

DOT
3/9/2021

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

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	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 Actual	\$32,980,660	\$4,297,005	\$1,673,067	\$6,800,000	-		\$20,210,589
2021 Projected	\$31,208,756	\$3,957,679	\$2,142,856	\$6,800,000	-		\$18,308,221
2022 House Budget	\$32,812,500	\$3,745,051	\$2,215,000	\$6,800,000	-		\$20,052,449
2023 House Budget	\$33,140,626	\$3,937,500	\$2,215,000	\$6,800,000	-		\$20,188,126
2024	\$32,809,220	\$3,976,875	\$2,215,000	\$6,800,000	-		\$19,817,345
2025	\$32,448,318	\$3,937,106	\$2,215,000	\$6,800,000	-		\$19,496,212
2026	\$32,123,835	\$3,893,798	\$23,425,706	\$4,804,331	-		\$0
2027	\$31,802,597	\$3,854,860	\$23,425,706	\$4,522,031	-		\$0
2028	\$31,484,571	\$3,816,312	\$23,425,706	\$4,242,553	-		\$0
2029	\$31,169,725	\$3,778,149	\$23,425,706	\$3,965,871	-		\$0
2030	\$30,889,198	\$3,740,367	\$23,425,706	\$3,723,125	-		\$0
2031	\$30,611,195	\$3,706,704	\$23,425,706	\$3,478,785	-		\$0
2032	\$30,335,694	\$3,673,343	\$23,425,706	\$3,236,645	-		\$0
2033	\$30,062,673	\$3,640,283	\$23,425,706	\$2,996,684	-		\$0
2034	\$29,792,109	\$3,607,521	\$23,425,706	\$2,758,882	-		(\$0)
2035	\$0	\$0	\$0	\$0	-	-	\$0
TOTAL	\$648,818,056	\$74,283,114	\$226,397,895	\$110,846,492	\$16,600,000	4,000,000.00	\$224,690,554

¹ - FY2021, FY2022 and FY2023 Budget Based on Revised Revenue Projections from Safety 1/29/2021 and House Ways & Means Budget; 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.