

**2021-2030**  
**Draft Ten Year Transportation  
Improvement Plan Overview**

**House Public Works and Highways  
Committee**

**February 4, 2020**

# 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 19<sup>th</sup> & July 31<sup>st</sup> - 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**

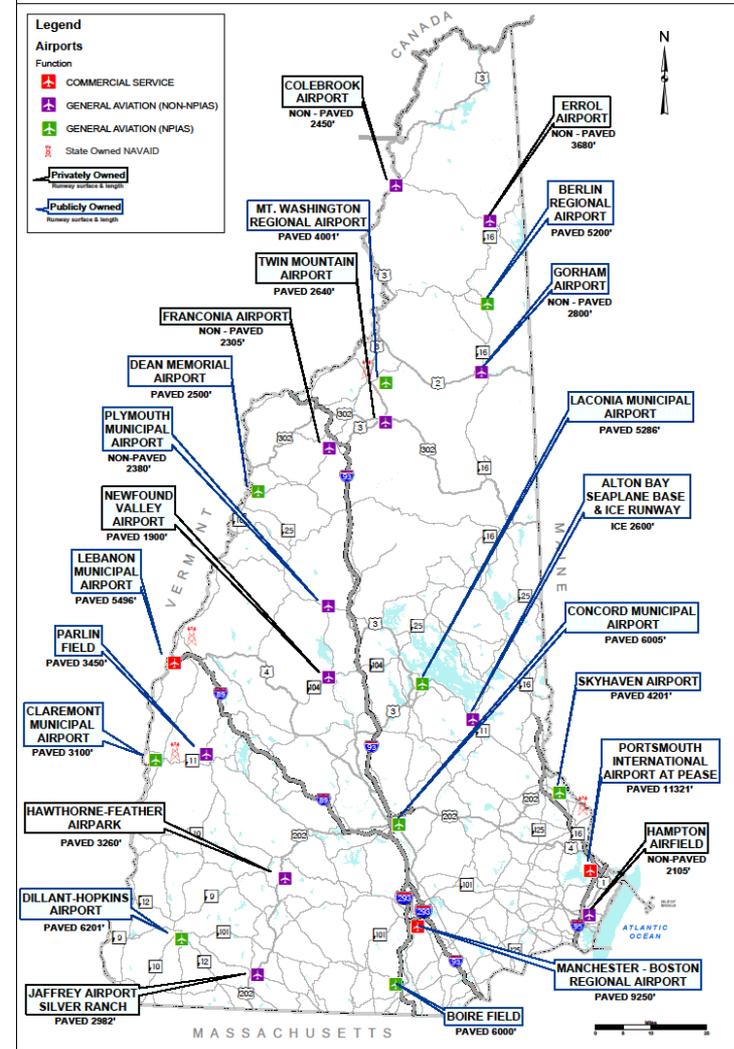
## **SB367 Funding for I-93 Expansion, SAB, TIFIA DS**

- \$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

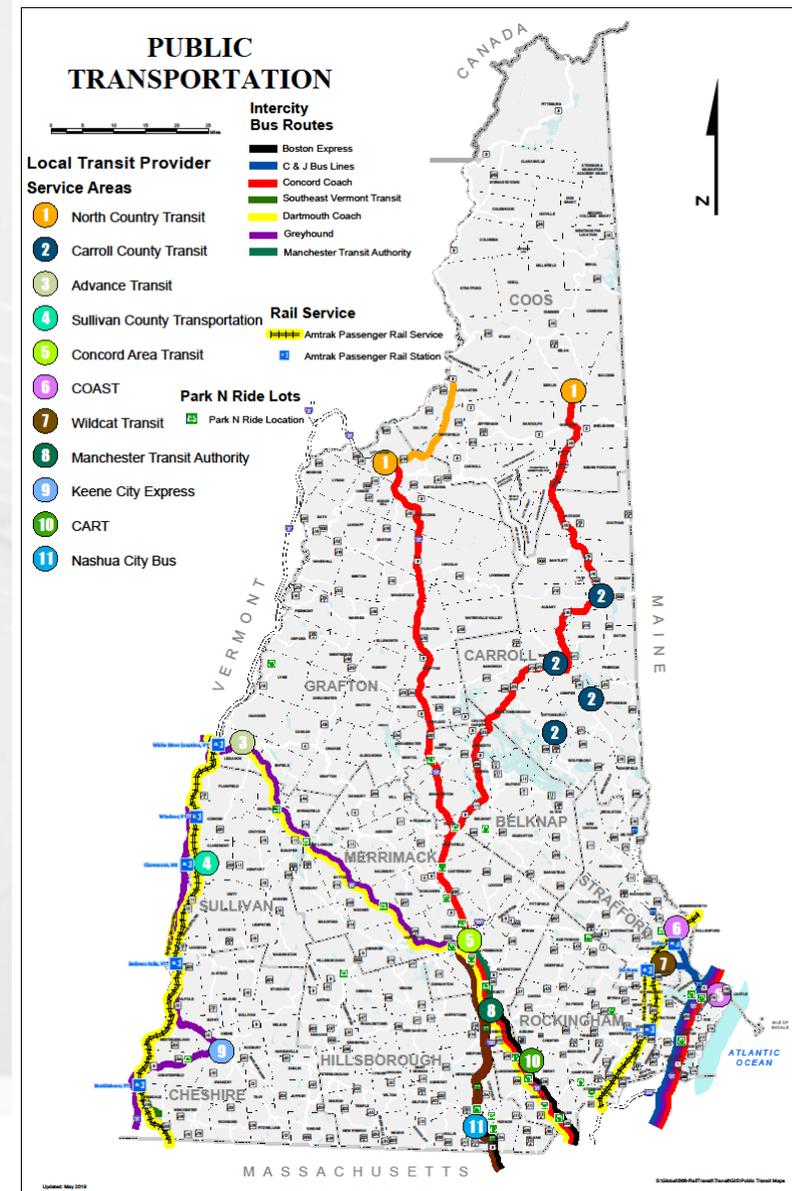
- Total of \$288M programmed in TYP (Average \$28M/yr.)
  - 14 Project Locations in TYP – listed by town & airport name
- Federally Eligible Airports
  - 3 Commercial Airports (Portsmouth, Manchester & Lebanon)
  - 9 Publicly-Owned Airports
- Non-Fed. Eligible Airports
  - 12 General Aviation (public & privately owned) Airports are not federally eligible

## Public Use Airports



# 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

FTA Program	Description	Annual FTA Apportionment (FFY 2019)	Total Dollars (All Federal + Match) Programmed in TYP (2021)	Direct Recipients	Subrecipients	FTA Eligible			Typical Match			Typical NH projects
						#Capital	Operating	Planning	Local Cash	State Capital Budget	*Turnpike Toll Credits	
5307	Small Urban Public Transit	\$ 4,457,551	\$ 6,944,921	COAST & Manchester Transit Authority (includes CART as of Oct 2019)	n/a	X	X	X	X	X		Operating, preventative maintenance, ADA paratransit, administration & capital for the public transit systems (COAST & Manchester Transit) that operate in NH's small urban areas
	Nashua UZA Public Transit	\$ 1,629,104	\$ 2,423,167	City of Nashua	n/a	X	X	X	X	X		Operating, preventative maintenance, ADA paratransit, administration & capital for the public transit systems (Nashua Transit & CART) that operate in Nashua UZA
	Boston UZA Public Transit	\$ 2,822,625	\$ 3,751,252	State	Local government, nonprofits, operators of public transportation & private operators contracted to provide public transit to State or public transit agency	X	X	X	X	X	X	NH Capitol Corridor project development, intercity commuter bus services (i.e., Boston Express), capital repairs & improvements of state-owned bus terminals, and operating & capital funds for eligible public transit operators (i.e., CART)
^5310	Seniors & Individuals with Disabilities	\$ 2,022,573	\$ 2,561,424	State	Local government, nonprofits & operators of public transportation	X	X		X	X	X	Accessible vehicles, mobility management, volunteer transportation, purchase of service
5311	Rural Public Transit	\$ 4,683,256	\$ 8,937,099	State	Local government, nonprofits & operators of public transportation or intercity bus operators	X	X	X	X		X	Operating, preventative maintenance, ADA paratransit, and administration for 6 rural public transit systems & 1 intercity bus operator (Concord Coach)
5339	Nashua UZA Bus & Bus Facility Program	\$ 192,936	\$ 190,214	City of Nashua & CART (via Manchester Transit)	n/a	X			X	X		Replacement vehicles & misc capital for CART & Nashua Transit
	Statewide & Small Urban Bus & Bus Facility Program	\$ 4,118,973	\$ 6,732,071	State	Public agencies or private nonprofits engaged in public transportation	X			X	X		Replacement vehicles & misc equipment for 6 rural public transit systems & 5 urban public transit systems

Rural Transit Systems (6) Advance Transit, Carroll County Transit, Concord Area Transit, Keene City Express, North Country Transit, Sullivan County Transportation

Urban Transit Systems (5) CART, COAST, Manchester Transit, Nashua Transit, (UNH) Wildcat Transit

^ 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



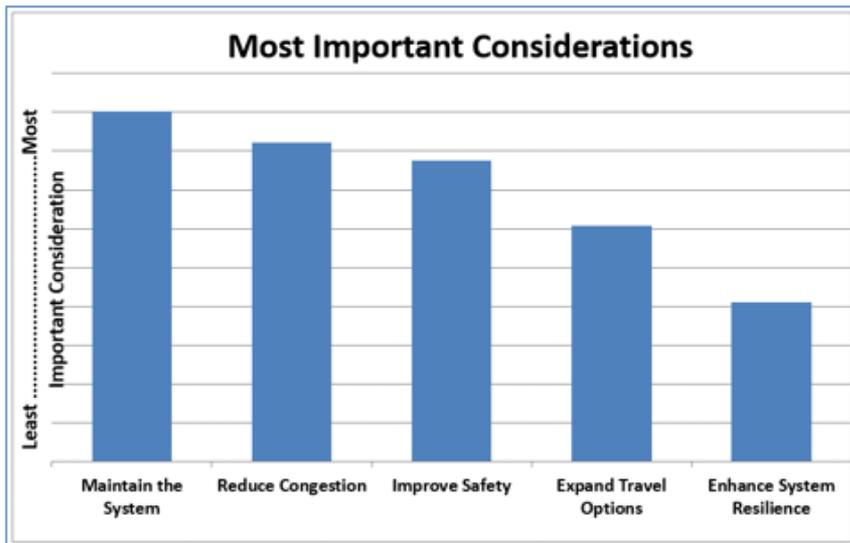
# Program funding changes

- \$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.

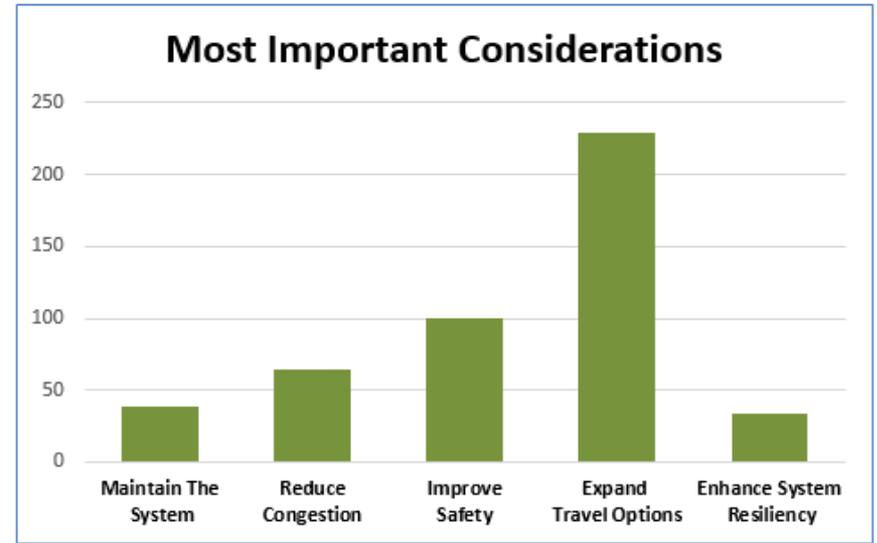
# Public Input Results

## Online Survey & GACIT Hearing Comments

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)

# DOT Recommendations & Strategies

## 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

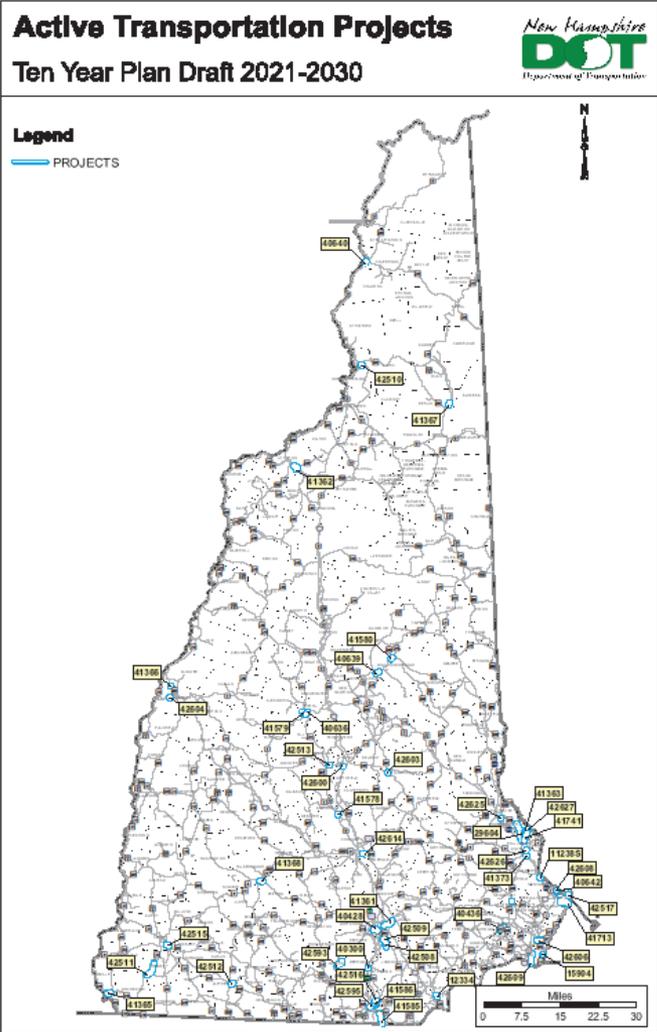
# DOT Recommendations & Strategies

## \$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 Brs. Funded conventionally (2020-21)
- \$44M in GO Bonds SFY 2022 (State portion)
- 35 Muni Brs. 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

FISCAL YEAR	PAVEMENT	BRIDGES	I-93 EXPANSION	MANDATED FEDERAL	INDIVIDUAL PROJECTS	ROADSIDE	RAIL	TRANSIT	AIRPORTS	DEBT SERVICE	GRAND TOTAL
2021	86.42	137.07	27.49	29.06	69.07	11.78	0.60	31.68	45.80	23.27	<b>462.24</b>
2022	95.16	109.35	14.16	29.22	92.44	12.17	2.10	32.37	24.85	23.28	<b>435.11</b>
2023	71.93	125.83	12.50	29.06	94.04	12.63	0.60	32.99	39.20	27.75	<b>446.54</b>
2024	70.83	92.86	12.50	29.06	88.84	12.06	0.60	33.63	27.54	27.40	<b>395.31</b>
2025	83.28	62.20	0.00	29.06	104.84	12.14	2.10	34.28	33.48	27.01	<b>388.39</b>
2026	80.72	78.73	0.00	29.06	96.86	14.06	0.60	34.94	17.19	33.35	<b>385.51</b>
2027	80.93	83.09	0.00	29.12	94.69	14.04	0.60	35.59	21.83	49.78	<b>409.67</b>
2028	72.04	95.32	0.00	28.94	93.79	14.06	2.10	36.27	28.76	49.58	<b>420.85</b>
2029	95.24	62.43	0.00	28.94	50.29	17.92	0.60	35.86	18.65	49.38	<b>359.31</b>
2030	87.72	47.67	0.00	30.43	54.38	14.06	0.60	36.52	31.24	49.18	<b>351.79</b>
<b>Total</b>	<b>824.27</b>	<b>894.55</b>	<b>66.65</b>	<b>291.94</b>	<b>839.24</b>	<b>134.90</b>	<b>10.50</b>	<b>344.13</b>	<b>288.56</b>	<b>359.98</b>	<b>4054.73</b>
% 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

2-Dec-19

### • 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

# Draft TYP (2021 – 2030) Funding

DRAFT 2021-2030 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 <sup>1,4,5</sup>	Major Projects GARVEE	Betterment <sup>2</sup>	SB367			Other <sup>3</sup> Matching Funds	Sub Total	Turnpike Improvement	Turnpike R&R	Rail <sup>5</sup>	Transit <sup>5</sup>	Airport			
SAB <sup>8,9,10</sup>				SAB <sup>10</sup> Projects GO Bonded	I-93 Debt Service	TIFIA Pledged Paving & Bridge										
2021	\$ 204.55	\$ 27.10	\$ 24.05	\$ 20.84	\$ -	\$ 2.15	\$ 21.27	\$ 14.06	\$ 314.02	\$ 48.94	\$ 24.35	\$ 0.66	\$ 28.48	\$ 45.80	462.24	11.4%
2022	\$ 202.23	\$ 29.90	\$ 24.05	\$ 10.66	\$ 8.56	\$ 2.20	\$ 23.45	\$ 2.94	\$ 303.98	\$ 61.11	\$ 13.90	\$ 2.10	\$ 29.17	\$ 24.85	435.11	10.7%
2023	\$ 196.52	\$ 6.00	\$ 24.05	\$ 10.39	\$ 30.12	\$ 2.20	\$ 26.05	\$ 4.12	\$ 299.44	\$ 63.10	\$ 14.40	\$ 0.60	\$ 29.79	\$ 39.20	446.54	11.0%
2024	\$ 191.63	\$ -	\$ 24.05	\$ 6.30	\$ 16.32	\$ 2.20	\$ 23.77	\$ 1.98	\$ 266.24	\$ 57.21	\$ 13.30	\$ 0.60	\$ 30.43	\$ 27.54	395.31	9.7%
2025	\$ 194.63	\$ -	\$ 24.05	\$ 6.30	\$ -	\$ 2.19	\$ 19.70	\$ 2.53	\$ 249.41	\$ 58.73	\$ 13.60	\$ 2.10	\$ 31.08	\$ 33.48	388.39	9.6%
2026	\$ 193.23	\$ 25.00	\$ 24.05	\$ 7.30	\$ -	\$ 23.41	\$ 1.50	\$ 0.14	\$ 274.62	\$ 47.56	\$ 13.80	\$ 0.60	\$ 31.74	\$ 17.19	385.51	9.5%
2027	\$ 193.20	\$ 40.00	\$ 24.05	\$ 7.30	\$ -	\$ 23.41	\$ 1.50	\$ 0.17	\$ 289.63	\$ 51.12	\$ 14.10	\$ 0.60	\$ 32.39	\$ 21.83	409.67	10.1%
2028	\$ 191.17	\$ 30.00	\$ 24.05	\$ 7.30	\$ -	\$ 23.41	\$ 1.50	\$ 1.61	\$ 279.03	\$ 63.48	\$ 14.40	\$ 2.10	\$ 33.07	\$ 28.76	420.85	10.4%
2029	\$ 189.40	\$ -	\$ 24.05	\$ 7.30	\$ -	\$ 23.41	\$ 1.50	\$ 4.52	\$ 250.17	\$ 42.52	\$ 14.70	\$ 0.60	\$ 32.66	\$ 18.65	359.31	8.9%
2030	\$ 184.38	\$ -	\$ 24.05	\$ 7.30	\$ -	\$ 23.41	\$ 1.50	\$ 0.05	\$ 240.69	\$ 30.94	\$ 15.00	\$ 0.60	\$ 33.32	\$ 31.24	351.79	8.7%
<b>Program Total</b>	<b>1,940.94</b>	<b>158.00</b>	<b>240.50</b>	<b>90.99</b>	<b>55.00</b>	<b>127.96</b>	<b>121.74</b>	<b>32.12</b>	<b>2,767.23</b>	<b>524.70</b>	<b>151.55</b>	<b>10.56</b>	<b>312.13</b>	<b>288.56</b>	<b>4,054.73</b>	<b>100.0%</b>
% of Total Program	70.1%	5.7%	8.7%	3.3%	2.0%	4.6%	4.4%	1.2%	100.0%							

Revenue <sup>7</sup> \$1,940.54 \$158.00 \$240.50 \$395.68 \$32.12 \$2,766.84 \$ 524.70 \$ 151.55 \$ 10.56 \$ 312.13 \$ 288.56 \$4,054.34

Surplus/(Deficit) (\$0.40) \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 (\$0.40) \$ - \$ - \$ - \$ - \$ - \$ (0.40)

\* Dollars include indirect costs and inflation (2.80%)

Dollars in Millions

13-Jan-20

## • 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

Rainbow Chart Comparison 2019-2028 to 2021-2030

FY	Highway and Bridge										Other Modes					TYP FY Total		
	Highway Funded										Non-Highway Funded							
	FHWA	TIFIA Financing I-93	Major Projects GARVEE	Betterment	SB367						Other Matching Funds	Sub Total	Turnpike Improvement	Turnpike R&R	Rail		Transit	Airport
					SAB	SAB GO_22	I-93 Debt	TIFIA Pledged Paving & Bridge										
2021-2030 Governor to HPW	1,940.94	0.00	158.00	240.50	90.99	55.00	127.96	121.74	32.12	2,767.23	524.70	151.55	10.56	312.13	288.56	4,054.73		
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
2021-2030 GACIT to Governor	1,940.94	0.00	158.00	240.50	90.99	55.00	127.96	121.74	32.12	2,767.23	524.70	151.55	10.56	312.13	288.56	4,054.73		
Difference	(8.27)	0.00	97.87	0.00	0.00	55.00	0.00	0.00	(1.96)	133.03	0.00	0.00	0.00	0.00	0.00	133.03		
2021-2030 DOT Draft to GACIT	1,949.21	0.00	60.13	240.50	100.59	0.00	127.96	121.74	34.08	2,634.20	524.70	151.55	10.56	312.13	288.56	3,921.70		
2019-2028 Approved	1,854.20	11.64	61.37	224.19	94.94	0.00	84.36	140.66	37.89	2,509.25	493.55	137.30	12.00	324.03	256.11	3,732.25		

Dollars in Millions

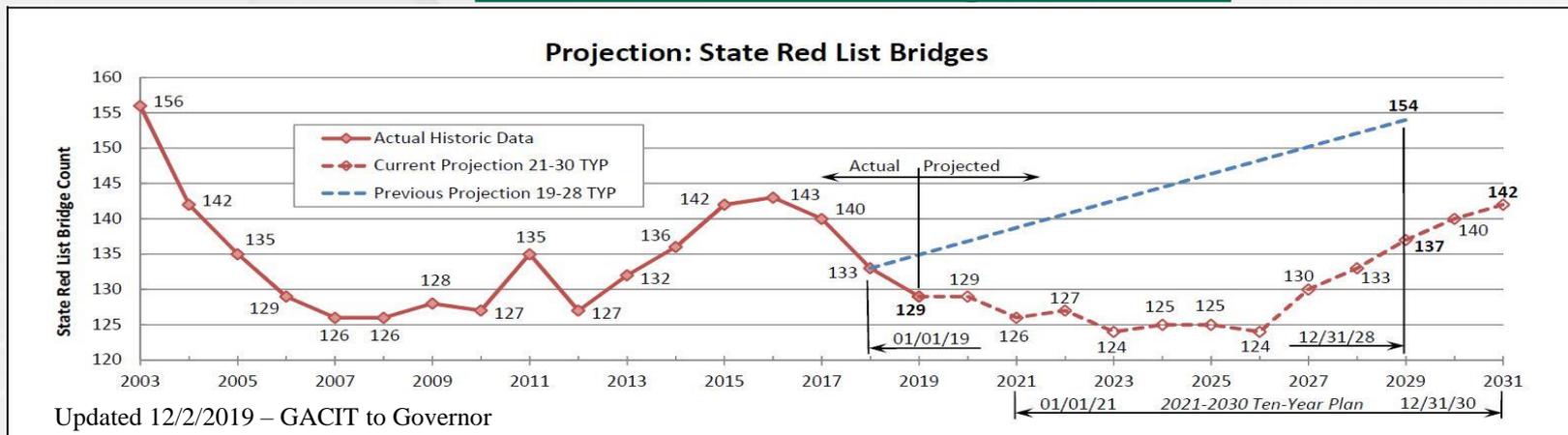
2-Dec-19

## 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

# Red List Projection



State-Owned Counts	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Poor Count ("4" or less)	127	135	127	132	136	142	140	140	133	129
Fair Count("5")	254	261	267	271	286	295	295	300	305	310
Fair Count("6")	527	522	517	508	517	506	535	544	561	572
Good Count ("7" or greater)	1183	1191	1206	1216	1193	1194	1163	1150	1137	1127
Black (non-hwy/closed)	30	27	26	26	23	23	23	24	25	24
Total State-Owned Count	2127	2136	2143	2153	2155	2160	2156	2158	2161	2162

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

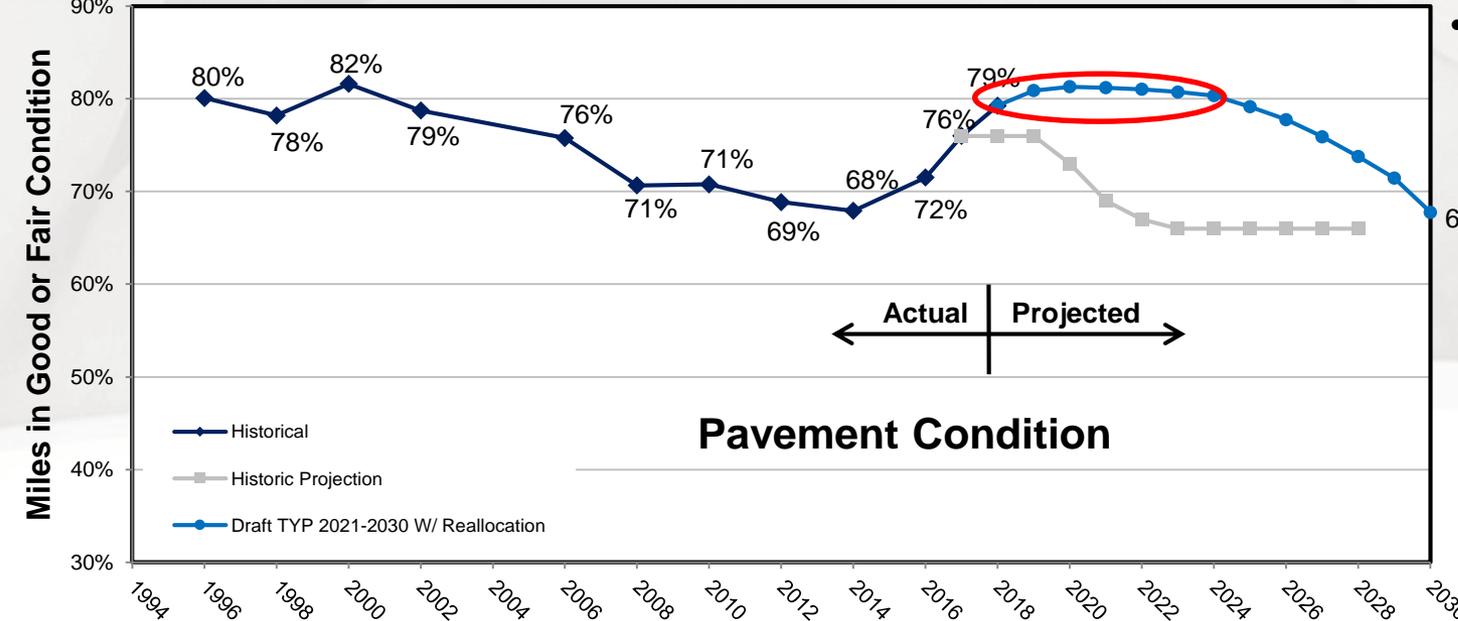
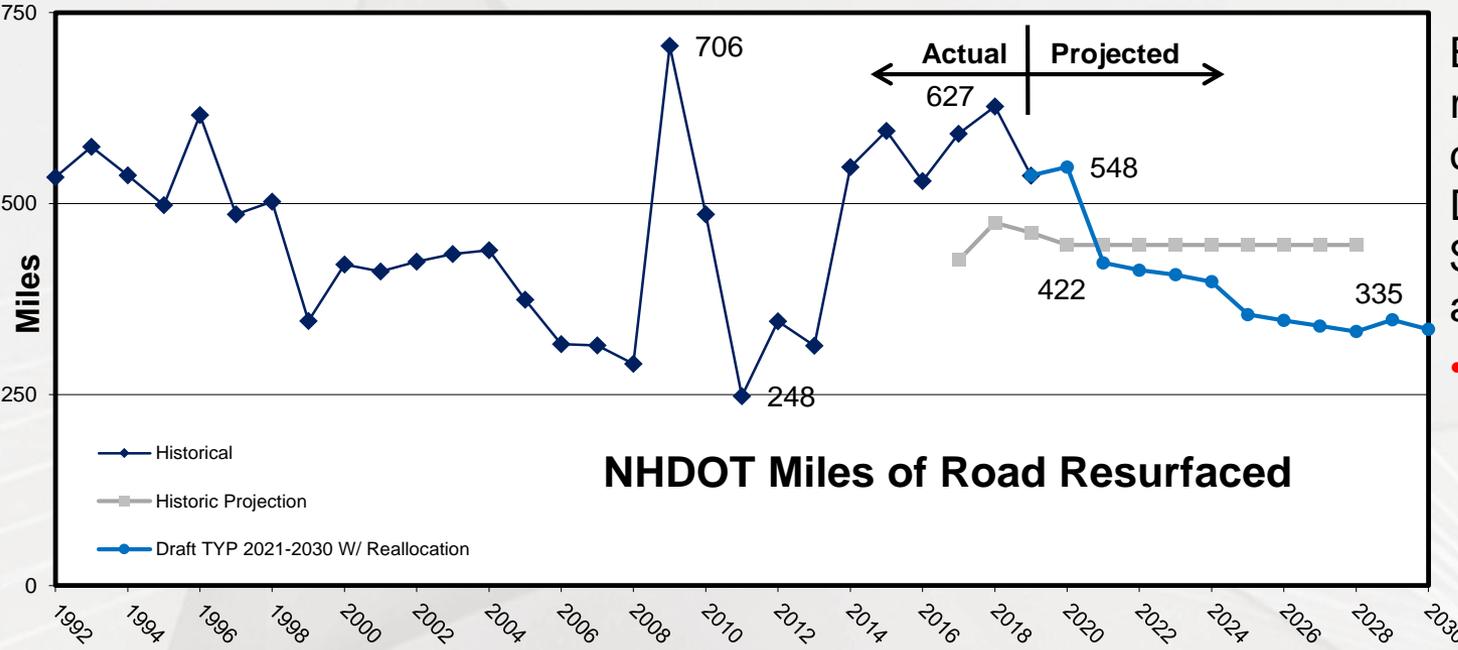
# Road Condition - Projection

**Avg. Investment=\$74M**

Draft TYP 12/2/2019

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

## TIFIA Strategy

### Pledged Red List Bridges and Paving



SB367 - Paving				
Year	Resurfacing	Reconstruction	Yearly Miles	Expenditures*
2014	171.8	312	475.0	\$13.4M
2015	183.2	16.1	209.3	\$16.0M
2016	221.3	1.6	222.9	\$18.8M
2017	241.5	0.0	241.5	\$19.2M
2018	174.7	0.0	174.7	\$11.6M
<b>Total</b>	<b>1214.5</b>	<b>330.9</b>	<b>1675.4</b>	<b>\$79.0M</b>

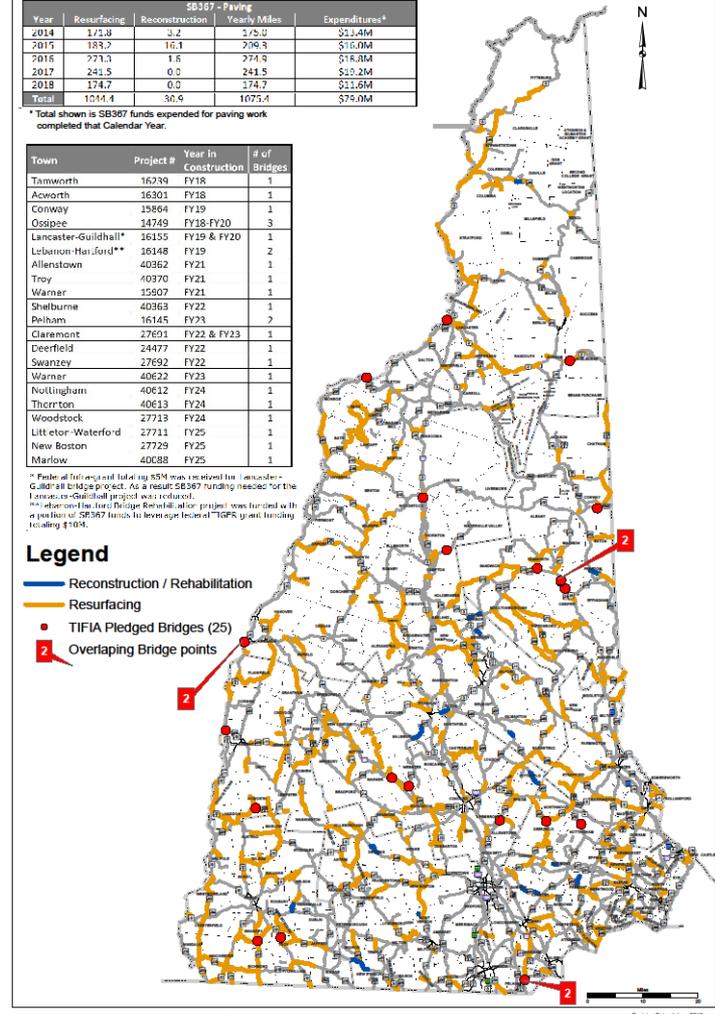
\* Total shown is SB367 funds expended for paving work completed that Calendar Year.

Town	Project #	Year in Construction	# of Bridges
Tamworth	16299	FY18	1
Acworth	16301	FY18	1
Conway	15864	FY19	1
Ossipee	14749	FY18-FY20	3
Lancaster-Guildhall*	16155	FY19 & FY20	1
Lebanon-Hartford**	16148	FY19	2
Allenstown	40362	FY21	1
Troy	40370	FY21	1
Warner	15507	FY21	1
Shelburme	40363	FY22	1
Pelham	16165	FY23	2
Claremont	27601	FY22 & FY23	1
Deerfield	24477	FY22	1
Swanzey	27692	FY22	1
Warner	40622	FY23	1
Nottingham	40612	FY24	1
Thornton	40613	FY24	1
Woodstock	27713	FY24	1
Littleton-Waterford	27711	FY25	1
New Boston	27729	FY25	1
Marlow	40688	FY25	1

\*\* Federal dollars and totaling \$5M was received for Lancaster-Guildhall bridge project. As a result SB367 funding needed for the Lebanon-Hartford project was reduced. \*\*\* After the first bridge project was funded with a portion of SB367 funds, the remaining of TIGER grant funding totaling \$10M.

### Legend

- Reconstruction / Rehabilitation
- Resurfacing
- TIFIA Pledged Bridges (25)
- 2 Overlapping Bridge points



The Location: \\NORSDG\Dev\Projects\Year Plan\Year Plan 21-30 2018\FIA.mxd

Revision Date: 4 June 2018

# SB367 Expenditure Waterfall

Assumes level revenue projections (7/22/19)

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 <sup>1</sup>	Municipal Block Grant Aid (12% PY Revenue)	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing <sup>2</sup> for I-93	Additional State Aid for Municipal Bridges	DOT Operating Budget	Transfer from FY 16 savings in Operating <sup>4</sup>	TIFIA Pledged Paving and Bridge Repair <sup>3</sup>
2015 Actual	\$34,317,587	-	\$100,000	\$9,117,587	-		\$25,100,000
2016 Actual	\$34,686,888	\$4,118,110	<del>\$284,354</del>	\$6,800,000	\$8,300,000		<del>\$15,184,123</del>
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	-		\$22,567,217
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
<b>TOTAL</b>	<b>\$715,968,558</b>	<b>\$81,585,146</b>	<b>\$226,324,923</b>	<b>\$138,317,587</b>	<b>\$16,600,000</b>	<b>4,000,000.00</b>	<b>\$257,140,902</b>

TIFIA bridge & paving pledge ends 2025

<sup>1</sup> - 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.

<sup>2</sup> - 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.

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

<sup>4</sup> - 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 19<sup>th</sup> & July 31<sup>st</sup> - 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

**<https://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm>**