

2015-2024 TYP Supplement Executive Summary

Introduction

The Department of Transportation is committed to using its funding resources in the most effective and efficient way possible to achieve its Strategic Direction to: *Maintain, Preserve, and Improve Infrastructure, Optimize Mobility, Enhance Safety, and Strengthen the Economy.*

Managing New Hampshire's Transportation System requires a complex balancing of priorities within the limited available resources. This plan strikes a balance of maintaining the status quo with existing programs, projects, and the highest priority needs identified by the communities and the Regional Planning Commissions. The Department's emphasis continues to focus on operations, maintenance, and preservation strategies, which have proven to extend the life of an asset and postpone reconstruction at a cost benefit of more than 10 to 1. Strategies to improve mobility are also important to ease congestion and reduce delay. However, constructing a new lane mile of roadway will add a future expense in maintaining, operating, preserving and eventually reconstructing that lane mile. The Department also continues investments in strategies to improve safety to reduce fatalities and severe injuries on the New Hampshire's roadway system. These strategies all help strengthen the economy of the state. While there are more needs than resources, balancing these strategies within a financially constrained approach is a cornerstone of the Plan.

The New Hampshire Ten Year Transportation Improvement Plan (RSA 240) was established by Governor Sununu to serve as the guideline for planning and developing transportation projects in the state. Over the years, the Ten Year Plan (TYP) has evolved in philosophy, process, and scope. The 2015-2024 Ten Year Plan philosophy encompasses strategic priorities and a fiscally disciplined approach to ensure a financially constrained and credible plan for highway, bridge, bicycle/pedestrian, railroad, transit, and airport projects. Updated every two years, the Ten Year Plan is a living document that includes projects in various stages of planning, engineering design (including preliminary engineering and right of way acquisitions), or construction.

The State of New Hampshire's Ten Year Plan is a result of collaboration among nine Regional Planning Commissions (RPC's), communities, the Department of Transportation (NHDOT), the Governor's Advisory Commission on Intermodal Transportation (GACIT), the Governor, and the State Legislature. The range of perspectives covered by this collaborative process helps ensure the plan is balanced and prioritized to address the competing transportation needs. The result is a financially constrained plan that identifies the mix of projects and programs that best align with the priorities of communities, regions, and the State.

Overview

The 2015-2024 Ten Year Plan maintained the status quo for preservation and maintenance programs, as well as continued prioritization of Red List bridge work and highest priority transportation needs including:

- Replacement of the Sarah Long Bridge
- Replacement of the Hinsdale-Brattleboro (VT) Bridge
- Funding the remaining I-93 priority improvements with Senate Bill 367 (SB367)

All of these initiatives were accomplished while keeping the TYP reasonably financially constrained. Funding assumptions include:

- Anticipated federal aid program funding remaining level funded at \$150 M per year
- State match on the federal aid program continued reliance on turnpike toll credits in lieu of hard match dollars
- Additional state funds as a result of the SB367 increase in state road toll, the use of GAVVEE bonds, and consideration of existing balances of Turnpike capital funds

The 2015-2024 Ten Year Plan contains highway, bridge, rail, transit and airport projects totaling an estimated \$3.44 billion. The highway funded and largest portion of the plan contains projects totaling \$2.59 billion. With anticipated revenue of approximately \$2.28 B, over the life of the Ten Year Plan, the highway funded portion of the plan is underfunded by approximately \$300 M. Shown in chart 1.0 below is the financial summary by program and by fiscal year for the final draft TYP.

DRAFT

2015-2024 DRAFT Ten Year Plan

Total Program Dollars by FY - Includes Revenue from SB 367 (if passed)

FY	Highway Funded										Other Modes			% of Total Program
	FRWA ^{1,4,5}	Betterment ²	State Aid Bridge ²	State Aid Highway ²	SB367 Road Toll ¹⁰	Other Matching Funds ³	Subtotal	Turnpike Improvements ⁶	Turnpike Renewal & Replacement	Rail ⁵	Transit ⁶	Airport ⁷	TYP FY Total	
2015	171.4	22.0	7.5	2.9	35.5	24.5	263.9	54.8	7.7	0.8	24.6	25.7	377.5	11.0%
2016	167.3	22.0	3.5	3.4	31.1	26.4	253.7	37.7	11.6	0.4	23.9	35.9	363.3	10.6%
2017	187.7	22.0	7.5	4.3	31.0	24.2	276.7	27.0	11.5	0.4	23.3	46.3	385.2	11.2%
2018	186.7	22.0	8.7	2.5	30.9	9.9	260.7	19.1	13.7	0.4	25.5	42.3	361.6	10.5%
2019	187.4	22.0	10.8	2.5	30.9	5.9	259.6	30.1	13.8	0.4	23.8	44.3	372.0	10.8%
2020	191.6	22.0	13.5	2.5	30.8	1.1	261.5	41.8	12.0	0.4	23.3	0.0	339.0	9.9%
2021	189.7	22.0	8.4	2.5	30.7	0.0	253.4	18.9	12.0	0.4	23.7	0.0	308.4	9.0%
2022	191.9	22.0	13.1	2.5	30.6	9.0	269.0	22.9	12.0	0.4	24.1	0.0	328.4	9.5%
2023	181.3	22.0	8.2	2.5	30.5	0.0	244.5	24.0	12.0	0.4	22.6	0.0	303.5	8.8%
2024	179.8	22.0	9.6	2.5	30.4	0.0	244.4	21.0	12.0	0.4	23.9	0.0	301.7	8.6%
Program Total	1,834.7	220.0	90.9	28.4	312.1	101.2	2,587.3	297.3	118.2	4.4	238.6	194.6	3,440.5	100.0%
% of Total Program	53.3%	6.4%	2.6%	0.8%	9.1%	2.9%		8.6%	3.4%	0.1%	6.9%	5.7%	100.0%	
Revenue^{1,9}	1,539.6	220.0	110.0	312.1	101.2	2,282.9	297.3	118.2	4.4	238.6	200.0	194.6	3,141.5	
Surplus/Deficit	(295.1)	0.0	(9.3)	(304.4)	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	5.4	(299.0)	

*Figures are in Millions of dollars. Changes to Plan Highlighted in Yellow

- 1 I-93 capacity improvements beyond widening north of Exit 5 to the I-93 split are not included due to funding constraint
- 4-93 and Sarah Mitzel Long payments based on GARVEE Bonds and Debt Service are included
- 2 State funded programs maintained at current budget levels, local match included in program total
- 3 Totals comprised from project matching costs Maine, Vermont and other sources
- 4 Figures include inflation
- 5 FHWA category includes approximately \$1.16 million annually to address railroad crossings
- 6 Self-funded FTA programs, projects limited to available funds
- 7 Airport Improvement Program (FAA funding) is a grant program based upon a local, regional and national priority system. Revenue based on existing base budget conditions.
- 8 Proposed expanded Turnpike Capital program. Projects that may be constructed under current toll structure (no toll increase).
- 9 HBS91 authorized projects and other future projects included pending future toll increase.
- 9 FHWA and SB367 State Aid Bridge revenue includes the local matching funds.
- 10 SB367 inclusive of 193 \$200M Bond and Debt Service, additional State Aid Bridge (local match), and Betterment resurfacing and rehabilitation for highways and bridges.

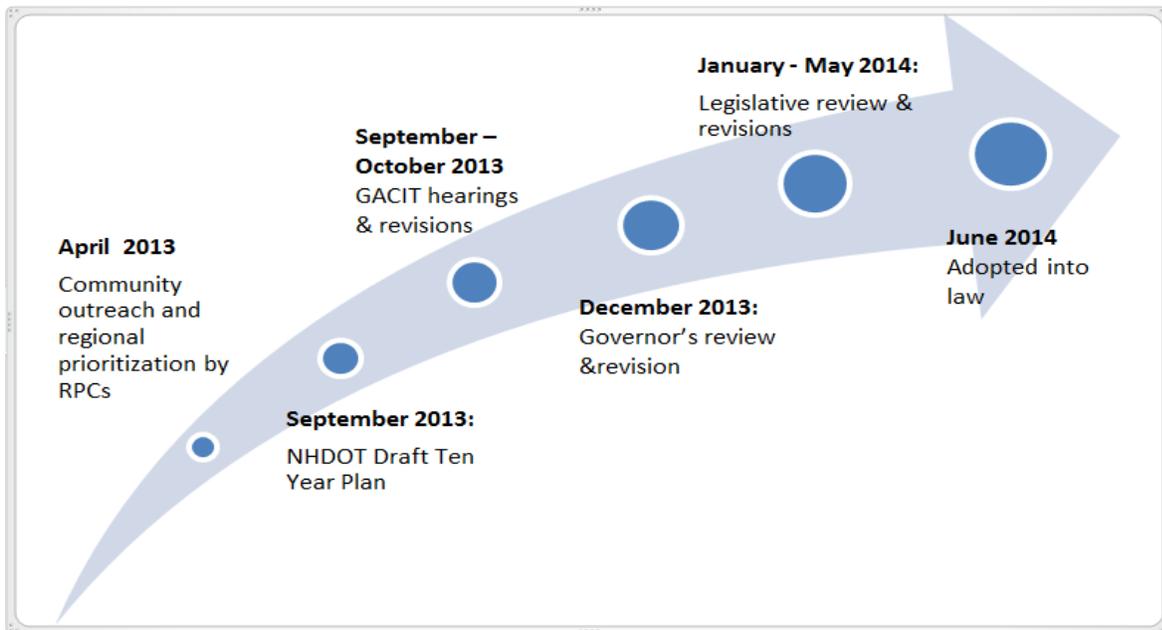
Chart 1.0 Draft 2015-2024 TYP Total Program Dollars by FY

Ten Year Plan Process Review and Guidance to the RPCs

The 2015-2024 Ten Year Plan process began when the Department and the RPCs embarked on a Lean Process Review of the Ten Year Plan process. Many potential areas of improvement were identified including: guidelines on regional funding allocations, improved and increased communication opportunities between NHDOT and RPCs during the development of the draft Ten Year Plan, consistent information gathering and reporting to support transportation planning decision making, development of a criteria framework to score and rank programs and projects for use by both NHDOT and RPCs.

Through the Lean process, it was mutually agreed that project selection would be heavily weighted on four primary criteria out of twenty developed jointly by NHDOT and RPCs. Those four primary criteria were *State of repair/condition, safety, mobility, and network significance*. To effectively and efficiently implement the project scoring criteria, NHDOT utilized Decision Lens software, a structured collaborative decision making tool. With the Lean process and implementation of the Decision Lens completed, the RPC began their local outreach and prioritization efforts.

Ten Year Plan Process Review



Community Outreach and Regional Prioritization by the RPC's

Each RPC was asked to submit a prioritized list of their top transportation projects. Unlike previous year's requests, the RPC's were asked to prepare the list according to established criteria:

- The prioritized list to be considered would include previously approved projects from the current TYP, projects recommended by the region, and projects recommended by NHDOT.
- Projects would be scored and ranked by the twenty criteria that had been jointly developed by the RPC's and NHDOT. The relative regional weighting of criteria was at discretion of the RPC.
- A final consolidated and prioritized list of programs and projects, whose funding total met the limit of the region's theoretical funding allocation supplemented by a listing of other regional needs, was endorsed by the RPC and forwarded to NHDOT by April 30, 2013.

The NHDOT Draft Ten Year Plan

With the nine RPC's prioritized programs and project lists submitted, NHDOT produced a Draft TYP for submission to the Governor's Advisory Commission on Intermodal Transportation. Submitted on August 30, 2013, the Draft was developed based on the following criteria:

- Project selection was based on the consideration of the priority ranking developed from the established scoring criteria, along with other maintenance and programmatic needs.
- Overall funding was assumed to continue at current levels.
- Inflation was included in estimated project costs.
- The Turnpike Capital Program was funded at approximately \$600 M with an additional \$530 M of identified needs, if funding became available.
- The Federal Aid Program revenue was anticipated to continue at approximately \$150M per year. In the proposed program, toll credits would continue to be used to match federal

funds, approximately \$70M per year would be budgeted to focus on highway and bridge maintenance and preservation, \$28M per year on mandated federal programs, \$16.5M per year on I-93 debt service, \$11M per year for design and property acquisition, with \$25M per year available for individual projects.

- State funds (\$30.5M per year) were allocated to highway and bridge maintenance through Betterment and State Aid Bridge and Highway programs. Other funds make up approximately \$13M per year.
- The alternative modes of transportation (Rail, Transit, and Airports) revenue contributed approximately \$641M from Federal Railroad Administration (FRA) \$4.5 M Federal Transit Administration (FTA) \$237.5M, and Federal Aviation Administration (FAA) \$399 M in the TYP.
- Aeronautic programs only include funds for the first 5 year of the TYP based on known FAA grant funds. With uncertainty of future grant fund levels and priorities, program funds for the last 5 years of the plan were not included.

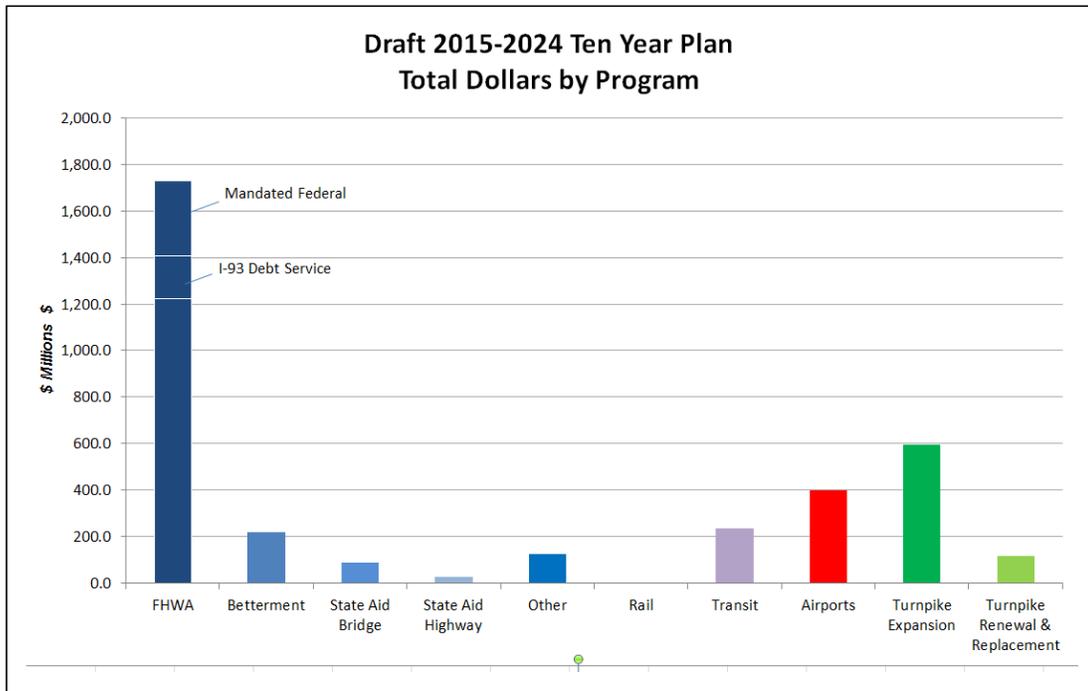


Chart 1.0 NHDOT's Draft 2015-2024 TYP by Total Dollars by Program Presented to GACIT, August 2013

The GACIT Hearings and Revisions

In September and October, 2013, GACIT held twenty-five public hearings throughout the state to present and receive feedback on the plan. Three major themes emerged from these hearings: funding for transportation is inadequate to meet needs; maintenance and preservation efforts should increase; and the state's elderly and disabled population is increasing and is dependent on an inadequately funded transit service.

GACIT met on November 6 and November 20, 2013, to consider changes to the TYP as a result of hearing testimony and their review of the NHDOT Draft. The GACIT Draft TYP forwarded to Governor Hassan on December 4, 2013, included the following:

- The TYP was divided into two sections: funded projects- projects expected to be financed by federal, turnpike, aeronautics, and other funds (these included a number of project changes based on public testimony); and unfunded priorities- projects included in the TYP but lacking sufficient money to complete (Turnpike expansion projects, I-93 expansion completion, aeronautics projects beyond the federal reauthorization period, and the Capital Corridor rail project).
- State funding of local transit assistance was increased to 2009 levels of \$188,000, it was noted that this decision is a budget policy decision not part of the TYP process. Because of the frequency of the issue during the hearings and the priority of GACIT to support these needs, the decision was made to bring this issue forward.

The Governor's Review and Revisions

During the months of December and January, Governor Hassan reviewed the GACIT Draft TYP. The Governor and her staff reviewed the financial constraints of the federal and turnpike funds, with closer focus on available turnpike revenue. In the version of the Draft TYP submitted to the Legislature, the Governor included a number of the unfunded Turnpike priorities into the TYP that could be accomplished, based on the current available toll structure revenue.

The Legislative Review and Revisions

The House Draft Ten Year Plan

The House Public Works Committee, after receiving the Draft TYP from the Governor, held numerous sessions with the Department in order to understand the various federal programs and what was required, and to discuss issues related to revenue, bonding, project costs, and project priorities. Two of the Committee's top priorities were the completion of I-93 widening and the reconstruction of the Sarah Mildred Long Bridge between Portsmouth NH and Kittery ME. The Committee proposed and adopted the following changes:

- Eliminate Betterment guard rail replacement and reallocate to secondary roadway rehabilitation to six DOT districts according to the Betterment formula.
- Utilize GARVEE bonds for Sarah Long Bridge replacement project and transfer the federal funds in years 2015 – 2018 to fund I-93 widening project and the remaining cost of the Bedford Route 101 widening.

Working closely with the NH Senate, the House Public Works Committee also identified potential uses for additional revenue if SB367 (additional 4.2 cents in road toll) passed, including:

- \$12M in FY 2015 to rehabilitate/reconstruct very poor condition roadways (Approximately 36 miles).
- \$13M in FY 2015 to pave roads in fair to poor condition (Approximately 190 miles).
- \$7M to State Aid Bridge Program (Approximately 10 additional Municipal Bridges).

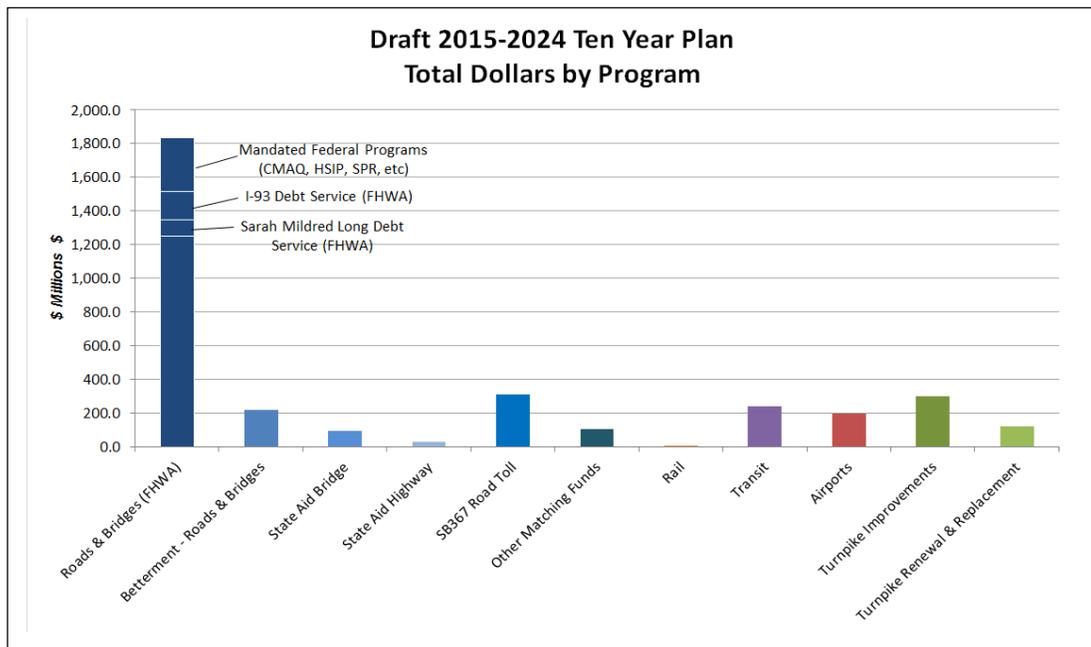
Finally, the House version of the Draft TYP also made a number of recommendations to the Turnpike System. Changes made included adding funds for Engineering to the I-93 project in Bow-Concord, removal of the Ramp Toll at Exit 12 on the F.E. Everett Turnpike, and a pilot project for All Electronic Tolling (AET) at a location to be determined.

The Senate Draft Ten Year Plan

While the House was working on the Draft Ten Year Plan, the Senate was busy working on SB367, which would provide additional state revenue for transportation projects in NH. Once SB367 passed, changes were made to the Draft Ten Year Plan to align the two bills. With the passage of SB367 and the Ten Year Plan by the full Senate, the following will occur:

- \$12M in FY 2015 to rehabilitate/reconstruct very poor condition roadways (Approximately 36 miles)
- \$13M in FY 2015 to pave roads in fair to poor condition (Approximately 190 miles)
- \$7M per year to State Aid Bridge Program, essentially doubling the program (Approximately 10 additional Municipal Bridges per year)
- Bonding \$200M to complete the widening of I-93, and the debt service will be paid from the proceeds of SB367
- Additional funds will also be generated and provided to communities through the Block Grant Aid program (Approximately \$3.8M per year)
- Removal of Exit 12 Ramp Tolls on the F.E. Everett Turnpike

The Draft Ten Year Plan, as of May 22, 2014, is in Committee of Conference to work through the minor differences between the House and Senate versions.



Graph 2.0 Senate's Draft 2015-2024 TYP by Total Dollars by Program Presented to the Governor June 2014

**Draft 2015-2024 Ten Year Plan
 FHWA Category Summary**

Scenario 4

<i>FY</i>	<i>Preservation Maintenance</i>	<i>Bridges</i>	<i>Red List Bridges</i>	<i>I-93</i>	<i>Mandated Federal</i>	<i>Interstate Maintenance</i>	<i>Individual Projects</i>	<i>Eng ROW</i>	<i>Grand Total</i>	<i>FY</i>
2015	26.5	12.8	24.5	43.6	29.8	10.0	21.9	1.0	171.4	2015
2016	26.3	13.3	22.5	37.1	26.4	6.1	34.3	1.0	167.3	2016
2017	28.2	13.4	32.8	37.6	32.5	6.2	31.8	5.0	187.7	2017
2018	28.5	16.8	55.6	19.6	32.5	6.4	22.3	5.0	186.7	2018
2019	30.1	28.1	39.3	19.6	34.6	14.0	14.7	7.0	187.4	2019
2020	31.0	19.0	32.3	20.5	32.8	21.4	27.5	7.0	191.6	2020
2021	31.0	33.5	29.7	18.4	32.3	14.9	18.8	11.0	189.7	2021
2022	31.0	31.0	24.8	18.4	33.3	6.0	36.4	11.0	191.9	2022
2023	31.0	12.3	20.5	18.4	33.7	12.7	41.7	11.0	181.3	2023
2024	31.0	12.3	15.3	18.4	33.7	12.9	45.2	11.0	179.8	2024
Totals	294.7	192.5	297.3	251.5	321.7	110.7	294.7	70.2	1834.7	
%Grand Total	16.1%	10.4%	16.1%	13.9%	17.5%	6.0%	16.1%	3.8%		

-Dollars Inflated-

Chart 2.0 Senate’s Draft 2015-2024 TYP, FHWA Category Summary Presented to the Governor June 2014

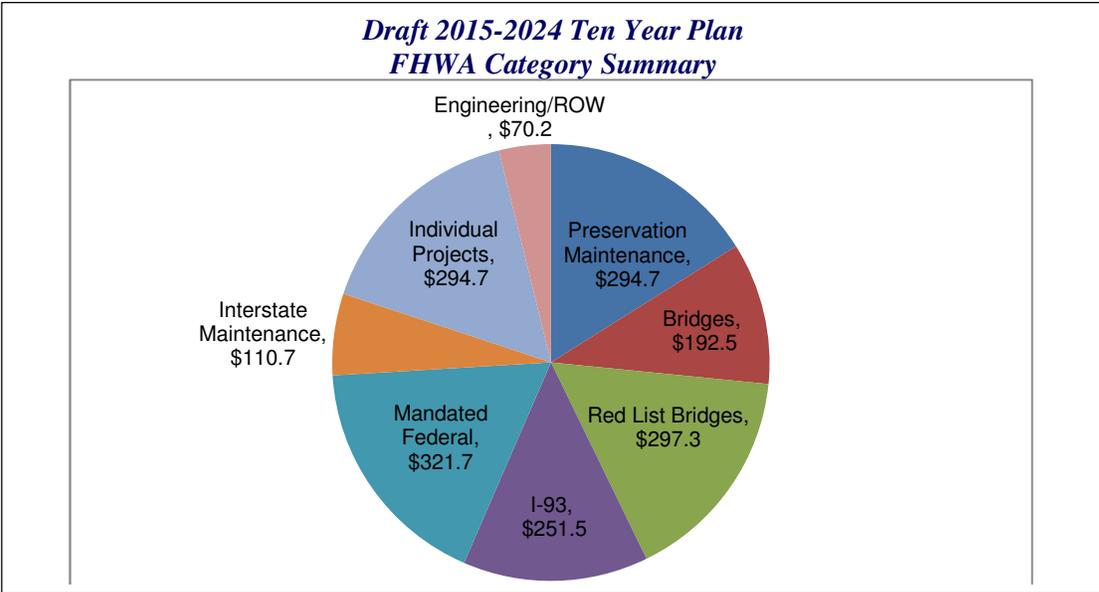


Chart 3.0 Senate’s Draft 2015-2024 TYP, FHWA Category Summary Presented to the Governor June 2014

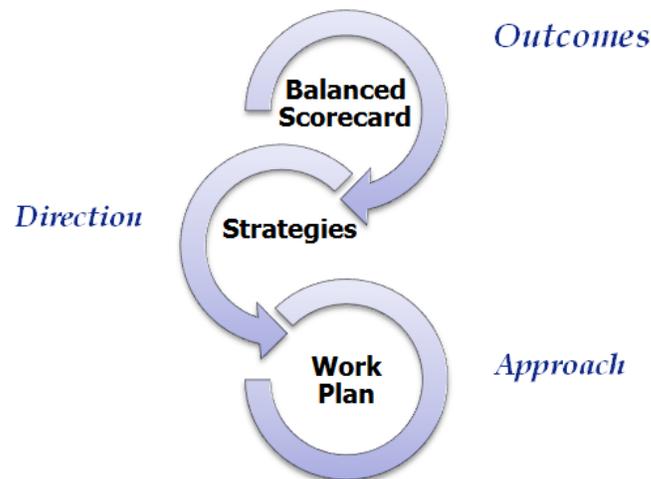
Ten Year Plan Adopted into Law

The New Hampshire Legislature approved the Ten Year Transportation Improvement Plan and the Governor signed the Plan into law on August 1st, 2014.

** For details on the Ten Year Plan Process Review please see the attached appendix for published web references.*

Looking Forward

The Department of Transportation is developing a Transportation Asset Management Plan (TAMP), required in the MAP-21 transportation bill, and because it is a sound business practice for providing a strategic and systematic process of operating, maintaining, upgrading, and expanding transportation physical assets effectively throughout their life cycle. It focuses on business and engineering practices for resource allocation and utilization, with the objective of better decision making based upon quality information and well defined goals, objectives, and measures. Business practices include risk management and longer term financial management to address the sustainability of transportation assets. The TAMP development and implementation will support the Department's mission: "Transportation Excellence enhancing the quality of life in New Hampshire".



2015-2024 Ten Year Plan Supplement References

References

State Legislation:

<http://www.gencourt.state.nh.us/legislation/2014/HB2014.pdf>

Federal Legislation: MAP-21 (Moving Ahead for Progress in the 21st Century)

<http://www.dot.gov/map21>

Fall 2013 GACIT Public Hearing Schedule:

<http://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm>

Balanced Scorecard:

<http://www.nh.gov/dot/org/commissioner/balanced-scorecard/index.htm>

Condition Maps:

<http://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm>

Draft Ten Year Plan development updates:

(GACIT's Submission to the Governor & Governor's Submission to the Legislature)

<http://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm>

Annual Reports (DOT and Turnpike):

<http://www.nh.gov/dot/media/publications.htm>

SB 367 legislation:

<http://www.gencourt.state.nh.us/legislation/2014/SB0367.html>