Presentation Outline

• High Level Issues
• TYP/GACIT Process Overview
• Current State of Infrastructure
• Color of Money
• Program Review
COVID-19 Impacts

Weekly Traffic Counts Percent

Differences: 2020 vs. 2019 and 2021 vs. 2019
Concord I-93 Exit 12-13 (Station #02099092)
(Based on same day of week of previous year 2019)

Jan 2020: -17%
Feb 2020: -29%
Mar 2020: -50%
Apr 2020: -5%
May 2020: -3%
June 2020: -7%
July 2020: -25%
Aug 2020: -14%
Sept 2020: -14%
Oct 2020: -4%
Nov 2020: -9%
Dec 2020: -15%
Jan 2021: -19%
Feb 2021: -18%
Mar 2021: -31%
Apr 2021: -17%
May 2021: -8%
June 2021: 3%
July 2021: -50%
Aug 2021: -7%
Sept 2021: -25%
Oct 2021: -14%
Nov 2021: -14%
Dec 2021: -4%

2020 vs. 2019
2021 vs. 2019
COVID-19 Impacts

NHDOT - Bureau of Turnpikes
Estimates of Collected Revenue from Tolls ($Ms)

Estimated $9M/year revenue loss in the Draft TYP years

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</table>
High Level Issues (Highway)

Funding - Federal Uncertainty
- Reauthorization
  - FAST Act Reauthorization expiring September 2021
  - Constraint in current TYP based on this Act - $183M/year
- Senate EPW – funding level about 22% higher
  - More traditional approach – formula funds
- House T&I – INVEST Act, funding level 50% higher
  - Not as traditional – less formula funds w/ new program
  - Emphasis areas – climate change, transit, EV
  - Discretionary grants
- Earmarks/Additional Funds
  - Honor priorities in TYP
High Level Issues
(Transit, Airports, and Railroads)

Funding - Federal Uncertainty

Senate Commerce (STI Act of 2021)
- Covers multimodal and freight, highway and vehicle safety, motor carrier safety, research and innovation and hazardous materials.
- Funds several discretionary grant programs and Amtrak.

Senate Banking
- Covers FTA and Transit

Infrastructure Bill
- Framework released, no bill text
- Honor TYP priorities
High Level Issues

Funding – State Impacts

• COVID - Current projections identify reductions to Turnpike, Betterment, and SB367 revenue.
  – Traffic volume down approx. 5-7%
  – Corresponding reductions in toll collection and gas tax revenue
  – Betterment
    • Reflected mostly in paving programs and SAB
  – Turnpike
    • Capital project delays
High Level Issues

Funding – State Impacts

• Budget
  – $41M in federal stimulus funds used to balance Highway Fund
  – $5M in General funds added to Betterment in CY 2022
  – Potential ARP in 2022 to offset Turnpike revenue loss
High Level Issues

Federal Relief Acts

<table>
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<tr>
<th>Transportation Mode</th>
<th>CARES</th>
<th>CRRSA</th>
<th>ARP</th>
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<tr>
<td>DOT</td>
<td>$0M</td>
<td>$41M</td>
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<td>Transit</td>
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<td><strong>Total</strong></td>
<td><strong>$55.6M</strong></td>
<td><strong>$51.5M</strong></td>
<td><strong>$25.9M</strong></td>
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CRRSA - Coronavirus Response and Relief Supplemental
CARES - Coronavirus Aid, Relief, and Economic Security
ARP - American Rescue Plan

Transit & Active Transportation

- Anticipate significant level of commentary focused on transit & active transportation during GACIT Hearings
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**
(November-December of Even Years)
The Transportation Advisory Committee (TAC) for each RPC ranks 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 RPC’s 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).

**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.

**THE TWO YEAR CYCLE**

**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 – 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.

**CYCLE BEGINS AGAIN**
Ten Year Plan Process Pursuant to RSA 228:99 and RSA 240

• Summer 2020 – NHDOT and RPC staff work together to develop common project evaluation criteria
• Nov/Dec 2021 – RPC’s submit initial draft of prioritized projects to NHDOT for review
• March 2021 – comments provided to RPC’s
• April 2021 - Community outreach and regional prioritization by RPC’s complete
• May 2021 – Meetings with RPC Executive Directors
• July 16th - Initial GACIT meeting
• September 1, 2021 – GACIT Meeting #2 – NHDOT Draft TYP (2023-2032) Outcomes
Ten Year Plan Process Pursuant to RSA 228:99 and RSA 240

- **September 1, 2021** – GACIT Meeting #2 – NHDOT Draft TYP (2023-2032) Outcomes
- **September - October** 2021 - Public Hearings
- **November** 2021 - GACIT meetings and revisions
- **December** 2021 - Governor’s review and revisions
- **January** 2022 - Governor’s Draft TYP transmittal to Legislature
- **January - May** 2022 - Legislative review & revisions
- **June** 2022 - Final TYP (2023-2032) Adopted into Law
Proposed Draft Ten Year Plan Strategies

1. Focus on Maintenance & Preservation of the existing network of roads and bridge
2. Continue to invest in core system programs and build on our successes in road and bridge conditions statewide
   - Pavement & Bridge preservation programs
   - Rehab/Reconstruct Red List Bridges – accelerate removal
   - Roadside assets (culverts, guardrail, pavement markings, signs)
3. Federal Re-authorization (Assume additional funds)
   - Accelerate existing TYP projects where possible
   - Fully fund existing TYP projects
   - Convert GARVEE bonded projects to Federal 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
Current State of Infrastructure (Tiers)

Tiers 1 & 2 (Statewide Transportation Corridors)
• These are typically higher volume, higher speed facilities. Important for commuters, tourism, and freight movement of goods
  – Tier 1 – Interstates, Turnpikes & Divided Hwys  845 miles
  – Tier 2 – Major Statewide Corridors  1431 miles

Tiers 3 & 4 (Regional Corridors & Local Connectors)
• Moderate speeds, moderate traffic volumes, provide connectivity within regions and provide local connections within or between communities
  – Tier 3 – Regional Corridors  1439 miles
  – Tier 4 – Secondary Hwys & Unnumbered state roads  891 miles
Current State of Infrastructure (Roads)

- Tier 1 – 96% in good condition - Target 95% - unchanged
- Tier 2 – 92% in good or fair condition – Target 90% - **up 5%**
- Tier 3 – 80% in good or fair condition – Target 80% - **down 2%**
- Tier 4 – 62% in good or fair condition – Target 65% - **down 2%**
- Overall, 80% of NH’s roads (state) in good or fair condition – **up 1%**
- Conversely, 20% (805 miles) are poor/very poor condition **down 2%**
Previous Avg. Investment = $74M
Projected Avg. Investment = $72M

• Conditions for the next 4 years are expected to be 80% good/fair – above average

• Conditions in the later years are expected to decline by 31% to 49% good/fair
Red List Projections

- Current SRL bridge total – 118 (2021)
- Drops to a low of 103 by 2027
- Increases to 128 by 2032

- HB1817 & SB367 investments in bridges is making a difference
- Investment in preservation is reducing the number coming on ($17M/year)

- 113 of 118 red list bridges listed in 2021 will be addressed
- Bridges added to SRL by 2030 - 168
  - Approx. 60% of bridges rated “5” are expected to come on SRL
- Bridges expected to be removed from SRL by 2032 - 158
  - 77 removed by Bridge Maintenance forces
  - 81 removed by TYP projects

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

Avg. Investment=$77M
Municipal Red List Totals

*Municipal Red List Bridges by Year*

* Historical red list bridge counts were adjusted to align with SB38
Active Transportation

Average $15.1M/Year (FY23-FY32) – Individual construction projects that expand active transportation opportunities

Opportunities include
• Complete Streets
• Multi-use paths
• Pedestrian/bike bridges
• New Sidewalks
• Expanded Shoulders
Approved TYP (2021 – 2030) Status

Summary of Construction Projects (2021 & 2022)

<table>
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<th>STATUS</th>
<th># of Projects</th>
<th>%</th>
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<td>On-Track</td>
<td>109</td>
<td>75%</td>
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<tr>
<td>Advanced</td>
<td>6</td>
<td>4%</td>
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<td>Delayed</td>
<td>30</td>
<td>21%</td>
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<td>Withdrawn</td>
<td>1</td>
<td>1%</td>
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<td>TOTALS</td>
<td>146</td>
<td>100%</td>
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</table>

146 Total projects: Does not include programmatic breakout projects

- Advanced (6) Projects were completed ahead of schedule
- Delayed (30) Projects where construction is delayed
Color of Money
### 2021-2030 Ten Year Plan

#### All Funding

<table>
<thead>
<tr>
<th>YEAR</th>
<th>FISCAL YEAR</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>2027</td>
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<td>40.48</td>
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<td><strong>950.09</strong></td>
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<td><strong>293.45</strong></td>
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<td><strong>297.56</strong></td>
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**% Grand Total**: 20.4% Pavement, 23.5% Bridges, 1.6% I-93 Expansion, 7.3% Mandated Federal, 20.6% Individual Projects, 3.3% Roadside, 0.3% Rail, 8.5% Transit, 7.1% Airports, 7.4% Debt Service, 100.0% Grand Total

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**FY21-FY30 Estimated Program Expenditures**
- **Total Program** - $4.0B
- Pavement (state & federal) – averages $82M per year
- Bridges (state & federal) – averages $95M per year
- I-93 Expansion - total $66M over ten-year period
- Mandate Federal – averages $29M per year
- Individual Projects – average $83 M per year
- Roadside Projects – total $134M over ten-year period
- Transit & Airports - total $633M over ten-year period
Approved TYP (2021 – 2030) Funding

- Investments for all modes of transportation
- Highway & Bridge mode 85% of total funding
- Other modes (Rail/Transit/Airport) – 15% total funding
- Federal funding makes up 57% of Highway funds
- $4B plan is fiscally constrained
- Federal funds – Not for operations & maintenance
Airport Funding

• Total of $289M programmed in TYP (Average $28.9M/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 Projects 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 Airports (public & privately owned) are not federally eligible
Transit Funding

- Total of $312M programmed in TYP (average $31.2M/yr.)
- Funding primarily Federal Transit Administration (FTA)
- Funding restricted for transit services (i.e. capital, operating & planning). Funding cannot be transferred to other uses.
- Includes NH Capitol Corridor project development phase (SB241)
Federal Transit Funding

FTA Funding Categories

• 5307 Urbanized Area Formula Program (Boston, Nashua & Small UZAs)
  – Operating, preventative maintenance, ADA paratransit, administration, capital, planning
  – COAST, Manchester Transit, Nashua Transit, UNH Wildcat, and NHDOT-managed projects & contractors (e.g., Boston Express, NH Capitol Corridor project development, state-owned bus terminals)

• 5310 Seniors & Individuals with Disabilities
  – Accessible vehicles, mobility management, volunteer transportation, purchase of service
  – Regional Coordination Councils (RCCs) and local government & non-profit transit providers

• 5311 Rural Area Formula Program (includes intercity bus)
  – Operating, preventative maintenance, ADA paratransit, administration
  – Rural public transit systems & intercity bus operators

• 5339 Bus & Bus Facility Program
  – Replacement vehicles, transit facilities & miscellaneous capital equipment
  – Public agencies or private nonprofits engaged in public transportation

• Additional $30M ($3M per year) transferred from FHWA to FTA for transit
• 4 NH urban areas: Dover-Rochester, Portsmouth, Nashua & Boston
Public Transit

• Services
  – Local Transit Providers – 11
  – Intercity Bus Routes – 7
  – Passenger Rail Services – 2
  – Park & Rides Lots – 25
  – Volunteer Driver Services – 197 communities

• Status
  – Demand response – Limited services for the elderly and disabled
  – Service frequency – Limited in urban areas
  – Route coverage – Not enough coverage in rural areas
Rail Funding

- Total of $10.6M programmed in TYP (average $1.1M/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:
  - 194 miles included in Railroad Operating Agreements
    - 153 miles of active track that is used at least monthly
    - 41 miles of active track used infrequently
  - 339 miles of abandoned/inactive rail lines
  - 365 miles of managed rail trail properties
- NH has 6 Railroad Operators under agreement to operate services on state-owned lines
  - 4 freight services
  - 2 tourist & excursion services
State-Owned Rail Trails

Managed Properties (365 miles)
- DOT 224 miles
- DNCR 141 miles
Turnpike System

• 3 Turnpike Segments
  • 89 Miles
  • 172 Bridges
  • 9 Toll Facilities

• Enterprise Fund – All Turnpike revenue must be used on the Turnpike System.

• Turnpike Revenue* pays for:
  • Operation, Maint & Enforcement - $43M
  • Debt Service - $39M
  • R&R Work - $20M
  • Capital Improvements - approx. $14M
  • FY21: 103M transactions
  $113M toll revenue

* Unaudited cash basis
Turnpike Programs  (2021-2030 TYP)

• Turnpike Renewal & Replacement (TRR) - (approx. $15.2M/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

• Turnpike Capital Program
  • General Sullivan Bridge Rehabilitation ($30M) 2022-2024
  • 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) ($132M)* 2026-2031
    * Only includes Tpk. Const Phase (Total Est. Cost $375M, completion 2033)

• All Electronic Tolling (AET)
  • Dover & Rochester ($20M) 2021-2022
  • Bedford ($10.5M) 2023
State Funded Programs

Totals revised to reflect lower revenue projections

• Betterment – 3¢ state gas tax (approx. $22.5 M/year)
  – 12% Block Grant Aid $2.5 M
  – District Resurfacing Program (incl. District leveling) $13.0 M
  – Bridge & Drainage Repairs $2.5 M
  – Emergency Repairs & Discretionary Force Account Work $4.5 M

• SB367 – 4.2¢ state gas tax (approx. $32 M/year)
  – 12% Block Grant Aid ($3.8M)
  – I-93 Debt Service ($2.2M ➔ 2025, $23.4M ➔ 2034)
  – State Bridge Aid Program for Municipal Bridges
    • $6.8M ➔ 2025,
    • $4.9M ➔ $3.3M 2026-2032
  – TIFIA Pledged Paving & Red List Bridges ($20M ➔ 2025, $0.0M ➔ 2034)
## SB367 Waterfall / TIFIA Debt Service

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>$0.042 Dedicated Road Toll Increase¹</th>
<th>Municipal Block Grant Aid Revenue</th>
<th>Debt Service &amp; Cost of Issuing Bonds Due on $200M TIFIA Financing² for I-93</th>
<th>State Aid for Municipal Bridges</th>
<th>DOT Operating Budget</th>
<th>from savings ⁴</th>
<th>TIFIA Pledged Paving and Repair³</th>
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¹ - FY2022 and FY2023 Enacted Budget (CH 91 L of 21); FY2024 - FY2034 % reductions provided by Cambridge Systematics as part of the Road Usage Fee Study.

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 $20,000 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.
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
- Betterment Program & TIFIA pledged SB367 revenue exists for State roads not supported with Fed Aid
Federal Aid Program

Core Federal Programs (FAST Act)

• Primary Funding (Highway & Bridges)
  – National Highway Performance Program (NHPP) - $101M
  – Surface Transportation Program (STP) - $50M
    • Set Aside For Transportation Alternative Program - $2.7M
    • Set Aside for Recreational Trails Program - $1.3M
  – National Freight Program (NFP) - $6.2M

• Mandated Federal Funding
  – Highway Safety Improvement Program (HSIP) - $9.8M
  – Railway-Highway Crossings Program (RCS) - $1.2M
  – Congestion Mitigation & Air Quality Improvement Program (CMAQ) - $11M
  – Metropolitan Planning (MP) - $1.7M

• Formula Allocations
  • Each Federal Program contains specific requirements on eligible uses

• NH Federal Funding $181M/yr in FY21
  – 72% of Highway Funded program on average
Approved TYP (2021 – 2030) Funding

Funding Update:

• Federal Redistribution
  – Received $19M in September of 2020 (7 Projects)
    • Bridge preservation (1), Resurfacing (4)
    • Culvert (1) & Guardrail (1)
    • I-93 Debt Service A/C
  – Request for 2021 being prepared for submission—($28M)

• Federal Discretionary Grants Received
  – INFRA Grant ($5M) Lancaster, NH – Guildhall, VT Bridge Replacement Project
  – Tiger Grant ($10M) Lebanon, NH – Hartford, VT Bridge Rehabilitation Project
  – Build Grant ($12M) Hinsdale, NH – Brattleboro, VT Bridge Replacement Project

• Federal Discretionary Grants Submitted
  – RAISE Grant ($25M) Seabrook Hampton Bridge Replacement
  – PIDP Grant ($12M) Port Infrastructure Development Program – Port Authority
State Bridge Aid Program

• Provides state funds to municipalities for bridges

• $8.5M total per year, 20% match req’d by municipality through 2025 and projected to decline to $4M by 2032

• 113 bridges enrolled currently through 2029 (65 Red Listed)

• Average cost per municipal bridge $1.4M

• Considering using federal off-system bridge funds to offset SB367 revenue reduction for Municipal bridges ($3.2M/year)

• Expect to conduct a solicitation to add new projects to the State Bridge Aid program in the future in the next Ten Year Plan update (to be added after 2029)

• Annual report on active projects provided to G&C
Transportation Alternative Program (TAP)

Provides funds for transportation projects to meet non-motorized needs in the State through the design and construction of sidewalks, and on and off-road trail facilities (including abandoned rail corridors) for non-motorized forms of transportation.

2021 Grant Round

- $13.4 M Total Funds (20% match required)
- $1.25 M max funding per project
- 34 applications received requesting $25.1M in federal funds
- DOT evaluated all projects based on established criteria
- Final list of projects to be approved by Commissioner and included in Draft Ten Year Plan for GACIT review and adoption
Corridor Study Program

- Program created 2019-2028 TYP
  - Will inform future TYP’s – project identification
- $700,000/year – 2 studies/year
- Funding begins in FFY 2021

Next Steps
- Identified consultant will work with DOT & RPCs to identify ranking criteria & prioritize corridors
- GACIT will review and approve process & prioritization
- Timeline
  - Program initiation (October 2021, FFY 2022)
  - Establish draft criteria & prioritization approach for approval by GACIT during 2023-2032 TYP update (Fall 2021)
  - Issue first assignment (Fall 2021)
Proposed Draft Ten Year Plan Strategies

- Federal Re-authorization (Assume additional funds)
- Senate EPW – funding level about 22% higher
- Recommend Constraint: $230M average 2023-2026 and $237M level funded 2027 – 2032

- Accelerate existing TYP projects where possible
- Fully fund existing TYP projects
- Modify existing programs to improve projected conditions in outer years by including inflationary adjustments
- Consider new projects in outer years to improve safety & capacity

- GARVEE bonding – Convert to federal funds
  - Current ‘23 issue - $70M (Seabrook-Hampton, Sutton 4R)
  - Current ‘26 issue - $95M (Bow-Concord, Loudon-Canterbury NH106)
  - Consider GARVEE for outer years of TYP to expand the program
Proposed Draft Ten Year Plan Strategies

Continued

- Delay Turnpike Capital Projects
  - Manchester Exit 6 & 7 – delay start 3 years from 2024 to 2027
  - Bow-Concord – delay turnpike portion by 2 years from 2026 to 2028

- Constrain State Funded Programs to current projected revenue

- Maintain & extend all programs by 2 years
  - Inflate those under DOT control - $123M increase over 10 years

- Utilize federal off-system bridge funds to offset SB367 revenue reduction for Municipal bridges ($3.2M/year)
TYP Hearing Schedule

2021-2030 Draft TYP Hearing Schedule

• 20 in-person hearings
• Locations and times coordinated with GACIT

2023-2030 Draft TYP Hearing Schedule Recommendation

• Hybrid model (In-person & virtual)
• Would allow for greater participation with fewer number of hearings

![Public Hearing Schedule for 2021 - 2030 Ten Year Plan](image)
Next GACIT Meeting

Wednesday September 1, 2021

Agenda

• Present Draft TYP outcomes
• Review logistics and content of Fall Hearing presentation
• Review on-line virtual public involvement survey
• Additional Items?
Acronyms

- TYP – Ten Year Plan
- 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