Governor’s Advisory Commission on Intermodal Transportation

2023-2032 Draft Ten Year Plan Overview

Fall Public Hearings

Please Take Our Online Survey – NHDOT Planning Ahead 2032
https://metroquestsurvey.com/a8b5

Ten Year Plan Website – NH Department of Transportation
Ten Year Plan Process

CYCLE BEGINS

New Projects are Introduced
Fall of Even Years (2008, 2010, 2012, etc.)
Regional Planning Commissions (RPCs) request proposals from constituent communities for candidate projects.

Projects are Regionally Ranked
(October-December of Even Years)
The Transportation Advisory Committee (TAC) for each RPC rank projects submitted for consideration based on selection criteria established by each RPC.

Ten Year Plan Drafted / Debated
January – April of Odd Years (2009, 2011, 2013, etc.)
Early in the new year each RPCs TAC develops and approves a draft of the regional priorities and recommendations for consideration – keeping in mind selection criteria and each project’s relative scores – for submission to the New Hampshire Department of Transportation (NHDOT).

RPC Plan Submitted
May 1 of Odd Years
Each RPC submits its regional priorities and recommendations to NHDOT.

Draft Statewide Ten Year Plan Prepared
May – December of Odd Years
May – July: NHDOT prepares the draft Statewide Ten Year Plan, using the information provided by each RPC for submission to the Governor’s Advisory Commission on Intermodal Transportation (GACIT).
July - December: GACIT amends the Ten Year Plan after a series of statewide public hearings and submits it to the Governor.

Adoption of Statewide Plan
December – June of Even Years
The Governor reviews the Statewide Ten Year Plan and submits it to the Legislature for consideration and approval. Public Hearings are held and input considered.

IMPLEMENTATION
After adoption by the Legislature, Metropolitan Planning Organizations (MPOs) incorporate approved projects into their Transportation Improvement Program (TIP).

THE TWO YEAR CYCLE

CYCLE BEGINS AGAIN

GACIT
Presentation Outline

• High Level Funding Summary
• Funding Synopsis
• Review Strategies
• Review Program Funding Adjustments
• State of Infrastructure – Projected Outcomes
• RPC Priority Projects
• Book Information
High Level Funding Summary

Funding – State Impacts

- **COVID** - Current projections identify reductions to Turnpike, Betterment, and SB367 revenue.
  - Betterment – Reduced gas tax revenue
  - Reflected mostly in paving programs and SAB
  - Turnpike program – Reduced traffic and toll collection
    - Impacts 5 Capital projects - delays 2 - 4 years

- **Infrastructure Investment Jobs Act (IIJA)**
  - $1.139B (FY22 - FY26) – $228M/year (avg.) apportionment for NH
  - Similar to Senate EPW plan – assumed for fiscal constraint

  - $242M Advance General Fund Appropriations for NH
    - $45M/Year in additional funding for bridges
    - $3.4M/Year EV Infrastructure Program

- **Other federal aid plans (CARES, CRRSA, & ARP)**
  - $133M in COVID relief funds across all modes of transportation
Strategies

• Focus on Maintenance & Preservation of the existing network of roads and bridges

• Continue to invest in core system programs and build on our successes in road and bridge conditions statewide

• Dedicate $50M to RPC Priority Projects

• Federal Re-authorization (Assume additional funds)
  • Accelerate existing TYP projects where possible
  • Fully fund existing TYP projects
  • Convert GARVEE bonded projects to federal aid funds
  • Modify existing programs to improve projected conditions in outer years by including inflationary adjustments
  • Consider new projects in outer years to improve safety & capacity

• Continue to invest in other essential modes of transportation
  • Transit, Rail, Airports, and Active Transportation
$4.4 Billion Transportation Plan - $248M (9%) increase over current TYP

- Road and Bridge mode – $3.7B (83%) of total plan
- Other modes – $739M (17%) of total plan

- FHWA category is the large funding source in the TYP
  - 81% of Highway Funded categories
  - 56% of total TYP funding
  - Use prohibited for operations & maintenance
Program Funding Adjustments

Investments based on assumed funding from Senate EPW Plan

• Increase Paving Investment by $164M
  • Inflated paving programs to account for inflations and added funds to meet target paving targets for miles paved and condition

• Increase State Bridge Investment $169M
  • Inflated bridge programs to account for inflations and added funds to continue our maintenance and preservation programs and accelerate removal of red list bridges

• Convert GARVEE bonding to federal aid (Net Increase) $58M
  • Project Cost ($163M) - Debt Service ($105M)

• Fully Fund Scope Constrained Projects - add $54M

Non-Highway sources federal funding adjustments - pending

• Federal Railroad Administration (FRA)
• Federal Transit Administration (FTA)
• Federal Aviation Administration (FAA)
Increase Paving Investment by $164M

- Overall paving miles decrease through the Draft TYP years ($88M/yr. Average)
- Conditions for the next 4 years are expected to be 80% good/fair – above average
- Overall conditions in the later years are expected to decline by 30% to 50% good/fair
- Tier 3/4 roads are expected to decline the most with anticipated decreases in state funds

Additional $169M State Bridge Investment

- Project the number of Red List bridges to be reduced by 27 bridges by 2032 ($82M/yr. Average)
- 91 red list bridges remain at end of Draft TYP
State of the Infrastructure –

Active Transportation

Continue to enhance active transportation opportunities
- Investment in active transportation components through construction projects
- Investments through mandated federal programs including
  - Transportation Alternatives – Current 2021 Grant Round
  - Recreation Trails
  - CMAQ funding

Public Transit

Continue to address transit challenges
- Demand response – Limited services for the elderly and disabled
- Service frequency – Limited in urban areas
- Route coverage – Not enough coverage in rural areas
## Book Information - Projects

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<th>Year</th>
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**Total** $10,959,897

**Previous Funding** $2,077,900

**Current TYP Funding** $10,959,897

**Future Funding Required** $0

**Total Project Cost** $13,037,797
Projects for Discussion/Feedback

- Statewide 40915 - Exit Sign Renumbering project (Tier 1)
- I-95 Portsmouth Sound Walls
- Dover-Rochester-Somersworth 40599 - Spaulding Exit 10 study
- Dixville-Colebrook 40518 - Balsams, Golf Links Road
  - Not included in Draft
- Hudson 42108 – Circumferential Highway
  - Not included in Draft
- Walpole Rockingham 41720 - Vilas Bridge, NH 50% Funded
Please Take Our Online Survey

https://metroquestsurvey.com/a8b5
Public Comments

Send written comments to:
William E. Watson, P.E. Administrator
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
7 Hazen Drive P.O. Box 483 Concord, NH 03302-0483

or

bill.watson@dot.nh.gov

Comments should be received no later than
November 8, 2021

Visit this site for additional information
Acronyms

- TYP – Ten Year Plan
- $B = Billions$ - $M = Millions$
- EPW – Environmental and Public Works
- T&I - Transportation and Infrastructure
- EV – Electronic Vehicles
- SAB – State Aid Bridge Program
- ARP – American Rescue Plan
- CRRSA - Coronavirus Response and Relief Supplemental Appropriations
- STI – State Transportation Improvement Act of 2021
- COAST - Cooperative Alliance for Seacoast Transportation
- MTA – Manchester Transit Authority
- NTA – Nashua Transit Authority