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 and land use, enhancing the environment, and preserving the unique character and quality of life. The Department will provide safe and secure mobility and travel options for all of the state’s residents, visitors, and goods movement, through a transportation system and services that are well maintained, efficient, reliable, and provide seamless interstate and intrastate connectivity.
• Call 271-1484 for Commissioners & Directors
Key Facts About NHDOT

• 1,650 permanent employees

• 2,161 State Bridges
  – State Red List – 125 (5.8%)

• 1,688 Municipal Bridges
  – Municipal Red List – 243 (14.4%)

• All bridges inspected every two years, red list bridges inspected more frequently
Key Facts About NHDOT

– Approx. 4,606 centerline miles of roadway managed (additional 300 town maintained)

– Annual paving target approx. 550 centerline miles per year

– Maintain more than 100,000 highway signs, 75 million feet striping, 440 traffic signals

– 195 miles active state-owned rail lines

– 25 Publicly accessible airports

– 11 Local Public Transit Systems
Budget Overview

- FY 2020 Actual Expenditures = $681 million
  - Municipal Aid and Construction Costs = $419 million
  - Operating Costs = $262 million

- Comprised of various funding sources
  - Highway (36%), Federal (35%), Turnpike (19%), Other (9%), General (1%)
Aeronautics

24 Open-to-the-Public Airports
12 Federally Funded Airports
3 Commercial airports
9 Block Grant Airports
12 Airports do not receive Federal Aid.

FFY19: Granted $23.3M

3 Commercial airports
9 Block Grant Airports
12 Airports do not receive Federal Aid.

CY19: $545K in Revenue from Aviation Registration Fees.

Rail

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

Public Transit

11 Local Public Transit Systems
Intercity/Commuter service
Boston Express
Community Transportation
(Human Service/Volunteer Drivers)
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
- Management Strategy

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

Policy and Administration
- Human Resources, Internal Audit, Health & Safety, Federal Labor Compliance
- Policy Formulation, Workforce Analytics
Budget Overview

- FY 2020 Actual Expenditures = $681 million
  - Municipal Aid and Construction Costs = $419 million
  - Operating Costs = $262 million

- Municipal Aid and Construction Comprised of various funding sources:
  - Federal (46%), Turnpike (22%), Highway (16%), Other (15%), General (1%)
Project Development

Planning, Engineering and support, Right of Way, and Construction Management

Ten Year Transportation Improvement Plan every two years;

Federal Highway Administration program of $180 million per year (mostly construction projects).

FY 2020:
Advertised $192 million in construction contracts;

Oversaw 88 active construction projects with a total value of approximately $566 million.
Ten Year Plan

• Updated every 2 years (RSA 240)
  • April 2021    RPC input
  • August 2021   Draft plan
  • Fall 2021     GACIT Public Hearings & Recommendation
  • Dec. 2021     Governor review & revisions
  • Jan-June 2022 — Legislative Action

• Financially constrained plan

• Dependent on Federal Funding Levels, no State funds matching federal program

• Preservation and Maintenance, programs, and major projects
# 2021 Advertisement Schedule

## 75 Projects To Advertise for Bids in FFY21 Totaling $232 M (1/2021)

<table>
<thead>
<tr>
<th>Year</th>
<th>Federal</th>
<th>Turnpike</th>
<th>Betterment</th>
<th>SB367</th>
<th>TIFIA</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019-71</td>
<td>$137 M</td>
<td>$11 M</td>
<td>$22 M</td>
<td>$18 M</td>
<td>$14 M</td>
<td>$32 M</td>
<td>$234 M</td>
</tr>
<tr>
<td>2020-80</td>
<td>$125 M**</td>
<td>$4 M</td>
<td>$3 M</td>
<td>$25 M</td>
<td>$3 M</td>
<td>$32 M***</td>
<td>$192 M</td>
</tr>
<tr>
<td>2021-71</td>
<td>$139 M</td>
<td>$36 M</td>
<td>$21 M</td>
<td>$13 M</td>
<td>$0 M</td>
<td>$14 M</td>
<td>$232 M</td>
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</tbody>
</table>

### Notes:
- 2011 & 2012 reflect GARVEE advertised projects.
- 2008 does not include Portsmouth-Kittery, 13678 Memorial Bridge which advertised but not awarded.
- 2020 does not show Derry-Londonderry, 13065 I-93 Exit 4A which was advertised but not awarded.
- 2021 is showing Projected Dollars as of 1/2021.

## 2021 Advertisement Schedule

- 75 Projects To Advertise for Bids in FFY21 Totaling $232 M (1/2021)
- 2019-71 projects: $137 M Federal, $11 M Turnpike, $22 M Betterment, $18 M SB367, $14 M TIFIA, $32 M Other, $234 M
- 2020-80 projects: $125 M Federal**, $4 M Turnpike, $3 M Betterment, $25 M SB367, $3 M TIFIA, $32 M Other***, $192 M
- 2021-71 projects: $139 M Federal, $36 M Turnpike, $21 M Betterment, $13 M SB367, $0 M, $14 M Other, $232 M

## Graph:

**CONSTRUCTION CONTRACTING $ FOR PROJECTS**

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

### Graph Notes:
- 2021 is showing Projected Dollars as of 1/2021
- $232M - 2021

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2020 does not show Derry-Londonderry, 13065 I-93 Exit 4A which was advertised but not awarded.

2011 & 2012 reflect GARVEE advertised projects.
Based on the recommended level of investment in the Draft TYP of $74M/year on average:

- Historic level of investment did not keep pace with pavement deterioration.
- Conditions have been trending up in with sustained investment but are anticipated to start to decline in the later years if not sustained.
• Current State Red List bridge total – 125 (2020)
• Number of Red List bridges have declined
• % of good and fair have increased
• Continued prioritization and focus on Bridge Preservation and Rehabilitation
Budget Overview

- FY 2020 Actual Expenditures = $668 million
  - Municipal Aid and Construction Costs = $419 million
  - Operating Costs = $262 million

- Operating Costs Comprised of various funding sources
  - Highway (60%), Turnpike (17%), Federal (17%), Other (6%)
Highway Maintenance:
- 6 Maintenance districts,
- 87 patrol sections,
- Maintain Roads
- Snow Plow Operations
- Respond to Emergency Events (Hurricanes, Storms & Flooding)
- Manages District Paving Programs
- Turnpikes Bureau, maintains Turnpike system

Dedicated Statewide workforce
Maintenance and Operations

Dedicated Statewide workforce

Maintenance and Operation Bureaus

Traffic:
- Roadway Line striping
- Signs and Signals
- Speed limits

Bridge Maintenance:
- Maintains State Bridges
- 12 bridge crews

Mechanical Services:
- Maintains State Vehicle fleet
- 7 garages

Fuel Distribution:
- Maintains Vehicle Fleet/Fuel Distribution
- 90 fuel sites

Transportation Systems Management Operation (TSMO)
- Traffic Management Center
- Maintains Sophisticated Traffic Management Networks
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 federal construction reimbursement, GARVEE bond and TIFIA proceeds are collected

• Primary source of funding for Operating Budget

• Revenue from Highway Fund appropriated to various agencies, DOT, Safety, Judicial Branch and Justice

• In 2020 59% of Highway Fund appropriated to DOT, 26% to other Agencies, 15% to Municipalities
### Unrestricted Revenue (Highway Funds)

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Gas Road Tolls</td>
<td>$123.7</td>
<td>$125.0</td>
<td>$124.9</td>
<td>$123.3</td>
<td>$124.7</td>
<td>$124.6</td>
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<tr>
<td>Motor Vehicle Fees</td>
<td>103.2</td>
<td>94.2</td>
<td>104.4</td>
<td>107.5</td>
<td>106.6</td>
<td>110.4</td>
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<tr>
<td>$30 Reg. Surcharge</td>
<td>38.9</td>
<td>29.7</td>
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<td></td>
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<tr>
<td>Subtotal Road Toll &amp; Motor Vehicle Fees</td>
<td>265.8</td>
<td>248.9</td>
<td>229.3</td>
<td>230.8</td>
<td>231.3</td>
<td>236.2</td>
</tr>
<tr>
<td>Court Fines</td>
<td>8.0</td>
<td>8.2</td>
<td>7.8</td>
<td>7.0</td>
<td>7.2</td>
<td>6.8</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>22.9</td>
<td>21.0</td>
<td>19.3</td>
<td>21.4</td>
<td>0.8</td>
<td>0.4</td>
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<tr>
<td>Retro Turnpike Toll Credits *</td>
<td>12.7</td>
<td>2.1</td>
<td>1.4</td>
<td></td>
<td>0.3</td>
<td>0.3</td>
</tr>
<tr>
<td>I-95 Sale</td>
<td>30.0</td>
<td>20.0</td>
<td>26.0</td>
<td>26.0</td>
<td>15.0</td>
<td>14.2</td>
</tr>
<tr>
<td>Cost of Collections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Unrestricted Revenue - Highway Fund</strong></td>
<td><strong>$339</strong></td>
<td><strong>$300</strong></td>
<td><strong>$284</strong></td>
<td><strong>$285</strong></td>
<td><strong>$254</strong></td>
<td><strong>$258</strong></td>
</tr>
</tbody>
</table>

Notes: Beginning in FY16 Cost of Collections was restricted and removed from Unrestricted Revenue.

In FY20 Plea by Mail revenue was moved from restricted (Safety Detective Bureau) to Unrestricted and amounted to $5.6M.

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.*
Turnpike System Overview

- 3 Turnpike Segments
- 89 Miles Long
- 172 Bridges
- 8 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
- FY20: 110 million transactions
  $131 million total revenue
### Turnpike Fund Historical Revenue

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

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Total Toll Revenue</td>
<td>$117.7</td>
<td>$117.9</td>
<td>$117.9</td>
<td>$117.2</td>
<td>$118.5</td>
<td>$123.6</td>
<td>$129.6</td>
<td>$130.5</td>
<td>$134.1</td>
<td>$145.1</td>
<td>$129.8</td>
</tr>
</tbody>
</table>

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

(10.5%)
Covid Impacts

Weekly Percent Differences: 2021 vs. 2020 vs. 2019*
Concord I-93 Exit 12-13 (Station #02099092)
(Based on same day of week of previous years 2020 and 2019)
* 9/9/20-9/29/20,10/19/20-10/20/20,10/22/20,10/24/20,11/12/20,12/10-12/31/20
based on same day of

[Graph showing weekly percentage differences]
Covid Impacts

NHDOT - Bureau of Turnpikes
Estimates of Collected Revenue from Tolls ($Ms)

<table>
<thead>
<tr>
<th>FY 2020</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>FY 2028</th>
<th>FY 2029</th>
<th>FY 2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Difference from Oct 2019 T&amp;R</td>
<td>-$14.9</td>
<td>-$23.4</td>
<td>-$12.0</td>
<td>-$10.7</td>
<td>-$10.5</td>
<td>-$9.1</td>
<td>-$8.6</td>
<td>-$8.2</td>
<td>-$8.0</td>
<td>-$8.1</td>
</tr>
<tr>
<td>Percent Reduction</td>
<td>-11.1%</td>
<td>-17.4%</td>
<td>-9.0%</td>
<td>-7.9%</td>
<td>-7.6%</td>
<td>-6.5%</td>
<td>-6.1%</td>
<td>-5.7%</td>
<td>-5.5%</td>
<td>-5.5%</td>
</tr>
</tbody>
</table>
Issues & Challenges

- Covid impacts and limited Highway Fund Revenues
  - Overall revenue impacts of approx. -$70m (Fy 20&21)
  - Restricted work plans, deferred Capital and Betterment projects and fleet purchases.
  - Lapsed approx. $38M (2020)
  - Covid Relief ($41M) – backstop of lost revenue

- Federal funding uncertainty
  - Reauthorization
  - Potential stimulus
Issues & Challenges

- Highway Fund revenue and structural insolvency
- Operation and Maintenance needs
  - Winter Maintenance Under budgeted by $6.5 M/yr
  - Fleet under budgeted: $2M/yr vs. $8M/yr required
  - Preventative Maintenance backlog
  - Uncompetitive rates and shortage of hired trucks
- Loss of SB367 revenue toward paving/bridges
- Limited State Funding for Non-Fed Eligible State Roads
  - 3,460 miles Fed-Aid Eligible
  - 1,142 miles Ineligible for Fed-Aid
Issues & Challenges

- Staffing, current vacancy rate of 15%
- Capital projects
- Surplus State Property and buildings
  - Conway Bypass payback
  - Closed Rest Areas
- State matching Transit funding
- State match for the Federal Highway Program
- State Aid Bridge program
Currently 1,650 permanent employees: 17% fewer than in 1992

VMT 13% increase
17% fewer positions
441 additional lane miles

* FY14 includes 21 unfunded positions
Capital Budget

• 3 General Fund requests
  – $1.6M leverage 29.3M federal funds
  – Aeronautics and Transit Matching funds
  – Replace aircraft registration system
• 10 Highway Fund requests
  – Patrol and salt shed replacement and improvements
  – Fuel Management System
  – Critical Systems development
  – Underground storage tank replacement
• Debt Service for requests being evaluated with Treasury
Bridge Condition

- Number of Red List bridges have declined
- % of good and fair have increased
Pavement Condition

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