Governor’s Advisory Commission on Intermodal Transportation

2023-2032 Draft Ten Year Plan
Funding Synopsis – Other Modes
Airport Funding

- Total of $382M programmed in TYP (Average $38.2M/yr)
- Funding primarily Federal Aviation Administration (FAA)
  - Grants Based (Discretionary, Entitlement & State Apportionment)
  - Formula Apportionment
  - Based on FAA Designated Priorities Nationally & Regionally
- Funding restricted for planning studies, preservation, modernization, or expansion of eligible airport facilities. Funding cannot be transferred to other uses.
- NH eligible public-use airports, typically 90% FAA funds, 5% State funds & 5% local funds
- 14 Projects in TYP – listed by town & airport name
Airport Locations

- **Federally Eligible Airports**
  - 3 Commercial Airports (Portsmouth, Manchester & Lebanon)
  - 9 Publicly-Owned Airports (Berlin, Mt Washington, Dean Memorial, Laconia, Claremont, Skyhaven, Concord, Dillant-Hopkins & Boire Field)

- **Non-Fed. Eligible Airports**
  - 12 General Aviation Airports (public & privately owned) are not federally eligible
Transit Funding

- Total of $378M programmed in TYP (average $37.8M/yr.)
- Funding primarily Federal Transit Administration (FTA)
- Funding restricted for transit services (i.e. capital, operating & planning). Funding cannot be transferred to other uses.
- Includes NH Capitol Corridor project development phase (SB241)
Federal Transit Funding

FTA Funding Categories

• 5307 Urbanized Area Formula Program (Boston, Nashua & Small UZAs)
  – Operating, preventative maintenance, ADA paratransit, administration, capital, planning
  – COAST, Manchester Transit, Nashua Transit, UNH Wildcat, and NHDOT-managed projects & contractors (e.g. Boston Express, NH Capitol Corridor project development, state-owned bus terminals)

• 5310 Seniors & Individuals with Disabilities
  – Accessible vehicles, mobility management, volunteer transportation, purchase of service
  – Regional Coordination Councils (RCCs) and local government & non-profit transit providers

• 5311 Rural Area Formula Program (includes intercity bus)
  – Operating, preventative maintenance, ADA paratransit, administration
  – Rural public transit systems & intercity bus operators

• 5339 Bus & Bus Facility Program
  – Replacement vehicles, transit facilities & miscellaneous capital equipment
  – Public agencies or private nonprofits engaged in public transportation

• Additional $30M ($3M per year) transferred from FHWA to FTA for transit
• 4 NH urban areas: Dover-Rochester, Portsmouth, Nashua & Boston
Public Transit

• Services
  – Local Transit Providers – 11
  – Intercity Bus Routes – 7
  – Passenger Rail Services – 2
  – Park & Rides Lots – 25
  – Volunteer Driver Services – 197 communities

• Status
  – Demand response – Limited services for the elderly and disabled
  – Service frequency – Limited in urban areas
  – Route coverage – Not enough coverage in rural areas
Rail Funding

- Total of $10.6M programmed in TYP (average $1.1M/yr.)
- Special Railroad Funding (approx. $600k/yr.) primarily comes from lease agreements with private rail operators for use of State-owned rail corridors
  - Funds used for maintenance and construction on state-owned rail lines. Funds cannot be used for other needs.
- Railroad Revolving Loan Fund ($1.5M every 3 years) is a State-bonded program per RSA 228:66-a for capital work on Class III and Cog Railroads
NH Rail Corridors

- State-Owned Railroad Lines:
  - 194 miles included in Railroad Operating Agreements
    - 153 miles of active track that is used at least monthly
    - 41 miles of active track used infrequently
  - 339 miles of abandoned/inactive rail lines
  - 365 miles of managed rail trail properties
- NH has 6 Railroad Operators under agreement to operate services on state-owned lines
  - 4 freight services
  - 2 tourist & excursion services
State-Owned Rail Trails

Managed Properties (365 miles)
- DOT 224 miles
- DNCR 141 miles
Turnpike System

- 3 Turnpike Segments
  - 89 Miles
  - 172 Bridges
  - 9 Toll Facilities

- Enterprise Fund – All Turnpike revenue must be used on the Turnpike System.

- Turnpike Revenue* pays for:
  - Operation, Maint & Enforcement - $43M
  - Debt Service - $39M
  - R&R Work - $20M
  - Capital Improvements - approx. $14M
  - FY21: 103M transactions $113M toll revenue

* Unaudited cash basis
Thank You!