9	115.6	12.6%	25.2%	62.2%		
2001	139.8	16.4	20.3	0.0	103.1	72.1	8.6	63.4	48.2	118.4	13.1%	25.1%	61.8%		
2002	142.8	15.6	21.1	0.0	106.1	83.7	10.0	73.7	52.1	127.7	12.5%	25.3%	62.2%		
2003	145.6	16.8	21.4	0.0	107.4	87.7	10.5	77.2	54.5	130.0	12.9%	25.7%	61.4%		
2004	152.0	16.4	22.1	0.0	113.5	89.9	10.8	79.1	57.2	135.4	12.4%	26.0%	61.6%		
2005	154.6	18.3	22.6	0.0	113.7	93.2	11.2	82.0	63.2	132.4	13.1%	28.1%	58.8%		
2006	149.8	18.5	21.9	0.0	109.4	85.7	10.3	75.5	70.0	114.8	13.5%	32.8%	53.8%		
2007	151.5	17.3	22.0	0.0	112.2	93.3	11.2	82.1	74.2	120.1	12.8%	33.3%	53.9%		
2008	151.7	17.5	14.7	(3)	119.5	100.9	12.1	88.8	75.7	132.6	12.4%	31.8%	55.7%		
2009	146.3	18.6	14.2	(3)	113.5	99.3	11.9	87.4	79.3	121.6	13.2%	34.3%	52.6%		
2010	147.0	12.6	23.3	(4)(7)	111.1	142.1	(5,8)	125.1	81.9	(6)	154.4	11.2%	30.8%	58.1%	
2011	161.2	20.0	(9b)	36.2	(7)	123.9	(5,8)	14.9	109.1	84.5	129.6	14.0%	33.9%	52.1%	
2012	144.0	22.0	(9b)	21.7	0.0	104.4	(8)	12.5	91.9	80.4	111.8	15.2%	35.5%	49.3%	
2013	144.2	17.1	(9b)	20.8	0.0	106.3	(8)	12.8	93.7	82.0	118.0	13.0%	35.7%	51.3%	
2014	145.8	17.1	(9b)	21.1	0.0	107.6	(8)	13.1	96.1	83.6	120.0	12.9%	35.8%	51.3%	
2015	181.4	19.8	(9b)	21.3	34.3	107.8	(8)	13.1	94.7	83.4	117.3	14.1%	35.7%	50.2%	
2016	182.6	21.9	(9b)	21.5	30.6 (10)	107.7	(8)	12.9	94.8	64.2	(9c)	139.2	14.6%	27.0%	58.4%
2017	184.1	22.0	(9b)	21.8	30.8 (10)	109.5	(8)	12.9	100.6	66.5	(9c)	143.6	14.3%	27.1%	58.6%
2018	184.9	22.2	(9b)	22.0	31.2	114.1	(8)	13.6	100.5	65.1	(9c)	144.9	14.6%	26.5%	58.9%
2019 Budget	182.5 (9)	21.7 (9)	21.7 (9)	30.3 (9)	108.8 (9)	109.9 (8,9)	13.7	96.2	63.8 (9c)	141.1	14.7%	26.6%	58.7%		

- (1) Additional Tax of Two Cents to Betterment (resulting in gas tax increasing from \$.16 to \$.18) (enacted 1992)
- (2) One Additional Cent to Betterment from Gas Tax (results in a total of \$.03 for Betterment) (enacted 1999)
- (3) Additional funds for Betterment made available by bonds in HB 25 Ch 264, L07 - \$7.5m ea FY  
HB 2 Ch 263:36 reduces from \$0.03 to \$0.02 Betterment Funding FY 08 & 09. The \$0.01 reduction to offset bonds above.
- (4) Reflects increase from \$.02 to \$.03 from Gas Tax - prior biennium (FY 08 & 09) dedicated \$.01 to Debt Service and an additional \$2 million.
- (5) This includes \$30 registration surcharge which was approved for FY 2010 and FY 2011.
- (6) Starting in FY 2010, funding provided by direct appropriation from Highway Fund to Agency.
- (7) FY 2010 & 2011 includes \$17 million additional funds.
- (8) Net of court fines.
- (9) Budget
- (9b) Actual Calc
- (9c) Beginning in FY16, a portion of Safety's actual expenses and budget historically funded with highway funds, was funded with general funds.
- (10) Includes \$8.3M in each fiscal year for Road Toll revenue restricted to cover operating expenses in AU 3007 Highway Maintenance.



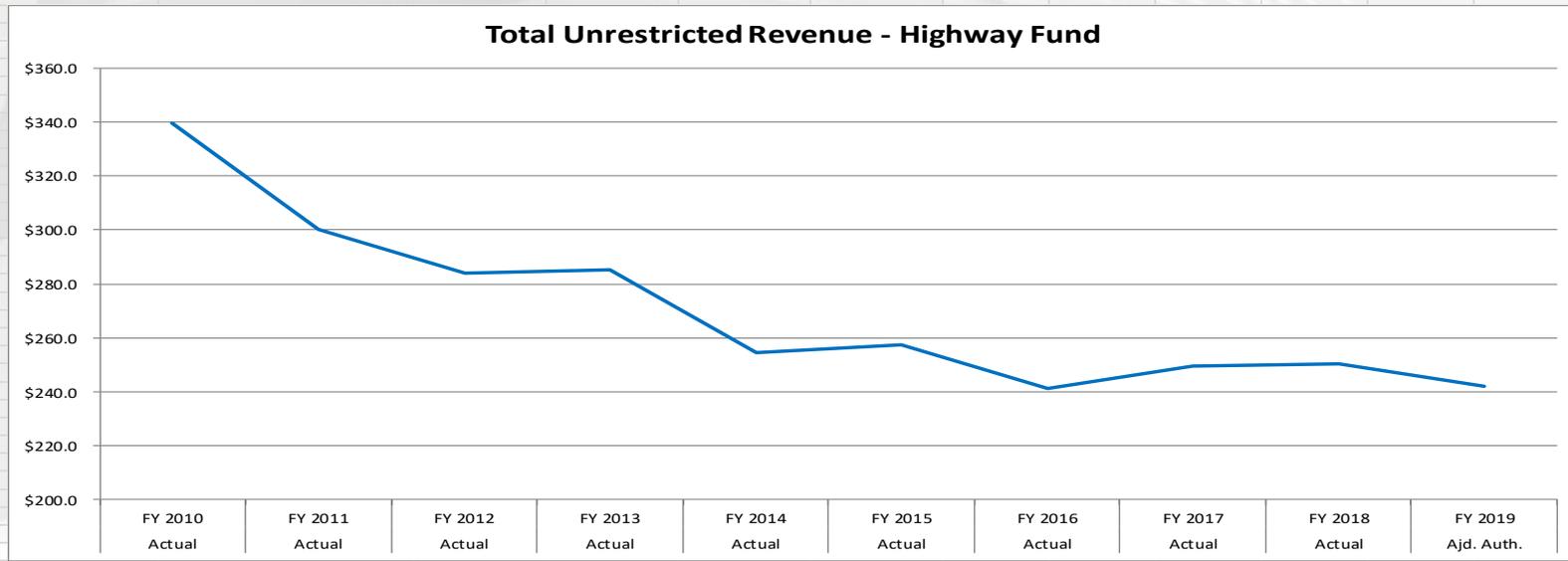
# History of Unrestricted Highway Fund Revenue

## State of New Hampshire Department of Transportation 10 Year History of Highway Fund Revenue

Unrestricted Revenue (Highway Funds)											
	Actual FY 2010	Actual FY 2011	Actual FY 2012	Actual FY 2013	Actual FY 2014	Actual FY 2015	Actual FY 2016	Actual FY 2017	Actual FY 2018	Actual FY 2019	Ajd. Auth. FY 2019
Gas Road Tolls	\$ 123.7	\$ 125.0	\$ 124.9	\$ 123.3	\$ 124.7	\$ 125.8	\$ 123.6	\$ 124.6	\$ 126.1	\$ 123.0	\$ 123.0
Motor Vehicle Fees	103.2	94.2	104.4	107.5	106.6	110.4	85.1	89.9	90.3	81.9	81.9
\$30 Reg. Surcharge	38.9	29.7									
<b>Subtotal Road Toll &amp; Motor Vehicle Fees</b>	<b>265.8</b>	<b>248.9</b>	<b>229.3</b>	<b>230.8</b>	<b>231.3</b>	<b>236.2</b>	<b>208.7</b>	<b>214.5</b>	<b>216.4</b>	<b>204.9</b>	<b>204.9</b>
Court Fines	8.0	8.2	7.8	7.0	7.2	6.8	6.9	6.2	5.7	5.6	5.6
Miscellaneous	22.9	21.0	19.3	21.4	0.8	0.4	0.3	0.3	0.2	0.3	0.3
Retro Turnpike Toll Credits *	12.7	2.1	1.4								
I-95 Sale	30.0	20.0	26.0	26.0	15.0	14.2	0.4				
Cost of Collections							25.1	28.7	28.1	31.4	31.4
<b>Total Unrestricted Revenue - Highway Fund</b>	<b>\$ 339.4</b>	<b>\$ 300.2</b>	<b>\$ 283.8</b>	<b>\$ 285.2</b>	<b>\$ 254.3</b>	<b>\$ 257.6</b>	<b>\$ 241.4</b>	<b>\$ 249.7</b>	<b>\$ 250.4</b>	<b>\$ 242.2</b>	<b>\$ 242.2</b>

Source: State CAFR Revenue Reports

\*Toll credits can be applied to projects retroactively, i.e., after project authorization. The Department received Federal revenue reimbursement for match funds paid in prior years with Highway Funds.



	Actual FY 2010	Actual FY 2011	Actual FY 2012	Actual FY 2013	Actual FY 2014	Actual FY 2015	Actual FY 2016	Actual FY 2017	Actual FY 2018	Actual FY 2019
State CAFR Highway Fund Balance/(Deficit)	\$ 9.0	\$ 20.3	\$ 34.8	\$ 46.3	\$ 33.2	\$ 16.2	\$ 35.4	\$ 48.4	\$ 44.2	

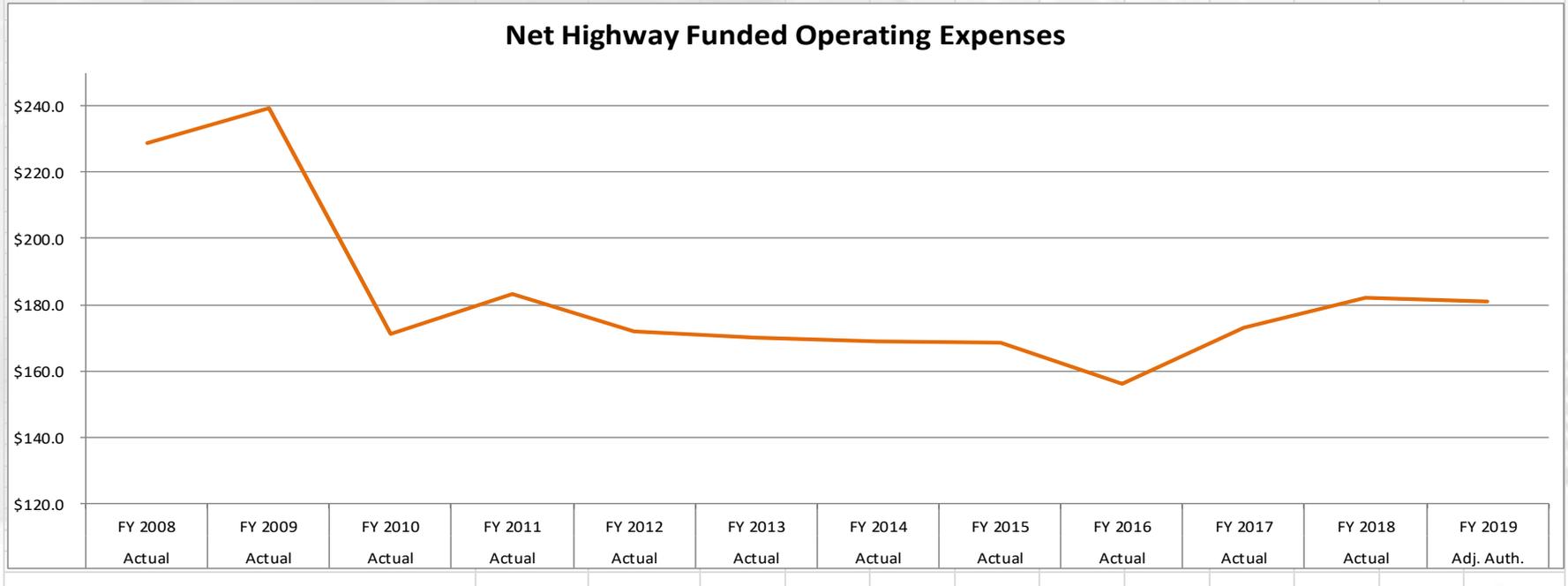


# History of Highway Funded Operating Expenses

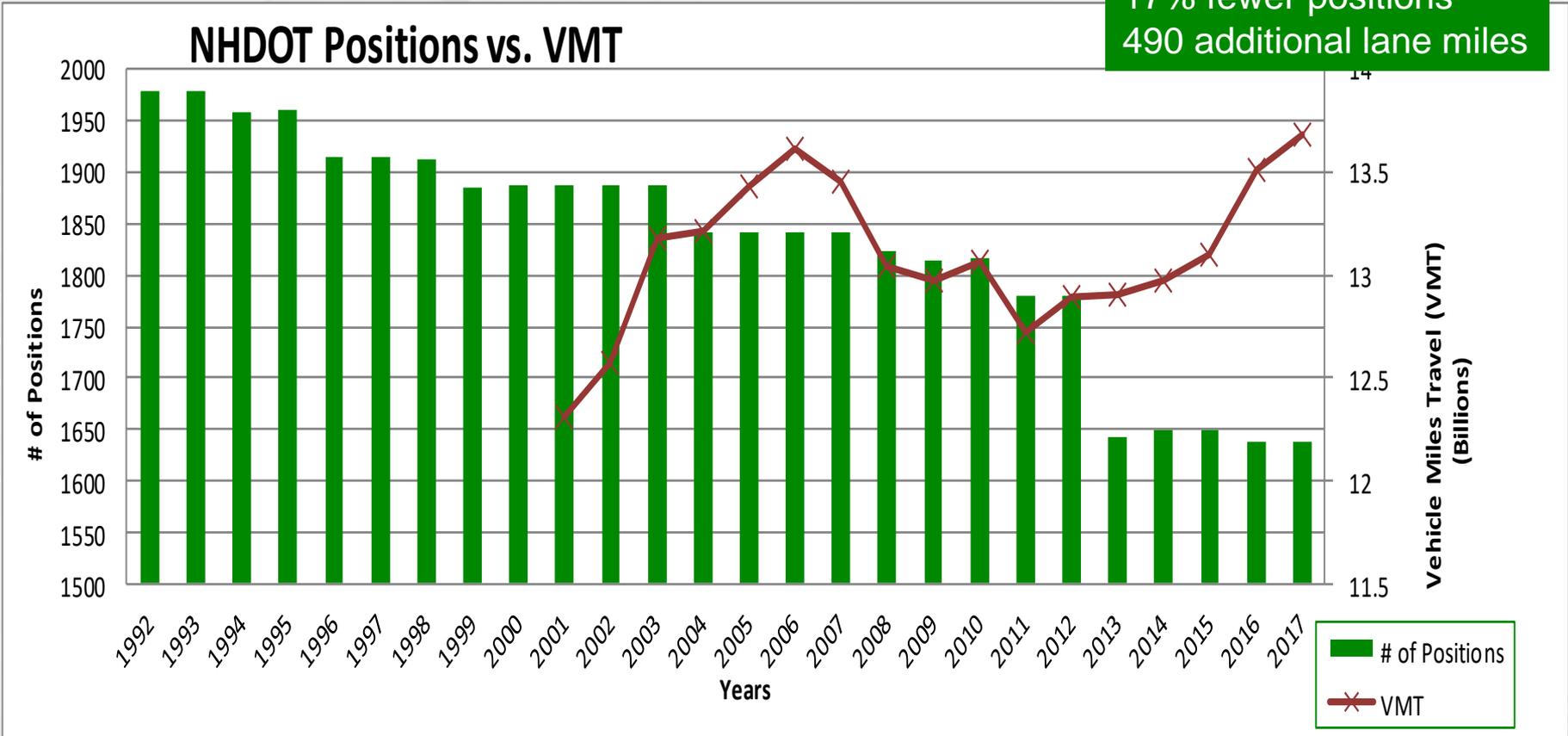
## State of New Hampshire Department of Transportation History of Highway Funded Operating Expenses

(in millions)

	Actual FY 2008	Actual FY 2009	Actual FY 2010	Actual FY 2011	Actual FY 2012	Actual FY 2013	Actual FY 2014	Actual FY 2015	Actual FY 2016	Actual FY 2017	Actual FY 2018	Adj. Auth. FY 2019
Highway Fund Operating Expense	\$ 279.0	\$ 300.5	\$ 238.7	\$ 248.1	\$ 234.8	\$ 230.6	\$ 229.0	\$ 231.6	\$ 212.2	\$ 227.4	\$ 243.5	\$ 244.1
Less Non-Discretionary Items:												
Debt Service	7.6	11.8	13.1	6.1	11.8	12.3	12.3	11.6	11.8	11.1	12.3	12.2
Municipal Aid	32.9	36.5	42.6	47.2	39.7	37.3	35.8	40.1	32.5	30.8	36.6	37.0
Retirees Pension/Health, Workers Comp, Unempl. Comp	8.1	11.0	9.8	8.6	9.4	9.1	8.8	8.4	9.2	9.7	9.9	11.4
General Fund Overhead	1.8	2.0	2.0	2.8	2.1	1.9	3.0	2.8	2.6	2.7	2.5	2.6
<b>Net Highway Fund Operating Expense</b>	<b>\$ 228.6</b>	<b>\$ 239.2</b>	<b>\$ 171.2</b>	<b>\$ 183.4</b>	<b>\$ 171.8</b>	<b>\$ 170.0</b>	<b>\$ 169.1</b>	<b>\$ 168.7</b>	<b>\$ 156.1</b>	<b>\$ 173.1</b>	<b>\$ 182.2</b>	<b>\$ 180.9</b>



VMT 11% increase  
 17% fewer positions  
 490 additional lane miles



Currently 1,643 permanent employees: 17% fewer than in 1992

65% of Staff eligible for retirement in next 5 years

# Issues & Challenges

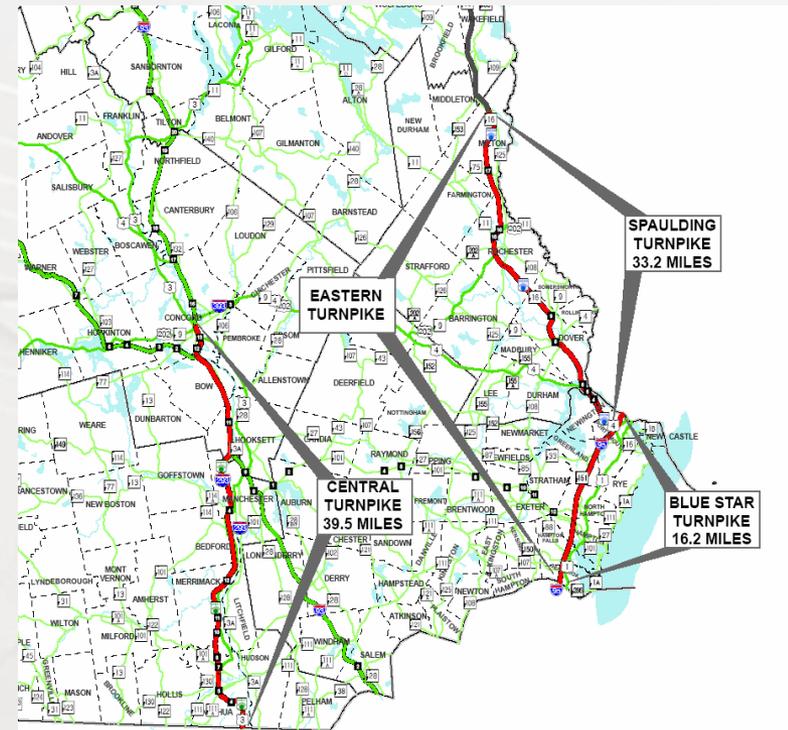
- Winter Maintenance
  - Under budgeted by \$6.5 M/yr
  - Fiscal transfers
  - Uncompetitive rates and shortage of hired trucks
- Heavy Equipment Fleet
  - Under budgeted: \$2M/yr vs. \$8M/yr required
  - Capital Budget funds have supplemented
  - Maintenance backlog
- Limited State Funding for Non-Fed Eligible State Roads
  - 3,460 miles Fed-Aid Eligible
  - 1,142 miles Ineligible for Fed-Aid

# Issues & Challenges

- Hiring
- Preventative Maintenance
- Surplus State Property and buildings
  - Conway Bypass payback
  - Stickney Avenue
- Restore State matching Transit funding
- State Aid Bridge program
- State Aid Highway programs

# Turnpike System Overview

- 3 Turnpike Segments
- 89 Miles Long
- 171 Bridges
- 9 Toll Facilities
- Enterprise Fund – All Turnpike revenue must be used on the System
- Turnpike Revenue pays for:
  - Operating & Maintenance Costs
  - Debt Service
  - R&R Work
  - Capital Improvements
- FY18: 122 million transactions  
\$141 million total revenue



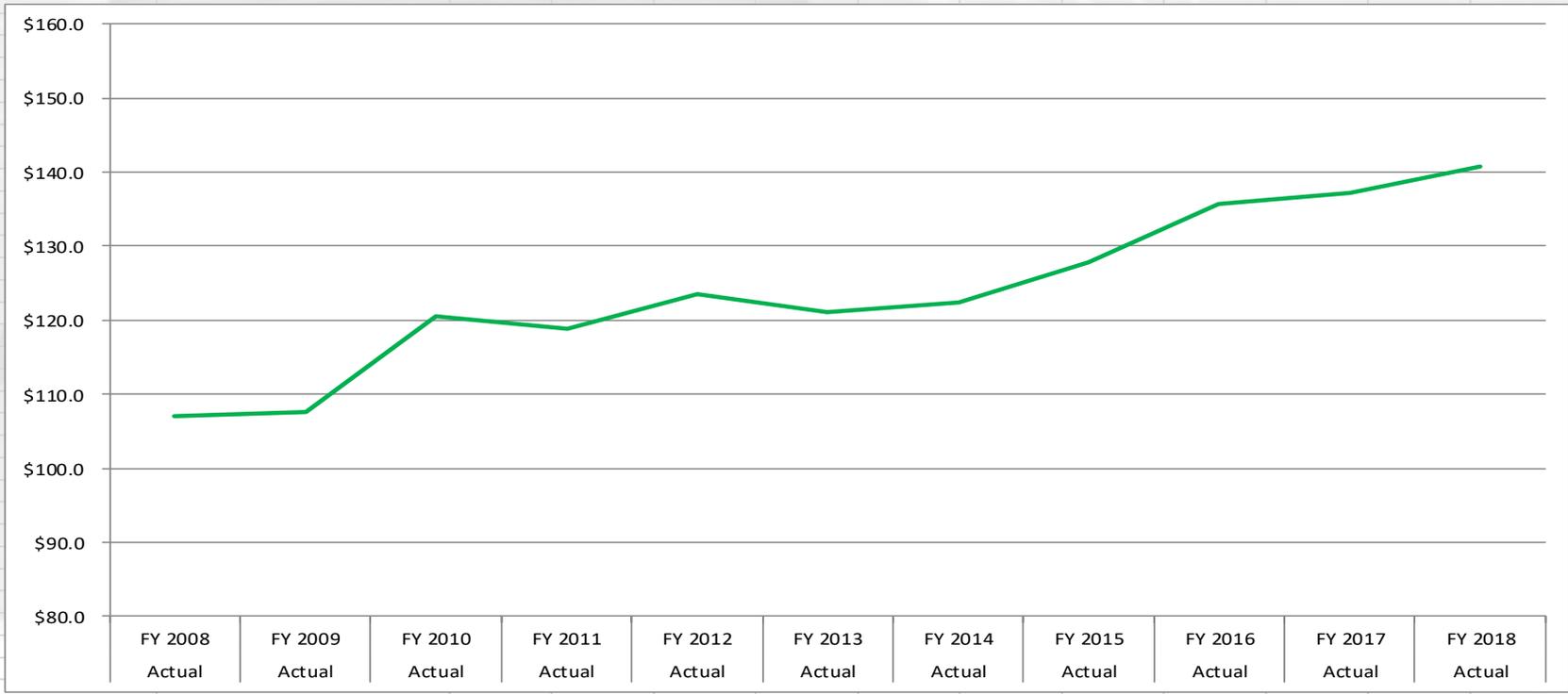
# History of Turnpike Fund Revenue

## State of New Hampshire Department of Transportation History of Turnpike Fund Revenue

(in millions)

	Actual FY 2008	Actual FY 2009	Actual FY 2010	Actual FY 2011	Actual FY 2012	Actual FY 2013	Actual FY 2014	Actual FY 2015	Actual FY 2016	Actual FY 2017	Actual FY 2018
Toll Revenue	\$ 103.3	\$ 106.1	\$ 117.7	\$ 117.9	\$ 117.9	\$ 117.2	\$ 118.5	\$ 123.6	\$ 129.6	\$ 130.5	\$ 134.1
	3.8	1.5	2.8	1.0	5.6	3.9	3.9	4.2	6.1	6.8	6.6
<b>Total Revenue - Turnpike Fund</b>	<b>\$ 107.1</b>	<b>\$ 107.6</b>	<b>\$ 120.5</b>	<b>\$ 118.9</b>	<b>\$ 123.5</b>	<b>\$ 121.1</b>	<b>\$ 122.4</b>	<b>\$ 127.8</b>	<b>\$ 135.7</b>	<b>\$ 137.3</b>	<b>\$ 140.7</b>

Source: (Actual) State CAFR Revenue Reports and Budget Appropriations

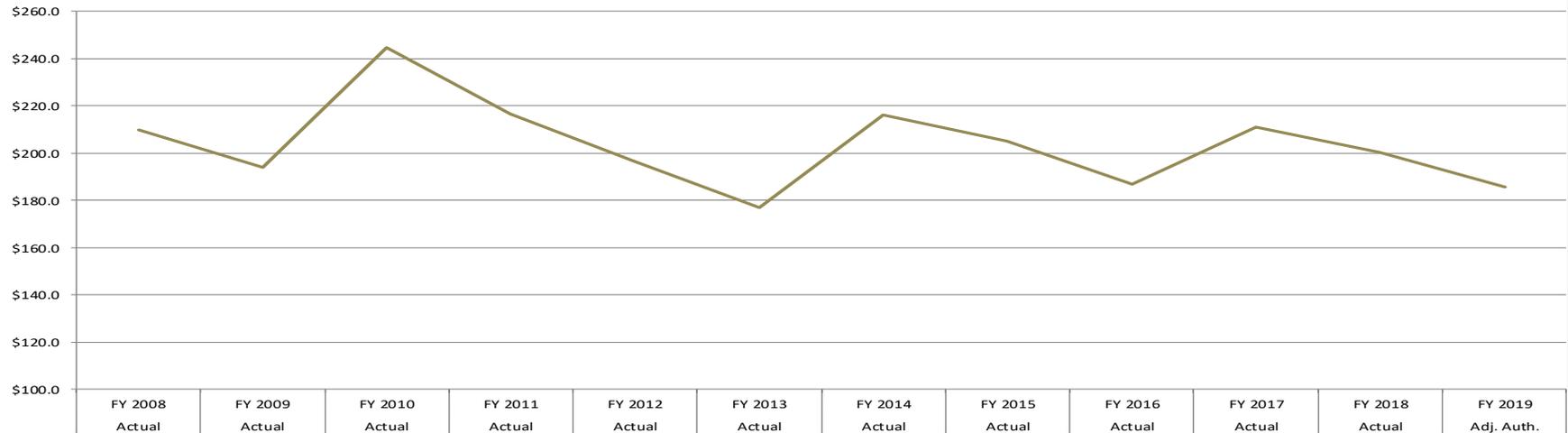


# History of Federal Fund Revenue

## State of New Hampshire Department of Transportation History of Federal Funds- All Funds

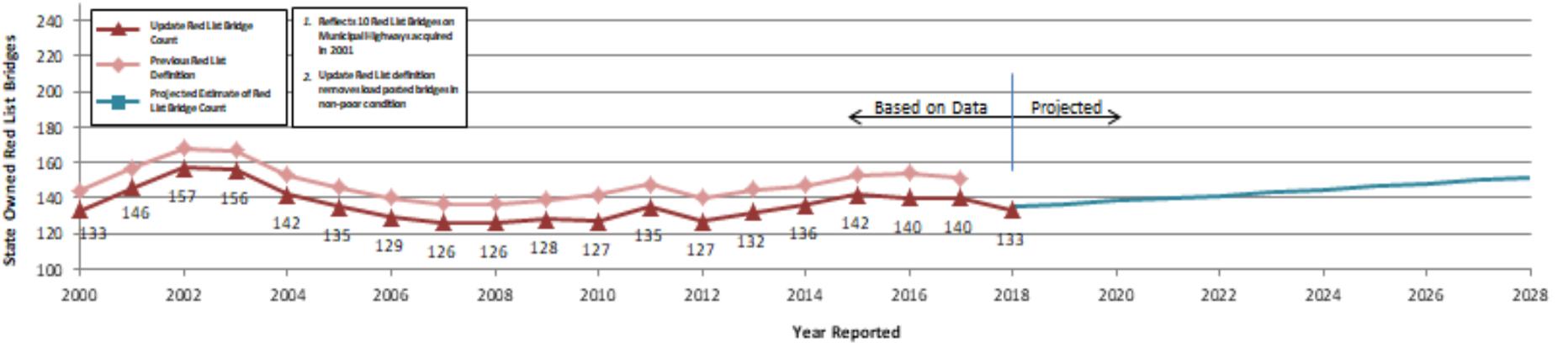
(in millions)												
	Actual FY 2008	Actual FY 2009	Actual FY 2010	Actual FY 2011	Actual FY 2012	Actual FY 2013	Actual FY 2014	Actual FY 2015	Actual FY 2016	Actual FY 2017	Actual FY 2018	Adj. Auth. FY 2019
Federal Funds - FHWA	\$ 154.5	\$ 157.6	\$ 147.0	\$ 146.1	\$ 157.1	\$ 138.9	\$ 172.9	\$ 160.1	\$ 146.3	\$ 163.1	\$ 147.0	\$ 140.0
Federal Funds - DERA											0.8	
Federal Funds - Emergency (FEMA & FHWA)	6.8	5.5	2.0	0.1	1.7	2.3	2.3	0.1	0.5	0.1	6.0	-
Federal Funds - American Reinvest & Recov Act (ARRA)	-	6.6	65.0	43.0	7.6	0.7	-	-	-	-	-	-
Federal Funds - FHWA Garvee	-	-	-	0.4	2.1	5.4	17.6	17.5	17.4	17.4	17.4	17.3
Federal Funds - US Treasury	-	-	-	0.6	1.6	1.6	1.5	1.4	1.5	1.5	1.4	1.5
<b>Total Federal Funds - Highway 015</b>	<b>161.3</b>	<b>169.7</b>	<b>214.0</b>	<b>190.3</b>	<b>170.1</b>	<b>149.0</b>	<b>194.3</b>	<b>179.1</b>	<b>165.7</b>	<b>182.1</b>	<b>172.6</b>	<b>158.8</b>
Federal Funds - US Treasury	-	-	1.3	3.1	3.1	3.1	2.9	2.9	2.8	2.9	3.0	2.9
Federal Funds - Emergency (FEMA)	-	-	-	-	0.0	-	-	-	0.2	-	-	-
<b>Total Federal Funds - Turnpike 017</b>	<b>-</b>	<b>-</b>	<b>1.3</b>	<b>3.1</b>	<b>3.2</b>	<b>3.1</b>	<b>2.9</b>	<b>2.9</b>	<b>3.0</b>	<b>2.9</b>	<b>3.0</b>	<b>2.9</b>
Federal Funds - Federal Aviation Admin (FAA)	6.0	8.6	8.0	2.3	0.1	0.4	0.6	5.1	0.4	0.3	-	2.0
Federal Funds - Federal Transit Admin (FTA)	10.0	4.8	6.6	7.3	6.6	6.0	8.4	7.9	6.4	14.1	12.0	21.8
Federal Funds - Federal Railroad Admin (FRA)	-	-	-	-	0.8	-	(0.0)	0.6	0.9	-	-	-
Federal Funds - American Reinvest & Recov Act (ARRA) (Transit)	-	-	6.6	2.5	-	-	-	-	-	-	-	-
<b>Total Federal Funds - General 010</b>	<b>16.0</b>	<b>13.4</b>	<b>21.2</b>	<b>12.0</b>	<b>7.5</b>	<b>6.4</b>	<b>8.9</b>	<b>13.6</b>	<b>7.7</b>	<b>14.4</b>	<b>12.0</b>	<b>23.8</b>
Federal Funds - Federal Aviation Admin (FAA)	32.6	10.9	8.2	10.8	15.5	18.2	10.0	9.5	10.3	11.5	12.5	-
<b>Total Federal Funds - Capital 030</b>	<b>32.6</b>	<b>10.9</b>	<b>8.2</b>	<b>10.8</b>	<b>15.5</b>	<b>18.2</b>	<b>10.0</b>	<b>9.5</b>	<b>10.3</b>	<b>11.5</b>	<b>12.5</b>	<b>-</b>
<b>Total Federal Funds - All Funds</b>	<b>\$ 209.9</b>	<b>\$ 194.0</b>	<b>\$ 244.6</b>	<b>\$ 216.3</b>	<b>\$ 196.2</b>	<b>\$ 176.7</b>	<b>\$ 216.2</b>	<b>\$ 205.1</b>	<b>\$ 186.7</b>	<b>\$ 210.9</b>	<b>\$ 200.1</b>	<b>\$ 185.5</b>

**Total Federal Fund - All Funds**



# Bridge Condition – Red List

NH State Owned Red List Bridges (2000-2028)

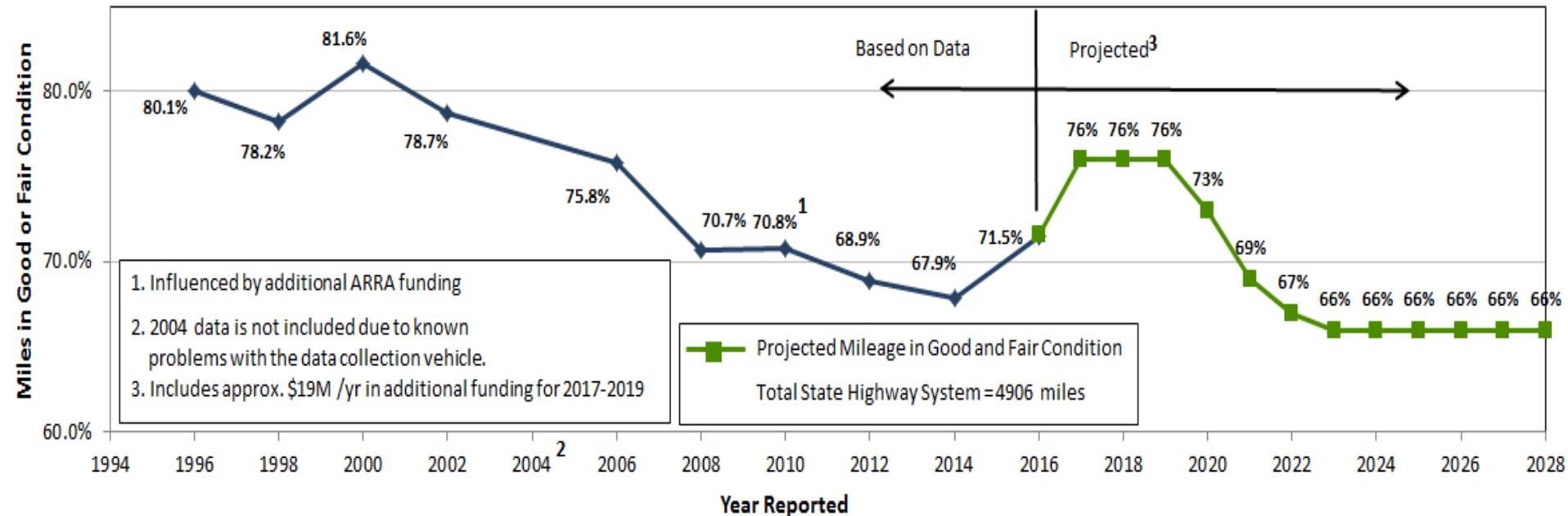


State-Owned Counts	2010	2011	2012	2013	2014	2015	2016	2017	2018
Poor Count ("4" or less)	127	135	127	132	136	142	140	140	133
Fair Count("5")	254	261	267	271	286	295	295	300	305
Fair Count("6")	527	522	517	508	517	506	535	544	561
Good Count ("7" or greater)	1189	1191	1206	1216	1193	1194	1163	1150	1137
Black (non-hwy/closed)	30	27	26	26	23	23	23	24	25
Total State-Owned Count	2127	2136	2143	2153	2155	2160	2156	2158	2161

- Number of State Red List Bridges (SRL) - which is representative of bridges in poor condition (rating of 4 or lower) is expected to increase
- Higher number of fair condition bridges w/ rating of 5 today than 8 years ago
- 135 of 140 red list bridges listed in 2017 will be addressed

# Pavement Condition

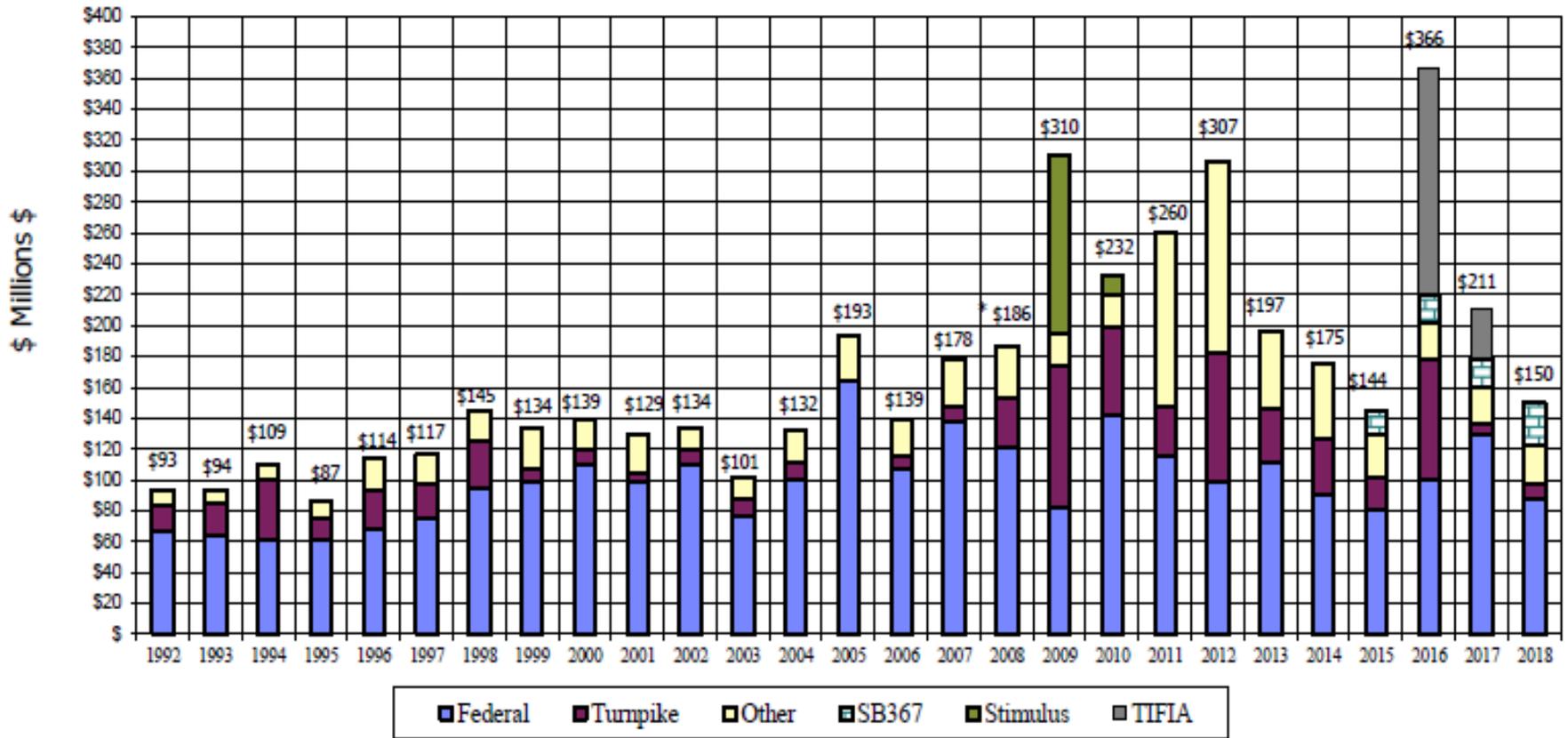
NH Pavement Condition  
1996 to 2028



- Overall % of Good & Fair Roads has been trending up after years of decline.
- Historic level of investment did not kept pace with level of pavement deterioration

# CONSTRUCTION CONTRACTING \$ FOR PROJECTS

*Advertised in Federal Fiscal Years (October 1 to September 30)*



2008 does not include Portsmouth-Kittery, 13678, Memorial Bridge which advertised, but Not Awarded.

2011 & 2012 reflect GARVEE advertised projects.

# SB367 Expenditure Waterfall

DOT  
01/17/19

**STATE OF NEW HAMPSHIRE**  
**SB 367 - AMENDMENT #2015-1810s**  
**BUDGETARY ESTIMATES WITH TIFIA FINANCING**

Fiscal Year	\$0.042 Dedicated Road Toll Increase <sup>1</sup>	Municipal Block Grant Aid (12% PY Revenue)	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing <sup>2</sup> for I-93	Additional State Aid for Municipal Bridges	DOT Operating Budget	Transfer from FY 16 savings in Operating <sup>4</sup>	TIFIA Pledged Paving and Bridge Repair <sup>3</sup>
2015 Actual	\$34,317,587	-	\$100,000	\$9,117,587	-		\$25,100,000
2016 Actual	\$34,686,888	\$4,118,110	\$284,354	\$6,800,000	\$8,300,000		\$15,184,423
2017 Actual	\$34,974,610	\$4,162,427	\$473,303	\$6,800,000	\$8,300,000	\$4,000,000	\$19,238,880
2018 Actual	\$35,358,920	\$4,196,953	\$735,276	\$6,800,000	-		\$23,626,691
2019 Budget	\$34,479,900	\$4,243,070	\$1,396,683	\$6,800,000	-		\$22,040,147
2020	\$34,479,797	\$4,137,588	\$1,864,483	\$6,800,000	-		\$21,677,726
2021	\$34,479,693	\$4,137,576	\$2,147,107	\$6,800,000	-		\$21,395,011
2022	\$34,479,590	\$4,137,563	\$2,195,000	\$6,800,000	-		\$21,347,027
2023	\$34,479,486	\$4,137,551	\$2,195,000	\$6,800,000	-		\$21,346,935
2024	\$34,479,383	\$4,137,538	\$2,197,986	\$6,800,000	-		\$21,343,858
2025	\$34,479,279	\$4,137,526	\$2,192,014	\$6,800,000	-		\$21,349,739
2026	\$34,479,176	\$4,137,514	\$23,405,706	\$6,800,000	-		\$135,956
2027	\$34,479,072	\$4,137,501	\$23,405,706	\$6,800,000	-		\$135,865
2028	\$34,478,969	\$4,137,489	\$23,405,706	\$6,800,000	-		\$135,774
2029	\$34,478,866	\$4,137,476	\$23,405,706	\$6,800,000	-		\$135,683
2030	\$34,478,762	\$4,137,464	\$23,405,706	\$6,800,000	-		\$135,592
2031	\$34,478,659	\$4,137,451	\$23,405,706	\$6,800,000	-		\$135,501
2032	\$34,478,555	\$4,137,439	\$23,405,706	\$6,800,000	-		\$135,410
2033	\$34,478,452	\$4,137,427	\$23,405,706	\$6,800,000	-		\$135,319
2034	\$34,478,348	\$4,137,414	\$23,405,706	\$6,800,000	-		\$135,228
<b>TOTAL</b>	<b>\$691,003,992</b>	<b>\$78,783,078</b>	<b>\$226,432,560</b>	<b>\$138,317,587</b>	<b>\$16,600,000</b>	<b>4,000,000.00</b>	<b>\$234,870,767</b>

<sup>1</sup> - For FY 2019, Approved Budget as passed HB144 Chapter 155 Laws of 2017; FY 2020 - FY 2034 provided by the Department of Safety, assumes a 0.0003% decrease each year thereafter.

<sup>2</sup> - Actual/Projected debt service based on loan closing 5/24/2016.  
 - \$200M TIFIA Financing; 9 year deferral period for principal payments  
 - All-In True Interest Cost = 1.09%  
 - Includes \$15,000 annual TIFIA Administrative Fee.

<sup>3</sup> - Pursuant to SB367 requirements, funds identified will be allocated based on RSA 235:23-a, Highway and Bridge Betterment Account.

<sup>4</sup> - Savings realized in Highway Maintenance in FY2016 transferred to TIFIA Pledged Paving and Bridge Repair pursuant to CH 0324:10 L16.



# Status of SB367 Funds and Usage

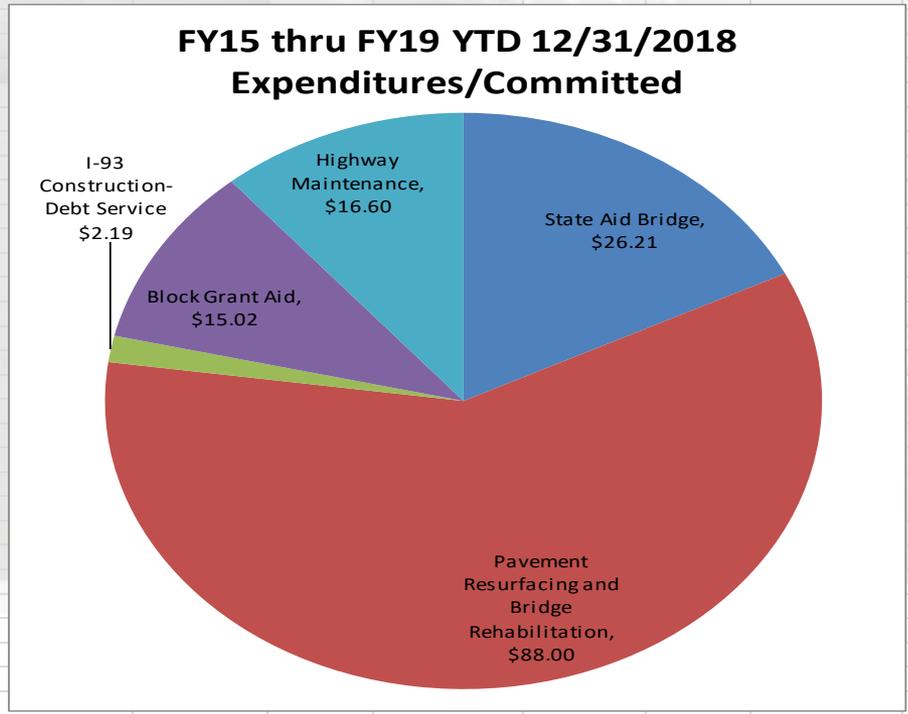
## State of New Hampshire Department of Transportation Status of SB367 Funds and Usage

( in millions)

	FY2015-2017 Actual			FY2018 Actual			FY2019 YTD 12/31/2018		
	Revenue	Expenditures/ Committed	Available Balance	Revenue	Expenditures /Committed	Available Balance	Revenue	Expenditures/ Committed	Available Balance
State Aid Bridge	22.62	18.82	3.80	6.80	2.86	7.74	6.80	4.54	10.00
Pavement Resurfacing and Bridge Rehabilitation	59.59	56.50	3.09	23.62	16.39	10.32	22.15	15.11	17.35
I-93 Construction - Debt Service	0.89	0.86	0.04	0.74	0.74	0.04	1.40	0.60	0.84
Block Grant Aid	8.28	8.28	-	4.20	4.20	-	4.14	2.55	1.59
Highway Maintenance	16.60	16.60	-	-	-	-	-	-	-
<b>Total</b>	<b>107.98</b>	<b>101.06</b>	<b>6.92</b>	<b>35.36</b>	<b>24.18</b>	<b>18.10</b>	<b>34.48</b>	<b>22.79</b>	<b>29.79</b>

**Notes:**

1. In FY17 \$4,000,000 appropriated from the Highway Fund Surplus per CH 324:10 L16
2. Available Balance is based on full year appropriations and assumes all budgeted revenue will be collected by fiscal year end.
3. Approximately 900 miles have been paved thru 12/31/2017.



# History of Authorized Transportation Debt

(in millions)

Highway (Fund 15)	Grant Anticipation Revenue Vehicle (GARVEE) Bonds			
	FY2005	FY2010	FY2012	Total
Authorized (RSA 228-A:2)	195.0	45.0	250.0	490.0
Issued	-	80.0	115.0	195.0
Authorized & Unissued	\$ 195.00	\$ (35.00)	\$ 135.00	\$ 295.00

Highway (Fund 15)	Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan
	FY2018
Authorized	200.0
Issued*	200.0
Authorized & Unissued	\$ -
<b>Expended through June 2018</b>	<b>\$102</b>

Turnpike (Fund 17)	Turnpike System Revenue Bonds												
	FY1971	FY1983	FY1985	FY1986	FY1987	FY1989	FY1991	FY1992	FY1998	FY2009	FY2013	FY2015	Total
Authorized	-	-	0.0	312.4	0.0	0.0	165.6	3.0	36.1	180.0	-	-	697.0
Issued	-	-	0.0	305.0	0.0	0.0	90.0	-	-	150.0	118.5	52.3	715.8
Eliminated/Transferred	9.7	44.0	13.4	0.0	1.0	1.0	-	-	-	-	-	-	69.1
Authorized & Unissued	\$ 9.7	\$ 44.0	\$ 13.4	\$ 7.4	\$ 1.0	\$ 1.0	\$ 75.6	\$ 3.0	\$ 36.1	\$ 30.0	\$ (118.5)	\$ (52.3)	\$ 50.2

	Bond and Loan Proceeds Usage by Fund									
	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	
Fund 15 Total (1843 GARVEE and 5211 TIFIA)	-	5.3	31.6	42.9	46.2	39.2	32.6	45.9	55.3	
Fund 17 Total (7500s) Turnpike Capital	83.3	44.2	13.4	80.9	31.1	-	30.8	19.2	-	
Fund 30 Programs G.O. Bonds										
Aeronautics	0.5	0.5	0.6	0.5	1.1	0.1	0.3	2.6	0.8	
Rail and Transit	0.4	1.0	0.4	0.6	1.5	0.3	1.1	2.8	2.1	
Public Facilities	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.1	0.1	
Storage Tanks	1.2	1.3	0.6	1.7	1.2	2.1	1.1	0.1	0.4	
Highway Projects	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
DOT Structures Equipment and Software	1.5	1.0	1.0	0.8	2.2	1.6	3.4	3.8	4.9	
Equipment and Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.7	4.3	0.0	
Fund 30 Total	7.9	4.0	2.6	3.6	6.0	4.1	6.6	13.7	8.3	
Department Total	\$ 91.2	\$ 53.5	\$ 47.6	\$ 127.4	\$ 83.3	\$ 43.3	\$ 70.0	\$ 78.8	\$ 63.6	

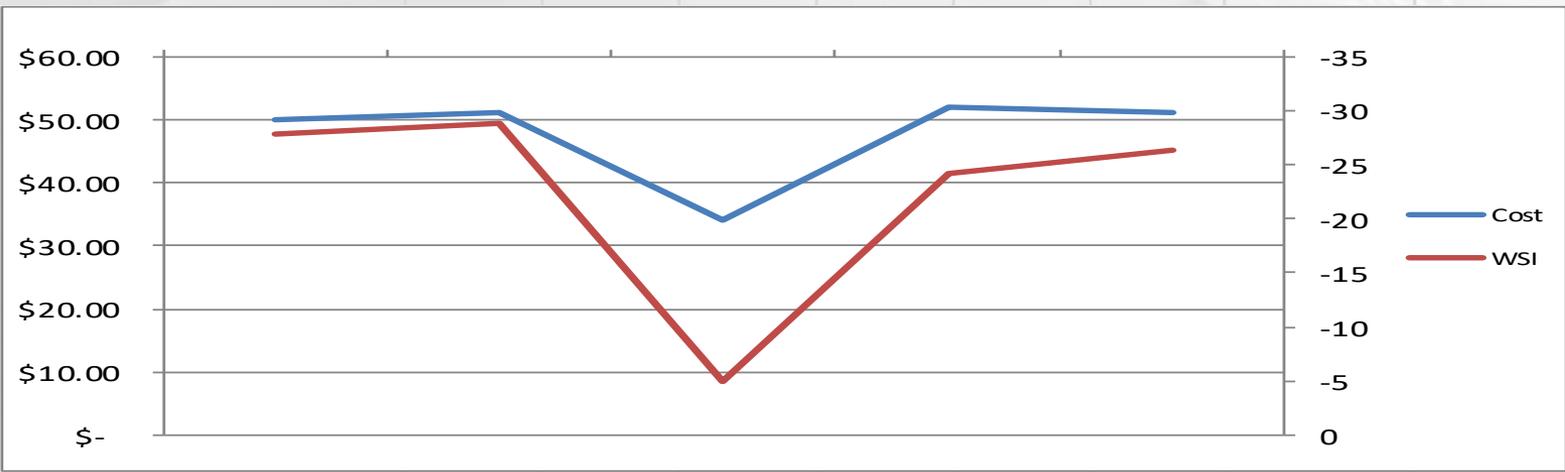
\*Issued in May of 2016



# History of Highway Funded Winter Maintenance

(In Millions)	Actual Expenditures					Budget	5 Year	Variance
	2014	2015	2016	2017	2018	2019	Average	to 5yr Avg
Incremental Personnel Costs	\$ 6.5	\$ 7.5	\$ 5.1	\$ 9.0	\$ 8.5	\$ 5.7		
Commodities	13.7	14.0	8.4	13.6	14.2	8.8		
Rented Equipment	8.3	8.8	5.2	9.3	9.2	7.5		
Utilities	0.8	0.8	1.0	0.9	1.1	1.1		
<b>2928 Winter Maint. Total</b>	<b>29.3</b>	<b>31.1</b>	<b>19.7</b>	<b>32.8</b>	<b>33.0</b>	<b>23.1</b>	29.2	<b>(6.1)</b>
Personnel Costs	15.3	14.8	10.8	14.6	14.4	14.0		
<b>3007 Highway Maint. Total</b>	<b>15.3</b>	<b>14.8</b>	<b>10.8</b>	<b>14.6</b>	<b>14.4</b>	<b>14.0</b>	14.0	<b>0.0</b>
State Equipment Usage	5.4	5.3	3.6	4.7	3.8	4.0		
Fuel								
Maintenance								
<b>3005 Mechanical Svcs. Total</b>	<b>5.4</b>	<b>5.3</b>	<b>3.6</b>	<b>4.7</b>	<b>3.8</b>	<b>4.0</b>	4.6	<b>(0.6)</b>
<b>TOTAL</b>	<b>\$50.0</b>	<b>\$51.2</b>	<b>\$34.1</b>	<b>\$52.1</b>	<b>\$51.2</b>	<b>\$41.1</b>	<b>\$ 47.8</b>	<b>\$ (6.7)</b>
<b>Winter Severity Index (WSI)</b>	<b>-27.82</b>	<b>-28.88</b>	<b>-5.00</b>	<b>-24.27</b>	<b>-26.42</b>	<b>n/a</b>	<b>-22.48</b>	

\* WSI (winter severity index) is a formula that utilizes temperature and snow fall data.



# Fleet Statistics Summary

## Fiscal Year 2019 Fleet Statistics Summary as of July 1, 2018 Replacement Evaluation Criteria

Category	# Units	Approx. Replacement Costs (Total Fleet)	# Exceeds Life Age or Usage	% of Fleet Exceeding Parameters	Current Replacement Class Totals	Target Funding Level / Yr.
Trucks_ExtraHeavy Duty >45000#	70	\$15,970,000	29	41%	\$8,270,000	
Trucks_Heavy Duty > 20001#	260	\$39,435,000	78	30%	\$11,935,000	
Trucks_Medium Duty > 10001#	55	\$4,400,000	27	49%	\$2,160,000	
Trucks_Light Duty < 8501#	130	\$2,519,500	37	28%	\$717,500	
Trucks_Light Duty > 8501#	180	\$5,002,500	42	23%	\$1,166,000	
Passenger Autos_	93	\$1,633,000	18	19%	\$321,000	
Vans & Buses_1 seats 9-20	1	\$30,000	1	100%	\$30,000	
Mobile Equipment_Construction	149	\$19,486,000	119	80%	\$14,866,000	
Trailers_Equipment -Flatbed	9	\$90,000	9	100%	\$90,000	
Trailers_Enclosed	1	\$25,000	1	100%	\$25,000	
Associated Equipment_	289	\$7,215,000	1	0.3%	\$20,000	
	<b>1,237</b>	<b>\$95,806,000</b>	<b>362</b>	<b>29%</b>	<b>\$39,600,500</b>	<b>\$8,247,093</b>
Actual Average Annual Investment over past 10 years						<b>\$4,330,000</b>

Anticipated Spending in FY19:

VW Settlement Funds	\$6.2M					
Capital Fund 30 Bonded	\$5.0M					
Operating Budget	\$2.0M					

**Total \$13.2M vs Target Funding per year means \$5M was used against deferred backlog of nearly \$40M.**