Draft Ten Year Plan – Take Aways

This plan is similar to previous plans
• Level funded and financially constrained
• Continue investing in the preservation of the existing road and bridge network
• Continue addressing Red List bridges
• Expansion mostly occurring on the turnpike system

Outcomes - over the next 5 years
• Road conditions – best we have seen
• Red List bridge total – expect reductions to continue

Concerns
• Expect conditions to degrade over the long-term due to:
  – SB367 road & bridge pledge ending in 2025
  – Inflation and recent price escalation
• Federal funding uncertainty
• Limited funding available for other modes & other assets
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 trans. to Legislature
- January - May 2020 - Legislative review & revisions
- June 2020 - Final TYP (2021-2030) Adopted into Law
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 – State Funding

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
Airport - FAA

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

• Federally Eligible Airports
  – 3 Commercial Airports (Portsmouth, Manchester & Lebanon)
  – 9 Publicly-Owned Airports

• Non-Fed. Eligible Airports
  – 12 General Aviation (public & privately owned) Airports are not federally eligible
Transit Funding

- Total of $312M programmed in TYP (average $31M/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
- $200K State funds for operating assistance
## FTA Program Summary

<table>
<thead>
<tr>
<th>FTA Program</th>
<th>Description</th>
<th>Annual FTA Apportionment (FFY 2019)</th>
<th>Total Dollars (All Federal + Match) Programmed in TYP (2021)</th>
<th>Direct Recipients</th>
<th>Subrecipients</th>
<th>Operating</th>
<th>Planning</th>
<th>Local Cash</th>
<th>State Capital Budget</th>
<th>Triplet/Toll Credit</th>
<th>In-Kind</th>
<th>Typical NH projects</th>
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</thead>
<tbody>
<tr>
<td>Small Urban Public Transit</td>
<td>$ 4,457,551</td>
<td>$ 6,944,921</td>
<td>COAST &amp; Manchester Transit Authority (includes CART as of Oct 2019)</td>
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<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>Operating, preventative maintenance, ADA paratransit, administration &amp; capital for the public transit systems (COAST &amp; Manchester Transit) that operate in NH's small urban areas</td>
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<tr>
<td>Nashua UZA Public Transit</td>
<td>$ 1,629,104</td>
<td>$ 2,423,167</td>
<td>City of Nashua</td>
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<td>X</td>
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<td>X</td>
<td></td>
<td></td>
<td>Operating, preventative maintenance, ADA paratransit, administration &amp; capital for the public transit systems (Nashua Transit &amp; CART) that operate in Nashua UZA</td>
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<tr>
<td>Boston UZA Public Transit</td>
<td>$ 2,822,625</td>
<td>$ 3,751,252</td>
<td>State</td>
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<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>NH Capital Corridor project development, intercity commuter bus services (i.e., Boston Express), capital repairs &amp; improvements of state-owned bus terminals, and operating &amp; capital funds for eligible public transit operators (i.e., CART)</td>
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<td>^5310 Seniors &amp; Individuals with Disabilities</td>
<td>$ 2,022,573</td>
<td>$ 2,561,424</td>
<td>State</td>
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<td>Accessible vehicles, mobility management, volunteer transportation, purchase of service</td>
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<td>Rural Public Transit</td>
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<td>$ 8,937,099</td>
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<td>Local government, nonprofits &amp; operators of public transportation or intercity bus operators</td>
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<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td>NH Capitol Corridor project development, intercity commuter bus services (i.e., Boston Express), capital repairs &amp; improvements of state-owned bus terminals, and operating &amp; capital funds for eligible public transit operators (i.e., CART)</td>
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<td>Neshua UZA Bus &amp; Bus Facility Program</td>
<td>$ 192,936</td>
<td>$ 190,214</td>
<td>City of Nashua &amp; CART (via Manchester Transit)</td>
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<td>X</td>
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<td></td>
<td></td>
<td>Replacement vehicles &amp; misc capital for CART &amp; Nashua Transit</td>
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<tr>
<td>Statewide &amp; Small Urban Bus &amp; Bus Facility Program</td>
<td>$ 4,118,973</td>
<td>$ 6,732,071</td>
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<td>Public agencies or private nonprofits engaged in public transportation</td>
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<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>Replacement vehicles &amp; misc equipment for 6 rural public transit systems &amp; 5 urban public transit systems</td>
<td></td>
</tr>
</tbody>
</table>

^ FTA apportionment figure equals FTA Annual Apportionment plus annual $800,000
* With approval of Capital Budget Overview Committee
Rail Funding

- Total of $10.5M programmed in TYP (average $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
Program funding changes

- $10M/year added to resurfacing program in 2029 & 2030
- $6.5M/year added to Bridge preservation programs in 2029 & 2030
- Betterment revenue - $1M/yr. added through 2030 to resurfacing (revised revenue projections)
- SB367 revenue - $2M/yr. added through 2025, $1.5M/yr. 2026-30 to resurfacing program (revised projections)
- CMAQ program reduced by $2.2M/year to $8.9M/yr.
Public Input Results

Online Survey & GACIT Hearing Comments

Public Input included strong advocacy for

- Expand Travel Options
- Maintain the System, Reduce Congestion & Improve Safety
- Specific Project needs (Advance, Fund, and Scope)
Expand Travel Options

- Dedicate 25% ($2.2M) CMAQ to FTA for transit needs
- Work with transit providers to better understand unmet needs
- Complete the Pedestrian & Bicycle plan
- Complete the Recreation Trail plan
- Add “Active Transportation” category to investment summary chart to future TYP
- Improve documentation and communication of active transportation components to future TYP
$174M Active Transportation In Draft TYP

- $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
DOT Recommendations & Strategies

Specific Project needs (Advance, Fund, and Scope)

- Add funding to existing projects
  - $5.4M added to Jefferson Randolph – US2
  - $3.1M added to Dummer-Cambridge-Errol – NH16
  - $1M added to PE phase for Hampton Ocean Blvd
  - $7M added to Lebanon-Hartford – I-89 Bridges

- Accelerate 8 existing Red List bridge projects
  - To ‘21 - Bennington, Amherst, Manchester, Andover
  - To ‘27-29 - Bethlehem, Rollinsford-Dover, Gilford, Antrim

- Bristol Lake St, Stratham 108/Bunker Hill
  Londonderry 28/128 – all advanced 1 year
DOT Recommendations & Strategies

Specific Project needs (Advance, Fund, and Scope)

- Loudon-Canterbury – NH106 Phase 3 funded - $20M
- Increase GARVEE to $158M on large projects
  - $63M issue in 2021
  - I-89 4R projects - $39M (accelerate)
  - I-89 Lebanon-Hartford bridges - $7M
  - Hinsdale-Brattleboro bridge - $17M
- $95M issue in 2026
  - I-93 Bow-Concord bridges - $45M
  - I-93 Concord Brs./Merrimack R. - $30M
  - Loudon-Canterbury NH106 - $20M
DOT Recommendations & Strategies

Specific Project needs (Advance, Fund, and Scope)

• Commit $3M available TA contract authority in FY20 to accelerate projects from the Draft TYP years to support acceleration of future year TA projects
Other Recommendations

• Additional Corridor Study – US3 Merrimack-Bedford

• Approve CMAQ projects for 2019 grant round
  21 Projects submitted – 15 Approved
    • 2 – Electronic vehicle charging station Projects
    • 1 – Transit
    • 1 – Trail
    • 11 – Infrastructure
    • 5- Ineligible
    • 1 - Duplicate
DOT Recommendations & Strategies

Other Opportunities

Modify CMAQ funding strategies to address transit needs

• 25% to FTA for transit needs
• 50% Competitive grant rounds
• 25% flex to other FHWA funding categories to unfunded needs (currently implemented)
GACIT Adjustments

Bond SAB program to accelerate construction

- Program currently subscribed to 2028
- 28 Muni Bros. Funded conventionally (2020-21)
- $44M in GO Bonds SFY 2022 (State portion)
- 35 Muni Bros. advanced 1 to 5 years to (2022-2024)
- 70% of the SAB program directed to DS through ‘32
- New bridges to be added (2025-2032) next TYP
### Draft TYP (2021 – 2030) Funding

#### DRAFT 2021-2030 Ten Year Plan

### All Funding

<table>
<thead>
<tr>
<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>2021</td>
<td>86.42</td>
<td>137.07</td>
<td>27.49</td>
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<td>69.07</td>
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<td>12.14</td>
<td>2.10</td>
<td>34.28</td>
<td>33.48</td>
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<td>34.94</td>
<td>17.19</td>
<td>33.35</td>
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<td>2027</td>
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<td>83.09</td>
<td>0.00</td>
<td>29.12</td>
<td>94.69</td>
<td>14.04</td>
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<td>21.83</td>
<td>49.78</td>
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<td>93.79</td>
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<td>291.94</td>
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<td>134.90</td>
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<td>344.13</td>
<td>288.56</td>
<td>359.98</td>
<td>4054.73</td>
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</table>

% Grand Total: 20.3% 22.1% 1.6% 7.2% 20.7% 3.3% 0.3% 8.5% 7.1% 8.9% 100.0%

* Dollars include indirect costs and inflation (2.80%)
* Totals adjusted in individual years to account for estimated bridge work

#### FY21-FY30 Estimated Program Expenditures
- Pavement (state & federal) – averages $82M per year
- Bridges (state & federal) – averages $89M per year
- I-93 Expansion - $67M over ten-year period
- Mandated Federal – averages $29M per year
- Individual Projects- $839M over ten-year period
- Transit & Airports - $633M over ten-year period
- Total Program - $4 Billion
• **FY21-FY30 Color of Money**
  – The TYP is a multi modal plan and makes investments in all modes
  – 85% of the funding in the $4 billion plan is eligible for use on roads and bridges
  – Funding for each mode primarily comes from designated federal and state programs that come with funding eligibility requirements - reducing the opportunities to redirect funds to other modes
  – FHWA funding is the largest source of funding in the plan (48%)
  – FHWA funds are not eligible for Maintenance and Operations work
## Rainbow Chart Comparison 2019-2028 to 2021-2030

### Rainbow Chart Comparison 2019-2028 to 2021-2030

<table>
<thead>
<tr>
<th>FY</th>
<th>Highway and Bridge</th>
<th>Other Modes</th>
<th>Non-Highway Funded</th>
<th>Sub Total</th>
<th>Turnpike Improvement</th>
<th>Turnpike R&amp;R</th>
<th>Rail</th>
<th>Transit</th>
<th>Airport</th>
<th>TYP FY Total</th>
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<td>2021-2030 Governor to HPW</td>
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<td>90.99</td>
<td>55.00</td>
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<td>121.74</td>
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<td>2,767.23</td>
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<tr>
<td>2021-2030 GACIT to Governor</td>
<td>1,940.94</td>
<td>0.00</td>
<td>158.00</td>
<td>240.50</td>
<td>90.99</td>
<td>55.00</td>
<td>127.96</td>
<td>121.74</td>
<td>32.12</td>
<td>2,767.23</td>
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<td>Difference</td>
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<td>0.00</td>
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Dollars in Millions

2-Dec-19

### Rainbow Chart Comparison 2019-2028 to 2021-2030

- **$4 Billion Transportation program - $290M increase over current TYP**
- **FHWA - $86M increase – utilizing discretionary funding**
- **GARVEE Bonds – Increased by $97M ($61M to $158M)**
- **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 - $33M increase – additional funding**
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 142 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 - 179
  - 84 removed by Bridge Maintenance forces
  - 95 removed by TYP projects
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 1213 miles ($89M) between 2014-2019
  - 105% of 1160 miles p/vp roads in 2014
- Estimated additional paving 962 miles ($80M) 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, Shelburme, 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
# SB367 Expenditure Waterfall

Assumes level revenue projections (7/22/19)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>S0.042 Dedicated Road Toll Increase</th>
<th>Municipal Block Grant Aid (12% PY Revenue)</th>
<th>Debt Service &amp; Cost of Issuing Bonds Due on $200M TIFIA Financing for I-93</th>
<th>Additional State Aid for Municipal Bridges</th>
<th>DOT Operating Budget</th>
<th>Transfer from FY 16 savings in Operating</th>
<th>TIFIA Pledged Paving and Bridge Repair</th>
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</thead>
<tbody>
<tr>
<td>2015 Actual</td>
<td>$34,317,587</td>
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<td>-</td>
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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 = 1.69%
   - 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.
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 trans. to Legislature
- January - May 2020 - Legislative review & revisions
- June 2020 - Final TYP (2021-2030) Adopted into Law
Draft Ten Year Plan – Take Aways

This plan is similar to previous plans
- Level funded and financially constrained
- Continue investing in the preservation of the existing road and bridge network
- Continue addressing Red List bridges
- Expansion mostly occurring on the turnpike system

Outcomes - over the next 5 years
- Road conditions – best we have seen
- Red List bridge total – expect reductions to continue

Concerns
- Expect conditions to degrade over the long-term due to:
  - SB367 road & bridge pledge ending in 2025
  - Inflation and recent price escalation
- Federal funding uncertainty
- Limited funding for other modes & transportation assets
THANK YOU

Questions & Comments

visit this site for additional information