

Governor's Advisory Commission on Intermodal Transportation

**2021-2030 Draft Ten Year Plan Overview
Kickoff Meeting #2
July 31, 2019**

Kingston Library – Kingston NH

Previous GACIT Meeting

Wednesday June 19th – DOT Offices

- GACIT Process Overview
- Current State of Infrastructure
- CMAQ Program Review
- Corridor Study Program Review
- Design-Build Project Delivery Concept Review

Kickoff Meeting #2

Agenda

- 2019 & 2020 Program Summary
- Color of Money – Funding Review
- Establish Financial Constraint for Draft TYP
- Confirm Strategic Priorities
- Schedule of Hearings & Invitees

Hearing #1 - August 14th – Present Draft TYP

2019 & 2020 Program Summary Approved Ten Year Plan

Approved TYP (2019 – 2028) Status

Summary of Construction Projects (2019 & 2020)

Summary

Status of Construction	# of Projects	%
On Track	73	72%
Advanced	7	7%
Delayed	16	16%
Withdrawn	5	5%
Grand Total	101	100%

- **101 total projects:** Does not include programmatic breakout projects identified in 2019 & 2020
- **16 Delayed project:** Delays were only 1 or 2 years (7 of the delays were from Municipal requests)
- **5 Withdrawn projects:** Withdrawn projects were completed under other projects or by the municipalities using local funds

Approved TYP (2019 – 2028) Funding

Funding Update:

- Federal Redistribution
 - Received \$22.7M in September of 2018 (7 Projects)
 - Bridge preservation (3), Resurfacing (2)
 - Road reconstruction A/C (2)
 - I-93 Debt Service A/C
 - Requested Federal Redistribution of \$32.7M in September of 2019 – (10 Projects)
 - Bridge (3), T2 Resurfacing (3), Guardrail (3), Roadway (1), GARVEE Debt Service A/C
- Federal Discretionary Grants Received
 - INFRA Grant (\$5M) Lancaster, NH – Guildhall, VT Bridge Replacement Project
 - Tiger Grant (\$10M) Lebanon, NH – Hartford, VT Bridge Rehabilitation Project
- Grant Application submitted July 2019
 - Build Grant (\$20M) Hinsdale, NH – Brattleboro, VT Bridge Replacement Project
- HB 1817 (State \$20M & Municipal \$10.4M)
 - State: 5 Locations - Franconia, Lebanon (2), Jackson, Lyme-Thetford
 - Municipal: 3 Locations – Manchester (2), Laconia

Approved TYP (2019 – 2028) Funding

2019-2028 Ten Year Plan All Funding											
FISCAL YEAR	PAVEMENT	BRIDGES	I-93 EXPANSION	MANDATED FEDERAL	INDIVIDUAL PROJECTS	ROADSIDE	RAIL	TRANSIT	AIRPORTS	DEBT SERVICE	GRAND TOTAL
2019	76.19	85.63	26.15	30.04	68.42	8.54	2.10	27.80	31.10	20.55	376.53
2020	74.85	104.51	26.88	31.74	76.22	8.26	0.60	27.76	52.98	22.66	426.46
2021	80.70	102.75	11.00	33.02	72.21	8.52	0.60	29.46	25.92	28.12	392.30
2022	78.53	70.50	16.50	32.47	70.09	8.52	2.10	32.00	14.66	27.96	353.32
2023	76.10	78.31	0.00	32.47	86.06	8.52	0.60	30.82	27.78	27.68	368.34
2024	75.04	57.54	0.00	32.47	102.38	8.52	0.60	31.49	18.20	27.37	353.61
2025	87.25	57.77	0.00	32.47	93.73	8.52	2.10	34.23	20.40	27.03	363.49
2026	82.28	62.89	0.00	32.12	93.51	10.52	0.60	33.60	23.36	31.51	370.39
2027	71.88	69.87	0.00	32.14	90.37	10.52	0.60	39.16	21.54	31.51	367.59
2028	72.18	74.34	0.00	32.14	93.62	13.27	2.10	34.19	20.18	31.51	373.52
Total	774.99	764.13	80.53	321.07	846.61	93.68	12.00	320.51	256.11	275.92	3745.54
% Grand Total	20.7%	20.4%	2.1%	8.6%	22.6%	2.5%	0.3%	8.6%	6.8%	7.4%	100.0%

~ Dollars include indirect costs and inflation (2.55%)

- Pavement (state & federal) – averages \$77M per year
- Bridges (state & federal) – averages \$76M per year
- I-93 Expansion - \$80M over ten-year period
- Mandate Federal – averages \$32M per year
- Individual Projects- \$846M over ten-year period
- Transit & Airports - \$576M over ten-year period
- Total Program - \$3.75B



Color of Money

Approved TYP (2019 – 2028) Funding

2019-2028 Ten Year Plan Total Program Dollars by FY																	
FY	Highway and Bridge										Other Modes					TYP FY Total	% of Total Program
	Highway Funded										Non-Highway Funded						
	FHWA ^{1,4,5}	TIFIA Financing I-93	Connecticut River Bridge GARVEE	Betterment ²	SB367			SAH ²	Other ³ Matching Funds	Sub Total	Turnpike ⁷ Improvement	Turnpike R&R	Rail ⁵	Transit ⁶	Airport		
				SAB ²	I-93 Debt Service	TIFIA Pledged Paving & Bridge											
2019	\$ 182.41	\$ 5.74	\$ 20.72	\$ 22.30	\$ 8.77	\$ 1.35	\$ 19.90	\$ 1.23	\$ 13.84	\$ 276.25	\$ 25.45	\$ 14.30	\$ 2.10	\$ 27.33	\$ 31.10	376.53	10.1%
2020	\$ 185.56	\$ 5.89	\$ 25.09	\$ 22.43	\$ 10.72	\$ 1.86	\$ 22.75	\$ -	\$ 17.62	\$ 291.92	\$ 40.90	\$ 12.30	\$ 0.60	\$ 27.76	\$ 52.98	426.46	11.4%
2021	\$ 186.43	\$ -	\$ 20.16	\$ 22.43	\$ 8.50	\$ 2.15	\$ 20.18	\$ -	\$ 4.44	\$ 264.29	\$ 58.84	\$ 13.20	\$ 0.60	\$ 29.46	\$ 25.92	392.30	10.5%
2022	\$ 185.94	\$ -	\$ -	\$ 22.43	\$ 10.92	\$ 2.20	\$ 19.95	\$ -	\$ 2.15	\$ 243.58	\$ 47.09	\$ 13.90	\$ 2.10	\$ 32.00	\$ 14.66	353.32	9.4%
2023	\$ 186.36	\$ -	\$ -	\$ 22.43	\$ 13.54	\$ 2.20	\$ 19.01	\$ -	\$ 1.43	\$ 244.97	\$ 49.77	\$ 14.40	\$ 0.60	\$ 30.82	\$ 27.78	368.34	9.8%
2024	\$ 185.78	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 2.20	\$ 21.48	\$ -	\$ 1.24	\$ 241.62	\$ 48.40	\$ 13.30	\$ 0.60	\$ 31.49	\$ 18.20	353.61	9.4%
2025	\$ 185.50	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 2.19	\$ 17.39	\$ -	\$ 2.95	\$ 238.96	\$ 54.20	\$ 13.60	\$ 2.10	\$ 34.23	\$ 20.40	363.49	9.7%
2026	\$ 184.74	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 23.41	\$ -	\$ -	\$ 0.55	\$ 239.63	\$ 59.40	\$ 13.80	\$ 0.60	\$ 33.60	\$ 23.36	370.39	9.9%
2027	\$ 185.86	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 23.41	\$ -	\$ -	\$ 0.19	\$ 240.38	\$ 51.80	\$ 14.10	\$ 0.60	\$ 39.16	\$ 21.54	367.59	9.8%
2028	\$ 185.15	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 23.41	\$ -	\$ -	\$ 1.77	\$ 241.25	\$ 61.40	\$ 14.40	\$ 2.10	\$ 34.19	\$ 20.18	373.52	10.0%
Program Total	1,853.73	11.64	65.96	224.13	94.94	84.36	140.66	1.23	46.19	2,522.84	497.25	137.30	12.00	320.03	256.11	3,745.54	100.0%
% of Total Program	73.5%	0.5%	2.6%	8.9%	3.8%	3.3%	5.6%	0.0%	1.8%	100.0%							
Revenue ⁸	\$1,853.01	\$11.64	\$65.96	\$224.13	\$325.57			\$1.23	\$46.19	\$ 2,528	\$ 497.25	\$ 137.30	\$ 12.00	\$ 320.03	\$ 256.11	\$ 3,750.43	
	\$2,527.72										\$ 1,222.70						
Surplus/(Deficit)	(\$0.72)	\$0.00	\$0.00	\$0.00	\$5.61			\$0.00	\$0.00	\$ 4.88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4.88	
	\$4.88																

- Investments for all modes of transportation
- Other modes (Rail/Transit/Airport) – no opportunity to redirect to highway & bridges
- Federal funds – not for operations & maintenance

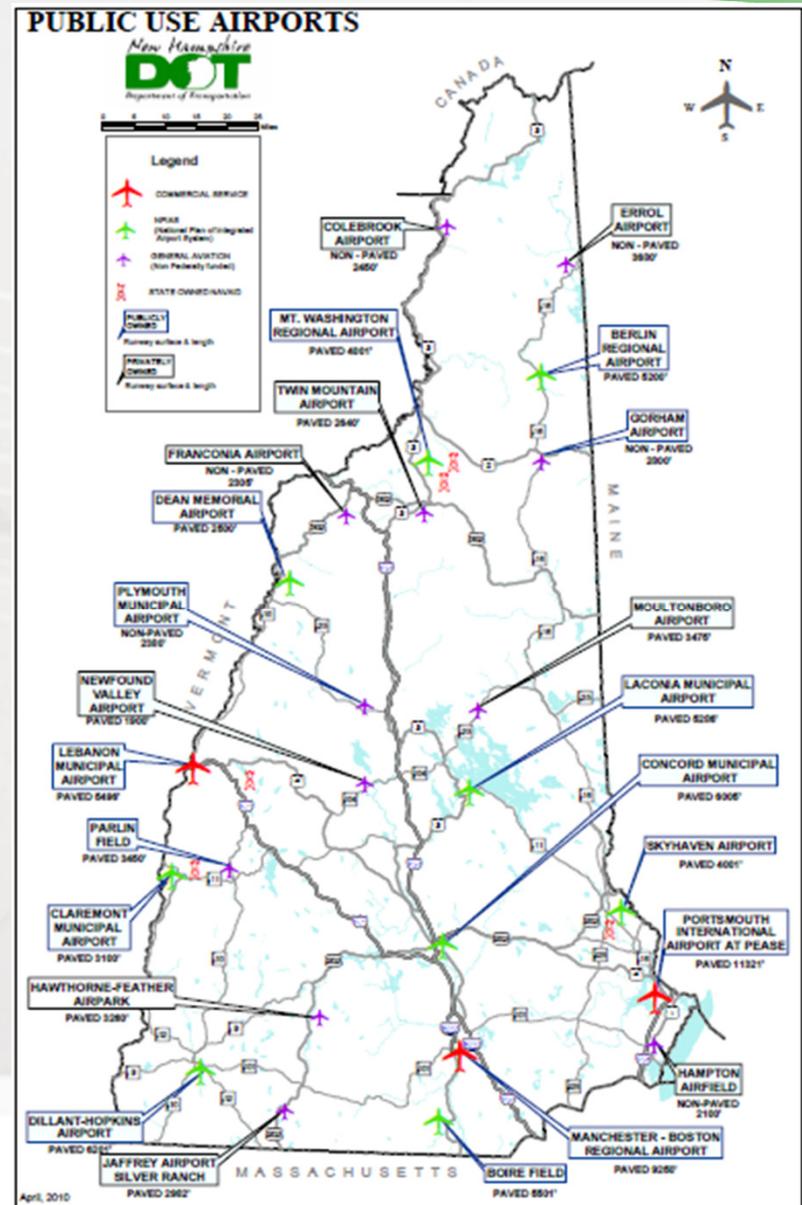
Amounts in Millions of Dollars

Airport Funding

- Total of \$256M programmed in TYP (Average \$25.6M/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 Project Locations in TYP – listed by town & airport name

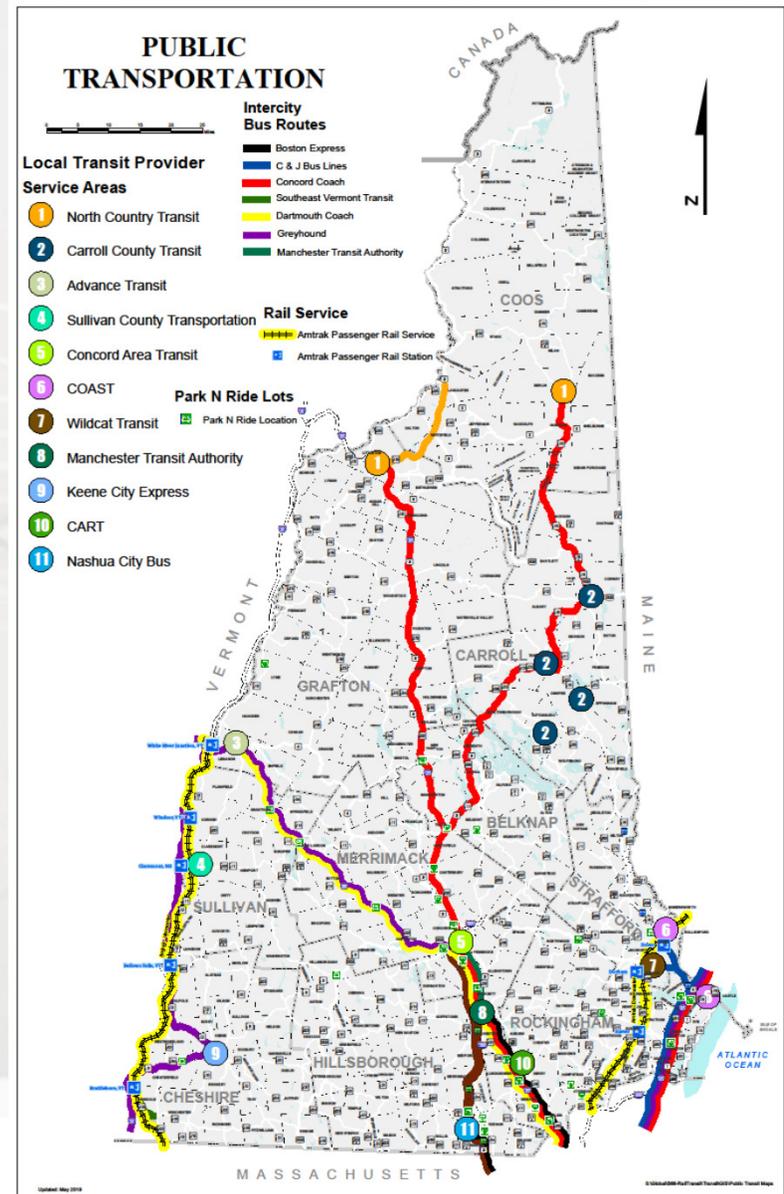
Airport Locations

- 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 (public & privately owned) Airports are not federally eligible



Transit Funding

- Total of \$320M programmed in 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.
- SB 241- adds the NH Capitol Corridor project development phase to the TYP

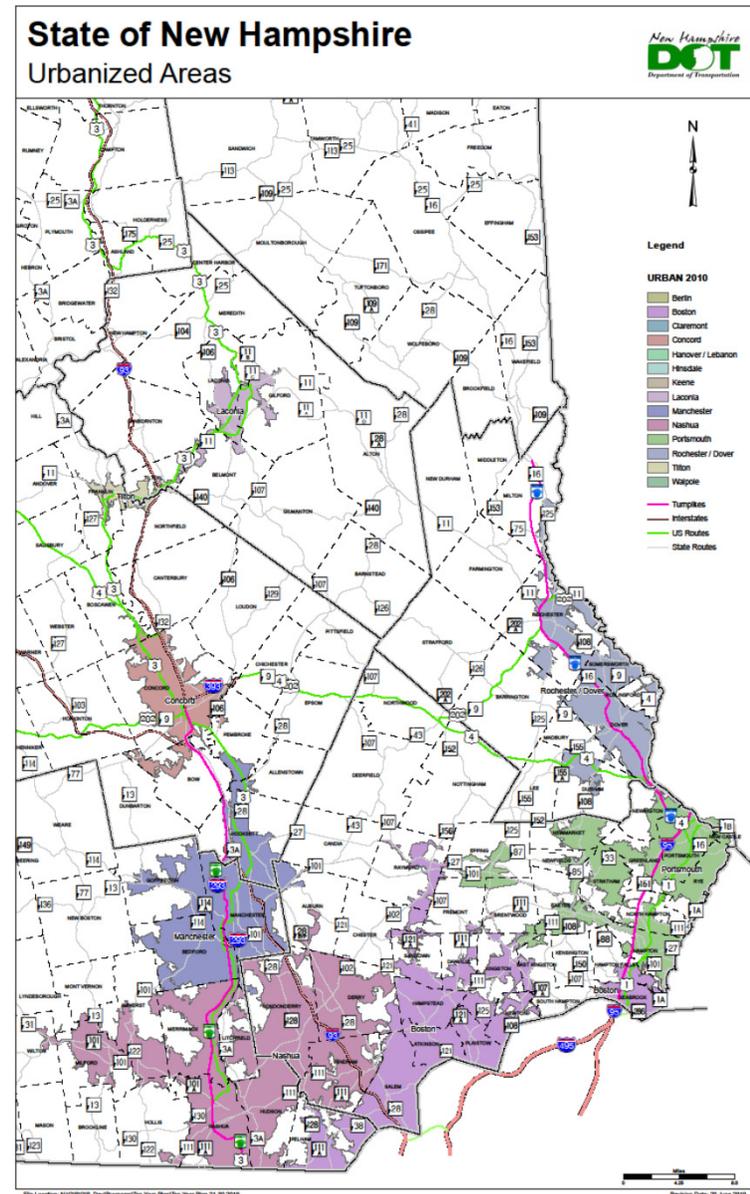


FTA Urbanized Area (UZA)

Funding

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

- **Small Urban Public Transit (direct recipients)**
 - COAST (Cooperative Alliance for Seacoast Transportation) – operates in Portsmouth UZA and Dover-Rochester 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 – that operate in/serve Boston UZA
 - NH Capitol Corridor project development



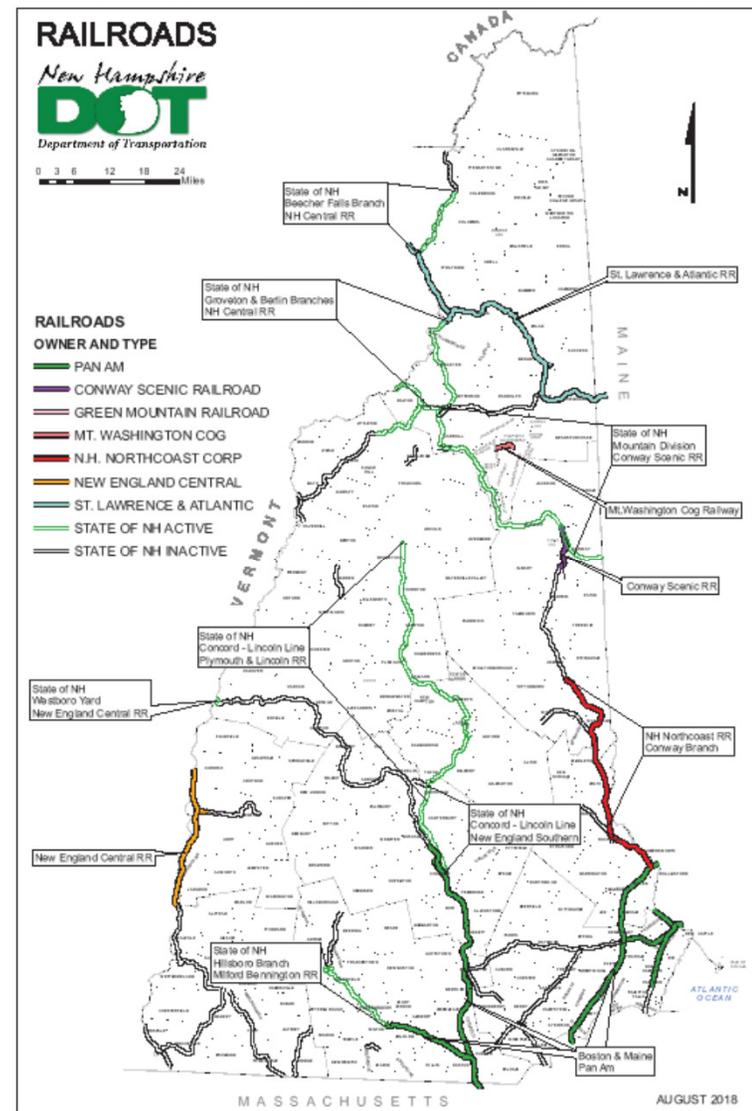
Rail Funding

- Total of \$12M programmed in TYP (average \$1.2M/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:
 - 202 miles included in Railroad Operating Agreements
 - 153 miles of active track that is used at least monthly
 - 49 miles of active track used infrequently
 - 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 & excursion services



Turnpike System

- 3 Turnpike Segments
- 89 Miles Long
- 172 Bridges
- 9 Toll Facilities
- Enterprise Fund – All Turnpike revenue must be used on the Turnpike System.
- Turnpike Revenue pays for:
 - Operation, Maint & Enforcement - \$50M
 - Debt Service - \$44M
 - R&R Work - \$14M
 - Capital Improvements - approx. \$30M
 - **FY19:** 124M transactions
\$132M toll revenue



Turnpike Programs

1. Turnpike Renewal & Replacement (TRR) - (approx. \$14M/year)

- Preserve, maintain, and upgrade existing Turnpike Infrastructure
- Bond Resolution Renewal & Replacement Requirement
 - Annual Resurfacing Program (\$7.5M ±)
 - Annual Bridge Painting & Bridge Rehabilitation Work
 - Drainage, Guardrail, Signage, Striping & Building/Toll Plaza Maintenance

2. Turnpike Capital Program

- General Sullivan Bridge Rehabilitation (\$33M) 2021-2023
- F.E. Everett Widening, Nashua-Bedford (\$156M) 2021-2025
- Manchester Exit 7 Reconstruction (\$50M) 2024-2026
- Manchester Exit 6 Reconstruction & FEET Widening (\$98M) 2025-2028
- Bow-Concord I-93 Widening (I-89 to I-393) (\$152M)* 2026-2031

* Only includes Tpk. portion (south of Exit 14), Does not include Federal portion (Est. cost \$223M, completion 2034)

3. All Electronic Tolling (AET)

- Dover & Rochester (\$20M) 2021-2022
- Bedford (\$16M) 2022-2023

State Funded Programs

1. Betterment – 3¢ state gas tax (approx. \$ 26 M/year)
 - 12% Block Grant Aid \$ 3.0 M
 - District Resurfacing Program (incls. District leveling) \$15.4 M
 - Bridge & Drainage Repairs \$ 2.8 M
 - Emergency Repairs & Discretionary Force Account Work \$ 4.7 M

2. SB 367 – 4.2¢ state gas tax (approx. \$ 36 M/year)
 - 12% Block Grant Aid (\$4.1M)
 - I-93 Debt Service (\$2.2M → 2025, \$23.4M → 2034)
 - State Bridge Aid Program for Municipal Bridges (\$6.8M)
 - TIFIA Pledged Paving & Red List Bridges (\$23M → 2025, \$1.5M → 2034)

SB367 Expenditure Waterfall

DOT
07/22/19

STATE OF NEW HAMPSHIRE
SB 367 - AMENDMENT #2015-1810s
BUDGETARY ESTIMATES WITH TIFIA FINANCING

Fiscal Year	\$0.042 Dedicated Road Toll Increase ¹	Municipal Block Grant Aid (12% PY Revenue)	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing ² for I-93	Additional State Aid for Municipal Bridges	DOT Operating Budget	Transfer from FY 16 savings in Operating ⁴	TIFIA Pledged Paving and Bridge Repair ³
2015 Actual	\$34,317,587	-	\$100,000	\$9,117,587	-		\$25,100,000
2016 Actual	\$34,686,888	\$4,118,110	\$284,354	\$6,800,000	\$8,300,000		\$15,184,423
2017 Actual	\$34,974,610	\$4,162,427	\$473,303	\$6,800,000	\$8,300,000	\$4,000,000	\$19,238,880
2018 Actual	\$35,358,920	\$4,196,953	\$735,276	\$6,800,000	-		\$23,626,691
2019 Actual	\$35,808,375	\$4,243,070	\$1,297,686	\$6,800,000	-		\$23,467,619
2020 Budget	\$35,519,531	\$4,297,005	\$1,855,309	\$6,800,000	-		\$23,567,217
2021 Budget	\$36,093,750	\$4,262,344	\$2,147,641	\$6,800,000	-		\$22,883,765
2022	\$36,093,642	\$4,331,250	\$2,195,000	\$6,800,000	-		\$22,767,392
2023	\$36,093,533	\$4,331,237	\$2,195,000	\$6,800,000	-		\$22,767,296
2024	\$36,093,425	\$4,331,224	\$2,197,986	\$6,800,000	-		\$22,764,215
2025	\$36,093,317	\$4,331,211	\$2,192,014	\$6,800,000	-		\$22,770,092
2026	\$36,093,209	\$4,331,198	\$23,405,706	\$6,800,000	-		\$1,556,305
2027	\$36,093,100	\$4,331,185	\$23,405,706	\$6,800,000	-		\$1,556,209
2028	\$36,092,992	\$4,331,172	\$23,405,706	\$6,800,000	-		\$1,556,114
2029	\$36,092,884	\$4,331,159	\$23,405,706	\$6,800,000	-		\$1,556,019
2030	\$36,092,775	\$4,331,146	\$23,405,706	\$6,800,000	-		\$1,555,923
2031	\$36,092,667	\$4,331,133	\$23,405,706	\$6,800,000	-		\$1,555,828
2032	\$36,092,559	\$4,331,120	\$23,405,706	\$6,800,000	-		\$1,555,733
2033	\$36,092,451	\$4,331,107	\$23,405,706	\$6,800,000	-		\$1,555,638
2034	\$36,092,342	\$4,331,094	\$23,405,706	\$6,800,000	-		\$1,555,542
TOTAL	\$715,968,558	\$81,585,146	\$226,324,923	\$138,317,587	\$16,600,000	4,000,000.00	\$257,140,902

TIFIA bridge & paving pledge ends 2025

¹ - FY 2020 - FY2021 preliminary Committee of Conference Budget estimates; FY2022 - FY 2034 provided by the Department of Safety, assumes a 0.0003% decrease each year thereafter.

² - Actual/Projected debt service based on loan closing 5/24/2016.
 - \$200M TIFIA Financing; 9 year deferral period for principal payments
 - All-In True Interest Cost = 1.09%
 - Includes \$15,000 annual TIFIA Administrative Fee.

³ - Pursuant to SB367 requirements, funds identified will be allocated based on RSA 235:23-a, Highway and Bridge Betterment Account.

⁴ - Savings realized in Highway Maintenance in FY2016 transferred to TIFIA Pledged Paving and Bridge Repair pursuant to CH 0324:10 L16.

State Highway Funded Programs

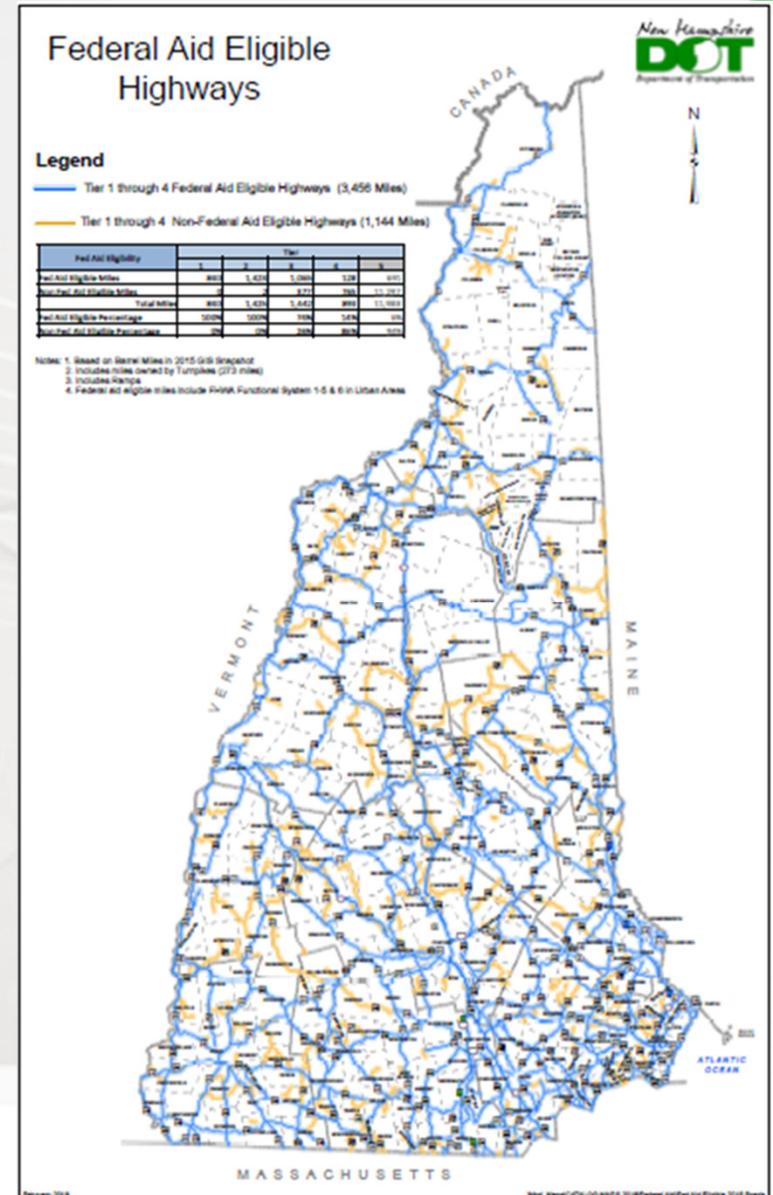
- SB367 TIFIA Pledged Paving & Bridge Work
 - Program targeted to resurface poor & very poor Tier 3 & 4 roads, as well as address state owned red-list bridges
 - Funded with SB367 revenue totaling \$121M over TYP period (2021-2030)
 - 1160 miles of paving on poor & very poor state roads to be completed
 - 23 red list bridges to be reconstructed or rehabilitated
 - Pledged paving (\$14M/yr) and bridge (\$9M/yr) work through FY25
- Betterment Program (\$23M/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

Funding Eligibility

3,460 Miles – Fed-Aid Eligible

1,142 Miles – Non Fed-Aid Eligible

- Once TIFIA pledged paving is completed in FY25, paving on rural roads will be significantly reduced
- Limited State Funding for Non-Fed Eligible State Roads
- Only Betterment Program & TIFIA pledged SB367 revenue exists for Non-Fed Aid state roads



State Highway Funded Programs

- State Aid Bridge Program (\$6.8M/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 (\$8.5M total w/ match)
 - 120 bridges enrolled currently through 2029 (64 Red Listed)
 - 84 bridges on the waiting list (53 Red Listed)
 - 20 years of projects at current funding level (2049)
 - Average municipal bridge project cost \$1.5M (w/ inflation)
- State Aid Highway Program
 - Legislature discontinued funding under FY18/FY19 Budget
 - Tilton Calef Hill Road project (#29753) remains unfunded

Federal Aid Program

1. FY19 Federal Formula
 - Apportionment - \$174M
 - Obligational Limit - \$155M (or 89%)
2. FY20 Federal Formula
 - Apportionment - \$183M (Estimated)
 - Level federal formula funding assumed in current TYP
3. Federal Funding accounts for 73% of Road & Bridge Total in TYP



Federal Aid Program Cont.

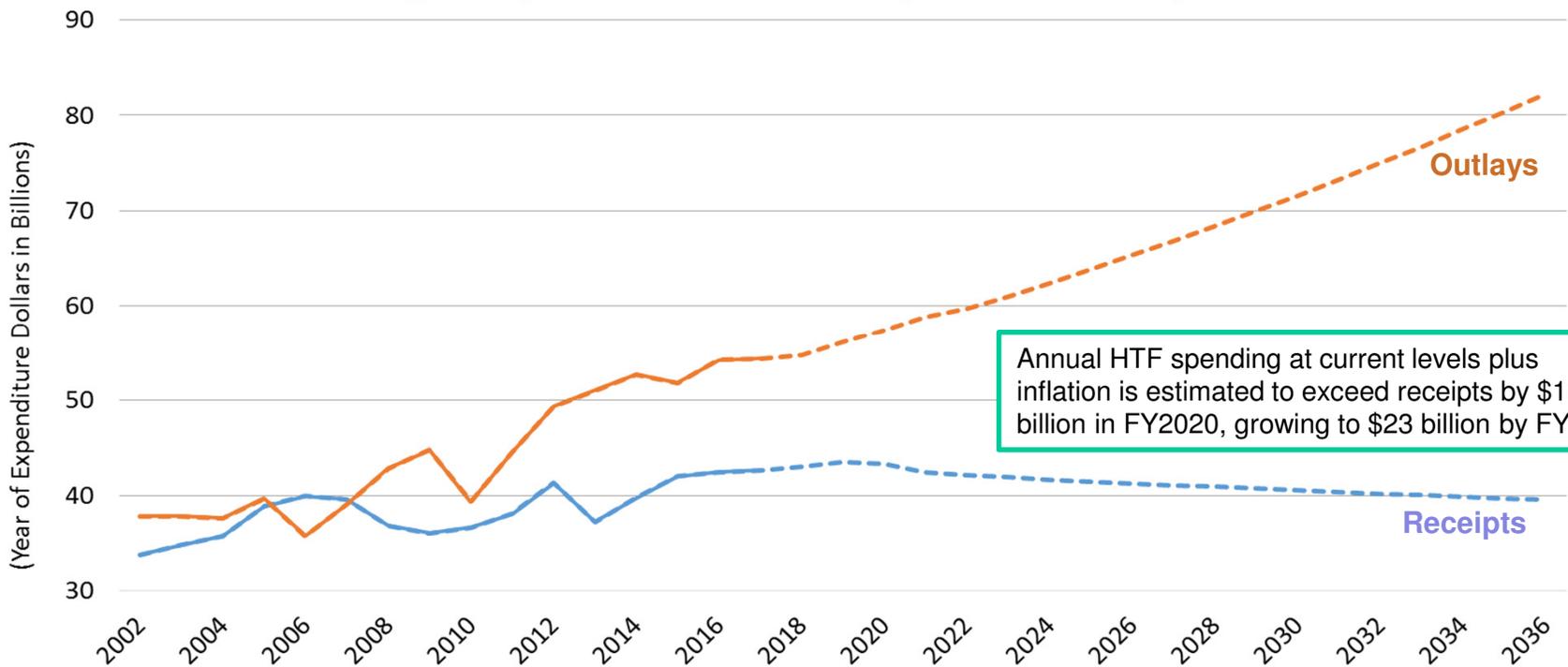
1. NH FAST Act expires Sept 30, 2020
 - Uncertainty relative to size and elements of future federal transportation act

2. FAST Act also includes rescission of \$7.569B
 - 0.5372% is attributed to NH's share or \$40.7M of contract authority
 - Crippling effect on flexibility in executing federal program

3. Transportation Bills are being drafted & debated in Congress

Federal Aid Program - Nationally

Highway Trust Fund: Receipts and Outlays



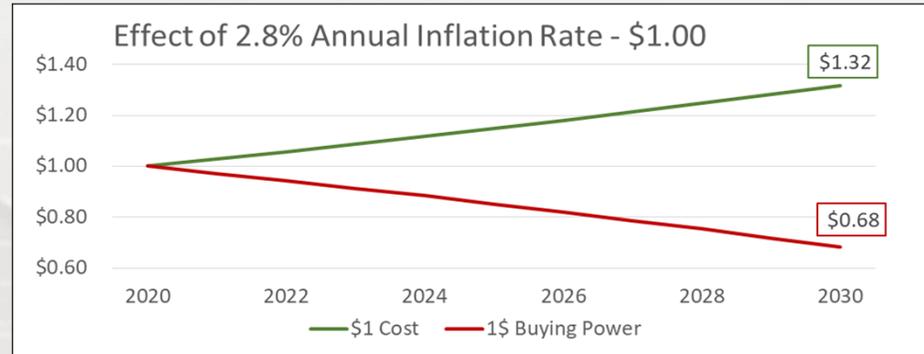
Annual HTF spending at current levels plus inflation is estimated to exceed receipts by \$16 billion in FY2020, growing to \$23 billion by FY2027

HTF revenues, mainly derived from fuel taxes, will continue to decline due to increased vehicle fuel efficiency and growing use of alternative fuel vehicles

Source: AASHTO FAST ACT REAUTHORIZATION WHITE PAPER (Draft September 7, 2018)

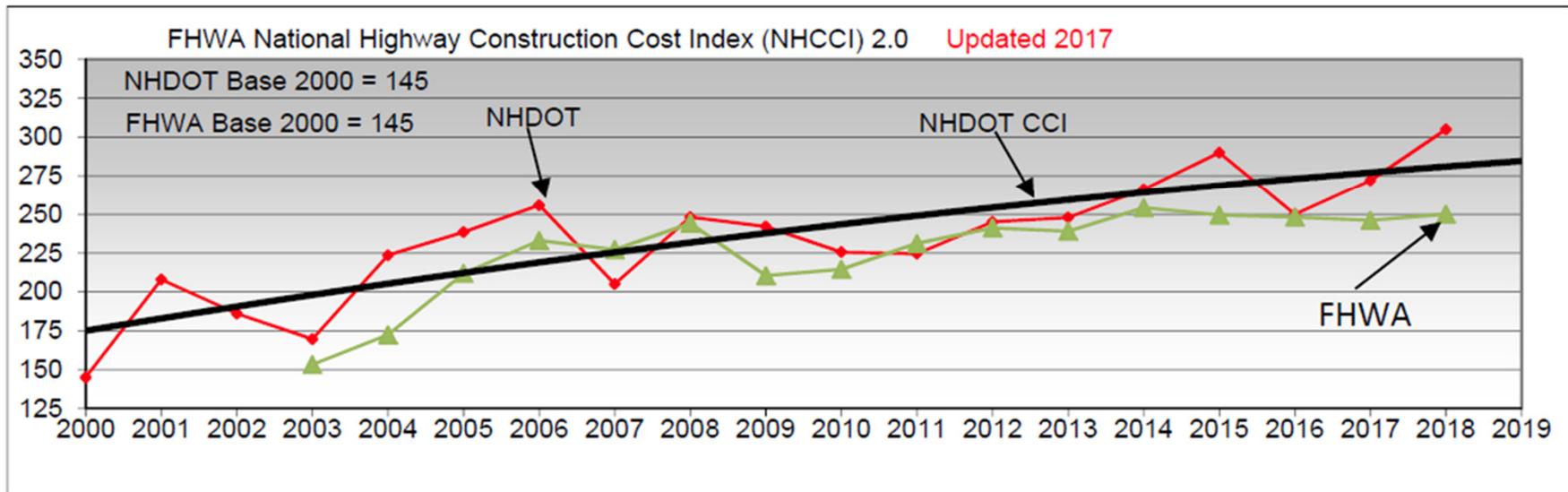
Impact/Effect of Inflation

- Over last ten years, construction costs have increased 30%
- Draft TYP Uses 2.8% Annual Inflation rate, over ten years equates to 32% increase

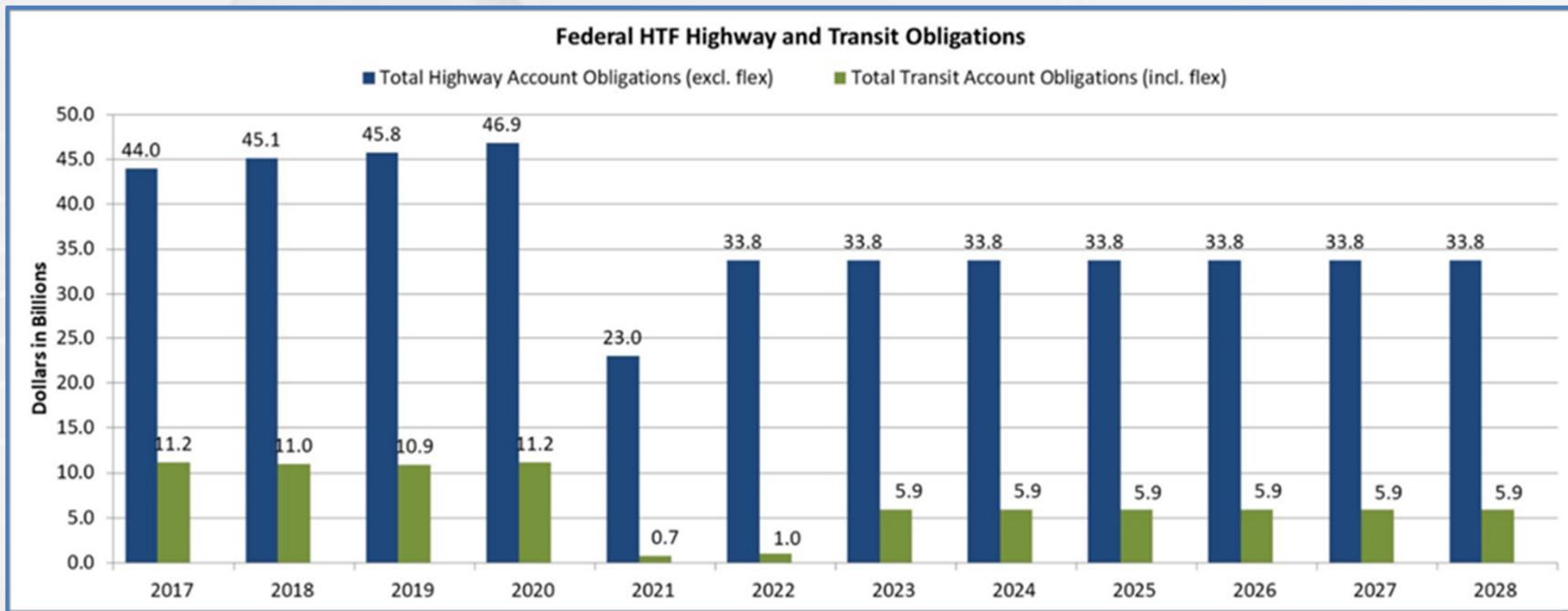


Construction Cost Indices for the 1st Half of 2018

NHDOT Base 2000 = 145; FHWA Base 2000 = 145



Federal Aid Program - Nationally



Source: AASHTO FAST ACT REAUTHORIZATION WHITE PAPER (Draft September 7, 2018)

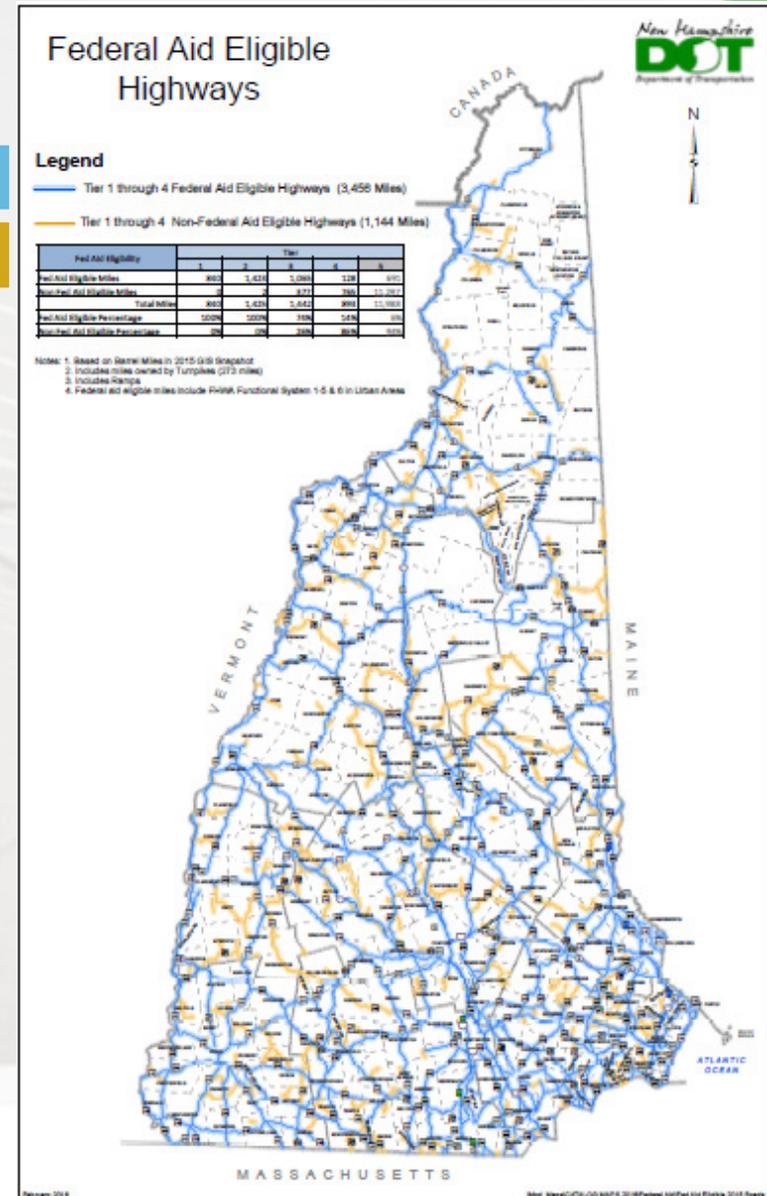
- If Congress determines to no longer supplement HTF with General Funds – 50% drop in federal funds is projected for 2021 & 30% drop in 2022 and beyond.
- Tremendous negative impact on NH's program
- Previous TYPs, level funding beyond FAST Act had been assumed to financially constrain the TYP

Federal Aid Program

3,460 Miles – Fed-Aid Eligible

1,142 Miles – Non Fed-Aid Eligible

- Core Federal Programs (FAST Act)
 - National Highway Performance Program (NHPP) -\$102M
 - Surface Transportation Program (STP) -\$51M
 - Set Aside For Transportation Alternative Program - \$2.7M
 - Set Aside for Recreational Trails Program - \$1.3M
 - Highway Safety Improvement Program (HSIP) -\$9.9M
 - Railway-Highway Crossings Program (RCS) -\$1.2M
 - Congestion Mitigation & Air Quality Improvement Program (CMAQ) - \$11.2M
 - Metropolitan Planning (MP) - \$1.7M
 - National Freight Program (NFP) - \$6.3M
- Formula Allocation
- Each Federal Program contains specific requirements on eligible uses
- NH Federal Funding \$183M/yr in FY20



Proposed Draft Ten Year Plan Strategies

- 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 & Increase funding for Exit 4A
- 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

Proposed Draft Ten Year Plan Strategies

- 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

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

- **Fall 2018 – NHDOT and RPC staff work together to develop common project evaluation criteria**
- **January 2019 – RPC’s submit initial draft of prioritized projects to NHDOT for review**
- **March 2019 – comments provided to RPC’s**
- **April 2019 - Community outreach and regional prioritization by RPC’s complete**
- **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**

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
- 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

TYP Hearing Schedule

- Invitee List – send invitations (?)

Executive Councilor	Day	Date	Town/City	Time	Location
District 2 Councilor Andru Volinsky	Tuesday	9/10/2019	Dover	6:00 PM	McConnell Center 1st Floor Cafeteria 61 Locust Street
District 1 Councilor Michael Cryans	Wednesday	9/11/2019	Claremont	1:00 PM	City Council Chambers 58 Opera House Square
District 1 Councilor Michael Cryans	Wednesday	9/11/2019	Lebanon	6:00 PM	City Council Chambers 51 North Park Street 5th Floor
District 4 Councilor Theodore Gatsas	Thursday	9/12/2019	Londonderry	7:00 PM	Town Office Council Chambers Moosehill Room 268B Mammoth Road
District 2 Councilor Andru Volinsky	Monday	9/16/2019	Concord	6:00 PM	NH Department of Transportation – Room 114
District 1 Councilor Michael Cryans	Tuesday	9/17/2019	Conway	1:00 PM	Town Hall, Upstairs 1634 East Main Street
District 5 Councilor Debora Pignatelli	Wednesday	9/18/2019	Peterborough	6:00 PM	Town Hall 1 Grove Street
District 1 Councilor Michael Cryans	Thursday	9/19/2019	Berlin	1:00 PM	City Hall Auditorium 168 Main Street
District 1 Councilor Michael Cryans	Thursday	9/19/2019	Laconia	6:00 PM	Armand A. Bolduc City Council Chamber 45 Beacon Street East
District 3 Councilor Russell Prescott	Monday	9/23/2019	Salem	6:00 PM	Salem High School 44 Geremonty Drive TV Studio

Executive Councilor	Day	Date	Town/City	Time	Location
District 5 Councilor Debora Pignatelli	Wednesday	9/25/2019	Nashua	6:00 PM	City Auditorium – 3rd Floor (use Elm Street Entrance) 229 Main Street
District 5 Councilor Debora Pignatelli	Thursday	9/26/2019	Milford	6:00 PM	Town Hall – Banquet Room 1 Union Square
District 3 Councilor Russell Prescott	Tuesday	10/1/2019	Hampton	6:00 PM	Hampton Seashell Complex Ocean Front Pavillion Room 170 Ocean Boulevard
District 2 Councilor Andru Volinsky	Wednesday	10/2/2019	Rochester	6:00 PM	Frisbie Memorial Hospital Community Education & Conference Center
District 3 Councilor Russell Prescott	Tuesday	10/8/2019	Portsmouth	6:00 PM	Portsmouth Public Library Levenson Room 175 Parrott Avenue
District 2 Councilor Andru Volinsky	Tuesday	10/15/2019	Keene	6:00 PM	Keene Parks and Recreation 312 Washington Street Room 14
District 2 Councilor Andru Volinsky	Wednesday	10/16/2019	Franklin	6:00 PM	City Hall – Opera House 316 Central Street
District 4 Councilor Theodore Gatsas	Thursday	10/17/2019	Bedford	7:00 PM	Bedford Cable TV Meeting Room 10 Meetinghouse Road
District 4 Councilor Theodore Gatsas	Wednesday	10/23/2019	Manchester	7:00 PM	Manchester Community College Auditorium
District 3 Councilor Russell Prescott	Monday	10/28/2019	Kingston	6:00 PM	Kingston Community Library 56 Church Street by GPS Actual address: 2 Library Lane

Hearing not confirmed as of 7/29/19

THANK YOU

QUESTIONS & COMMENTS