Governor’s Advisory Commission on Intermodal Transportation

2021-2030 Draft Ten Year Plan Overview
Public Hearings

Fall 2019
Strategies - Draft Ten Year Plan

- Focus on Pavement Preservation
- Focus on Red List Bridges & Bridge Preservation
- Dedicate SB367 funds for TIFIA loan pledged rural roads & bridges
- Completion of I-93 Salem to Manchester & Increase funding for I-93 Exit 4A Derry-Londonderry
- Financially Constrain to $183M/yr - level federal funding
- Include $50M for RPC projects in 2029/2030 ($25M/yr)
  - Received $74M in project requests from 9 RPC’s
  - Allowed future RPC allocation pledges to fully fund projects
Strategies - Draft Ten Year Plan

• Address major project cost increases
  – Exit 4A, Bow-Concord, Interstate 4R projects

• GARVEE bonding
  – Current TYP - $70M GARVEE
    • Lebanon-Hartford & Hinsdale-Brattleboro bridges
  – Draft TYP - $80M GARVEE
    • Hinsdale-Brattleboro, Seabrook-Hampton

• Delay Bow-Concord by 2 years to 2026

• Transfer 25% ($2.2M) of CMAQ to other Federal Categories

• Maintain and extend all programs by 2 years

• Invest additional SB367 revenue in paving to improve projected condition

• Increase investment in Bridge preservation & Resurfacing programs to mitigate inflation impacts
TYP Funding Synopsis

Federal Highway Funding - Typ. Annual Utilization

FAST Act Federal Funding approximately $183M/year

- Paving & Bridge Projects (avg.): $107M
- Mandated Federal (CMAQ, TA, SPR, HSIP, LTAP, etc): $31M
- GARVEE Debt Service through 2025: $24M

Annual Dedicated Funding: $162M/year

- Individual Roadway Projects (remainder funding): avg. - $21M/year
TYP Funding Synopsis

Betterment Funding $24 M/year
• Preservation & Maintenance (Roads & Bridges)

Turnpike Funding for Capital & Tpk. Renewal & Replacement - averages $67 M/year

SB367 Funding for I-93 Expansion, SAB, TIFIA DS
• $32M per year net of Municipal Block Grant Aid
• State Aid Bridge: $6.8M/year
• I-93 Debt Service: Averages $2.0M/year (thru 2025)
• TIFIA Pledged Paving & Bridge Work: $14M/year (paving) $ 9M/year (bridges)
• I-93 Debt Service 2026-2034 increases to $23.4M/year
Funding Synopsis - Other Modes

• **Airport - FAA**
  – Total of $288M programmed in TYP (Average $28M/yr.)
  – 14 Project Locations in TYP – listed by town & airport name

• **Transit - FTA**
  – Total of $312M programmed in TYP (average $31M/yr.)
  – Approx. 60% ($18.5M/yr.) to small urban, Nashua UZA & Boston UZA public transit providers
  – Approx. 40% ($12.5M/yr.) to rural transit, seniors & individuals with disabilities
  – SB 241- adds the Capitol Corridor project development phase
Funding Synopsis - Other Modes

• **Rail**
  – Total of $10.5M programmed in TYP (average $1M/yr.)
    • $600K/year maintenance & construction on state-owned rail lines
    • $1.5M every 3 years capital work on Class III and Cog RR

• **Active Transportation**
  – $4.75M Fed funds - annual allotment to TA, RecTrails programs
    • on-and off-road pedestrian and bicycle facilities, rail trail improvements,
      and safe routes to school projects.
  – Approx. $7M over 28 projects in 2019 (4% of Federal Funds)
    • sidewalks, signals, shoulder widening, sidewalk curb ramps striping, bus pullouts & shelters, park n rides, refuge islands
Funding Synopsis - Other Modes

$173M Active Transportation

- $141M - 46 Individual projects with Active Transportation components
- $33M - 3 Programs (ADA, TA, & RCRTL) that have Active Transportation focus

Active Transportation Categories
- Bike/Ped
- Trail/Path
- Complete Streets
- Curb Ramps
- Sidewalks
Program funding changes

- $10M/year added to resurfacing program in 2029 & 2030
- $6.5M/year added to Bridge preservation programs in 2029 & 2030
- SB367 revenue - $2M/yr. added through 2025, $1.5M/yr. 2026-30 to resurfacing program
- Betterment revenue - $1M/yr. added through 2030 to resurfacing
- 5 Red List bridges added to the two outer years
- 1 Interstate rehabilitation project (4R) added to 2030 - $17M
- CMAQ program reduced by $2.2M/year to $8.9M/yr
Draft TYP (2021 – 2030) Funding

**FY21-FY30 Estimated Program Expenditures**

- Pavement (state & federal) – averages $83M per year
- Bridges (state & federal) – averages $88M per year
- I-93 Expansion - $70M over ten-year period
- Mandated Federal – averages $31M per year
- Individual Projects- $810M over ten-year period
- Transit & Airports - $612M over ten-year period
- Total Program - $3.92Billion
### DRAFT 2021-2030 Ten Year Plan

#### All Funding

<table>
<thead>
<tr>
<th>TYP</th>
<th>PAVEMENT</th>
<th>BRIDGES</th>
<th>I-93 EXPANSION</th>
<th>MANDATED FEDERAL</th>
<th>INDIVIDUAL PROJECTS</th>
<th>ROADSIDE</th>
<th>RAIL</th>
<th>TRANSIT</th>
<th>AIRPORTS</th>
<th>DEBT SERVICE</th>
<th>GRAND TOTAL</th>
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<td>2021-2030</td>
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<td>-36.84</td>
<td>41.22</td>
<td>-1.50</td>
<td>21.62</td>
<td>34.01</td>
<td>-14.11</td>
<td>176.16</td>
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$3.92 Billion Transportation program - $176M increase over current TYP

- Pavement - $50M increase – State & Federal funding sources
- Bridges - $119M increase – Bridges moved from Individual projects & M&P program increases
- Roadside - $41M increase – Included Tpk. R&R roadside allotment
- Airport - $34M increase – additional funding
Red List Projection

Based on recommended level of investment in draft TYP of $77m/year on average the number of State Red List Bridges (SRL)

- Drops to a low of 124 by 2026
- Increases to 146 by 2030
- HB1817 & SB367 investments in bridges is making a difference
- Investment in preservation is reducing the number coming on ($17M/year)
- 125 of 129 red list bridges listed in 2019 will be addressed

Current SRL bridge total – 129 (2019)
- Bridges added to SRL by 2030 - 192
  - Approx. 60% of bridges rated “5” are expected to come on SRL
- Bridges expected to be removed from SRL by 2030 - 175
  - 84 removed by Bridge Maintenance forces
  - 91 removed by TYP projects

New Hampshire DOT
Department of Transportation
Based on the recommended level of investment in the Draft TYP of $74M/year on average:

- Conditions for the next 5 years are expected to be 80% good/fair – above average
- Conditions in the later years are expected to decline by 15% to 68% good/fair
SB367 Funding - TIFIA Pledge for Rural Roads & Bridges

Paving Summary (2175 miles of paving estimated)
- Completed 1075 miles ($79.0M) between 2014-2018
  - 93% of 1160 miles p/vp roads in 2014
- Estimated additional paving 1100 miles ($90M) through 2030

Bridge Summary (25 red list bridges)
- 2 completed (Tamworth & Acworth)
- 7 in construction (Conway, Ossipee(3), Lancaster-Guildhall, *Lebanon-Hartford (2))
- 13 in design (Allenstown, troy, Warner, Shelburne, Pelham (2), Claremont, Deerfield, Swanzey, Warner, Nottingham, Thornton, Woodstock)
- 3 in planning (Littleton-Waterford, New Boston, Marlow)

*Lebanon-Hartford bridges added to provide state matching funds to $10M TIGER Grant that was received
### Draft TYP (2021 – 2030) Funding

#### DRAFT 2021-2030 Ten Year Plan

**Total Program Dollars by FY**

<table>
<thead>
<tr>
<th>FY</th>
<th>Highway Funded</th>
<th>Other Modes</th>
<th>Non-Highway Funded</th>
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<tr>
<td></td>
<td>Highway and Bridge</td>
<td>Other</td>
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</tr>
<tr>
<td></td>
<td>Highway</td>
<td>Bridge</td>
<td>Betterment</td>
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<tr>
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<td>FHWA</td>
<td>Projects</td>
<td>GARVEE</td>
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<td>2021</td>
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<tr>
<td>2030</td>
<td>$189.55</td>
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<td>$24.05</td>
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**Program Total**: 1,949.21

**% of Total Program**: 74.0% 2.3% 9.1% 3.8% 4.9% 4.6% 1.3% 100.0%

### Revenue

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<th>Revenue 4</th>
<th>$1,940.54</th>
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<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$1.75</td>
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**Notes:**

1. I-93 Payments based on GARVEE Bonds and Debt Service are included.
2. Betterment program maintained at current budget levels and SAB program includes carryover from the State Aid Bridge program.
3. Total comprised from project matching costs Maine, Vermont, other states, and municipalities.
4. Figures include inflation.
5. FHWA categories includes approximately $1.16 million annually to address railroad crossings.
6. Self-funded FTA programs and projects are limited to available funds.
7. Proposed Turnpike Capital program, and projects that may be constructed under current toll structure (no toll increase).
8. FHWA Revenue based on FAST Act anticipated apportionments based on FY 2020 and level funded there after.
9. 2021; 2022; 2023 funding includes other non-formula federal funds (FEMA).

~ Dollars include indirect costs and inflation (2.80%)  Dollars in Millions
$3.92 Billion Transportation program - $176M increase over current TYP
- FHWA - $95M increase – utilizing discretionary funding
- Betterment - $16M increase – new revenue estimates (gas tax)
- TIFIA Debt Service - $43M increase – 2 additional years of principal payments
- Turnpike Capital - $31M increase – I-93 Bow-Concord project (add 2 years of CON)
- Airport - $32M increase – additional funding
## 2021-2030 TYP – RPC Priorities

<table>
<thead>
<tr>
<th>Region</th>
<th># Projects</th>
<th>Total Fed $</th>
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<tbody>
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<td>Central NH RPC</td>
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<tr>
<td>Lakes Region PC</td>
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<td>Upper Valley RPC</td>
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| Total                   | 26         | $50,000,000  |
Regional Planning Commission
TYP Philosophy & Priorities
Virtual Public Involvement

- Transportation Survey – 12 questions +/- (10 minutes)
  - What’s important to you
  - High level prioritization
  - Trade-off questions …do you prefer option 1 or 2 w/ weighting
  - Mobile device capable

- Brief video introduction to the survey

- GACIT Hearing Presentation with voiceover posted to TYP website (coming soon)

Virtual Public Involvement

Virtual Public Involvement

Ten Year Plan Process Pursuant to RSA 228:99 and RSA 240

- June 19th & July 31st - Initial GACIT meetings
- August 8, 2019 – Meetings with RPC Executive Directors
- August 14, 2019 – GACIT Meeting #3 - NHDOT Draft TYP (2021-2030) Release
- August 28, 2019 – GACIT Meeting #4 – final discussions
- September - October 2019 - Public Hearings
- November 2019 - GACIT meetings and revisions
- December 2019 - Governor’s review and revisions
- January 2020 - Governor’s Draft TYP transmittal to Legislature
- January - May 2020 - Legislative review & revisions
- June 2020 - Final TYP (2021-2030) Adopted into Law
THANK YOU

Send written comments to:
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New Hampshire Department of Transportation
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or
bill.watson@dot.nh.gov

comments should be received no later than
November 12, 2019

visit this site for additional information