Senate Transportation Committee

2017-2026 DRAFT TEN YEAR PLAN OVERVIEW &
THE COLOR OF MONEY
MULTITUDE OF FUNDING CATEGORIES IN TYP
April 26, 2016

Presented By:
Victoria Sheehan, Commissioner
Christopher Waszczuk, Deputy Commissioner
Ten Year Plan Process

- April – August 2015 - Community outreach & regional prioritization by RPCs and coordination with NHDOT
- July 22, 2015 and August 26, 2015 – GACIT 2017-2026 TYP Kickoff meetings and Document Release
- September – October 2015 – 16 Public Hearings
- November 12th & 30th – GACIT TYP meetings
- December 16, 2015 – GACIT TYP transmittal to Governor
- January 14, 2016 - Governor’s TYP transmittal to Legislature
- March 10, 2016 – House passes TYP w/ amendments, transmittal to Senate
- April - May 2016 – Senate review & revisions
- June 2016 – Final TYP (2017-2026) Adopted into Law
Proposed draft TYP Highlights

1. Focus on Pavement Preservation
   ▪ “Keeping good roads good”
   ▪ Maintenance and Preservation strategies on existing system

2. Focus on Red List Bridges & Bridge Preservation
   ▪ Increased funding to address State’s Red List Bridge backlog
   ▪ Increased funding for bridge preservation work to extend bridge life

3. Dedicated TIFIA pledged funds for rural roads & bridges
   ▪ Funding allocated for paving poor & very poor (1160 miles) Tier 3 & 4 roads
   ▪ Funding allocated for 23 Red List Bridges

4. Completion of I-93 & Funding for Exit 4A

5. Heightened Financial Constraint
   ▪ FAST Act federal funding thru FY20, Level federal funding FY21-FY26
   ▪ Fully Funded, Fully financially constrained TYP
   ▪ Increased level of accountability, predictability & ability to deliver
Proposed TYP Funding Synopsis

Typical Annual Funding Utilization

Federal Funding typically $171M/yr - $183M/yr
- Preservation & Maintenance (Roads & Bridges): $80M - $85M
- Mandated Federal (CMAQ, TA, SPR, HSIP, LTAP, etc): $34M
- I-93 GARVEE Debt Service: $16M - $18M

Annual Dedicated Funding: $130M - $135M
- Individual Projects (remainder of federal funding): $40M - $50M

Betterment Funding typically $22M/yr
- Preservation & Maintenance (Roads & Bridges): $22M

Turnpike Funding for Capital & TRR ranges $30M - $65M/yr
- TRR- Preservation & Maintenance (Roads & Bridges): $10M - $12M
- Turnpike Capital Improvements: $20M - $55M
Proposed TYP Funding Synopsis (con’t)

SB367 Funding for I-93 Expansion, SAB & TIFIA

- $34M per year (12% to Block Grant Aid)
- $30M per year net of Municipal Block Grant Aid
- State Aid Bridge: $6.8M/year
- I-93 Debt Service: Averages $2.0M/year (first 9 yrs)
- TIFIA Pledged Paving & Bridge Work: $12M/year (paving) $ 8M/year (bridges)

Transit Funding (FTA) averages $32M/yr
Airport Funding (FAA): averages $26M/yr
Draft TYP (2017 – 2026) Funding

**FY17- FY26 Estimated Program Expenditures**
- Federal Funded (Formula, Earmarks, Other) - $178M to $190M per year
- GARVEE Funded Connecticut River Bridges - $61M total
- SB367 Funded - $320M total for SAB, I-93 DS & TIFIA Pledged Paving & Bridge
- Turnpike Funded – Average $46M per year for TRR & Tpk Capital
- Other Modes - Average $60M per year
- $3.75 Billion Program
• **FY17-FY26 Estimated Program Expenditures**
  - Pavement (state & federal) – averages $75M per year
  - Bridges (state & federal) – averages $82M per year
  - I-93 Expansion - $245M over ten-year period
  - Mandate Federal – averages $34M per year
  - Individual Projects- $665M over ten-year period
  - Transit & Airports - $580M over ten-year period
  - Total Program - $3.75B
Draft TYP (2017 – 2026) Fed Formula

Draft 10-Year Plan
Federal Aid (Formula) Program
August Compared to April (with GARVEE)
HSIP (100%) and CMAQ (75%) Restored FY 2021-2026 & Increased to FAST ACT Levels

August Total = $1,706.8 (in millions)
April Total = $1,804.7 (in millions)
FAST ACT Estimated Revenue = $1,805.6 (in millions)

Notes:
CMAQ, HSIP, RecTrails, TAP Programs increased to FAST ACT funded levels (with exception of CMAQ at 75% 2017-2020)
TIFIA Program, Status & Impact

• “Transportation Infrastructure Finance and Innovation Act”
• NHDOT submitted a Letter of Interest to USDOT/FHWA in January 2015
• Awarded Rural Rate of Finance May 2015
• Enables NH to finance $200M remainder of I-93; pave 40 percent of NH rural roads and fix 23 red list bridges while costing NH $20M less than financing $200M for I-93 alone through capital markets
• Financial close anticipated May 2016
### TIFIA Program - $200M Loan

<table>
<thead>
<tr>
<th>Year</th>
<th>Interest Only I-93 Debt Service</th>
<th>Interest &amp; Principal I-93 Debt Service</th>
<th>Total</th>
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<tbody>
<tr>
<td>2019</td>
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<td>$30.000.000</td>
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<td>2020</td>
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<td>2023</td>
<td>$30.000.000</td>
<td>$30.000.000</td>
<td>$60.000.000</td>
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<tr>
<td>2024</td>
<td>$30.000.000</td>
<td>$30.000.000</td>
<td>$60.000.000</td>
</tr>
</tbody>
</table>

**Budgetary Estimates with TIF Financing**

State of New Hampshire

8037 - Amended nd 2013-180 By The Senate and House Passed 2016-2017 Budget

DOT

DOT Program - $200M Loan
TIFIA Impact

Statewide Impact

$181M of Pledged Bridge & Paving Work

23 Red List Bridges

1160 Miles of Tier 3 & 4 Poor & V. Poor Roads

$200M Loan for I-93 Completion
General Projected Outputs of Draft TYP (2017-2026)

- Pavement Resurfacing 350 mi/year (estimated)
  - Preservation 150 mi/year
  - Rehabilitate 16 mi/year
  - Maintenance 185 mi/year

- State-Owned Bridges
  - Rehabilitate / Replace: 124 bridges (57 Red list Bridges)
  - Bridge Maintenance (110 Red list Bridges over 10-year period)

TIFIA Pledged Pavement Resurfacing
- Additional 200 mi/year (estimated)
- Maintenance & Roughness Paving on Poor & V. Poor Roads

TIFIA Pledged Bridge Work
- Rehabilitates / Replaces Additional 23 red list bridges
Unfunded Needs

- **Red List Bridge Backlog**
  - Currently 153 state red list bridges
  - Based on Proposed Investment Level – Estimated to address 190 Bridges
  - However, 650 State-Owned Bridges are 75+ years old
  - Over last 5 years, 23 red list bridges added each year (21 removed each year)

- **Municipal Red List Bridge Backlog**
  - Currently 344 municipal red list bridges
  - Based on Currently Proposed SAB Investment Level – Estimated to address 90 Bridges

- **Paving Backlog**
  - Paving Deficit of 1582 miles (1999-2013)

- **Turnpike Capital Program**
  - $325M in Unfunded Turnpike Capital Improvement Priorities Identified in approved TYP (2015-2024)
  - $125M in Construction Funding for three unfunded priorities in 2024-2026
  - $210M in Unfunded Capital Improvement Priorities remains Unfunded
  - $2.5M/year for Type II Noise Wall Program is needed & not funded
Unfunded Needs (con’t)

• Bridge Investment
  – Additional investment of $12M/year needed over 10-year period for Tier 1 & 2 bridge preservation needs
  – Additional investment of $21M/year needed to address additional 10 red list bridges per year (bridges that are anticipated to be added to red list but not addressed during this TYP period)
  – Additional investment of $22.5M/year to SAB Program – Estimated to address 250 municipal bridges over 10-year period

• Pavement Investment
  – Additional investment of $11.5M/year needed over 10-year period to rehabilitate poor and very poor Tier 2, 3 & 4 roads
  – Additional investment of $3M/year needed over 10-year period, effectively doubling the maintenance pave program, to maintain pavement condition of poor and very poor roads in fair condition
Turnpike System Capital Program

Under Current Toll Structure

TIMETABLE FOR MAJOR TURNPIKE PROJECTS’ CONSTRUCTION

- Construction Dover End & GSB Rehabilitation ($85M): 2017 - 2021
- Construction of FEET Widening, Merrimack-Bedford ($70M): 2022 - 2024
- Manchester Exit 6 Improvements & FEET Widening ($75M): 2024 - 2027
- Manchester Exit 7 Reconstruction ($54M): 2026 - 2028
- Bow-Concord: I-93 Widening (I-89 to I-393) ($190M): 2027 - 2032

$350M Projected Capital Spending (FY17-FY26)
TIMETABLE FOR MAJOR TURNPIKE PROJECTS’ CONSTRUCTION

- Construction Dover End & GSB Rehabilitation ($85M): 2017 - 2021
- Construction of FEET Widening, Merrimack-Bedford ($70M): 2019 - 2021
- Manchester Exit 6 Improvements & FEET Widening ($75M): 2021 - 2024
- Manchester Exit 7 Reconstruction ($54M): 2022 - 2024

$2.5M Annual Funding for Type II Soundwall Program

$600M Projected Capital Spending (FY17-FY26)

$250M additional capital over next ten years
Turnpike System Capital Program

Under New Toll Structure (28% Toll Increase)

- Hooksett ML & Bedford ML Plazas: 50 cent increase ($1.00 toll to $1.50 toll)
- Hampton ML Plaza: 50 cent increase ($2.00 toll to $2.50 toll)
- Hampton Side Plaza: 25 cent increase ($0.75 toll to $1.00 toll)
- Dover & Rochester ML Plazas: 25 cent increase ($0.75 toll to $1.00 toll)
- Hooksett Ramp Plaza: 25 cent increase ($0.50 toll to $0.75 toll)
- $35M additional annual toll revenue per year

- No Additional Bonding Proposed
  Toll Increase is paid by users of the system
  - Users directly benefit from the capital investment
  - $15.9M/Year or 45% of additional revenue is from out-of-state travelers
THE COLOR OF MONEY
VARIOUS FUNDING CATEGORIES
IN TYP
Airport Funding

- Total of $260M programmed in draft TYP (average $26M/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
- 12 Project Locations in draft TYP
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 (public & privately owned) Airports are not federally eligible
Transit Funding

- Total of $324M programmed in draft TYP (average $32M/yr)
- Funding primarily Federal Transit Administration (FTA)
- Funding restricted for transit services (i.e. capital, operating & planning). Funding cannot be transferred to other uses.
# FTA Program Summary

<table>
<thead>
<tr>
<th>FTA Program</th>
<th>Description</th>
<th>Annual FTA Apportionment (FFY 2016)</th>
<th>Total Dollars (All Federal + Match) Programmed in TYP (FY 2017)</th>
<th>Direct Recipients</th>
<th>Subrecipients</th>
<th>FTA Eligible</th>
<th>Typical Match</th>
<th>Typical NH Projects</th>
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<tbody>
<tr>
<td>5307</td>
<td>Small Urban Public Transit</td>
<td>$4,319,712</td>
<td>$5,650,400</td>
<td>COAST &amp; Manchester Transit</td>
<td>--</td>
<td>X X X X X</td>
<td>Operating, preventative maintenance, ADA paratransit, administration &amp; capital for the public transit systems (COAST &amp; Manchester Transit) that operate in NH’s small urban areas</td>
<td></td>
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<tr>
<td>5307</td>
<td>Nashua UZA Public Transit</td>
<td>$1,535,567</td>
<td>$3,205,772</td>
<td>City of Nashua &amp; CART</td>
<td>--</td>
<td>X X X X X</td>
<td>Operating, preventative maintenance, ADA paratransit, administration &amp; capital for the public transit systems (Nashua Transit &amp; CART) that operate in Nashua UZA</td>
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<tr>
<td>5307</td>
<td>Boston UZA Public Transit</td>
<td>$2,700,706</td>
<td>$3,799,438</td>
<td>State</td>
<td>Local government, nonprofits operators of public transportation &amp; private operators contracted to provide public transit to State or public transit agency</td>
<td>X X X X X</td>
<td>Intercity commuter bus services (i.e. Boston Express), capital repairs &amp; improvements of state-owned bus terminals, operating &amp; capital funds for eligible public transit operators (i.e. CART), and NH Capitol Corridor project development (planning) phase</td>
<td></td>
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<tr>
<td>5307</td>
<td>Capital Bus &amp; Bus Facilities Earmark Funds</td>
<td>-</td>
<td>$1,000,000</td>
<td>State</td>
<td>Public agencies or private nonprofits engaged in public transportation</td>
<td>X X</td>
<td>Replacement vehicles &amp; misc equipment for 7 rural public transit systems &amp; 5 urban public transit systems</td>
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<tr>
<td>5310</td>
<td>Seniors &amp; Individuals with Disabilities</td>
<td>$1,066,148</td>
<td>$2,732,185</td>
<td>State</td>
<td>Local government, nonprofits &amp; operators of public transportation</td>
<td>X X X X X</td>
<td>Accessible vehicles, mobility management, volunteer transportation</td>
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<tr>
<td>5311</td>
<td>Rural Public Transit</td>
<td>$3,988,444</td>
<td>$8,883,951</td>
<td>State</td>
<td>Local government, nonprofits &amp; operators of public transportation or intercity bus operators</td>
<td>X X X X</td>
<td>Operating, preventative maintenance, ADA paratransit, and administration for 7 rural public transit systems &amp; 1 intercity bus operator (Concord Coach)</td>
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<tr>
<td>5339</td>
<td>Nashua UZA Bus &amp; Bus Facility Program</td>
<td>$150,896</td>
<td>$90,000</td>
<td>City of Nashua &amp; CART</td>
<td>--</td>
<td>X X X</td>
<td>Replacement vehicles &amp; misc capital for CART &amp; Nashua Transit</td>
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<tr>
<td>5339</td>
<td>Statewide &amp; Small Urban Bus &amp; Bus Facility Program</td>
<td>$2,145,626</td>
<td>$2,722,706</td>
<td>State</td>
<td>Public agencies or private nonprofits engaged in public transportation</td>
<td>X X</td>
<td>Replacement vehicles &amp; misc equipment for 7 rural public transit systems &amp; 5 urban public transit systems</td>
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</tr>
</tbody>
</table>

Sub-total: $28,084,451
Salesman-Manchester Commuter Bus Service (Transfer to FTA): $1,635,328
Total: $29,719,779

Notes:
- FTA funding levels are anticipated to increase annually with the passage of the FAST Act
- FTA Section 5309 funds are discretionary (earmark) funds that were previously awarded. This discretionary program has been replaced by the FTA 5339 formula program
- Capital includes physical capital (vehicles, equipment) and also includes capital preventative maintenance, capital ADA paratransit service, and capital mobility management
- With approval of Capital Budget Overview Committee

<table>
<thead>
<tr>
<th>Rural Transit Systems (7)</th>
<th>Advance Transit, Carroll County Transit, Community Alliance Transportation Services, Concord Area Transit, Keene City Express, North Country Transit, Winnipesaukee Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Transit Systems (5)</td>
<td>CART, COAST, Manchester Transit, Nashua Transit, (UNH) Wildcat Transit</td>
</tr>
</tbody>
</table>
FTA Urbanized Area (UZA) Funding

Three categories of NH urbanized areas are eligible for FTA 5307 funding. **Funds can only be used in designated UZAs**

- **Small Urban Public Transit (direct recipients)**
  - COAST – operates in Dover-Rochester UZA & Portsmouth UZA
  - Manchester Transit – operates in Manchester UZA
- **Nashua UZA Public Transit (direct recipients)**
  - Nashua Transit & CART (Cooperative Alliance for Regional Transportation) – operate in Nashua UZA
- **Boston UZA Public Transit (DOT recipient)**
  - Intercity & CART services & state-owned bus terminals – operate in Boston UZA
Sample Transit Funded Projects in draft TYP

### NASHUA TRANSIT

<table>
<thead>
<tr>
<th>Project #</th>
<th>TYP Funding (Total)</th>
<th>TYP Funding Code</th>
<th>Funding Source Info</th>
<th>Location</th>
<th>TYP Scope</th>
<th>Description &amp; Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nashua-1 56080</td>
<td>$2,548,407</td>
<td>FTAS307</td>
<td>5307 Nashua UZA</td>
<td>Nashua</td>
<td>Capital Planning</td>
<td>Planning &amp; administration for Nashua Transit System, including route &amp; system planning as well as fleet, facility &amp; infrastructure planning and grant and financial management (Expenses include staff salaries &amp; fringe benefits and consultant fees)</td>
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<tr>
<td>Nashua-2 60009</td>
<td>$16,836,950</td>
<td>FTAS307</td>
<td>5307 Nashua UZA</td>
<td>Nashua</td>
<td>Operating Assistance</td>
<td>Fuel, drivers' wages &amp; benefits, etc.</td>
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<tr>
<td>Nashua-3 37999</td>
<td>$5,313,885</td>
<td>FTAS307</td>
<td>5307 Nashua UZA</td>
<td>Nashua</td>
<td>Preventative Maintenance</td>
<td>Vehicle maintenance &amp; wages</td>
</tr>
<tr>
<td>Nashua-4 37997</td>
<td>$287,422</td>
<td>FTAS307</td>
<td>5307 Nashua UZA</td>
<td>Nashua</td>
<td>Capital Equipment</td>
<td>Misc. Equipment, i.e. bus shelters or bus stop signage</td>
</tr>
<tr>
<td>Nashua-5 79277</td>
<td>$5,110,189</td>
<td>FTAS307</td>
<td>5307 Nashua UZA</td>
<td>Nashua</td>
<td>ADA Operations</td>
<td>Complementary ADA Paratransit services</td>
</tr>
</tbody>
</table>

Note: The Nashua Transit projects use FTA Section 5307 Nashua UZA funds, which are apportioned by FTA for eligible transit projects that benefit the Nashua UZA. These funds flow directly from FTA to the City who is a designated grant recipient and the City selects projects and programs funds accordingly. Nashua Transit projects will not be in the NH DOT budget.

### BOSTON EXPRESS BUS

<table>
<thead>
<tr>
<th>Project #</th>
<th>TYP Funding (Total)</th>
<th>TYP Funding Code</th>
<th>Funding Source Info</th>
<th>Location</th>
<th>TYP Scope</th>
<th>Description &amp; Examples</th>
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</thead>
<tbody>
<tr>
<td>68060</td>
<td>$40,000</td>
<td>FTAS307</td>
<td>5307 Boston UZA</td>
<td>FE Everett</td>
<td>Boston Express</td>
<td>Marketing of FEE bus service</td>
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<td>68060</td>
<td>$48,000</td>
<td>FTAS307</td>
<td>5307 Boston UZA</td>
<td>FE Everett</td>
<td>Boston Express FEE/Nashua Capital, Capital IM, Marketing &amp; Operating</td>
<td>Capital Preventative Maintenance (ex: vehicle maintenance &amp; wages)</td>
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<td>68093</td>
<td>$4,000</td>
<td>FTAS307</td>
<td>5307 Boston UZA</td>
<td>FE Everett</td>
<td>Boston Express</td>
<td>Capital Equipment (ex: emergency call boxes, ticketing computers, signage, bus stop checks for bathrooms, etc) for Nashua Ext I-93 and Manchester Canal Street bus terminals</td>
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<tr>
<td>68093</td>
<td>$2,000</td>
<td>FTAS307</td>
<td>5307 Boston UZA</td>
<td>FE Everett</td>
<td>Boston Express</td>
<td>Terminal &amp; facility repairs (ex: electrical repairs within terminal, bathroom repairs, etc) at Nashua Ext I-93 and Manchester Canal Street bus terminals</td>
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<td>68093</td>
<td>$212,405</td>
<td>FTAS307</td>
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<td>FE Everett</td>
<td>Boston Express</td>
<td>Operating (Ex: fuel, drivers' wages &amp; benefits, etc)</td>
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<td>10418L</td>
<td>$3,952,521</td>
<td>093 COMMUTER BUS</td>
<td>STP Flexible</td>
<td>I-93</td>
<td>Implement &amp; provide operational support for expanded commuter bus service</td>
<td>Boston Express Bus I-93 Operating, Marketing, Equipment &amp; Building &amp; Grounds Facility repairs during I-93 construction project (Equipment includes computers, furniture, bus maintenance equipment and Repairs includes electrical, plumbing, HVAC, doors &amp; pavement marking at state-owned I-93 facilities)</td>
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</tbody>
</table>

Note: The Boston Express projects, with the exception of 10418L that uses FHWA I-93 project funds, is using Federal Transit Administration (FTA) Section 5307 Boston UZA funds that are apportioned to the State for eligible projects that benefit the Boston UZA. Funds for the Boston Express projects are included in the proposed 10-Year Plan and, if approved, will be included in NH DOT's agency phase budget.

### FTA 5307 BOSTON UZA (STATEWIDE PROGRAMMATIC)

<table>
<thead>
<tr>
<th>Project #</th>
<th>TYP Funding (Total)</th>
<th>TYP Funding Code</th>
<th>Funding Source Info</th>
<th>Location</th>
<th>TYP Scope</th>
<th>Description &amp; Examples</th>
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<tr>
<td>FTA 5307 Boston UZA (Statewide Programmatic)</td>
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<td>5307 Boston UZA</td>
<td>Statewide</td>
<td>Boston UZA Formula Funds</td>
<td>Future transit projects that benefit the Boston UZA (eligible projects could include Operating, Capital, and Planning)</td>
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</tbody>
</table>

Note: The funds are FTA Section 5307 Boston UZA funds that are apportioned to the State for eligible transit projects. Funds for future eligible projects are included in this consolidated programmatic project in the proposed 10-Year Plan and, if approved, will be included in NH DOT's agency phase budget.

Updated: 03/13/16

New Hampshire DOT
Department of Transportation
Rail Funding

• Total of $10.5M programmed in draft TYP (average $1.0M/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:
  - 203 miles of active track
  - 339 miles of abandoned / inactive rail lines
- NH has 6 Railroad Operators under agreement to operate services on state-owned lines
  - 4 freight services
  - 2 tourist services
Turnpike System

• 3 Turnpike Segments
• 89 Miles Long
• 170 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
  ➢ FY15: 112.3 million transactions $120.4 million toll revenue
Turnpike Renewal & Replacement Funding

TRR Program
- Total of $110.8M programmed in draft TYP (Average $11M per year)
- Intent is to preserve, maintain, and upgrade existing Turnpike Infrastructure
- Bond Resolution Renewal & Replacement Requirement – ensure sound operation of Turnpike system
- HNTB completed Independent R&R report in January 2012
  - Annual Resurfacing Program ($7M ±)
  - Annual Bridge Painting & Bridge Rehabilitation Work
  - Drainage & Culvert Repair
  - Guardrail Replacement & Signage Renovation
  - Toll Plaza & Building Maintenance

[Charts showing road condition and number of bridges on the red list]
Turnpike Capital Improvements

Turnpike Capital Program

• Total of $350M programmed in draft TYP (Annual Expenditures range from $21M - $58M)

Central Turnpike (FEET)

- Manchester Exit 4 Bridges along I-293: $32.1 million (completion 11/2016)
- Bedford ORT: $8.6 million (FY17 & FY18 Construction)
- Nashua-Bedford FEET Widening from Exit 8 to I-293: $71.0 million (FY22-FY24 Construction)
- Nashua-Bedford ITS Deployment along FEET: $4.1 million (FY16 & FY17 Construction)
- Manchester Exit 6 Reconstruction & FEET Improvements: $82.7 million** (Construction start FY24)
- Manchester Exit 7 Construction & FEET Improvements: $18.6 million** (Construction start FY26)
- Bow-Concord I-93 Widening & Improvements from I-89 to Exit 16: $35.0 million** (Construction start FY25)

Spaulding Turnpike

- Newington-Dover Expansion along Spaulding Turnpike – Exits 2 to 6
  - Rehab Existing Little Bay Bridge: $21.9 million (completion 9/2017)
  - Dover Mainline & Exit 6 Reconstruction: $58.1 million (FY17-FY21 Construction)
  - General Sullivan Bridge Rehabilitation: $31.7 million (FY19 – FY22 Construction)
  - Newington Spaulding Turnpike Maintenance Facility: $6.0 million (FY20 Construction)
- Dover-Rochester Toll Plazas Reconstruction: $26.4 million (FY21 & FY22 Construction)
- Dover-Somersworth-Rochester Exit 10 Feasibility Study: $2.0 million (FY22)

Blue Star Turnpike

- Hampton Falls-Hampton Bridge Replacement: $16.0 million (completion 5/2018)
  - Hampton Falls-Hampton Dam Removal/Replacement: $2.5 million (FY19 & FY20 Construction)
State Highway Funded Programs

• State Aid Highway Program ($2.5M/year)
  – Program created by Legislature to provide state funding for construction or reconstruction of state roads at Municipality request
  – Funded with $1.7M/year Highway Funding
  – Requires 33% local match
  – 8 Project Locations Listed in draft TYP
  – Subscribed until FY20

• State Aid Bridge Program ($8.5M/year)
  – Program created by the Legislature to provide state funding for construction or rehabilitation of municipal bridges
  – Funded with $6.8M/year of SB367 Revenue
  – Requires 20% local match
  – 90 Municipal Bridges are estimated to be addressed in TYP period
  – Program subscribed until 2023
State Highway Funded Programs (con’t)

- **SB367 TIFIA Pledged Paving & Bridge Work**
  - Program targeted to resurface poor & very poor Tier 3 & 4 roads, as well as address state owned red-list bridges
  - Funded with SB367 revenue totaling $181M over TYP period
  - 1160 miles of paving on poor & very poor state roads will be completed
  - 23 red list bridges will be reconstructed or rehabilitated
  - Pledged paving and bridge work through FY25

- **Betterment Program ($22M/year)**
  - Program created by the Legislature to provide state funding for highway construction, reconstruction & resurfacing and bridge construction, reconstruction, and maintenance for portions of the state’s highway system **not supported with federal aid**
  - Includes District Resurfacing, Pavement Leveling/Shim Program, Bridge Repairs, Drainage, Traffic Signal Equipment & Discretionary Projects
TIFIA Program - $200M Loan

TIFIA Interest Only I-93 Debt Service

Interest & Principal I-93 Debt Service

Budgetary Estimates with TIFIA Financing

State of New Hampshire
## Betterment Program Funding Distribution

<table>
<thead>
<tr>
<th>Program Name &amp; Description</th>
<th>Target Budget</th>
<th>District Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>District Resurfacing</td>
<td>$13.5M</td>
<td>$2.25M/District</td>
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<tr>
<td>Pavement Leveling &amp; Shim Program</td>
<td>$2.4M</td>
<td>$400k/District</td>
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<tr>
<td>Reconstruct Secondary Roads</td>
<td>$0.0M</td>
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<tr>
<td>Guardrail Repair &amp; Replacement</td>
<td>$0.0M</td>
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<tr>
<td>District Force Account Work</td>
<td>$1.2M</td>
<td>$200k/District</td>
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<tr>
<td>Bridge Repairs / Rehabilitation / Preservation</td>
<td>$2.25M</td>
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<tr>
<td>Drainage</td>
<td>$0.5M</td>
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<tr>
<td>Traffic Signal Equipment</td>
<td>$0.1M</td>
<td></td>
</tr>
<tr>
<td>Discretionary Projects (Emergency Repairs)</td>
<td>$2.1M</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$22.0M</strong></td>
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</tbody>
</table>
Federal Aid Program

- **Core Federal Programs (FAST Act)**
  - National Highway Performance Program (NHPP) - $96M
  - Surface Transportation Program (STP) - $44M
    - Set Aside For Transportation Alternative Program - $2.6M
    - Set Aside for Recreational Trails Program - $1.3M
  - Highway Safety Improvement Program (HSIP) - $9.4M
  - Railway-Highway Crossings Program (RCS) - $1.1M
  - Congestion Mitigation & Air Quality Improvement Program (CMAQ) - $10.5M
  - Metropolitan Planning (MP) - $1.6M
  - National Freight Program (NFP) - $4.6M

- **Formula Allocation**

- Each Federal Program contains specific requirements on eligible uses

- Federal Formula Funding ranges $171M/yr - $183M/yr
Turnpike Toll Credits

- Turnpike Toll Credits
  - Earned when state funds (Turnpike toll revenue) are used to construct, reconstruct, rehabilitate, and/or maintain facilities that serve interstate commerce (entire Turnpike System is eligible). Essentially all Turnpike Capital Program and Turnpike RR Program expenditures qualify
  - In essence toll credits are a “soft match” that allow 100% federal funds to be used on a non-Turnpike project
  - All Federal Aid Projects in the draft TYP that require a state match are proposed to use toll credits
  - At the end of FY15, toll credit balance (surplus) was $283M.

- Pros
  - Provides the ability to fully utilize federal funds when no state cash match is available. Otherwise, federal funds could not be accepted for projects

- Drawbacks
  - Use of Toll Credits to match federal program reduces the program by 25% (i.e. if state funds were available as the 20% match to the federal program, $171M of federal highway funds would amount to a $214M program)
## Turnpike Toll Credits - projected

<table>
<thead>
<tr>
<th>State Fiscal Year</th>
<th>EXPENDITURES</th>
<th>Criteria</th>
<th>STATUS OF TPK TOLL CREDIT</th>
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<tbody>
<tr>
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<td>7500's series</td>
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<tr>
<td>Prior 3 Year</td>
<td>Prior 2 Year</td>
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<tr>
<td>Average</td>
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<td>(B + C)</td>
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<tr>
<td>Included</td>
<td>Included</td>
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</tr>
</tbody>
</table>

### TREND ANALYSIS:

**2002:** 6,469,689 6,207,690 12,677,379 25,152,705

**2003:** 10,242,504 7,279,741 17,522,245 17,729,406

**2004:** 19,437,590 5,106,610 24,544,200 15,490,827

**2005:** 16,646,496 3,273,139 19,919,635 18,247,941

**2006:** 16,712,024 4,341,535 21,053,559 20,662,027

**2007:** 4,466,585 7,672,822 12,139,407 21,839,131

**2008:** 8,510,844 11,695,374 20,206,218 17,704,200

**2009:** 25,530,070 8,487,448 34,017,518 42,398,878

**2010:** 50,518,741 13,438,791 63,957,532 56,423,151

**2011:** 27,666,111 8,005,380 35,671,491 42,398,878

**2012:** 12,646,496 4,341,535 17,522,245 15,490,827

**2013:** 7,672,822 12,139,407 21,839,131 21,839,131

**2014:** 19,437,590 5,106,610 24,544,200 15,490,827

**2015:** 16,712,024 4,341,535 21,053,559 20,662,027

**2016:** 4,466,585 7,672,822 12,139,407 21,839,131

**2017:** 8,510,844 11,695,374 20,206,218 17,704,200

**2018:** 25,530,070 8,487,448 34,017,518 42,398,878

**2019:** 50,518,741 13,438,791 63,957,532 56,423,151

**2020:** 27,666,111 8,005,380 35,671,491 42,398,878

**2021:** 12,646,496 4,341,535 17,522,245 15,490,827

**2022:** 7,672,822 12,139,407 21,839,131 21,839,131

**2023:** 19,437,590 5,106,610 24,544,200 15,490,827

**2024:** 16,712,024 4,341,535 21,053,559 20,662,027

**2025:** 4,466,585 7,672,822 12,139,407 21,839,131

**2026:** 8,510,844 11,695,374 20,206,218 17,704,200

### Summary:

- **TPK Credit Available:**
  - **2002:** 7025
  - **2003:** 17,729,406
  - **2004:** 15,490,827
  - **2005:** 18,247,941
  - **2006:** 20,662,027
  - **2007:** 21,839,131
  - **2008:** 17,704,200
  - **2009:** 42,398,878
  - **2010:** 56,423,151
  - **2011:** 63,957,532
  - **2012:** 42,398,878
  - **2013:** 21,839,131
  - **2014:** 15,490,827
  - **2015:** 21,839,131
  - **2016:** 12,646,496
  - **2017:** 17,704,200
  - **2018:** 34,017,518
  - **2019:** 56,423,151
  - **2020:** 63,957,532
  - **2021:** 42,398,878
  - **2022:** 21,839,131
  - **2023:** 15,490,827
  - **2024:** 21,839,131
  - **2025:** 15,490,827
  - **2026:** 17,704,200

- **TPK Credit Approved:**
  - **2002:** NO
  - **2003:** NO
  - **2004:** YES
  - **2005:** YES
  - **2006:** YES
  - **2007:** NO
  - **2008:** NO
  - **2009:** NO
  - **2010:** NO
  - **2011:** NO
  - **2012:** NO
  - **2013:** NO
  - **2014:** NO
  - **2015:** NO
  - **2016:** NO
  - **2017:** NO
  - **2018:** NO
  - **2019:** NO
  - **2020:** NO
  - **2021:** NO
  - **2022:** NO
  - **2023:** NO
  - **2024:** NO
  - **2025:** NO
  - **2026:** NO

- **TPK Credit and Retro Processed:**
  - **2002:** 8,663,098
  - **2003:** 11,143,208
  - **2004:** 62,190,448
  - **2005:** 82,110,083
  - **2006:** 103,163,642
  - **2007:** 103,163,642
  - **2008:** 117,551,286
  - **2009:** 163,097,622
  - **2010:** 103,163,642
  - **2011:** 223,156,296
  - **2012:** 195,792,547
  - **2013:** 309,429,241
  - **2014:** 336,528,070
  - **2015:** 349,128,070
  - **2016:** 283,228,070
  - **2017:** 317,628,070
  - **2018:** 336,528,070
  - **2019:** 339,128,070
  - **2020:** 333,628,070
  - **2021:** 366,528,070
  - **2022:** 384,928,070
  - **2023:** 424,628,070
  - **2024:** 487,894,566
  - **2025:** 57,464,248
  - **2026:** 62,190,448
A Look Ahead – Road Condition

Based on current level of investment in draft TYP

- Overall Pavement condition is expected to remain unchanged
- Past years backlog of deficit paving has reduced the state’s overall pavement condition from a high of 81.6% of roads in good or fair condition to a current and projected level of 67.9%

Projected values do not include crack seal mileage.
A Look Ahead – State Bridge Condition

Based on current level of investment in draft TYP

• 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 “pink list” bridges (rating of 5) today than 5 years ago

• Current SRL bridge total - 153
• Bridges added to SRL by 2026 - 276
  – 23 Bridges added annually over last five years – extrapolated to 2026 projects to 276 bridges
• Bridges expected to be removed from SRL by 2026 - 244
  – 132 removed by Bridge Maintenance forces
  – 112 removed under TYP
A Look Ahead – Municipal Bridge Condition

Based on current level of investment in draft TYP

- Number of Municipal Red List Bridges (MRL) - which is representative of bridges in poor condition (rating of 4 or lower) is likely to increase w/out additional funding
- Higher number of “pink list” bridges (rating of 5) today than 5 years ago
- Removal rate of 28/yr heavily influenced by $42M influx of funding (2008-2015 thru Bonding, ARRA & SB367)
- $17M annual municipal and/or additional state funds needed to maintain MRL level

- Current MRL bridge total - 344
- Bridges added to MRL by 2026 - 276
  - 23 Bridges added annually over last five years – extrapolated to 2026 projects to 276 bridges
- Bridges expected to be removed from MRL by 2026 - ??? (Dependent on additional municipal funding)
  - 90 removed under TYP
  - ?? removed by Municipalities
State & Municipal Bridge Age

- Of the 3,846 State & Municipal Bridges, 1,208 are 75 years or older
  - 2,159 State Bridges – 650 are 75 years or older
  - 1,687 Municipal Bridges – 558 are 75 years or older
- Major Looming Liability if we do not invest in bridge maintenance and preservation efforts.
Modifications to Draft TYP – Based on Input & House of Representatives Amendment

- Removed Nashua-Manchester-Concord Capital Corridor Project - $4M FTA funding
- Added Littleton US302 / Saranac Intersection Project under SAH Program - $309k SAH Funding
- Revised Center Harbor – New Hampton Bridge Project to Bridge Rehabilitation
- Added Statewide Districts Programmatic - Betterment District Force Account Program - $1.2M/year
- Adjusted Derry-Londonderry Exit 4A Project funding to align with MOA
- Advanced Funding (Vermont) for Hinsdale-Brattleboro Bridge Project to coincide with advanced construction schedule
Questions / Comments