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**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



*Victoria F. Sheehan*  
*Commissioner*

*William Cass, P.E.*  
*Assistant Commissioner*

June 10, 2019

His Excellency, Governor Christopher T. Sununu  
and the Honorable Council  
State House  
Concord, New Hampshire 03301

Re: FY 2018 NH Department of Transportation Annual Report

Dear Governor Sununu and Council Members:

Pursuant to RSA 20:6 and 228:41, this agency is submitting the New Hampshire Department of Transportation's Annual Report for the fiscal year ending June 30, 2018.

Sincerely,

Victoria F. Sheehan  
Commissioner

Attachment



# New Hampshire Department of Transportation



Transportation excellence enhancing the quality of life in New Hampshire

*Annual Report*

Fiscal Year 2018

## Letter from the Commissioners

This Annual Report for FY18 provides a budgeted account summary and highlights the accomplishments of the New Hampshire Department of Transportation (NHDOT) in delivering on the Agency mission of transportation excellence and enhancing the quality of life in New Hampshire. Within the pages of this report is a demonstration of the effective use of taxpayer dollars. In addition to the annual execution of the State's Ten Year Transportation Improvement Plan (TYP), this report details how and where funds have been invested to maintain and improve New Hampshire's roads, bridges and the entire transportation network. The accomplishments listed by the individual Bureaus, Sections and Programs reflect the Department's commitment to results and getting things done.

The report is organized under two major sections – the Department's Operating budget, and the Municipal Aid and Construction programs.

- The Operating budget includes all aspects of running the agency including staffing, maintenance, design, fleet management and administrative costs.
- The Municipal Aid and Construction section reflects financial resources provided to Cities and Towns and construction expenditures for transportation improvements.
- Annual expenditures are summarized within these sections by division, program and work unit, along with accompanying performance measures and major accomplishments.
- Additionally the report provides a brief explanation of the various sources of funding that support NHDOT efforts, where the funds come from and how they are used.

Operationally, NHDOT continues to go above and beyond in fulfilling its core winter and year round maintenance activities and responding to emergencies. A dedicated and committed work force oversee the transportation system and ensure bridges are safe, traffic signals work properly, lane markings are striped and roads are plowed and safely maintained, all while facing the challenges of growing workforce shortages, difficulty hiring and retaining qualified personnel, and an aging vehicle fleet.

NHDOT administers a continued robust construction program. Miles of paving are up, red list bridges are down and overall system condition shows improvement – reflective of the Department's effective use of additional funding opportunities. Major projects on I-93 from Windham to Manchester, the Spaulding Turnpike in Dover, NH 9 in Roxbury –Sullivan, NH 12 in Walpole-Charleston and NH 101 in Bedford all continue to advance and near completion.

NHDOT continues to enhance mobility and safety throughout the State. The Department works with transit providers to improve efficiency, coordinates federal and state funding for transit systems and programs, provides overall management of the aeronautics/airway system across the State, oversees commuter bus service in the major transportation corridors, and helps ensure that pedestrian and bicyclists have safe and equitable access to transportation opportunities.

NHDOT is committed to transparency, public accountability and sound financial management and this Annual Report reflects that commitment. Most of all, NHDOT is committed to serving the people of New Hampshire and protecting the investment of tax payer dollars in the transportation systems. On the following pages you will find the wide range of activities and services the Department executes, the staffing levels and resources utilized, and highlights of major accomplishments for 2018.

The dedicated men and women at NHDOT are proud to keep New Hampshire's travelers moving safely, day in and day out throughout the year, no matter what. We care, we're there.

Sincerely,



Victoria F. Sheehan  
Commissioner



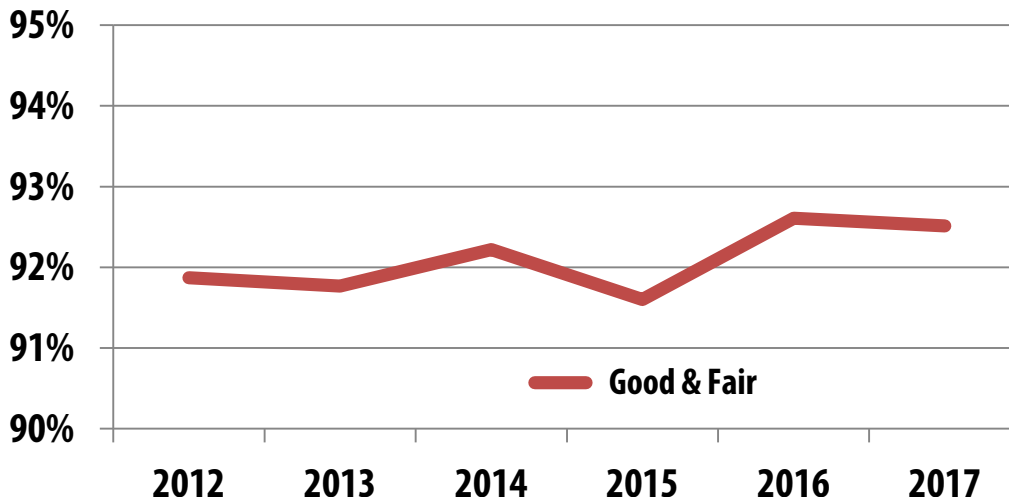
William J. Cass, P.E.  
Assistant Commissioner



Christopher M. Waszczuk, P.E.  
Deputy Commissioner

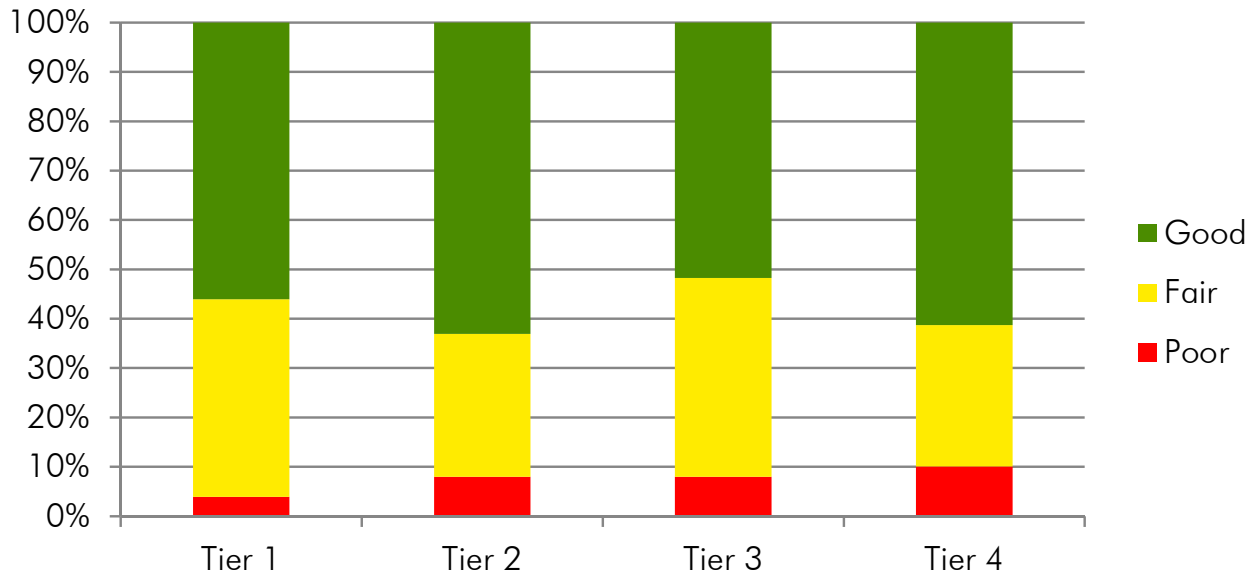
## Bridge Conditions

By Year - Good and Fair (Percentage)



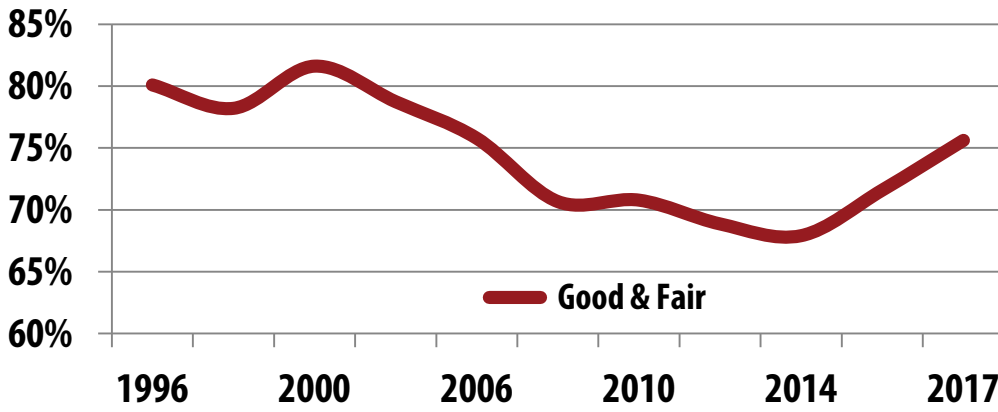
\* Based on square feet of deck

By Tier (Percentage)

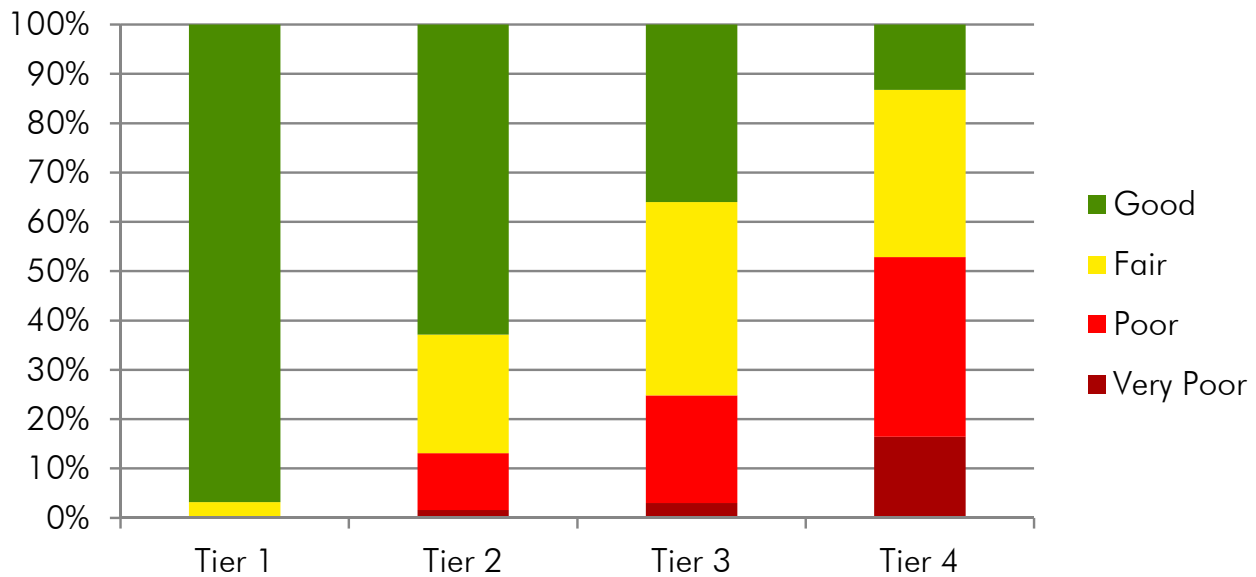


## Pavement Conditions

By Year - Good and Fair (Percentage)



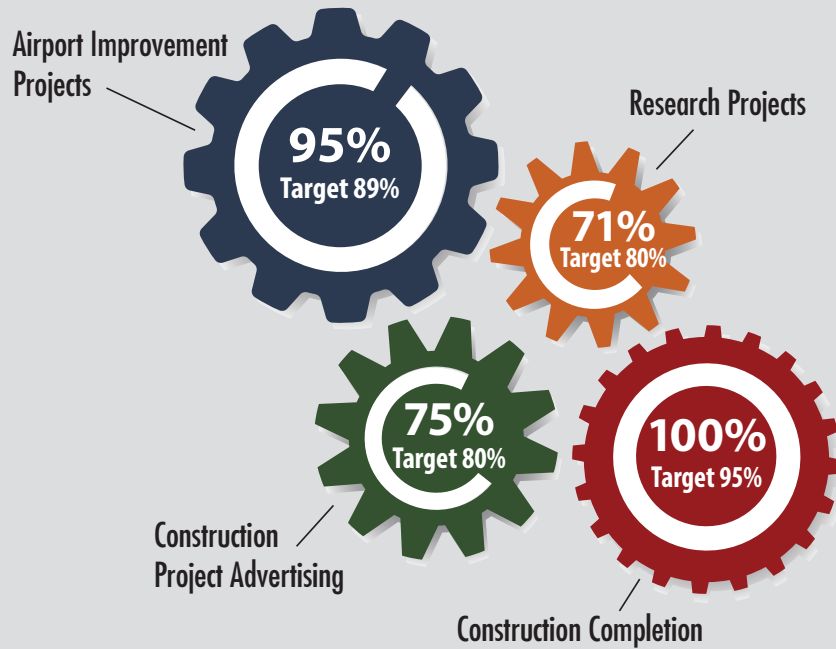
By Tier (Percentage)



## Performance Highlights

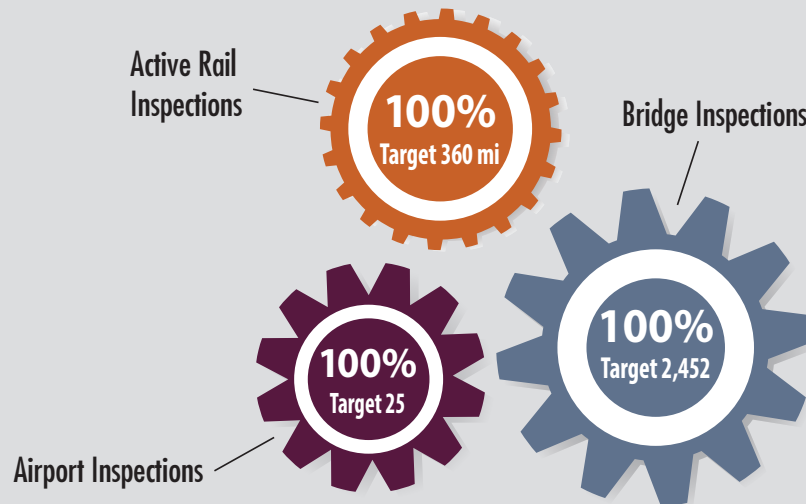
### Timeliness

The Department understands that when projects are delivered on schedule people and businesses across the state can more easily plan to accommodate them in their everyday. Timely projects also provide benefits to citizens, businesses, and tourists as quickly as possible.



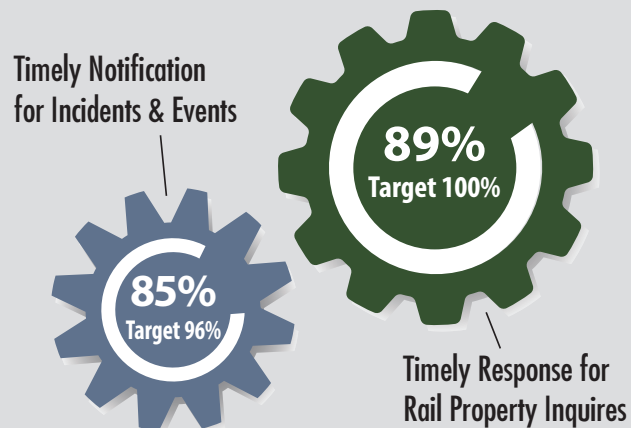
### Inspections

The Department has inspection programs in place to ensure that transportation infrastructure remains safe and that any necessary fixes can be planned for in advance.



### Customer Response

The Department works to ensure that transportation facilities remain safe, open, and that we provide timely information to travelers and businesses.





# Citizen's Guide to the Transportation System New Hampshire Department of Transportation



Transportation excellence enhancing the quality of life in New Hampshire



# FY 2017 & 2018 Operating Results - Budgeted Account Summary

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## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Citizen's guide to the transportation system and Department of Transportation

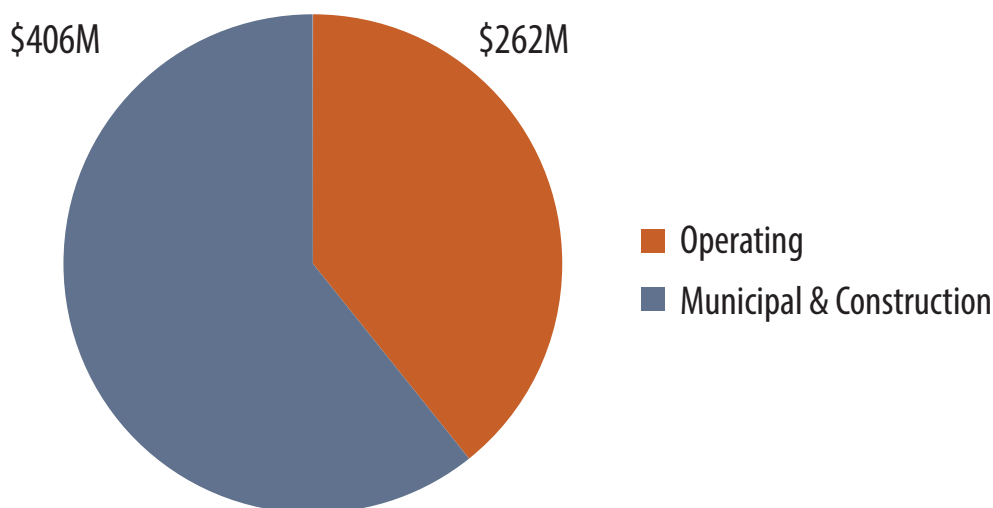
The New Hampshire transportation System is vital to New Hampshire's economic growth and prosperity. The financial value of New Hampshire's transportation system, by some estimates at replacement value, exceeds \$12 billion in roadways and \$8 billion in bridges. To assist the general public in understanding the cost to Plan, Design, Construct, Operate and Maintain the State of New Hampshire's transportation network, we have created what we hope is a simple- to-use guide to understanding the New Hampshire Department of Transportation's Agency Budget.

Transportation funding in New Hampshire is complex and made up of a number of funding sources, reflected in NHDOT's budget. The major funding sources are summarized below with a brief, general explanation of where the revenue comes from, approximate annual amounts, and how the funds are used.

NHDOT's overall budget is comprised of these various funding sources. This Annual Report organizes the budget summary and expenditures into two major Categories:

- Operating Budget – the cost to operate and maintain the existing transportation system, as well as to plan, engineer, and oversee construction of transportation projects. The operating budget includes the services of approximately 1,640 dedicated men and women and associated resources to meet this effort.
- Municipal Aid and Construction Budget – The portion of NHDOT's budget that goes to Municipalities, whether direct pass through or indirect technical/program assistance, and to fund capital improvement construction projects.

### NHDOT FY18 - Total Budgeted and Non-Budgeted Expenses



# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Transportation Finances

### Highway Fund

The Highway Fund is the primary source of funding for the NHDOT Operating budget. The Highway Fund is made up of revenue collected by the Department of Safety and includes the NH Road Toll (gas tax), Vehicle Registration Fees and Court Fines for traffic violations.

Most of this revenue is unrestricted and available for appropriation by the Legislature to fund Operating Costs. The Highway Fund is not managed by or exclusive to the NHDOT. It is the primary source of funds for NHDOT operations, but the legislature also appropriates Highway Funds to other agencies like the Department of Safety. There are some restricted uses of the Highway Fund for intended purposes defined by the legislature as follows:

Cost of Collection-Road Toll Bureau-Dept. of Safety (1)	0.3 cents
Block Grant Aid to Municipalities (2)	2.7 cents
Highway and Bridge Betterment (3)	2.6 cents
I-93 Debt Service/State Bridge Aid (4)	3.7 cents
Operating Costs- DOT and DOS (5)	12.9 cents
<b>Total Road Toll</b>	<b>22.2 cents</b>

In 2018 59% of the Highway Fund was appropriated to NHDOT, 26% to other agencies and 15% to Municipalities.

- (1) The cost of collection for the Department of Safety is no longer classified as unrestricted revenue and equates to approximately \$25.8 M. Of this amount \$2.6 M (0.3 cents) is for cost of collections for the Road Toll Bureau.
- (2) Per RSA 235:23 12% of the gross road toll revenue (2.7 cents) and motor vehicle fees collected in the preceding fiscal year are distributed to municipalities.
- (3) After the 12 percent municipal aid is removed, per RSA 235:23-a, 2.6 cents of the NH Road Toll is deposited in the State Highway and Bridge Betterment Account.
- (4) Per RSA 260:32-a and b; and as amended in Chapter 276:210 Laws of 2015, after the 12% for municipal aid is removed, 3.7 cents, is restricted for I-93 project debt service, and other state construction priorities.
- (5) Accordingly, of the overall 22.2 cent/gallon NH Road Toll, 12.9 cents is available for appropriation to cover Operating Costs.

### Turnpike Funds

The Turnpike System is an enterprise system managed by the Department of Transportation comprised of approximately 90 miles of Roadway (Spaulding Turnpike, Blue Star Turnpike (I-95), and Central Turnpike/F.E. Everett Turnpike). The Turnpike System is supported by revenue generated from tolls paid by motorists at the toll plazas and to a small extent, fines and administrative fees

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

paid for toll violations. Turnpike funds can ONLY be used on the Turnpike System. Below is key financial information for fiscal year 2018:

Toll Revenue	\$130
Other Revenue	10
Operating Expenses	49
Renewal & Replacement Expenses	8
Capital Expenses	36
Debt Service	41

- Approximately 57% of Turnpike Revenue from the collection of tolls is paid by out-of-state visitors passing through New Hampshire.

### General Funds

General funds cover a small amount of Operating Costs for the NHDOT in the Division of Aeronautics, Rail and Transit. Revenues from aircraft registration fees are deposited into the General Fund (approximately \$750 thousand). Airway Toll revenues from fuel purchases (approximately \$250 thousand) are restricted per Federal Aviation Administration (FAA) regulations as they can only be used for Aeronautic purposes. The General Fund does provide matching State funds for FAA grants for airports and for Federal Transit Administration (FTA) grants for transit projects and operations through the HB 25 Capital Budget authorized General Obligation Bonds. Debt service for these pass-through capital requests are paid by the General Fund.

### Federal Funds

NHDOT receives revenue from various Federal Agencies on a reimbursable basis to carry out federal aid eligible infrastructure improvements and construction projects. Federal aid funds are generally restricted to their intended uses and are subject to other federal regulatory restriction. While generalized here, most federal aid involves a number of sub-programs and sub-allocations with varying levels of discretion. The main federal Agencies and programs we work with are:

- Federal Highway Administration (FHWA) – Federal Aid Highway program. Primary funding source for New Hampshire’s Highway and Bridge Construction program. Source is primarily the Federal Highway Trust Fund, funded by the 18.4 cent/gallon federal gas tax. (Approximately \$168 M)
- Federal Transit Administration (FTA) – funding for transit programs, projects and providers including capital, operating and planning activities.(Approximately \$12 M)
- Federal Aviation Administration (FAA) – funding for planning, preservation, modernization, or expansion of eligible airport facilities. (approximately \$12 M)
- Federal Emergency Management Administration (FEMA) – Funding for emergency declarations relative to storm damage (Approximately \$4 M)

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

NHDOT offset Operating Costs to balance the budget using \$32 M from federal aid in FY 2018, which would otherwise go to construction programs. In addition, there are no State funds provided to match the federal aid highway program as is typical. Instead the budget relies on credits gained from Turnpike investments to meet federal matching requirements, which further diminishes the federal aid construction program.

### Other Funds

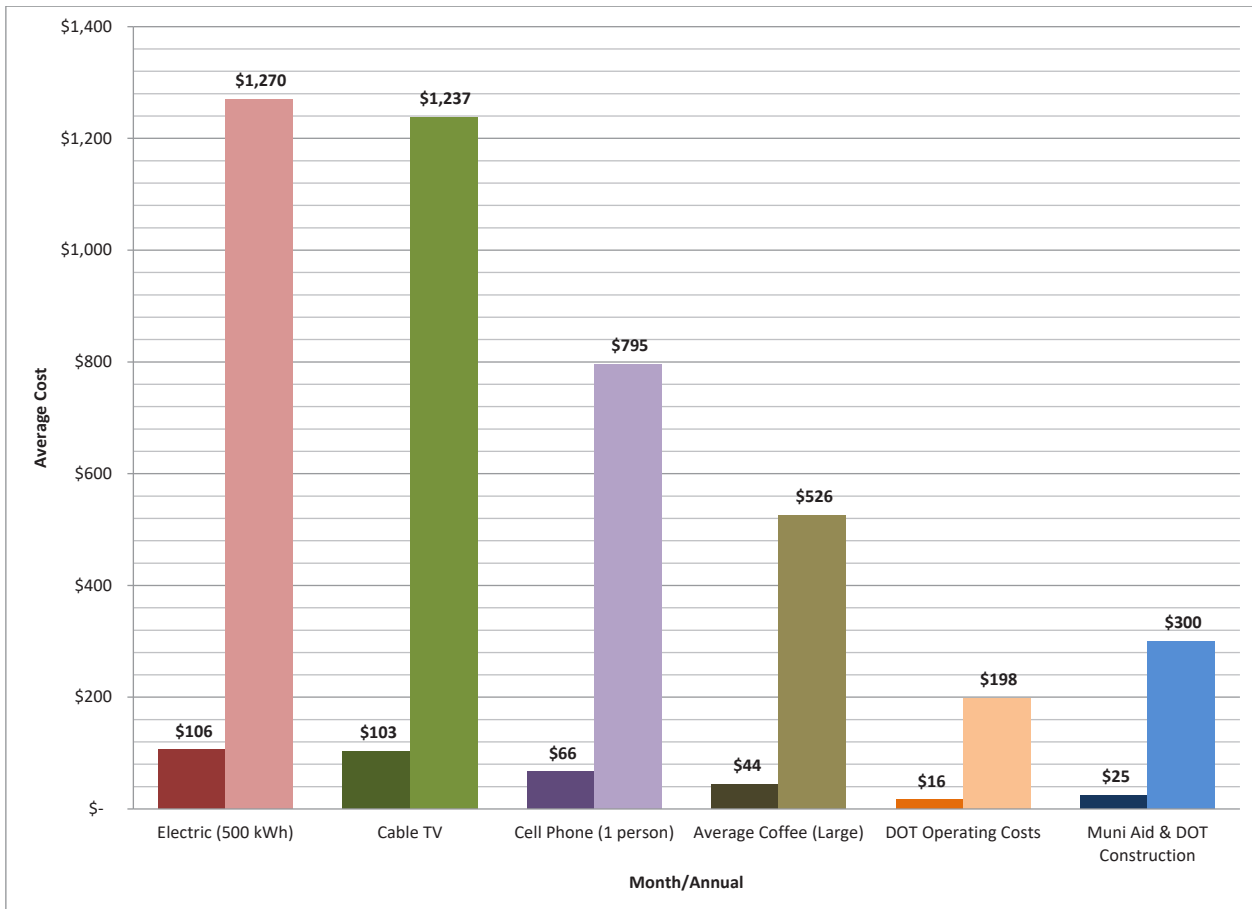
Other funds are derived from a number of typically minor sources. Other funds include revenue derived from revolving funds such as for the sale of fuel to municipalities or other state agencies, railroad licensing fees, permitting fees, emergency repair funds (i.e. FEMA reimbursement), and sale of surplus land.

# FY 2017 & 2018 Operating Results - Budgeted Account Summary



So that the typical NH citizen can gauge relative value and the public pricing of their access to the transportation network, average monthly and annual rates of consumer pricing for electricity, cell phone, cable TV and a nice cup of coffee are compared to NHDOT costs of operating and enhancing the Transportation Network.

**Consumer Pricing Relative to  
NH Transportation Costs per Citizen**



The following pages provide a detailed description of each element of service provided to NH citizens by the NHDOT through its Operating Budget. We strive every day to provide value for the resources entrusted to us by our fellow citizens and through the appropriation granted by the NH General Court.

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Operating Expenses

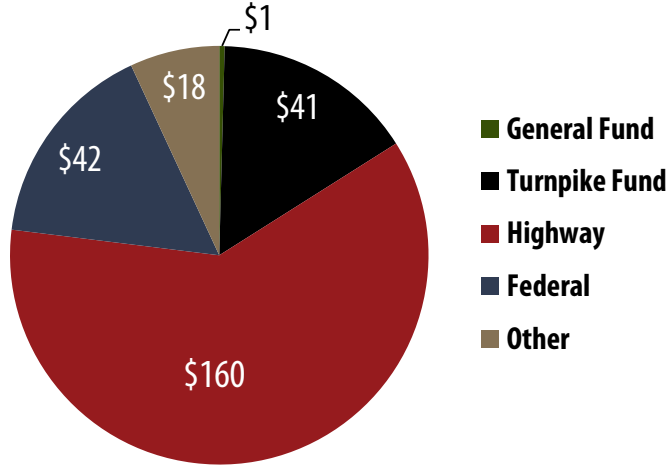
For the NHDOT, our primary responsibility is to operate and maintain the existing transportation system and to plan, engineer and oversee construction of all transportation projects. The following pages provide a detailed description of each element of service provided to NH citizens by the NHDOT and its more than 1,600 dedicated employees through its Operating Budget, including:

- Division of Aeronautics Rail and Transit
- Division of Policy and Administration
- Division of Finance
- Division of Operations, including winter maintenance, fleet maintenance and Turnpike System
- Division of Project Development

We strive every day to provide value for the resources entrusted to us by our fellow citizens and through the appropriation granted by the Governor and the New Hampshire General Court.

In total, the actual spending in State Fiscal Year 2018 for Operating Costs is below:

## Operating Expenses FY18 - Actual (in Millions)



Investment Levels

### Funding Sources

	Highway	Federal Aid	Turnpikes	General	Other
Actual FY17	\$149.8 M	\$42.9 M	\$40.1 M	\$1.1 M	\$18.4 M
Actual FY18	\$159.7 M	\$42.3 M	\$40.9 M	\$1.1 M	\$18.1 M

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	1734	1727	1650	1650	1639	1639	1643



# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Aeronautics, Rail and Transit

### 2021- Federal Local Projects (Aeronautics) - Fund 010

These funds are for infrastructure projects funded by the Federal Aviation Administration (FAA) Airport Improvement program. This accounting unit was developed to follow funding through the State to municipalities, per RSA 422:15 Federal Aid for Airport and Airway Development that was not anticipated and programmed in the Capital Budget (HB 25). This fund does not provide a State matching share for the project. Personnel at the Department coordinate the distribution and administration of these funds along with providing outreach and support to the airports that are eligible for them; 12 airports were eligible in FY2018. The funds provide support for airport projects relating to planning, rehabilitation, development, equipment, safety & security, and mitigation.



Investment Levels	Funding Sources					
	Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$0.3 M		\$0.3 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.0 M		\$0.0 M			

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Aeronautics, Rail and Transit 2029- Airway Toll (Fuel) - Fund 010

These funds are for airport infrastructure and maintenance projects funded by the Airway Toll (Aviation Fuel Fee) collected by the Department of Safety in accordance with RSA 422:34. All revenue that is collected is credited to the Department as restricted revenue, which shall not lapse. This account was newly created in the 2018/2019 State budget to comply with the Federal Aviation Administration (FAA) regulation that all aviation fuel revenue collected by the state must be deposited into a dedicated account for aviation. In FY 2018 there were 25 airports eligible for these funds. The funding provides support for airport activities including planning, rehabilitation, development, equipment, safety and security, and mitigation.



Investment Levels	Funding Sources					
	Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$0.0 M		\$0.0 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.0 M		\$0.0 M			

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Division of Aeronautics, Rail and Transit

#### 2050 – State Bus Services & Facilities - Fund 010

The Bureau of Rail & Transit is responsible for oversight of seven (7) state-owned park & ride lots that have bus terminals to help facilitate intercity, commuter, and local public transit services. The seven locations are: (1) Concord—I-93 Exit 14, (2) Dover—Spaulding Turnpike Exit 9, (3) Portsmouth—I-95 Exit 3, (4) Nashua—F.E. Everett Turnpike Exit 8, (5) Londonderry—I-93 Exit 5, (6) Londonderry—I-93 Exit 4, and (7) Salem—I-93 Exit 2. These seven bus terminals/park & ride lots are managed and operated through agreements with contracted facility operators.

The Bureau is also responsible for the management and oversight of state-owned commuter coaches and state-contracted bus services. The State owns 32 commuter coaches. Twenty-four (24) coaches are utilized by Boston Express, the only state-owned bus service, which provides commuter bus service to and from Boston along both the I-93 and FE Everett Turnpike corridors and the remaining eight (8) coaches are utilized by C&J Bus Lines along the I-95 corridor to and from Boston.

This accounting unit provides funds for operating and capital projects, including the maintenance of, state-owned bus terminals, commuter coaches, and state-contracted bus services.



Major accomplishments in FY 2018 included:

- Boston Express reported ridership of approximately 600,000 passengers on service between southern NH and Boston via I-93 and the F.E. Everett Turnpike.
- The State took delivery of six (6) new state-owned commuter coaches to be used by Boston Express Bus which replaced six (6) model year 2007 coaches.
- Provided funding for the overhaul of three state-owned commuter coaches utilized by C&J Bus Lines for commuter bus service between the NH Seacoast and Boston.

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.0 M		\$0.0 M		\$0.0 M	
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M		\$0.2 M		\$0.1 M	

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Aeronautics, Rail and Transit

### 2107 - Aeronautics - Fund 010

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	6	6	6	6	6	6	6

Personnel within the Bureau are responsible for the overall management of the aeronautics/airway system in NH (per RSA Chapters 422, 423 & 424). Assisting airports in the state to comply with federal requirements is of critical importance for the safety of the flying public and to help ensure that each airport remains eligible for all potential funding opportunities. To accomplish these goals, personnel communicate with airports regularly and perform the

necessary safety and compliance activities. In addition to everyday safety activities, personnel within the Bureau are responsible for regulatory requirements, aircraft accident and incident investigations, program administration, airport & aircraft registration, operation of state-owned navigational aids, aircraft search & rescue, and assisting in the integration of Unmanned Aircraft Systems (UAS) into NH aviation.

Major accomplishments in FY 2018 included:

- Safety inspections of 22 public-use airports in New Hampshire to ensure a safe landing environment for pilots and passengers.
- Registration of aircraft, airports, commercial operators and aircraft dealers.
- Programmatic oversight of the FAA Airport Improvement Program (AIP) Block Grant Program and channeling of FAA funds to the Lebanon Airport, Manchester- Boston Regional Airport, and the Portsmouth Airport at Pease for projects including:
  - Groove, seal and mark Runway 14/32 (6,000' x100') at Boire Field, Nashua, NH.
  - Rehabilitation of Runway 14/32 (4,001' x 75') and associated taxiways at the Dillant-Hopkins Airport in Keene, NH.
- Provided UAS safety education through speaking engagements at various conferences, committee groups, NH agency presentations and general public inquiry.



Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$1.0 M				\$0.8 M	\$0.2 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.9 M				\$0.7 M	\$0.2 M

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Division of Aeronautics, Rail and Transit

#### 2916 - Public Transportation (Transit) - Fund 010

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	6	6	6	6	6	6	7

Personnel at NHDOT work with transit providers and the Federal Transit Administration (FTA) to continuously improve the efficiency of the transit system within the State while enhancing mobility and safety. Staff at NHDOT provides oversight and coordination of various federal and state programs for transit. Activities include grant and financial management, outreach, compliance, education, procurement, and technical assistance.

Major accomplishments in FY 2018 included:



- Continued to facilitate a multi-year statewide strategic transit assessment study to inventory and assess the needs of NH's public transit systems and intercity bus transportation network, including park and rides.
- Took delivery of 13 transit vehicles to be used by rural public transit and specialized transit providers.
- Ridership (measured in one-way trips) on public transit, funded in-whole or in-part with FTA funding, was:
  - 3,389,469 public transit (11 public transit systems)
  - 592,873 State-contracted bus operations (Boston Express)
- 15,987 intercity bus (Concord Coach north country routes only)
- 46,869 seniors & individuals with disabilities (including volunteer driver trips)

#### Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$14.3 M		\$14.1 M		\$0.1 M	\$0.1 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$12.0 M		\$11.8 M			\$0.2 M

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Division of Aeronautics, Rail and Transit

#### 2931 - Railroad - Fund 010

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	2	2	2	2	2	2	2

Personnel within the Bureau of Rail & Transit perform track inspection on behalf of, or in conjunction with, the Federal Railroad Administration (FRA) on approximately 200 miles of active state-owned railroad lines and approximately 240 miles of privately-owned railroad lines. Personnel are also responsible for property management activities on all state-owned railroad lines, administering railroad programs & grant awards, and managing operating agreements on state-owned active railroad lines. Personnel work to ensure safe railroad infrastructure and proper management and stewardship of the state-owned railroad infrastructure and property through activities including education, outreach, compliance, and administration.



Major accomplishments in FY 2018 included:

- Worked with municipalities, private landowners, utility companies, and contractors on a variety of property management issues that impacted state-owned railroad property.
- Performed inspections of railroad track, bridges, equipment, and other rail related structures for compliance with federal, state, and railroad company standards.
- Joint inspection, with Maine DOT in May 2018, of the railroad components of the Sarah Mildred Long Bridge.
- Under the supervision of NHDOT railroad staff, the Federal Railroad Administration utilized their geometry car to conduct tests over the privately-owned NH Northcoast Railroad.
- Managed State Capital funded contracts for (1) track improvements on a privately-owned railroad line in Strafford & Carroll County and (2) track and bridge improvements on a privately-owned railroad line in Coos County.

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M				\$0.2 M	
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M				\$0.2 M	

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Division of Aeronautics, Rail and Transit

#### 2936 – Reimbursable Maintenance and Repair FEMA - Fund 010

Reimbursable Maintenance and Repair is for the services that the Department provides where reimbursement is expected for expended work efforts, specifically in relation to the Federal Emergency Management Agency (FEMA). The Department charges to this account when repairing damage from a disaster that NHDOT expects to be reimbursed by FEMA.

Major accomplishments in FY 2018 included:

- Storm repairs to railroads damaged in Grafton and Carroll counties.

Investment Levels	Funding Sources					
	Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$0.0 M					
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other	
\$0.2 M					\$0.2 M	

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Aeronautics, Rail and Transit

### 3030 – Rideshare & Bicycle/Pedestrian Program (Rail & Transit) - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	3	3	2	2	2	2	2

Personnel from the Bureau of Rail & Transit work with project managers, engineers, and advocacy groups to help ensure that pedestrians and bicyclists have safe and equitable access to transportation opportunities in New Hampshire. Within the Department, the bicycle and pedestrian section advances planning and design for accessible pedestrian, transit and bicycle facilities and promotes pedestrian and bicycle access throughout the State by partnering with

advocacy groups and local law enforcement to conduct field reviews and educational outreach. Statewide, the Section promotes and distributes regional and statewide bicycle maps, safety materials, and innovative design guidance selected from authoritative sources. Personnel also direct engineering functions on rail-trails and work with the Department of Natural & Cultural Resources' Trails Bureau on the management and coordination of recreational rail-trails on state-owned abandoned rail corridors.



Major accomplishments in FY 2018 included:

- Led a full-day Active Transportation Field Review at the National Summer Transportation Institute UNH Tech Camp for students grades 6-12.
- Facilitated a workshop, in conjunction with the Governors' Institute on Community Design and Smart Growth America, on Accelerating Practical Solutions for transportation project development and delivery.
- Facilitated the Bicycle & Pedestrian Transportation Advisory Committee and the Committee's transition into the Complete Streets Advisory Committee.
- Participated on a research project to better define underlying factors that have allowed small communities to be successful in implementing bicycle and pedestrian infrastructure.
- Provided 22 transportation facility design recommendations for highways and participated in 4 pedestrian, transit and bicycle transportation field reviews.

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				



# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Administration

### 3038 - Executive Office - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	16	16	15	15	15	16	18

The Department of Transportation, through its officials, shall be responsible for the following general functions: Planning, developing and maintaining a state transportation network which will provide for safe and convenient movement of people and goods throughout the state by means of a system of highways, railroads, air service, mass transit and other practicable modes of transportation, in order to support state growth and economic development and promote the general welfare of the citizens of the state. (RSA 21-L: 2).



This charge is accomplished through effective communications with our partners, strategic planning (including the development and facilitation of the Ten Year Plan), effective and efficient management of Department resources and assets, preparation of operational and capital budgets, staffing plan development, contract award approvals, public relations, constituent response, development of policies and legislation, and adjudicatory hearings.

Major Accomplishments in FY 2018 included:

- Completion of the two year review process and approval of a multimodal Ten Year Plan for 2019-2028 (signed in July 2018) that is financially constrained based upon anticipated funding.
- Establishment of a formal “Management Strategy” for the purpose of driving, standardizing, authorizing, and documenting Department activity in prescribed areas of performance, policy and records, data and systems, work orders and inventory.
- The reorganization of the Office of Asset Management, Performance and Strategy reporting to the Commissioner to coordinate the implementation of management strategy, performance measurement and asset conditions.
- The enhancement and reorganization of the Department’s Internal Audit function to ensure appropriate controls and oversight of policies and procedures.

Investment Levels

### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$2.1 M	\$1.1 M	\$1.0 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$2.3 M	\$1.4 M	\$0.7 M			\$0.2 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Administration

### 2938 - Debt Service - Fund 015

The payment of debt service on General Obligation bonds that have been issued on behalf of the Department for the construction of sheds and maintenance facilities, underground storage tank replacement, energy efficiency improvements, major software upgrades, heavy equipment and various other needs of the Department.

In the 2008-2009 biennium, it was clear that Highway Fund Revenue was insufficient to cover the required State match to Federal Aid. The Legislature authorized a \$60M general obligation bond (GO) to match the Federal Aid Program and advance construction on Municipal Bridges. Debt service for the GO bond at approximately \$6M per year for 20 years since 2010 is paid out of the Highway Fund and charged to the Operating budget of the NHDOT.



Investment Levels

### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$11.1 M	\$11.1 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$12.3 M	\$12.3 M				

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Administration

#### 2939 - Transfers to Other Agencies - Fund 015

These costs are for services provided to the NHDOT from other agencies within the State, primarily the Department of Information Technology, as well as the Board of Tax and Land Appeals, the Department of Justice, the Department of Environmental Services, and other agencies.



Major accomplishments in 2018 included:

- Oversize/Overweight RFP was completed, vendor selected, and project is underway to implement the new system
- Oracle Business Intelligence Enterprise Edition (OBIEE) was implemented and the expenditure module was created and deployed
- Began migration of physical file servers to virtual environment to facilitate continuity of DOT operations
- Increased bandwidth at District offices, improving user access to data in remote locations
- Upgraded 1/3 of DOT bureaus to newer version of MS Access, which required migration of many Access applications for compatibility
- MS Exchange - Conference Room permissions were updated for consistent room reservation procedures
- Wireless connectivity added to Concord conference rooms. District offices to be completed in the near future
- Implemented data domain backup solution, which will replace tape backups in the near future
- Deployed tablets for asset data collection and construction project management to allow data collection in the field
- Upgraded security video equipment as part of the Sarah Long Bridge reconstruction project

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$7.5 M	\$7.4 M				\$0.1 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$7.8 M	\$7.7 M				\$0.1 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Administration

### 2940 - General Fund Overhead - Fund 015

These expenses are in support of Administrative Services for the Statewide Cost Allocation Plan (SWCAP) and General Services for building maintenance.



Investment Levels	Funding Sources					
	Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$2.7 M	\$2.7 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.5 M	\$2.5 M				

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Administration

### 2941 – Compensation Benefits - Fund 015

Compensation Benefits include Workers Compensation, Unemployment Compensation, and Retiree Health Benefit costs. The State is self-insured and retains all of the risk associated with claims. The State has established an Employee Benefit Risk Management Fund to account for its uninsured risks of loss related to employee and retiree health benefits. The State retains all of the risk for these health benefits.



Investment Levels

### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$9.7 M	\$9.7 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$9.9 M	\$9.9 M				

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Finance

### 3001 - Finance & Contracts - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	36	36	37	37	37	37	37

The Division of Finance responsibilities include: issuance of bonds and compliance controls, budget control and analysis, financial reporting, financial audit, billing collections, programming for Federal funds, accounts payable, inventory recording and processing all financial transactions of the Department, processing all Department payrolls, and maintaining accounts and records. The Division also supports the Department's project advertising schedule by prequalifying contractors, advertising projects, printing proposals and plans for projects, scheduling and opening project bids, preparing contract documents, processing Governor and Executive Council requests, and notifying contractors to proceed upon Governor and Council approval. In addition, the Division processes all claims filed against the Department, and provides administrative and clerical support to the New Hampshire Transportation Appeals Board and the New Hampshire Railroad Appeals Board.



Major accomplishments in FY 2018 included:

- De-obligated in excess of \$26M in Federal Funds through the closure of approximately 110 completed projects. These timely de-obligated funds were then made available for other projects.
- Contracts section successfully advertised 100% of NHDOT construction contracts utilizing electronic bidding that streamlined the process for contractors and eliminated errors.
- Actively managed the Departments financial reporting, year-end activities and audit(s) of Turnpike, Highway, and Federal Funds. Specific to the Department, there were no reported material findings for FY 2017. Finance appreciates the efforts of its competent staff, the Commissioner's office, and other bureaus in achieving these results.

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$3.1 M	\$1.8 M	\$1.1 M			\$0.2 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$3.1 M	\$1.9 M	\$1.0 M			\$0.2 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Policy and Administration

### 2056 - Office of Federal Labor Compliance - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	6	6	6	6	6	6	6

The Office of Federal Compliance is responsible for ensuring that all beneficiaries of programs receiving federal financial assistance shall not be excluded from participation in, denied benefits of, or otherwise subjected to discrimination as defined in Title VI of the Civil Rights Act in any program or service provided by the New Hampshire Department of Transportation. This office is also responsible for the Contractor Compliance Program, Disadvantaged Business Enterprise Program (DBE), On-the-Job Training Programs (OJT), Title VI and Environmental Justice Programs, Limited English Proficiency Programs, Internal Equal Employment Opportunity/ Affirmative Action Plan, and Section 504/Title II of the Americans with Disabilities Act (ADA).



Major accomplishments in FY 2018 included:

- Conducted 45 Civil Rights Nondiscrimination/EEO trainings for 1,259 employees, contractors, consultants, municipalities and subrecipients.
- As part of Department's ADA Transition Plan 491 tip downs with raised domes were installed statewide and 27 additional barriers were removed.
- Conducted 230 field audits on Federal-aid construction projects. Findings included additional restitution by contractors of Davis-Bacon wages for 34 workers totaling \$6,534.
- Exceeded the Department's DBE goal by obtaining 7.67% for minority and women owned business contracting on Federal-aid construction projects.
- Provided small business development, education and training services to 20 women and minority owned firms.
- Participated in the development of software for civil rights reporting requirements including electronic payroll submission, prompt payment and sub-approval requirements for contractors, as well as DBE and ad-hoc reports.

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.5 M	\$0.5 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.5 M	\$0.5 M				

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Policy and Administration

### 3017 - Human Resources - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	12	12	12	12	12	12	12

Personnel within the Bureau of Human Resources develop and implement programs that support the recruitment, selection, development, and maintenance of a workforce capable to effectively and efficiently meet the mission of the Department. The Bureau has four sections; Workforce Planning and Development, Core Business Transactions, Risk Management, and Administration.



The Workforce Development section provides support for recruitment, workforce planning and development activities. The purpose of the Core Business Transactions section is to ensure accurate and timely transactions supporting HRIS and recordkeeping activities, Family Medical Leave Act administration, position classification, and employee benefits. The Risk Management Section develops processes that guide the implementation of the Rules of the Division of Personnel, Collective Bargaining, and Federal American's

with Disabilities Act Compliance, as well as complaint and investigation procedures. The Administration section is responsible for reception of the headquarters building, personnel file management, as well as other related administrative functions.

Major accomplishments in FY 2018 included:

- Enhanced Workforce outreach activities by attending 25 career and education fairs with a targeted focus on CDL drivers, heavy equipment mechanics, and civil engineering.
- Enhanced the Department's Internship program with over 25 interns serving in multiple capacities.
- Participated in Science, Technology, Engineering and Math (STEM) programs to prepare a future workforce.
- Processed approximately 5,000 applications, 3,500 personnel transactions, 280 FMLA cases, 30 reclassifications, and 40 supplemental sick leave/ short term disability requests.

Investment Levels

### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.8 M	\$0.5 M	\$0.3 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.9 M	\$0.6 M	\$0.3 M			



# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Policy and Administration

### 3027 - Employee Training - Fund 015

The NHDOT develops and maintains a Strategic Training Plan that is based on the Department’s goal of having an effective and efficient workforce. Trainings through this funding source are based on the Plan and serve the entire organization or large groups of employees. The plan encompasses activities to enhance engagement, improve employee relations, and to improve skills to meet the changing needs of New Hampshire’s transportation systems.

Major accomplishments in FY 2018 included:

- 45 new supervisors completed the State required 2 –day Foundations of Supervision course. NHDOT enhances the course with material specific to agency needs. Each year all new supervisors are required to participate in and complete this course.
- 116 employees completed technical training in the following subject matter areas: Performance-based Planning and Programming, Advanced Work Zone Management and Design, Water Quality Management of Highway Runoff, Knowledge Management, National Transportation Leadership Institute, Developments in Law, Storm Water Seminars, Land Surveyor Seminars, Statistics and Modeling Finance, Culturally Inclusive Leadership, Residential Report Writing, Americans with Disabilities Act (ADA) Transition Plans Made Easy, and Unmanned Aircraft System (UAS) Symposium.



- 17 NHDOT employees completed the State’s Certified Public Supervisor Program and 4 completed the Certified Public Manager Program.
- Completed State requirements for Department-wide Cybersecurity, Respect in the Workplace and CRASE training to protect technology and employee assets.

Investment Levels

### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M		\$0.1 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M		\$0.1 M			

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Policy and Administration

### 5031 - Office of Stewardship and Compliance - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	11	11	8	8	8	8	8

The Office of Stewardship and Compliance (OSC) is responsible for providing training and compliance oversight of the Department's Occupational Health and Safety and Environmental Programs with a targeted focus on the Division of Operations activities. Safety personnel are responsible for ensuring compliance with Occupational Health and Safety Regulations and

to promote and ensure employee fitness for duty and the safe performance of work duties. The Environmental Section facilitates the implementation of the Department's environmental policy, which is to minimize environmental impacts and promote environmental stewardship in performance of transportation programs.

Major accomplishments in FY 2018 included:

#### Safety:

- Conducted safety training at monthly new hire orientation sessions
- Conducted 329 wellness events participated in by 66% of NHDOT Workforce

- Supporting fitness for duty by conducting 765 drug/alcohol tests with a 99% pass rate
- Supporting a safe driver workforce by checking 514 Motor Vehicle Records with 98% pass rate
- Conducted 124 Safety Audits with an overall compliance rating exceeding 95%

#### Environmental:

- Conducted environmental training at monthly new hire orientation sessions
- Certified 42 employees as Class C Operators of Underground Storage Tanks
- Environmental Audits showed sustained long term compliance ratings from 85% to 95%
- Collaborated with DoIT and Highway Maintenance to rebuild the Inventory of Managed Properties Database

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.6 M	\$0.6 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.6 M	\$0.6 M				

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Division of Operations

#### 2928 & 3007 – Winter Maintenance & Highway Maintenance - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	728	728	686	686	684	685	685

Employees within the Bureau of Highway Maintenance are responsible for providing a safe serviceable highway system for the traveling public. Highway Maintenance is comprised of 6 regional maintenance districts with 87 individual patrol sections and support facilities. Major tasks at the District level include snow and ice control, pavement repair, drainage work, vegetation control, litter pickup, and issuance of driveway/trench permits. In addition; a headquarters section oversees the overall District work effort, operates the Department's Fuel Distribution system and the Oversize/Overweight permit program, and manages the salted well replacement program. Employees of the Bureau of Highway Maintenance operate and maintain approximately 4,600 miles of roadways.

The Winter Maintenance accounting unit (2928) primarily includes funding for salt, facilities, and equipment. Safety and mobility in the winter months are critical to the Department and to the State as a whole. Working with the Governor's Office and Legislature through the budget process, the Department has developed a rigorous 24/7 winter maintenance policy. Employees within the Bureau strive to meet that policy and to keep New Hampshire's roads open and safe.

Major FY 2018 winter maintenance accomplishments included:

- 213,888 tons of salt, approximately 26% more than the typical 170,000 tons and 58% more than budgeted amount of 135,000 tons (due to the unusually active winter)
- Plowing and treating more than 2.28 million lane miles, 5 % more than a typical winter season of 2.17 million lane miles with:
  - just over 300 state plow trucks with operators
  - just over 350 privately owned plow trucks with operators
  - just over 120 state pick-up trucks with operators
  - approximately 120 other pieces of equipment including loaders and graders that load salt and or sand, plow snow, push back banks, clear intersections, open drainage, etc.

Investment Levels

#### Funding Sources (2928 Winter Maintenance)

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$32.8 M	\$32.7 M	\$0.1 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$33.0 M	\$31.6 M				\$1.4 M

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

The Highway Maintenance accounting unit (3007) supports personnel costs for winter and summer maintenance, as well as all other expenses for non-winter maintenance activities. Employees within the Bureau work to keep the highway system safe and serviceable year-round and undertake a variety of activities to do so. Non-winter activities include drainage cleaning and repair, mowing and tree cutting, debris clearing, equipment maintenance, and pavement patching and sweeping.

Major FY 2018 non-winter accomplishments included:

- More than 29,100 CY of repairs to cuts and fills
- Over 70,000 linear feet of constructing and repairing drainage systems
- More than 210 miles of cleaning and maintaining drainage through light and heavy ditching
- Repair or replacement of over 47,800 feet of guardrail
- Shoulder reconstruction for more than 865 lane miles
- Reconstruction of 15 lane miles of roadway
- More than 7,620 lane miles of patching
- Over 2,780 lane miles of sweeping



Investment Levels

### Funding Sources (3007 Highway Maintenance)

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$50.9 M	\$41.6 M				\$9.3 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$50.3 M	\$50.2 M				\$0.1 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Operations

### 3005 - Mechanical Services - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	82	82	79	79	78	79	79

Personnel at the Bureau of Mechanical Services manage the NHDOT's fleet of approximately 1,237 vehicles and equipment. An additional 1,180 +/- fleet units, such as Turnpike funded vehicles and equipment, are also maintained and repaired by the Bureau. The services that staff provide range from specification development and acquisition of fleet vehicles and equipment, regular maintenance, mechanical repair, accident repair and body work to fabrication and assembly of plow trucks and specialty equipment. The acquisition, maintenance and repair of the Department's fleet are essential to fulfilling the Department's capital and operating programs. The replacement value of the fleet exceeds \$95 million.

The Department was appropriated \$2.0 million and purchased 51 light fleet units. An additional \$10 million was obtained through Capital appropriation and will be used to purchase heavy fleet units having an expected life greater than 10 years. In addition, the Department successfully obtained nearly \$900K from the State and Federal Diesel Emission Reduction Assistance programs that was matched with Capital funding and purchased 18 front end loaders (pictured below), a grader and 2 heavy fleet vehicles.



The Bureau includes a carpenter shop, a machine shop and a rigger shop that also does snow removal for Hazen Drive and several State complexes.

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$15.2 M	\$13.8 M				\$1.4 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$13.3 M	\$11.3 M	\$0.8 M			\$1.2 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Operations

### 3008 - Bridge Maintenance - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	82	82	81	81	81	81	81

The Bureaus of Bridge Maintenance and Bridge Design are responsible for 2,161 State owned bridges. Employees within the Bureau of Bridge Maintenance are primarily responsible for the maintenance and repair of the state-owned highway bridges (interstate, primary, and secondary roads). The maintenance and repair work ensures that bridges remain in service for as long as possible and remain safe. In addition to maintenance and repair work, employees within the Bureau perform bridge preservation, rehabilitation, and emergency repair. Personnel maintain equipment and facilities that are required for bridge maintenance work.

Major accomplishments in FY 2018 included:

- Washed winter sand and deicing salt residue from 1479 bridges | Sealed 200 bridges
- Crack sealing on 47 bridges | Joint work on 41 bridges
- Deck repairs on 116 bridges to extend service life
- Rail repair on 15 bridges | Rail replacement on 4 bridges
- Rehabilitation of 14 Red List bridges
- Replacement of a bridge using accelerated bridge construction in Sugar Hill
- Worked on major projects in Alexandria, Concord, Conway, Gilford, Gorham, Hampton Falls, Marlborough, Northumberland, Portsmouth, Randolph, Tamworth, and Washington



Investment Levels

### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$7.6 M	\$4.3 M	\$2.6 M			\$0.7 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$7.1 M	\$2.9 M	\$3.3 M			\$0.9 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Operations

### 3009 - Traffic - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	70	70	64	64	63	63	63

Personnel at the Bureau of Traffic are responsible for the installation and maintenance of all state managed traffic control devices in New Hampshire, including all traffic signals, highway signs, and pavement markings. These devices and markings are essential for the safety of travelers on the State's transportation system. Federal funds are used for the majority of the pavement markings on the state owned roadway network with the balance funded by the State Highway Fund. The Bureau is also working to upgrade and optimize traffic signals to reduce congestion and improve system reliability. Engineering professionals provide specialty traffic engineering services in support of projects under design and construction, as well as support for District permitting activities and locally managed projects impacting State highways. Lastly, the Bureau of Traffic is responsible for regulating and maintaining records for speed limits, passing zones, intersection control (STOP and YIELD signs), and parking.

Fiscal Year 2018 accomplishments included:

- Reviewed 77 major driveway applications and more than 80 traffic studies.
- Supported more than 129 capital projects and traffic impact mitigation projects.
- Provided more than 65 million feet of pavement markings using 210,000 gallons of paint.
- Worked on more than 10,400 traffic signs and manufactured 2,086 custom traffic signs.
- Routine maintenance and service to 443 traffic signals.
- Collected and analyzed traffic data from over 2,200 locations statewide.
- Administered more than 3,100 business sign permits.



### Investment Levels

### Funding Sources

	Highway	Federal Aid	Turnpikes	General	Other
Actual FY17	\$5.0 M	\$2.8 M			\$0.5 M
Actual FY18	\$4.8 M	\$3.2 M			\$0.2 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Operations

### 3031 – Reimbursable Maintenance and Repair - Fund 015

Reimbursable Maintenance and Repair is for the services that the Department provides where reimbursement is expected for expended work efforts. The Department charges to this account when repairing guardrail hit by a driver and there is an accident report; when performing work to support the Traffic control for the NASCAR Race and NHDOT expects reimbursement from New Hampshire Motor Speedway; when repairing damage to a bridge that has been damaged by a vehicle or ship; when repairing damage from a disaster that NHDOT expects to be reimbursed by FEMA or FHWA; and for other similar work.



Major accomplishments in FY 2018 included:

- Traffic control for New Hampshire Motor Speedway
- Guardrail repair
- Motor vehicle accident repairs
- Plowing of state parking lots
- Extensive storm repair to roads and bridges damaged in Districts 1, 2 and 6
- Reimbursement from Maine and Vermont for bridge maintenance on shared bridges
- Repair of several bridge strikes

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M					\$0.3 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$5.2 M		\$2.0 M			\$03.2 M



# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Operations

### 3048 - Asset Maintenance & Critical Repair - Fund 015

Asset Maintenance and Critical Repair activities are 100% Highway Funded. Typical projects include: new roofs, construction of modern, safe spreader racks to hang our winter maintenance spreaders, insulation projects, overhead door repair and replacement, furnace replacement, chimney repairs, mold rehabilitation, and many other efforts to fix or preserve more than 700 buildings - including patrol sheds, salt sheds, sand sheds, spreader racks, and garages. These buildings range in value from under \$2,500 to over \$11 million and have an estimated 2018 total value exceeding \$114 million.

Major accomplishments in FY 2018 included:

Maintenance, repair, and replacement of:

- Roofs, walls, siding, lighting, electrical, heating systems, water heaters, and outdoor wood boilers
- Gully Hill (Concord) environmental testing
- Spreader rack construction
- Cooling Towers
- Generators
- Lead Abatement
- Environmental hazardous substance building surveys



Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.6 M	\$0.6 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.5 M	\$0.5 M				

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Division of Operations

#### 3052 - Transportation Systems Management and Operations - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	17	17	15	15	15	16	16

The staff at the Bureau of Transportation Systems Management and Operations (TSMO) responds to the marked growth in traveler delay on various highway corridors around the state due to incidents related to weather, traffic accidents, construction projects, and general traffic congestion. As the ability to expand the highway network and create capacity is decreasing,



the need to manage the flow of traffic over the statewide highway system is becoming increasingly more important. The installation of Intelligent Transportation System (ITS) technology and devices along the highways and on the bridges, that are being used to monitor and manage traffic, has become one of the most effective methods to reduce congestion and delay, to reduce incident response costs, and to improve the overall customer experience of those traveling on New Hampshire's highway network. The Bureau maintains more than 300 ITS devices, 8 dispatch locations, 110 radio base stations, 740 mobile radios in Department vehicles, 500 portable radios and equipment at 16 radio tower sites.

Major accomplishments in FY 2018 included:

- Managed 1,884 unplanned transportation incidents such as motor vehicle crashes which is a 26% increase compared to last year.
- Managed 3,122 planned transportation events such as construction lane closures. That is an increase of 18% in reported planned transportation events from fiscal year 2017.
- Engaged in over 31,000 telephone communications, a 36% increase compared to last year.
- Began a maintenance work order tracking system and completed more than 760 work orders relative to ITS and radio communication.

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$2.2 M	\$1.4 M				\$0.8 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$1.9 M	\$1.2 M				\$0.9 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Operations

### 3055 – Inmate Maintenance Crew - Fund 015

The Inmate Maintenance Crew is 100% Highway funded. The Department of Transportation cooperates with the Department of Corrections to operate two minimum security inmate work crews. The DOT picks up the inmates in the morning and returns them in the afternoon. These funds provide for part-time inmate supervisors, the rental of a van to transport inmates, and a small amount of equipment.



Typical activities included:

- Cleaning drainage
- Picking litter
- Building maintenance
- Tree and brush cutting and clearing
- Cutting and splitting of firewood for DOT wood boilers
- Guardrail repair
- Roadway sweeping
- Cleaning/Painting plows
- Small amount of Graffiti Removal

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M	\$0.1 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M	\$0.1 M				

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Operations

### 3066 - Salted Wells - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	1	1	1	1	1	1	1

Employees within the Salted Well Section manage a well testing and replacement program for NH Citizens and businesses that have a belief that their wells may have been contaminated by the chlorides contained in the salt the Department uses for winter maintenance.

Major accomplishments in FY 2018 included:

- Meeting with citizens who are concerned that their well may be contaminated
- Continued sampling of potentially contaminated wells (year-long monitoring process)
- Provided replacement well construction or a damage award for 8 contaminated wells in FY 2018



Investment Levels

### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M	\$0.3 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Division of Operations

#### 3198 - Fuel Distribution - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	6	6	6	6	6	7	7

Personnel in Fuel Distribution oversee the construction, operation, and maintenance of the statewide fuel distribution network providing primarily unleaded fuel and diesel fuel to the NHDOT, other state agencies, participating municipalities, counties, schools districts, and non-profits. The program operates as an enterprise fund. The current system consists of 92 available sites and distributes approximately 4.1 million gallons of diesel fuel and gasoline on an annual basis. The Department has a surcharge of \$0.20 per gallon for diesel and \$0.15 per gallon for unleaded to cover all operating and maintenance costs through Fuel Distribution. Personnel are responsible for various fuel management related activities including ordering fuel, billing for fuel, and repairing physical infrastructure related to the fuel system.

Major accomplishments in FY 2018 included:

- Automated 4 manual sites bringing the total of automated sites to 57
- Reconstructed the Salem site adding unleaded to complement the diesel
- Equipped and prepared 20 sites to be automated by the end of calendar year 2018



Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.6 M					\$0.6 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$7.6 M	\$4.0 M				\$3.6 M

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Division of Operations

#### 5032 - Oversize and Overweight Permits - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	3	3	3	3	3	3	3

Employees within the Oversize and Overweight Permit Section provide over dimension permits for trucks that are too heavy or too large to travel without restrictions on our roadway and bridge network. The Department provides routine permits for trucks meeting certain weight and size requirements and has more detailed permits that may require route surveys and bridge analysis due to the nature of the load. Work completed by the staff in the section helps to ensure that commerce can move throughout the state safely and without causing undo damage to our roads and bridges.

Major accomplishments in FY 2018 included:

- Review and issuance of over 38,445 permits



Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M					\$0.3 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M					\$0.3 M

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Division of Operations

#### 5033 - Welcome Centers and Rest Areas - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	0	0	0	0	0	0	0

The Department of Transportation currently funds the construction, maintenance, repair and operations of 9 year round, 3 seasonal and 4 closed Highway and Turnpike funded Welcome Information Centers. This accounting unit funded the operations of the 6 year round, 3 seasonal and 4 closed Highway funded Centers.

The day to day operation of the Rest Areas and Welcome Centers which serves, according to a recent Study, over 7 million visitors per year, was legislatively assigned to the Department of Business and Economic Affairs. Currently the Division of Operations serves as a "pass through" to move the money from the Highway Fund to Department of Business and Economic Affairs for the day to day operation.

Limited assistance with summer and winter maintenance on the buildings and grounds is provided by NHDOT Operations from the Bureau of Traffic and the District maintenance forces where the Rest Areas or Welcome Centers are located and is paid for from their respective Bureau budgets.



### Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$1.6 M	\$1.6 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$1.3 M	\$1.3 M				

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Operations

### 5034 - Lift Bridge Operations (Bridge Maintenance) - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	29	22	21	21	21	21	21

Lift bridges require regular operation to allow for the mobility of commerce on certain navigable waterways. Employees within NHDOT work to ensure that lift bridge operations are conducted safely and in accordance with applicable rules and practices.

Lift bridge operations include:

- The Memorial Bridge carries US 1 over the Piscataqua River in Portsmouth. This bridge provides a critical community link between Portsmouth, NH and Kittery, Maine and is staffed 24 hours a day, 365 days a year.
- The Sarah Mildred Long Bridge carries the US 1 Bypass over the Piscataqua River in Portsmouth. A new bridge that replaced the previous bridge was recently opened to reestablish this link between Portsmouth and Kittery. This bridge is also staffed 24 hours a day, 365 days a year.



- The Neil R. Underwood Memorial Bridge carries NH 1A over Hampton River in Hampton. This bridge provides traffic flow from the south to the popular Hampton Beach as well as pleasure and commercial ship traffic into and out of Hampton Harbor. This bridge has a published schedule of operation in the summer and is operated with advance notice the remainder of the year.
- The Newcastle/Rye Bridge carries NH 1B over Little Harbor. This bridge provides local and tourist traffic flow between Newcastle and Rye. It opens a couple times a year to allow vessels to travel into and out of Little Harbor.

Investment Levels

### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$1.7 M	\$0.9 M				\$0.8 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$1.7 M	\$1.1 M				\$0.6 M



# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Project Development

### 3021 - Planning and Community Assistance - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	27	27	30	30	30	30	27

Personnel in the Planning and Community Assistance (PCA) Bureau, working with various stakeholders, develop the NHDOT's Long Range Transportation Plan, the Ten Year Plan, the Statewide Transportation Improvement Program (STIP), and other planning documents. Staff work to incorporate asset management and performance measures into all of those initiatives. Employees also provide technical and funding assistance to communities, overseeing several federally and state funded programs for sidewalks, trails, roads, bridges, and safety improvements. Experts in the Bureau develop and maintain the Geographic Information System (GIS), which is the basis for many required Department reports, asset inventory reporting and mapping, and asset management systems.



Major accomplishments in FY 2018 included:

- Coordinated, developed and updated the 2019-2028 Ten Year Plan and managed updates to the 2017-2020 approved federal Statewide Transportation Improvement Program (STIP)
- Continued an enhanced focus on asset management and performance in coordination with the AMPS Office
- Distribution of \$64M+ in Block Grant Aid to municipalities (12% of Highway Fund revenue and one-time \$30 M General Fund)
- Provided technical and funding assistance to communities in support of local project development
- Implemented the 2018 State Planning and Research (SPR) Work Program including Unified Planning Work Programs with the nine Regional Planning Commissions
- Developed and implemented updated Local Public Agency (LPA) certification procedures and training
- Manage and oversee major planning projects including the update of the Hampton Beach Master Plan, and the development of a Statewide Freight Plan

Investment Levels

#### Funding Sources

	Highway	Federal Aid	Turnpikes	General	Other
Actual FY17	\$1.9 M	\$0.9 M			
Total Actual FY17					
Actual FY18	\$1.4 M	\$0.9 M			\$0.1 M
Total Actual FY18					

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Division of Project Development

#### 3025 - Highway Design - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	128	128	123	123	120	119	88

Personnel in the Highway Design Bureau are instrumental in the design of a majority of the projects in the construction program. Engineers and technicians in the Bureau work at various stages of project design, from preliminary concepts through final design, including the coordination with and oversight of consulting engineering firms. Project Managers within the Bureau are responsible for planning, managing, and bringing to successful completion highway, bridge, intermodal, and specialty projects. In response to emergencies, staff form rapid response teams to help assess damage and provide technical information for Operations personnel so roads can be reopened quickly. In support of design, personnel also perform Road Safety Audits, utility relocation coordination and coordinate with public officials.



Major accomplishments in FY 2018 included:

- Design/Advertised 28 projects totaling \$98M
- Managed 20 active consultant contracts at a value of \$20 million
- Highway Design Staff prepared 4 emergency contracts in FY 2018
- Continued involvement in the implementation of the “NH Driving Towards Zero” campaign, which aims to reduce fatal and serious injury crashes
- The Survey Section, totaling 30 positions, was moved from the Highway Design Bureau to the Right of Way Bureau.

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$9.6 M	\$0.6 M	\$8.3 M			\$0.7 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$7.7 M		\$7.1 M			\$0.6 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Project Development 3028 - Right-of-Way - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	34	34	35	35	34	34	64

The Bureau of Right of Way is responsible for acquiring temporary and permanent property rights from owners of properties impacted by Department projects. The Survey and Mapping Section is comprised of Topographic and Geodetic Survey crews located throughout the state and the Land Titles Section. The Topographic Survey Crews are responsible for acquiring the field data at the onset of projects, construction layout and the data acquisition of the Asset Management Program. It is the responsibility of the Geodetic Survey Crew to establish the location of the survey data on the NH State Plane coordinate system. The Land Titles section identifies individuals who have an interest in the impacted parcels, and determines the limits of the Right of Ways, as well as boundary related issues. They are then tasked with creating Right of Way plans with this data. The Appraisal Section determines the Fair Market Value of property rights that the Department is acquiring. The Property Management section processes requests for the sale, lease, and management of DOT properties. ROW Agents are responsible for meeting with property owners and presenting the appraised values and associated negotiations. The Agents are also stewards for the relocation assistance program.



Major accomplishments in FY 2018 included:

- Ten Commission meetings and 4 Public Hearings were conducted.
- Researched more than 627 titles for Department projects.
- Responded to approximately 500 non-project Department related inquiries.
- Completed approximately 48 appraisals.
- Negotiated with approximately 78 property owners affected by Department projects while avoiding the use of eminent domain 79% of the time.
- Assisted with the relocation of 1 business, 2 residential properties, and 12 other items.
- Sale of surplus properties, both Highway and Turnpike funds, for a total of \$1,342,568 in revenue, and \$14,700 in Administrative Fees were collected.

Investment Levels

### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$2.7 M	\$1.6 M	\$1.0 M			\$0.1 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$4.4 M	\$2.4 M	\$1.7 M			\$0.3 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Project Development 3032 - Environment - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	17	17	17	17	16	16	16

The Bureau of Environment’s principal role is to advance the Department’s mission by evaluating transportation construction projects and maintenance activities in order to avoid, minimize, and/or mitigate impacts on natural, cultural, and socioeconomic resources. The Bureau also acts as a liaison among the Department and applicable federal, state, local, and private environmental organizations, as well as the general public. Coordinated interagency efforts address such issues as water quality, air quality, noise, wetlands, wildlife, historic resources, archaeological sites, cemeteries, stone walls, landscapes, farmlands, solid waste, hazardous waste, environmental permitting, and regulatory compliance.



Major accomplishments in FY 2018 included:

- Processed 65 Wetland/Shoreland permit actions.
- Processed \$3M in payments into the Aquatic Resource Mitigation Fund as mitigation for projects.
- Evaluated 60 projects for individual compliance with water quality regulations.
- Implementation of new requirements of the EPA’s Municipal Separate Storm Sewer System (MS4) general permit.
- Initiated development of a new section to provide improved assistance to the Division of Operations.
- Implemented a noise compatible planning and development outreach program.
- Processed 86 environmental documents and monitored 45 construction projects for environmental compliance.
- Began a Stream Passage Improvement Program initiative to promote upgrades to existing environmentally/structurally deficient state infrastructure.

Investment Levels

### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$1.7 M	\$1.0 M	\$0.5 M			\$0.2 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$1.7 M	\$1.1 M	\$0.5 M			\$0.1 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Project Development 3033 - Bridge Design - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	34	34	33	33	33	33	33

The Bureau of Bridge Design and Bridge Maintenance are responsible for 2,161 State owned bridges. The Bureau of Bridge Design engineers and develops construction plans for bridge improvement projects, inspects all state owned and 1,688 municipal bridges, performs bridge reviews for permits of overweight vehicle loads, responds to emergencies to inspect and evaluate damage to bridges and other state-owned structures, develops plans of action for emergency repairs or replacement, and maintains a list of state and municipal "Red List" bridges.

Major accomplishments in FY 2018 included:

- Improvements to 45 bridges and shielding on 15 bridges were included in 17 separate projects advertised in State fiscal year 2018 totaling \$32.6 M in construction (this includes 10 Red List bridges). These projects will:



- maintain and preserve 16 bridges (100,609 sq. ft. of deck area)
- rehabilitate 1 bridge (453 sq. ft. of deck area)
- replace 7 bridges (22,425 sq. ft. of deck area)
- paint 13 bridges | install scour protection at 8 bridges
- install shielding of poor deck concrete on 15 bridges
- Managed 30 design related consultant contracts – total contract authority \$3.5 M
- 1,399 inspections of state bridges and 1,072 inspections of municipal bridges

- 1,966 bridge reviews for overweight permits and 9,113 audits of applicant-performed reviews
- Bureau personnel were activated 9 times for emergency response
- 13 bridges were removed from the State "Red List", while 6 bridges were added

Investment Levels

### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$3.4 M	\$2.1 M	\$1.2 M			\$0.1 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$3.5 M	\$2.1 M	\$1.2 M			\$0.2 M

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Division of Project Development

#### 3034 - Materials and Research - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	54	54	52	52	51	51	51

The Bureau of Materials & Research administers and is responsible for the Department's: Pavement Management System; the Materials Quality Assurance Program including maintaining a certified central testing laboratory in Concord; the Geotechnical Program including maintaining a rock cut inspection system; and the Research Program under Accounting Unit 3036. The Bureau provides engineering and testing services for Department road and bridge projects throughout the State, primarily for their design and construction, but services are also provided to maintenance forces when engineering assistance is needed for developing solutions for complex or emergency repairs on the highway system. Bureau staff routinely provides input for: asphalt pavement treatments; roadway base design; bridge and structure foundation design; soil and rock geological and engineering evaluations; material properties, testing and quality control; and formulation of standards and specifications.



Major accomplishments in FY 2018 included:

- Responded to 205 geotechnical engineering requests and completed 508 subsurface explorations of all types in support of Department activities.
- Material tests completed at the central testing laboratory in Concord included
  - 2,699 concrete strength, 265 soil, 746 rock salt and 244 traffic paint.
- Monitored quality control and performance acceptance for 768,546 tons of asphalt pavement mix.
- Advertised projects for 435 miles of pavement resurfacing work throughout the State.
- Collected and processed 2,263 miles of existing pavement condition data on the State highway system.

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$4.8 M	\$1.1 M	\$3.4 M			\$0.3 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$4.9 M	\$0.7 M	\$3.9 M			\$0.3 M

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Division of Project Development

#### 3035 - Construction - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	103	103	102	102	101	101	101

Personnel from the Construction Bureau collaborate with private contractors to ensure that every highway and bridge construction project on the state managed system reaches a successful completion. Success is measured in many ways including cost, safety, environmental impact, quality and timeliness. The outcome of their efforts is an improved transportation system that supports the economic vitality of New Hampshire.

Construction oversight begins with an understanding of project design coupled with an understanding of how projects are actually constructed. Personnel from the Bureau work with designers to ensure the project moves into the construction phase seamlessly. Once field work begins, staff from the Bureau is onsite monitoring activities and helping resolve any issues that come up during the construction process; they help keep the project moving while ensuring safety and contract compliance.



Major accomplishments in FY 2018 included:

- Addition of 55 new construction contracts with a value of \$168M
  - Continued reconstruction of I-93 from the Windham Weigh Station, north to I-293
  - Completed bridge reconstruction and rehabilitation of the existing Little Bay Bridge in Newington
  - Continued reconstruction of the Spaulding Turnpike from the Little Bay Bridge through Exit 6 in Dover
  - Completed the pavement and bridge rehabilitation of I-393 in Concord
- Completed the reconstruction and widening of NH 125 in Plaistow
  - At the end of FY 2018 personnel are providing construction oversight on 86 active contracts with a total construction value of \$538M

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$10.1 M	\$3.9 M	\$4.7 M			\$1.5 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$10.4 M	\$5.9 M	\$3.2 M			\$1.3 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Project Development

### 3036 - SPR Research (Materials & Research) - Fund 015

Within the Bureau of Materials & Research, the Bureau staff work with consultants, vendors, and researchers on a variety of projects to research innovative processes and materials with the goals of improving quality, efficiency, and safety. State Planning and Research (Part 2) funding, which is a small portion of the Federal Highway Aid provided to the Department, is utilized by the Bureau to undertake this work. The Bureau staff also coordinates research efforts with other states throughout the country on pooled-fund studies.

Major Accomplishments in FY 2018 included:



- Monitored the progress on ten (10) projects selected by the Department’s Research Advisory Council. Projects include deployment of a tidal turbine attached to one of the Memorial Bridge piers to assess the energy potential; quantifying the amount, location, and density of cracking in new bridge curbs; enhance DOT’s capacity to accurately evaluate active transportation activity; and evaluate the performance of a paint additive to prevent staining caused by iron oxides in the pavement aggregates.
- Committed continuation funding to three (3) Transportation Pooled Fund Projects varying in participation with 33 other states.

- Engaged in regional implementation of research results and national innovative solutions to speed up the delivery of highway projects and address the challenges presented by limited budgets.
- Partnered with the City of Dover to respond to AASHTO’s Signal Phasing and Timing (SPaT) Challenge by exploring technology options for Vehicle to Infrastructure (V2I) and testing existing deployment software, such as the V2I hub, rather than outfitting a large number of intersections. The scope of the project was narrowed to three (3) intersections on Silver Street.

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.5 M		\$0.5 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.6 M		\$0.6 M			



# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Division of Project Development

### 3060 - Stickney Avenue (Right of Way) - Fund 015

Personnel within the Bureau of ROW manage the Stickney Avenue facility in Concord. The Bureau uses a property management company to perform maintenance and care of the complex. Several State Agencies lease space from the DOT at this facility. The budget is self-funded and based upon the lease amounts collected. This is the former site of Materials and Research and Mechanical Services. The Department is presently evaluating the disposition of the facility.

Major accomplishments in FY 2018 included:

- There are Ten (10) State Agencies and several DOT Bureaus utilizing space at the facility
- ROW personnel responded to approximately 25 maintenance requests, 5 of which were emergencies
- Allowed Operation Santa Claus to utilize space for their yearly fund raiser
- Upgraded the fire alarm system with no cost to the Department
- Detected and repaired a water leak at the Facility with minimal cost reducing water and sewer costs
- Provided a staging area to Department of Admin Services, Capitol Building Dome reconstruction project
- Provided space for offloading and storage of large shipping crates containing the parts for the McAuliffe Planetarium space shuttle display



Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M					\$0.1 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M					\$0.1 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

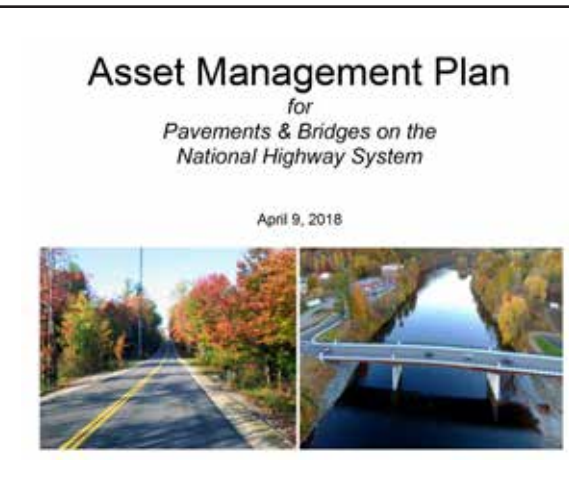
## Division of Project Development

### 3375 - Asset Management, Performance and Strategies (AMPS) - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	0	0	0	0	0	0	4

Personnel from the Office of Asset Management, Performance & Strategy (AMPS) work to ensure that processes, systems, and information are developed and utilized to efficiently manage the State's transportation assets. Performance reporting throughout the Department is coordinated by the AMPS Office. The outcome of these efforts is information for proactive decision making, enhanced transparency, and compliance with federal regulations.

The Department utilizes a life-cycle approach for asset management which includes planning, design, construction, maintenance, and replacement. The current focus is on bridges, pavements, signals, and culverts & closed drainage systems.



Major accomplishments in FY 2018 included:

- Completion of the Asset Management Plan for Pavement and Bridges on the National Highway System and submission to the Federal Highway Administration
- Development of a collection plan and data dictionary for culverts and closed drainage system (CCDS) as well as related enterprise level data flows
- Completion of CCDS collection pilot in preparation for statewide collection
- Development of a decision support tool to evaluate options to meet the Department's pavement condition and asset data collection needs

- Continued enhancements to the bridge & pavement management systems
- Monitoring Department performance over more than 80 key performance indicators
- Ensure compliance with Federal performance measure reporting and requirements

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.0 M			\$0.0 M		
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M			\$0.4 M		

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Turnpikes System

### 2055 - Welcome Centers and Rest Areas - Fund 017

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	0	0	0	0	0	0	0

The operation of the rest areas throughout the state was legislatively assigned to the Department of Business and Economic Affairs (DBEA). Three of these rest areas are located on the Turnpike System on I-93 Northbound (NB) and Southbound (SB) in Hooksett and on I-95 NB in Seabrook. The Bureau of Turnpikes continues to have responsibility for the facilities maintenance of the Seabrook facility as part of the construction program. Bureau of Turnpikes' staff was heavily involved with the redevelopment of the Hooksett Rest Areas on I-93 which have been a highlight of public-private partnerships in the State.

In FY14, a unique 35-year ground lease contract was executed in a public-private partnership between the State and a private group, which required the developer/operator to design, build, finance, maintain, and operate the Hooksett Welcome Center facilities (with the exception of the new Liquor and Wine Outlet stores that are owned and operated by the NH Liquor Commission). Construction on both the Northbound (NB) and Southbound (SB) sites began in October 2013 and was completed in 2015 with annual visitors exceeding 2 million per year. DBEA will continue to staff and operate the Visitor Centers that are located in each Hooksett facility.



FY 18 Hooksett Facilities - North and South combined (figures rounded)

- 7,908,000 gallons of fuel sold
- \$7,554,000 in food sales
- \$9,631,000 in sales at convenience stores
- The vendor has incurred receipts resulting in \$916,000 in rent/lease fees to the Turnpike System.

Investment Levels

### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$0.9 M			\$0.9 M		
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.9 M			\$0.9 M		

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Turnpikes System

#### 7022 - Administration-Support (Turnpikes) - Fund 017

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	36	36	35	35	35	40	41

The Turnpike System consists of 89 miles of limited access highway, 36 miles of which are part of the U.S. Interstate Highway System, comprising a total of approximately 658 lane miles, 172 bridges, 49 interchanges, and 26 facilities. Personnel within the Bureau of Turnpikes manage the construction and renewal and replacement (R&R) improvements on the system, along with the day-to-day operations, maintenance, cash toll collection, and E-ZPass Program.

In addition to the administrative support expenses captured under this organizational unit, this organizational unit also includes payments for Highway Funded activities on the Turnpike System that are conducted by Bridge Maintenance, Traffic, Highway Maintenance, Mechanical Services, and Transportation Systems Management and Operations (TSMO), as well as intra-indirect costs for proportioned DOT overhead expenses and indirect costs paid to the Department of Administrative Services.



Major accomplishments in FY 2018 included:

- 20 encroachment permits were completed.
- 36,520 personnel audits completed by audit section on toll staff.
- Financial section has produced 4,346 account receivable transaction and 6,840 account payable transactions.

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$9.2 M			\$9.2 M		
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$9.0 M			\$9.0 M		

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Turnpikes System

#### 7026, 7031, 7036 – Toll Operations (Turnpikes) - Fund 017

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	133	133	121	121	121	107	107

The Turnpike System is reported as an enterprise fund within the State, with the primary source of revenue generated from toll collection. Personnel within the Bureau working at 9 toll plazas strive to ensure that the collection process is accurate, safe, and as convenient as possible for the users of the system.



Major accomplishments in FY 2018 included:

- Processed 27 million in cash transactions
- Streamlined the hiring process
- Improved consistency between all plazas and Supervisors of Toll Operations
- Revised, updated Policies and Procedures
- Improved new hire training

Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$8.0 M			\$8.0 M		
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$8.2 M			\$8.2 M		

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Turnpikes System

### 7027, 7032, 7037 – Maintenance (Turnpikes) - Fund 017

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18
	52	52	52	52	52	57	57

Personnel within the Bureau are responsible for operating and maintaining the System. Safety is of critical importance to personnel and to the traveling public. Also, as high traffic corridors mobility is an essential component of the Turnpike System, personnel work to minimize delay caused by traffic incidents and inclement weather. A number of activities from plowing and deicing the roads, to clearing debris in the shoulders, to maintaining and repairing guardrail are undertaken routinely.

Major accomplishments in FY 2018 included:

- Maintained more than 2,848 feet of drainage
- Repaired /replaced more than 8,052 feet of guardrail
- Cleared 1.6 acres of brush and trees to enhance safety
- Mowed more than 1,362 shoulder miles along the Turnpike roadsides to ensure adequate sight distances and hazard-free vehicle recovery areas
- Plowed and treated more than 265,327 lane miles
- Motorist Safety Patrol made more than 3,313 stops including assistance to travelers, responding to minor incidents, and traffic control.
- Cleaned and repaired more than 3,255 catch basins and manholes.
- 2,640 SF of Graffiti Removal
- 924 Miles of Sweeping



Investment Levels

### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$8.6 M			\$8.6 M		
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$8.6 M			\$8.5 M		\$0.1 M

# FY 2017 & 2018 Operating Results - Budgeted Account Summary

## Turnpikes System

### 7050 – Toll Collection (Turnpikes) - Fund 017

Personnel within the Bureau manage the E-ZPass program which is a convenient service for travelers on the Turnpike System. The Bureau staff oversees vendor contracts for the E-ZPass Program (i.e. Back Office), Lane System operation and maintenance, and Open Road Tolling (ORT) System operation and maintenance. Credit card fees and bank fees are also accounted for in the toll collection operation.

Major accomplishments in FY 2018 included:

- Processed more than 95 million E-ZPass transactions
- Serviced 574,926 NH E-ZPass accounts including 769,184 transponders
- Issued 1,062 DMV holds from NH and MA, and collected \$262,483 in tolls and fees related to DMV holds
- Continued design and implementation of E-ZPass Back Office System with Cubic



Investment Levels

### Funding Sources

	Highway	Federal Aid	Turnpikes	General	Other
Actual FY17			\$12.6 M		
Actual FY18			\$13.2 M		

## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### 7515 - Transponder Inventory Fund (Turnpikes) - Fund 017

On June 11, 2007 House Bill 753-FN-A authorized an Electronic Toll Collection Transponder Inventory Fund as a revolving fund comprised of Turnpike Funds effective on August 10, 2007. This bill allows the purchase of Interagency Group (IAG) compatible transponders from the IAG approved vendor. All sales of electronic toll collection transponders from inventory shall be credited to the inventory fund and are hereby appropriated to the Department of Transportation and made available for expenditures from the inventory fund.

At the end of FY 2018, a NH EZpass transponder for passenger vehicles sold for \$7.40.



Investment Levels

#### Funding Sources

Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
\$1.0 M					\$1.0 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.7 M					\$0.7 M



## FY 2017 & 2018 Operating Results - Budgeted Account Summary

### Turnpikes System

#### 8117 - Compensation Benefits (Turnpikes) - Fund 017

Compensation Benefits include Workers Compensation, Unemployment Compensation, and Retiree Health Benefit costs. The State is self-insured and retains all of the risk associated with claims. The State has established an Employee Benefit Risk Management Fund to account for its uninsured risks of loss related to employee and retiree health benefits. The State retains all of the risk for these health benefits.



Investment Levels

#### Funding Sources

	Actual FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$0.9 M			\$0.9 M		
	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$1.0 M			\$1.0 M		

# FY 2018 Operating Results

## Expenses by Discretionary and Non-Discretionary

FY 2018 Actual (\$ millions)

Unaudited - Budgetary Description	Fund			Total All Funds	
	General 010	Highway 015*	Turnpike 017	\$	%
<b>Budgeted Operating Expenses - Discretionary</b>					
Administration - Executive Office		\$ 2.2		\$ 2.2	
Division of Finance		\$ 3.1		\$ 3.1	
Division of Policy & Admin.		\$ 2.1		\$ 2.1	
Division of Highway Operations		\$ 79.6		\$ 79.6	
Turnpikes System			\$ 39.9	\$ 39.9	
Division of Project Development		\$ 36.0		\$ 36.0	
AU's 3021, 3025, 3028, 3032, 3033, 3034, 3035, 3036, 3060, 3375		\$ 36.0		\$ 36.0	
Aero, Rail and Transit - Fund 010	\$ 13.6			\$ 13.6	
Division of Aero, Rail & Transit - Fund 015		\$ 0.2		\$ 0.2	
<b>Total Discretionary Operating Expenses</b>	<b>\$ 13.6</b>	<b>\$ 123.2</b>	<b>\$ 39.9</b>	<b>\$ 176.7</b>	<b>67.42%</b>
<b>Budgeted Operating Expenses - Non-Discretionary</b>					
<b>Other Non-Discretionary</b>					
Division of Highway Operations					
Winter Maintenance		\$ 51.2		\$ 51.2	
Other Highway Programs					
2939 - Transfer's to Other Agencies		\$ 7.8		\$ 7.8	
2940 - General Fund Overhead		\$ 2.5		\$ 2.5	
Benefits - Fund 015					
2941 - Special Retirement Health		\$ 8.6		\$ 8.6	
2941 - Worker's Compensation		\$ 1.3		\$ 1.3	
Benefits - Fund 017					
8117 - Special Retirement Health			\$ 0.8	\$ 0.8	
8117 - Worker's Compensation			\$ 0.2	\$ 0.2	
7515 - Transponder Inventory Fund			\$ 0.7	\$ 0.7	
<b>Total Other Non-Discretionary Operating Expenses</b>	<b>\$ -</b>	<b>\$ 71.4</b>	<b>\$ 1.7</b>	<b>\$ 73.1</b>	<b>27.89%</b>
2938 - Debt Service		\$ 12.3		\$ 12.3	
<b>Total Operating Debt Service</b>	<b>\$ -</b>	<b>\$ 12.3</b>	<b>\$ -</b>	<b>\$ 12.3</b>	<b>4.69%</b>
<b>Total Non-Discretionary Operating Expenses</b>	<b>\$ -</b>	<b>\$ 83.7</b>	<b>\$ 1.7</b>	<b>\$ 85.4</b>	<b>32.58%</b>
<b>Total Budgeted Operating Expenses</b>	<b>\$ 13.6</b>	<b>\$ 206.9</b>	<b>\$ 41.6</b>	<b>\$ 262.1</b>	<b>100.00%</b>

Source: Statement of Appropriations

\* Fund 015 includes source of funds:

- Highway Funds (Unrestricted)
- Federal Funds
- Other Funds

# FY 2018 Operating Results

## Expenditures by Program/Function

FY 2018 Actual (\$ millions)

Unaudited - Budgetary		Fund			Total All Funds	
AU	Description	General 010	Highway 015*	Turnpike 017	\$	%
<b>Budgeted Aeronautics, Railroad &amp; Public Transportation</b>						
<b>Aeronautics</b>						
Operations & Maintenance						
2107	Operations & Maintenance	\$ 0.9			\$ 0.9	
<b>Total Aeronautics Operations &amp; Maintenance</b>		<b>\$ 0.9</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 0.9</b>	<b>0.34%</b>
<b>Public Transportation</b>						
Operations & Maintenance						
2916	Operations & Maintenance	\$ 12.0			\$ 12.0	
<b>Total Public Transportation Operations &amp; Maintenance</b>		<b>\$ 12.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12.0</b>	<b>4.58%</b>
<b>Railroad</b>						
Operations & Maintenance						
2050, 2931-2936	Operations & Maintenance	\$ 0.7			\$ 0.7	
<b>Total Railroad Operations &amp; Maintenance</b>		<b>\$ 0.7</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 0.7</b>	<b>0.27%</b>
<b>Other (Administration)</b>						
Operations & Maintenance						
2049/2058/3030	Division of Aero, Rail & Transit		\$ 0.2		\$ 0.2	
<b>Total Other (Administration)</b>		<b>\$ -</b>	<b>\$ 0.2</b>	<b>\$ -</b>	<b>\$ 0.2</b>	<b>0.08%</b>
<b>Total Budgeted Aeronautics, Railroad and Public Transportation Exp's</b>		<b>\$ 13.6</b>	<b>\$ 0.2</b>	<b>\$ -</b>	<b>\$ 13.8</b>	<b>5.27%</b>
<b>Budgeted Roads &amp; Bridges</b>						
<b>Roads &amp; Bridges</b>						
Operations & Maintenance						
Operations and Maintenance			\$ 130.8	\$ 39.9	\$ 170.7	
Maintenance						
Road Maintenance			\$ 23.6	\$ 5.8	\$ 29.4	
Building Maintenance			\$ 5.4	\$ 0.6	\$ 6.0	
Equipment Maintenance			\$ 4.4	\$ 0.9	\$ 5.3	
Other Maintenance			\$ 2.6	\$ 9.5	\$ 12.1	
3008 - Bridge Maintenance			\$ 7.1		\$ 7.1	
Winter Maintenance			\$ 51.2		\$ 51.2	
Operations						
3005 - Mechanical Services			\$ 9.3		\$ 9.3	
3009 - Traffic Operations			\$ 8.2		\$ 8.2	
2055/5033 - Welcome Center			\$ 1.3	\$ 0.9	\$ 2.2	
Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034			\$ 17.7		\$ 17.7	
7022 - Turnpike Administration Support				\$ 9.0	\$ 9.0	
7050 - Turnpike Toll Collections				\$ 13.2	\$ 13.2	
Division of Project Development (Engineering)		\$ -	\$ 36.0	\$ -	\$ 36.0	
<b>Total Roads &amp; Bridges Operations &amp; Maintenance and Project Development</b>		<b>\$ -</b>	<b>\$ 166.8</b>	<b>\$ 39.9</b>	<b>\$ 206.7</b>	
<b>Debt Service</b>						
2938	GO Bond Debt Service		\$ 12.3		\$ 12.3	
<b>Total Roads &amp; Bridges Debt Service</b>		<b>\$ -</b>	<b>\$ 12.3</b>	<b>\$ -</b>	<b>\$ 12.3</b>	
<b>Total Budgeted Roads &amp; Bridges and Debt Service Operating Expenses</b>		<b>\$ -</b>	<b>\$ 179.1</b>	<b>\$ 39.9</b>	<b>\$ 219.0</b>	<b>83.56%</b>
<b>Budgeted Other (Administration)</b>						
Operations & Maintenance						
3038	Executive Office	\$ 2.2			\$ 2.2	
3001	Division of Finance	\$ 3.1			\$ 3.1	
2056/3017/3027/5031	Division of Policy & Admin	\$ 2.1			\$ 2.1	
2939	Transfer's to Other Agencies	\$ 7.8			\$ 7.8	
2940	General Fund Overhead	\$ 2.5			\$ 2.5	
2941	Unemployment, Workers Comp, Retiree's Health	\$ 9.9			\$ 9.9	
7515	Transponder Inventory Fund			\$ 0.7	\$ 0.7	
8117	Unemployment, Workers Comp, Retiree's Health			\$ 1.0	\$ 1.0	
<b>Total Budgeted Other (Administration)</b>		<b>\$ -</b>	<b>\$ 27.6</b>	<b>\$ 1.7</b>	<b>\$ 29.3</b>	<b>11.18%</b>
<b>Total Budgeted Roads &amp; Bridges, Debt Service, and Administrative Exp's</b>		<b>\$ -</b>	<b>\$ 206.7</b>	<b>\$ 41.6</b>	<b>\$ 248.3</b>	<b>94.73%</b>
<b>Total Budgeted Operating Expenses</b>		<b>\$ 13.6</b>	<b>\$ 206.9</b>	<b>\$ 41.6</b>	<b>\$ 262.1</b>	<b>100.00%</b>

Source: Statement of Appropriations

\* Fund 015 includes source of funds:

- Highway Funds (Unrestricted)
- Federal Funds
- Other Funds

# FY 2018 Operating Results

## Highway Fund 15 Expenditures\*\* Discretionary and Non-Discretionary FY 2018 through FY 2016 Actuals (\$ millions)

Unaudited - Budgetary	FY 2018	% of	FY 2017	% of	FY 2016	% of
Description	Actual	Total	Actual	Total	Actual	Total
<b>Budgeted Operating Expenses - Discretionary</b>						
Administration (Executive Office)	\$ 2.2		\$ 2.1		\$ 1.9	
Division of Finance	\$ 3.1		\$ 3.1		\$ 2.9	
Division of Policy & Admin.	\$ 2.1		\$ 2.2		\$ 1.9	
Division of Highway Operations (See Below)	\$ 79.6		\$ 70.2		\$ 73.3	
3007 - Highway Maintenance (See Below)	\$ 36.0		\$ 36.5		\$ 38.9	
3007 - Road Maintenance	\$ 23.6		\$ 24.0		\$ 26.4	
3007 - Building Maintenance	\$ 5.4		\$ 5.4		\$ 5.6	
3007 - Equipment Maintenance	\$ 4.4		\$ 4.7		\$ 4.4	
3007 - Other Maintenance	\$ 2.6		\$ 2.4		\$ 2.5	
3008 - Bridge Maintenance	\$ 7.1		\$ 7.6		\$ 7.2	
3005 - Mechanical Services	\$ 9.3		\$ 10.4		\$ 12.5	
3009 - Traffic Operations	\$ 8.2		\$ 8.3		\$ 7.6	
5033 - Welcome Ctrs & Rest Area	\$ 1.3		\$ 1.6		\$ 1.4	
Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034 (see below)	\$ 17.7		\$ 5.9		\$ 5.7	
3031 - Reimbursable Maintenance & Repair	\$ 5.2		\$ 0.3		\$ 0.3	
3048 - Maintenance - Critical Repair	\$ 0.5		\$ 0.6		\$ 0.4	
3052 - Transportation Management Center	\$ 2.1		\$ 2.2		\$ 1.9	
3055 - Inmate Maintenance Crew	\$ 0.1		\$ 0.1		\$ 0.1	
3066 - Salted Wells	\$ 0.2		\$ 0.2		\$ 0.2	
3198 - Fuel Distribution	\$ 7.6		\$ 0.6		\$ 0.7	
5032 - Oversize & Overweight Permits	\$ 0.3		\$ 0.3		\$ 0.3	
5034 - Lift Bridge Operations	\$ 1.7		\$ 1.7		\$ 1.8	
Division of Project Development						
3021, 3025, 3028, 3032, 3033, 3034, 3035, 3036, 3037, 3060	\$ 36.0		\$ 35.7		\$ 35.1	
Division of Aero, Rail & Transit	\$ 0.2		\$ 0.2		\$ 0.2	
<b>Total Budgeted Discretionary Operating Expenses</b>	<b>\$ 123.2</b>	<b>59.55%</b>	<b>\$ 113.5</b>	<b>57.73%</b>	<b>\$ 115.3</b>	<b>64.16%</b>
<b>Budgeted Operating Expenses - Non-Discretionary</b>						
<b>Other Non-Discretionary</b>						
Division of Highway Operations						
Winter Maintenance	\$ 51.2		\$ 52.1		\$ 33.5	
Other Highway Programs						
3018-2939 - Transfer's to Other Agencies	\$ 7.8		\$ 7.5		\$ 7.3	
8081/2940 - General Fund Overhead	\$ 2.5		\$ 2.7		\$ 2.6	
Benefits						
3016/2941 - Special Retirement Health	\$ 8.6		\$ 8.6		\$ 8.3	
8115/2941 - Worker's Compensation	\$ 1.3		\$ 1.1		\$ 0.9	
<b>Total Budgeted Non-Discretionary Operating Exp's</b>	<b>\$ 71.4</b>	<b>34.51%</b>	<b>\$ 72.0</b>	<b>36.62%</b>	<b>\$ 52.6</b>	<b>29.27%</b>
<b>Debt Service</b>						
7891/2938 - Debt Service	\$ 12.3		\$ 11.1		\$ 11.8	
<b>Total Debt Service</b>	<b>\$ 12.3</b>	<b>5.94%</b>	<b>\$ 11.1</b>	<b>5.65%</b>	<b>\$ 11.8</b>	<b>6.57%</b>
<b>Total Non-Discretionary Operating Expenses</b>	<b>\$ 83.7</b>	<b>40.45%</b>	<b>\$ 83.1</b>	<b>42.27%</b>	<b>\$ 64.4</b>	<b>35.84%</b>
<b>Total Budgeted Disc. &amp; Non-Disc. Operating Exp's</b>	<b>\$ 206.9</b>	<b>100.00%</b>	<b>\$ 196.6</b>	<b>100.00%</b>	<b>\$ 179.7</b>	<b>100.00%</b>
<b>Non-Budgeted Operating Expenses - Non-Discretionary</b>						
3070 - Parts Inventory*			\$ 1.4		\$ 1.8	
3071 - Motor Fuel inventory*			\$ 8.8		\$ 11.2	
<b>Total Non-Budgeted Operating Expenses</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 10.2</b>		<b>\$ 13.0</b>	
<b>Total DOT Operating Expenses</b>	<b>\$ 206.9</b>		<b>\$ 206.8</b>		<b>\$ 192.7</b>	

Source: Statement of Appropriations

\* Not budgeted, in FY 2018 appropriated through Budget process.

\*\* Fund 015 includes source of funds:

- Highway Funds (Unrestricted)
- Federal Funds
- Other Funds

# FY 2018 Operating Results

## Highway Fund 15 Expenditures\*\*

### Program/Function

FY 2018 through FY 2016 Actuals (\$ millions)

Unaudited - Budgetary		FY 2018	% of	FY 2017	% of	FY 2016	% of
AU	Description	Actual	Total	Actual	Total	Actual	Total
<b>Budgeted Aeronautics, Rail &amp; Transit</b>							
Operations & Maintenance							
2049/2058/3030	Division of Aero, Rail & Transit	\$ 0.2		\$ 0.2		\$ 0.2	
<b>Total Budgeted Aero., Railroad and Public Transportation Operating Exp's</b>		<b>\$ 0.2</b>	<b>0.10%</b>	<b>\$ 0.2</b>	<b>0.10%</b>	<b>\$ 0.2</b>	<b>0.11%</b>
<b>Budgeted Roads &amp; Bridges</b>							
Operations & Maintenance							
	Division of Highway Operations	\$ 130.8		\$ 122.4		\$ 106.8	
Maintenance							
	3007 - Road Maintenance	\$ 23.6		\$ 24.0		\$ 26.4	
	3007 - Building Maintenance	\$ 5.4		\$ 5.4		\$ 5.6	
	3007 - Equipment Maintenance	\$ 4.4		\$ 4.7		\$ 4.4	
	3007 - Other Maintenance	\$ 2.6		\$ 2.4		\$ 2.5	
	3008 - Bridge Maintenance	\$ 7.1		\$ 7.6		\$ 7.2	
	Winter Maintenance	\$ 51.2		\$ 52.1		\$ 33.5	
Operations							
	3005 - Mechanical Services	\$ 9.3		\$ 10.4		\$ 12.5	
	3009 - Traffic Operations	\$ 8.2		\$ 8.3		\$ 7.6	
	5033 - Welcome Center	\$ 1.3		\$ 1.6		\$ 1.4	
	Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034	\$ 17.7		\$ 5.9		\$ 5.7	
	Division of Project Development (Engineering)	\$ 36.0		\$ 35.7		\$ 35.1	
<b>Total Budgeted Roads &amp; Bridges Operations &amp; Maintenance</b>		<b>\$ 166.8</b>	<b>80.62%</b>	<b>\$ 158.1</b>	<b>80.42%</b>	<b>\$ 141.9</b>	<b>78.96%</b>
Debt Service							
2938	GO Bond Debt Service	\$ 12.3		\$ 11.1		\$ 11.8	
<b>Total Budgeted Roads &amp; Bridges Debt Service</b>		<b>\$ 12.3</b>	<b>5.94%</b>	<b>\$ 11.1</b>	<b>5.65%</b>	<b>\$ 11.8</b>	<b>6.57%</b>
<b>Total Budgeted Roads &amp; Bridges</b>		<b>\$ 179.1</b>	<b>86.56%</b>	<b>\$ 169.2</b>	<b>86.06%</b>	<b>\$ 153.7</b>	<b>85.53%</b>
<b>Budgeted Other (Administration)</b>							
Operations & Maintenance							
3038	Executive Office	\$ 2.2		\$ 2.1		\$ 1.9	
3001	Division of Finance	\$ 3.1		\$ 3.1		\$ 2.9	
	Division of Policy & Admin	\$ 2.1		\$ 2.2		\$ 1.9	
2939	Transfer's to Other Agencies	\$ 7.8		\$ 7.4		\$ 7.3	
2940	General Fund Overhead	\$ 2.5		\$ 2.7		\$ 2.6	
2941	Unemployment, Workers Comp, Retiree's Health	\$ 9.9		\$ 9.7		\$ 9.2	
<b>Total Budgeted Other Operations &amp; Maintenance (Administration)</b>		<b>\$ 27.6</b>	<b>13.34%</b>	<b>\$ 27.2</b>	<b>13.84%</b>	<b>\$ 25.8</b>	<b>14.36%</b>
<b>Total Budgeted Roads &amp; Bridges and Other (Administration)</b>		<b>\$ 206.7</b>	<b>99.90%</b>	<b>\$ 196.4</b>	<b>99.90%</b>	<b>\$ 179.5</b>	<b>99.89%</b>
<b>Total Budgeted Highway Fund</b>		<b>\$ 206.9</b>	<b>100.00%</b>	<b>\$ 196.6</b>	<b>100.00%</b>	<b>\$ 179.7</b>	<b>100.00%</b>
<b>Non-Budgeted Operating Expenses</b>							
3070	Parts Inventory*			\$ 1.4		\$ 1.8	
3071	Motor Fuel Inventory*			\$ 8.8		\$ 11.2	
<b>Total Non-Budgeted Operating Expenses</b>		<b>\$ -</b>		<b>\$ 10.2</b>		<b>\$ 13.0</b>	
<b>Total DOT Operating Expenses</b>		<b>\$ 206.9</b>		<b>\$ 206.8</b>		<b>\$ 192.7</b>	

Source: Statement of Appropriations

\* Not budgeted, in FY 2018 appropriated through Budget process.

\*\* Fund 015 includes source of funds:

- Highway Funds (Unrestricted)
- Federal Funds
- Other Funds

# FY 2018 Operating Results

## Highway Fund 15 Expenditures Program/Function by Source of Funds FY 2018 Actual (\$ millions)

Unaudited - Budgetary		Highway Funds	% of Total	Federal Funds	% of Total	Other Funds	% of Total	2018 Actual Total	% of Total
AU	Description								
<b>Budgeted Other (Administration)</b>									
Operations & Maintenance									
2049/2058/3030	Division of Aero, Rail & Transit	\$ 0.2						\$ 0.2	
<b>Total Budgeted Aeronautics, Railroad and Public Transportation Exp's</b>		<b>\$ 0.2</b>	<b>0.13%</b>	<b>\$ -</b>	<b>0.00%</b>	<b>\$ -</b>	<b>0.00%</b>	<b>\$ 0.2</b>	<b>0.10%</b>
<b>Budgeted Roads &amp; Bridges</b>									
Operations & Maintenance									
Division of Highway Operations (see below)		\$ 108.8		\$ 9.3		\$ 12.7		\$ 130.8	
Maintenance									
3007 - Road Maintenance		\$ 23.6						\$ 23.6	
3007 - Building Maintenance		\$ 5.4						\$ 5.4	
3007 - Equipment Maintenance		\$ 4.4						\$ 4.4	
3007 - Other Maintenance		\$ 2.6						\$ 2.6	
3008 - Bridge Maintenance		\$ 2.9		\$ 3.3		\$ 0.9		\$ 7.1	
Winter Maintenance		\$ 49.7				\$ 1.5		\$ 51.2	
Operations									
3005 - Mechanical Services		\$ 7.4		\$ 0.8		\$ 1.1		\$ 9.3	
3009 - Traffic Operations		\$ 4.8		\$ 3.2		\$ 0.2		\$ 8.2	
5033 - Welcome Center		\$ 1.3						\$ 1.3	
Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034		\$ 6.7		\$ 2.0		\$ 9.0		\$ 17.7	
Division of Project Development (Engineering)		\$ 13.4		\$ 19.7		\$ 2.9		\$ 36.0	
<b>Total Budgeted Roads &amp; Bridges Operations &amp; Maintenance</b>		<b>\$ 122.2</b>	<b>76.52%</b>	<b>\$ 29.0</b>	<b>93.25%</b>	<b>\$ 15.6</b>	<b>96.89%</b>	<b>\$ 166.8</b>	<b>80.62%</b>
Budgeted Debt Service									
2938	GO Bond Debt Service	\$ 12.3						\$ 12.3	
<b>Total Budgeted Roads &amp; Bridges Debt Service</b>		<b>\$ 12.3</b>	<b>7.70%</b>	<b>\$ -</b>	<b>0.00%</b>	<b>\$ -</b>	<b>0.00%</b>	<b>\$ 12.3</b>	<b>5.94%</b>
<b>Total Budgeted Roads &amp; Bridges Operating Expenses</b>		<b>\$ 134.5</b>	<b>84.22%</b>	<b>\$ 29.0</b>	<b>93.25%</b>	<b>\$ 15.6</b>	<b>96.89%</b>	<b>\$ 179.1</b>	<b>86.56%</b>
<b>Budgeted Other (Administration)</b>									
Budgeted Operations & Maintenance									
3038	Executive Office	\$ 1.3		\$ 0.7		\$ 0.2		\$ 2.2	
3001	Division of Finance	\$ 1.9		\$ 1.0		\$ 0.2		\$ 3.1	
2056, 3017, 3027, 5031	Division of Policy & Admin	\$ 1.7		\$ 0.4				\$ 2.1	
2939	Transfer's to Other Agencies	\$ 7.7				\$ 0.1		\$ 7.8	
2940	General Fund Overhead	\$ 2.5						\$ 2.5	
2941	Unemployment, Workers Comp, Retiree's Health	\$ 9.9						\$ 9.9	
<b>Total Budgeted Other (Administration) Operating Expenses</b>		<b>\$ 25.0</b>	<b>15.65%</b>	<b>\$ 2.1</b>	<b>6.75%</b>	<b>\$ 0.5</b>	<b>3.11%</b>	<b>\$ 27.6</b>	<b>13.34%</b>
<b>Total Budgeted Highway Fund Operating Expenses</b>		<b>\$ 159.7</b>	<b>100.00%</b>	<b>\$ 31.1</b>	<b>100.00%</b>	<b>\$ 16.1</b>	<b>100.00%</b>	<b>\$ 206.9</b>	<b>100.00%</b>

Source: Statement of Appropriations

# Municipal Aid and Construction



# Municipal Aid and Construction - Budgeted Account Summary

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# Municipal Aid and Construction - Budgeted Account Summary

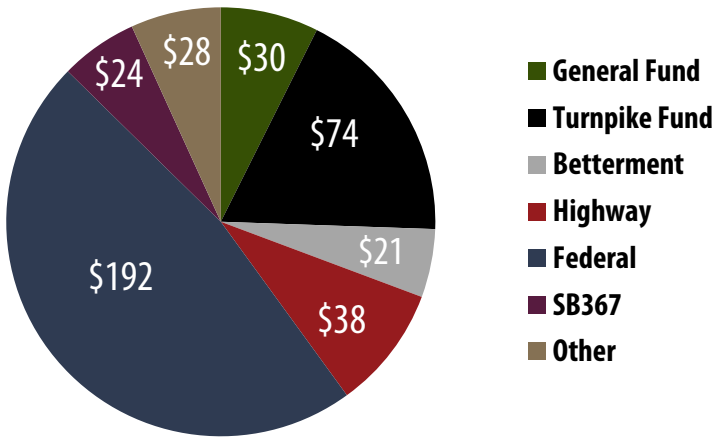
## Municipal Aid and Construction Expenses

The following pages provide a detailed description of each element of assistance to municipalities and construction programs including:

- Block Grant Aid to Cities and Towns
- State Aid Bridge and State Aid Highway Programs
- State Planning And Research (SPR)
- Betterment Program
- SB 367 Construction program
- Consolidated Federal Aid Program and Municipal Aid - Federal
- GARVEE Bonded Construction and Debt Service
- Turnpike Renewal and Replacement, Capital Construction, and Debt Service
- Railroad Revolving Loan and Special Railroad Fund

In total, the actual spending in State Fiscal Year 2018 for Municipal Aid and Construction is below:

### Municipal Aid and Construction Expenses FY18 - Actual (in Millions)



### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$392.2 M	\$33.8 M	\$194.4 M	\$87.8 M	\$21.8 M		\$26.7 M
Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$405.9 M	\$37.7 M	\$192.3 M	\$73.7 M	\$20.9 M	\$30.0 M	\$23.7 M

## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### Bridge Programs

The NHDOT manages an inventory of 2,161 state owned bridges across the state. To keep those bridges safe and in operation, the NHDOT has programs to maintain and preserve, rehabilitate, and replace bridges. In addition to routine maintenance, every year projects are advertised for bridges around the state under two programs: Maintenance and Preservation; and Rehabilitation and Replacement.

- Bridge Maintenance and Preservation Program: There were 7 construction contracts for bridge maintenance and preservation, designed and developed by Bridge Design staff, involving 16 bridges with construction costs totaling \$ 10.3 M related to the following projects:
  - Meredith 10430 - NH 25 over Meredith Bay Inlet
  - Lebanon 15880 - Poverty Lane over I-89, I-89 SB over Heater Road, and I-89 NB over Heater Road
  - Portsmouth 13455E - Submarine Way over North Mill Pond
  - Roxbury-Sullivan 10439 - NH 9 over Hubbard Brook and Center Road over Otter Brook
  - Andover-Danbury 41298 - NH 11 over Pleasant Stream, US 4 over Blackwater River, and US 4 over NHRR
  - Sunapee 41300 - NH 103 over Sugar River, NH 11 Ramp over Sugar River, and NH 11 over Sugar River
  - Bedford-Manchester 40731 - I-293 EB & NH 101 over Merrimack River and I-293 WB & NH 101 over Merrimack River
  - Additional maintenance and preservation was performed by Bridge Maintenance personnel.
- Bridge Rehabilitation/Replacement Program: There were 7 construction contracts for bridge rehabilitation and replacement, designed and developed by Bridge Design staff, involving 8 bridges in the towns of Bedford, East Kingston, Portsmouth, Roxbury-Sullivan, Acworth, Tamworth, and Haverhill with construction costs totaling \$16.1M.
- Bridge – Other (Painting, Scour, Other): There were 3 construction contracts for bridge painting, scour protection, or other work, designed & developed by Bridge Design staff, involving 36 bridges with construction costs totaling \$ 6.2M.



## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### Paving Programs

The Department maintains 4,603 miles of roads across the State, and this roadway network is one of the Department's largest assets. The Department strives to resurface 500 miles, about 10% of the network, annually. The 2017 calendar year program includes 591 miles of roadway resurfacing and 81 miles of pavement crack sealing work. The program employs a balanced strategy that focuses on preserving roadways that are in good condition, rehabilitating high volume roadways to restore them to good condition, and applying a thin ( $\frac{3}{4}$ " low cost light capital paving overlay to lower volume roadways to maintain their serviceability. Rehabilitation treatments carry a higher initial investment but restore the pavement to good condition where a preservation strategy can be employed to keep them in good condition. Rehabilitation treatments are considered on a case by case basis and are focused on high volume roadways that are part of the National Highway System (NHS) with the long term goal of placing entire corridors like the Interstate and Turnpike systems, NH 125 (Plaistow-Rochester), US 4 (Concord-Portsmouth), NH 9/202 (Hopkinton-Chesterfield), US 302 (Bethlehem-Conway), NH 101 (Milford-Hampton), NH 28 (Allenstown-Alton), and NH 106 (Pembroke-Laconia) into the preservation strategy.

Highlights of this year's program include the following:



- 81 miles of crack sealing work focused on the Interstate system including sections of I-93 in Concord, Manchester, Franconia, Sugar Hill, Bethlehem, and Littleton and a section of I-89 located in Enfield and Lebanon.
- 133 miles of pavement preservation including sections of I-89 (Bow-Hopkinton), NH 16 (Gorham), NH 11 (Farmington), NH 132 (Tilton-Sanbornton), and Dublin/Nelson/Chesham Roads (Harrisville).
- 55 miles of rehabilitation work on high volume Tier 1 and 2 roadways including NH 115 (Jefferson), I-93 (Thornton-Woodstock), US 3 (Tilton), NH 11 (Alton-New Durham), US 4 (Epsom), and NH 125 (Kingston).
- 338 miles of light capital paving overlays performed throughout the State on various roadways including US 3 (Pittsburg), NH 26 (Dixville and Millsfield-Errol), NH 109 (Moultonborough-Tuftonboro-Wolfeboro), NH 4A (Enfield-Grafton and Wilmot-Andover), and NH 32 (Richmond-Swanzey).
- 65 miles of roughness paving on very poor roadways such as Lost Nation Road (Lancaster-Northumberland), the "Landaff Loop" which is comprised of Mill Brook/Center Hill/Jockey Hill/Landaff Roads (Landaff-Lisbon), Stinson Lake Road (Rumney-Ellsworth), Old Portland Road (Freedom), Carriage Road (Gilford), and Pease Road (Meredith).

## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### I-93 Salem to Manchester

Construction on I-93 from Salem to Manchester began in 2005 and will be complete in 2020. To date, 26 of 28 construction projects have been awarded, and 20 of these are complete. Of the remaining projects to be constructed: one will be complete in 2018, three in 2019, and four in 2020. The total cost for the 26 construction projects is \$567M. There are two projects that remain to be advertised for construction to complete the corridor, at an estimated cost of \$25M.

Construction was completed at Exit 3 including the Park and Ride. Substantial construction activity took place from north of Exit 3 in Windham northerly to the I-293/I-93 split in Manchester. Engineering and design efforts are continuing for the two remaining contracts to complete the fourth lane from Salem to Manchester.



The following are this year's highlights:

- The Exit 3 Park and Ride (10418H) was completed in Fall of 2017.
- Work on I-93 from the weigh stations in Windham northerly to the Kendall Pond Road overpass in Derry (14633B) made significant progress on both the northbound and southbound barrels including the completion of: rock removal (blasting) and crushing; a pedestrian box culvert under I-93; a majority of bridge work for North Lowell Road and Fordway Extension; and the majority of the construction of the northbound and southbound barrels.
- Work on I-93 from the Kendall Pond Road overpass in Derry northerly to just north of the Ash Street Bridge (14633D) made significant progress on NH Route 102, Exit 4, I-93, Beaver Brook culverts and the Ash Street/Pillsbury Road Bridge. Work on NH Route 102 included constructing the new NH Route 102 Bridge over I-93 and roadway reconstruction on NH Route 102 to accommodate the new alignment. Work on Ash Street/Pillsbury Road was similar, including nearly completing the reconstruction of the Ash Street/Pillsbury Road Bridge over I-93 with accompanying roadway work.
- Work on I-93 from just north of the Ash Street Bridge (14633I) made significant progress, including the reconstruction of the northbound barrel, completion of rock excavation (blasting), and bridge rehabilitation work on the I-93 Bridges over Stonehenge Road.
- Work on I-93 from just north of Exit 5 in Londonderry to the I-293 split in Manchester (14633H) made significant progress with construction of soundwalls, drainage work, rock excavation (blasting), bridge widening work on the I-93 Bridge over Bodwell Road and Cohas Brook. Roadway work to reconstruct the northbound and southbound barrels is also progressing.

### Major Project Highlights

#### Spaulding Turnpike Improvements in Newington-Dover

Construction work continues to advance on the \$284 million project which includes transportation infrastructure improvements within a 3.5-mile stretch of the Spaulding Turnpike in Newington between Exit 1 (Gosling Road) and the Dover Toll Plaza just north of Exit 6. This project will enhance long-term mobility and safety in an area that experiences heavy traffic congestion, and significant peak hour delays.

When completed by 2022, the project will reduce traffic congestion, improve safety, and enhance air quality and water quality within the Spaulding Turnpike over the Little Bay. It will provide four lanes in each direction between Exit 3 (Woodbury Avenue) and Exit 6 (U.S. Route 4/Dover Point Road), three lanes in each direction south of Exit 3 and north of Exit 6, and



reduction of five existing partial access interchanges to three full access interchanges (Exit 3, 4, and 6). The final contract will include the rehabilitation/replacement of General Sullivan Bridge for intermodal use (pedestrian, bicycle and recreational use). An environmental re-evaluation for the General Sullivan Bridge is underway and is anticipated to be completed in spring of 2019 and construction to begin in 2020/21. In support of expanded maintenance operation, the investment includes the construction of a new Newington Maintenance Facility located between Exit 3 and Exit 4. The improvements will permit the next infrastructure investment for the Spaulding Turnpike to make improvements to the Dover and Rochester toll facilities.

The construction (estimated at \$260 million) has been split into seven construction contracts. The contracts consist of the following:

- Construction of new Southbound Little Bay Bridge - Completed (\$57.5M)
- Newington, Spaulding Turnpike Improvements – Completed (\$47.5M)
- Rehabilitation of the Existing Little Bay Bridges - Completion in September 2017 (\$21.9)
- Dover, Spaulding Turnpike Improvements - Completion in October 2020 (\$70.6)
- General Sullivan Bridge Rehabilitation - Completion in November 2022 (\$31.7)
- Newington Maintenance Facility – Completion in summer of 2020 (\$6.0M)
- Dover & Rochester Toll Improvements - Completion in summer of 2022 (\$24.8M)

## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### Sarah Mildred Long Bridge

Constructed in 1940, the Sarah Mildred Long Bridge (SML) currently serves highway, rail and river traffic traveling over the Piscataqua River between Portsmouth, NH, and Kittery, Maine, via the U.S. Route 1 Bypass. The SML serves as the principal emergency/alternate route for the I-95 High Level Bridge. The bridge includes a rail crossing which provides the only viable mode of transportation for the main component used by Portsmouth Naval Shipyard.



The SML bridge replacement project began construction in December of 2014. The project is mainly completed and has traffic on the new bridge. The total cost for this project is \$188.7 M, comprised of a contract bid amount of \$162.2 M and \$26.5 M of engineering services and construction inspection. The project received a \$25 M TIGER grant in 2014, which is applied to the total project cost. There is also a functional replacement effort to be completed to restore the functionality of the NH Port Authority for impacts resulting from the new SML bridge location. The estimated cost of the functional replacement is \$20 M. Functional Replacement construction will be complete in 2021.

The new bridge includes a number of design features such as:

- Use of an innovative Construction Manager / General Contractor (CMGC) delivery method
- A concrete, segmental box beam bridge with longer spans, fewer piers and reduced long term maintenance cost versus steel
- Providing a clear effective opening width of at least 250 feet for ships, versus the current effective opening width of 175 feet by increasing the lift span to 300 feet and reducing the navigational skew angle to approximately 15 degrees
- Reducing the number of lift operations by 64% by providing 60 feet of vertical clearance in the closed roadway position
- An innovative hybrid bridge lift span with the rail and highway access provided on the same deck of the lift span structure
- The project completed minor checklist items in the summer of 2018

### Major Project Highlights

#### I-95 over the Taylor River Hampton Falls – Hampton

The \$12.6M construction project replaced the bridge carrying I-95 (the Blue Star Turnpike) over the Taylor River. Construction began in May of 2015 and was complete in May of 2018.

The project was located in the Towns of Hampton Falls and Hampton and replaced the existing “red-listed” bridge, which was built in 1950, with two 72’ span bridges (one northbound and one southbound). As part of the bridge work, spillway improvements to the Taylor River Dam, including minor repairs to the existing fish ladder, were required to connect the new bridge to the existing spillway. The new bridges were constructed in phases, while maintaining the existing four lanes of traffic in each direction on I-95, through the use of median traffic diversions.

The following are this year’s highlights:

- The I-95 Southbound Bridge was complete.
- The I-95 Northbound Bridge was complete.
- Intelligent Transportation Systems work such as CCTVs was complete.
- Final work efforts such as paving, sign installation and pavement marking placement took place in the Spring of 2018.
- This project is part of the \$800M “Turnpike System Priority Capital Program” which started in 2008.





## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### Lebanon 15880

This is a 5.4 barrel mile section of I-89 that was originally constructed in the 1960's. A minor rehabilitation occurred in the 1980's consisting of a level and overlay and some cracksealing.

This project will complete a rehabilitation of the interstate pavement which will enable it to be preserved for many years to come. In addition to pavement rehabilitation, improvements consist of repairing/replacing of drainage pipe and catch basins, replacing the aging guard rail, and rehabilitation of 3 bridges, for a total project cost of \$15.6 million. This project began construction in the spring of 2018 and will be complete in late summer of 2019. Some of the key features this project will address are as follows:

- Rehabilitate 21.6 lane miles of pavement; cold plane 3" of pavement and place 2 ½" of high strength binder then 1 ½" wearing course overlay.
- Rehabilitation of 3 bridges consisting of expansion joint and concrete substructure repair.
- Replacing 55,000 feet, sub-standard guard rail to conform to Manual for assessing Safety Hardware (MASH) and installed 25 MASH compliant terminal end units.
- The closed storm drainage system was updated by
  - Rehabilitating/replacing 13,000 LF of drainage pipe
  - Replacing 27,000 LF of underdrain pipe



### Major Project Highlights

#### Roxbury-Sullivan, Route 9 Reconstruction

The Route 9 reconstruction project involves full roadway reconstruction and slope stabilization work beginning near the Granite Gorge ski area in Roxbury and continuing easterly for approximately 2.1 miles to the Centre Street intersection in Sullivan. The work includes tree removal on the steep ridgeline slopes and slope reduction to improve sight distances. The roadway reconstruction will also include significant drainage and guardrail improvements. Three bridges within the project limits will be worked on. The redlist bridge over Otter Brook, which was built in 1932 is being replaced. Maintenance and preservation work is going to be completed on the Centre Street bridge over Otter Brook in Sullivan and the Route 9 bridge over Hubbard Brook in Roxbury. A stone retaining wall on Route 9 is being removed and replaced with a stabilized slope. This work requires the relocation of a short portion of Houghton Ledge Road in Roxbury. Construction cost of the project is estimated at \$13.5 million.

Construction began in December 2017 and will be complete in July 2020. To date the relocation of Houghton Ledge Road is substantially complete with the retaining wall removed and a majority of the steep slope stabilization complete. Drainage replacement and full roadway reconstruction for the 2.1 mile segment will continue through 2018.

In 2019 the Route 9 bridge over Otter Brook will be closed so the bridge can be replaced. Traffic will be detoured around the area via local streets and other State routes. Final paving and slope work will be completed in early 2020.



## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### Bedford 13953 – NH 101 Reconstruction

The \$18M construction project is designed to widen NH 101 from Wallace Road to NH 114, a length of approximately 2 miles. Before the project, this portion of NH 101 was 3 lanes wide and was frequently congested during busy travel times, carrying approximately 34,000 vehicles per day. The focus of the project is to widen this portion of NH 101 to 5 lanes. The project will also improve signalization and upgrade drainage and stormwater facilities. The road serves as a major link for the residents of Bedford as well as many commuters passing through the area.

The project advertised for construction in April 2017 and started with significant utility relocations. Construction has been ongoing with the road open to daily traffic needs.

Project highlights are:

- Drainage and roadway work completed on north side of NH 101 from Liberty Hill Road to Wallace
- Traffic is now traveling on the newly constructed north side of NH 101 in this area
- Muck over 20 feet deep will be excavated
- Ledge removal in the area of Liberty Hill Road
- Due to the local and regional significance of the project, a Smart Work Zone is being utilized to allow NHDOT to be responsive to the needs of the motoring public and provide real time traffic information to the travelers on the corridor.

Anticipated to be complete in late 2019, the project will improve capacity, safety and pedestrian connectivity, as well as be a visually pleasing landscape for the community to enjoy.



### Major Project Highlights

#### Walpole-Charlestown, Route 12 Reconstruction

The Route 12 reconstruction project involves full roadway reconstruction and slope stabilization work to allow widening to the west. The project begins in Walpole at the Main Street intersection and continues northerly for approximately 2.75 miles to the intersection with Route 12A in Charlestown. The work includes full roadway reconstruction to provide 11 foot lanes and 5 foot shoulders to improve safety for motor vehicles, bicyclists and pedestrians. Work in the river will require the placement of armored stone slopes with surface vegetation, including native plant species. The roadway reconstruction will also include significant utility relocations, drainage improvements and stormwater management as well as guardrail improvements. Limited encroachment along the New England Central Railroad, which runs parallel to Route 12 for the length of the project, requires coordination and inspection by the railroad. Construction cost of the project is estimated at \$14.8 million.

Construction began in April 2018 and will be complete in August 2020. To date armored slopes along the southern segment is underway with work in the river substantially complete. Some drainage replacement will continue through 2018.

In 2019 the Route 12 drainage and full roadway reconstruction will be completed. Final paving and slope work will be completed by August 2020.



# Municipal Aid and Construction - Budgeted Account Summary

## State and Federal Funded Municipal Aid

### 1213 – Apportionment A Supplemental - Fund 010

By law, all municipalities in the State having Class IV and V mileage are entitled to Highway Block Grant Aid. In FY 2018, in addition to the funding stipulated in RSA 235:23 for Highway Block Grant Aid, an additional appropriation of \$30M was authorized under Ch.156, Laws of 2017 and distributed to towns state-wide for local infrastructure projects. (See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0 M						\$0 M	
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$30.0 M						\$30.0 M		

## Municipal Aid and Construction - Budgeted Account Summary

### State and Federal Funded Municipal Aid

#### 2934 – Railroad Revolving Loan Program - Fund 010

The Class III Railroads and Cog Railroads Revolving Loan Fund was established in 1994 by RSA 228:66-a and provides loans for railroad rehabilitation and equipment for Class III Railroads and Cog Railroads that operate in the State of New Hampshire. The loan program is administered by the New Hampshire Department of Transportation, Bureau of Rail & Transit.

(See table beginning on page F17 for additional information)



Allowable costs for loans include labor and materials for:

- Replacement rail, crossies and other track materials
- Replacement or repairs to bridges or other structures
- Ballast placement, surface and lining of trackage
- Ditching improvements and brush removal
- Off-loading, truck transfer and other intermodal facilities
- Industrial siding to provide access to shippers
- Railroad locomotives and other rolling stock
- Other railroad facilities

In FY 2018 the Department conducted final inspections of the Mount Washington (Cog) Railway Company’s three projects that were funded via a May 2015 Class III Railroads and Cog Railroads Revolving Loan Fund solicitation. The Cog’s three projects were: (1) construction of a new passenger coach, (2) construction of a 6th diesel locomotive, and (3) construction and rehabilitation of a summit transfer, track replacement, and boarding platforms.

Additionally, in FY 2018, railroads that had been awarded loan funds in previous years continued to make loan repayments, as required by their loan agreement, and Bureau of Rail & Transit staff managed these previously funded projects by reviewing and managing loan repayments and processing releases of liens for projects that met the requirements.

#### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.2 M							
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.1 M								\$0.15 M

# Municipal Aid and Construction - Budgeted Account Summary

## State and Federal Funded Municipal Aid

### 2991 – Special Railroad Fund - Fund 010

RSA 228:68 establishes the Special Railroad Fund for the deposit of revenues produced on the state-owned railroad corridors through user fees paid by railroads, leases and fees paid by other landowners, and other revenues. This dedicated fund is required to comply with Federal regulations that require lease or other income on property acquired with Federal funds to be used to maintain those properties. Special Railroad Funds are used to perform the required maintenance, repairs, and upgrades on the state-owned railroad lines to ensure the continued safe operation of the lines.

Major Accomplishments in FY 2018 included:

- Purchase and replacement of approximately 5,000 ties and OTM (other track materials) on the state-owned railroad lines;
- Completion, by an engineering consultant, of the inspection of 50 large, state-owned railroad bridges;
- Completion, by NHDOT Railroad Operations Engineer, of the inspection of 75 large, state-owned railroad bridges;
- Completed subgrade excavation and installation of new ballast, rail and ties on 800 lf of track on the Concord-Lincoln Railroad line in Tilton, NH;
- Rebuilt and made repairs to three (3) public and private railroad crossings;
- Installed 265 new bridge timbers on 10 state-owned railroad bridges through funding from the State Capital Budget;
- Completed \$650,000 of repairs to the railroad infrastructure on the Concord-Lincoln Railroad Line and the Mountain Division Railroad Line caused by the October 29, 2017 heavy rain storms;
- Completed emergency repairs to culvert damage in Seabrook and Campton; and
- Annual weed & brush control on active sections of state-owned railroad lines.



### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.4 M							\$0.4 M
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.7 M							\$0.6 M	

# Municipal Aid and Construction - Budgeted Account Summary

## State and Federal Funded Municipal Aid

### 2942 – Municipal Bridge - Fund 015



This program, also known as State Aid Bridge, creates a process for communities to apply to the State for funds for the purpose of constructing or reconstructing municipally owned bridges. Towns apply for funding, the Department provides or reviews project estimates, and based on relative need and existing conditions, projects are then scheduled for construction. Towns are responsible for design, construction and maintenance of the bridges, and then apply to the Department for reimbursement. The funding share is typically 80% state with a 20% local match. State Aid Bridge funds are also used to supplement funding from other sources such as FEMA funds or federal aid, and in those cases the funding shares may vary.

Example of projects funded in FY18 included:

Project Name	Project Description
Dummer	Bridge Rehabilitation - Old Route 110 over Upper Ammonoosuc River Br# 042/043
Keene	Bridge Replacement - NH 12 over Beaver Brook Br# 137/059
Merrimack	Bridge Replacement - McGaw Bridge Road over Baboosic Brook Br# 116/137 (Red List)
Merrimack	Bridge Replacement - Bean Road over Baboosic Brook Br# 072/155
Peterborough	Replace Union Street Bridge over Nubanusit River Br# 057/108 (Red List)

### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M							
Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$5.0 M	\$5.0 M						



# Municipal Aid and Construction - Budgeted Account Summary

## State and Federal Funded Municipal Aid

### 2943 – Apportionment A-B (Block Grant) - Fund 015

By law, all municipalities in the State having Class IV and V mileage are entitled to Highway Block Grant Aid. RSA 235:23 stipulates the funding apportionments. Highway Block Grant Aid funds represent a portion of the State’s highway revenues received in the preceding fiscal year. There are two “pots” of money from which allotments are made. The first, identified as Apportionment A, represents 12% of the State’s highway revenues. One-half of that “pot” is distributed among the municipalities based on their population in proportion to the entire State’s population. The other half is disbursed based on a municipality’s Class IV and V road mileage in proportion to the total statewide Class IV and V mileage. In State FY2018, \$31,242,230 was distributed to the 234 municipalities throughout the state. Additional funds were also distributed with the same methodology and formula as part of 8910 SB367 Funding. (See page 77 ).



The formula for dispensing funds from the second “pot” of money (a set sum of \$400,000) is less straightforward. It was established to assist those municipalities having high roadway mileage to maintain and whose overall value of property (on an equalized basis) is very low in relationship to other communities. (See table beginning on page F17 for additional information)

### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$30.8 M	\$30.8 M						
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$31.7 M	\$31.7 M							

# Municipal Aid and Construction - Budgeted Account Summary

## State and Federal Funded Municipal Aid 2944 – SPR Planning Funds - Fund 015

State Planning and Research (SPR) funds are a category of funds from the Federal Highway Administration (FHWA) that can only be used for activities that lead to responsible planning for the future of surface transportation, the planning of future highway programs and local public transportation systems, the development of management and performance measures to achieve these programs, and data collection efforts to document the effectiveness of the planning efforts. Also included as part of this program is funding for 9 designated regional planning commissions (of which 4 are also federally designated metropolitan planning organizations) to facilitate planning at the regional and local levels. Additional funds are used to leverage other federal funds that are made available to the UNH Technology Transfer Center for assistance to municipalities throughout NH to help them plan and improve local infrastructure. (See table beginning on page F17 for additional information)



Typical activities include:

- Vehicular and bicycle/pedestrian traffic data collection and studies
- Local road surface management system development
- Local transportation plan updates
- GIS improvements
- Regional Transportation Plan development
- Development of local and regional Complete Streets and Similar Livable/Walkable policies
- Statewide Freight Plan and Asset Management Plan Updates
- Update and Development of Public Consultation Procedures

Turnpike toll credits are the primary source of eligible non-cash match on these federally funded projects, which typically require state participation of 20%. Funding for the regional planning commission contracts includes match of 10% turnpike toll credits and 10% local match.

### Funding Sources

Investment Levels

Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$4.6 M		\$4.6 M					
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$4.8 M		\$4.8 M					

# Municipal Aid and Construction - Budgeted Account Summary

## State and Federal Funded Municipal Aid

### 2945 – Municipal Aid – Federal - Fund 015

Municipal Federal Aid funds are used for local purposes. For example, a portion of bridge funds that the state receives from FHWA must be used on off system bridges (not on Federal aid system) that are most often municipally owned. Another category of these funds, the Transportation Alternatives Program, have been distributed through an application process and are typically used on infrastructure that is managed by municipalities, like sidewalks and trails. A third source, the Safe Routes to School Program, is used to help communities develop infrastructure and non-infrastructure projects into school area neighborhoods. Other locally managed projects occur on federal aid eligible roads and bridges in downtowns, in urban compact areas, and similar locations. Another source of funds is the Congestion Mitigation and Air Quality (CMAQ) Program, which makes funds available for projects that improve air quality throughout the state.



(See table beginning on page F17 for additional information)

Local cash match is the primary source of matching funds on these federally funded projects, which typically require participation of 20%. Project Sponsors pay 100% of the costs up front and then ask the Department for reimbursement of 80% of the eligible expenses.

### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$24.9 M		\$24.9 M					
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$10.2 M		\$10.2 M						

## Municipal Aid and Construction - Budgeted Account Summary

### State and Federal Funded Municipal Aid

#### 4965 – Municipal Fuel Distribution - Fund 015

Municipal Fuel provides unleaded and diesel fuel to participating municipalities, counties, schools, and non-profits. Municipalities that use the system are able to take advantage of bulk pricing, simple accounts payable invoicing, and 24/7/365 access to fuel; allowing the municipalities to reduce their infrastructure costs for fuel and reallocate resources for other needs. The current system consists of 91 sites and distributes on average approximately 1.1 million gallons of diesel fuel and gasoline on an annual basis to municipalities, counties, schools, and non-profits. The Department has a surcharge of \$0.20 per gallon for diesel and \$0.15 per gallon for unleaded to cover operating and maintenance costs through Fuel Distribution 3198.



#### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M							
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$2.1 M								\$2.1 M

# Municipal Aid and Construction - Budgeted Account Summary

## State Funded Construction

### 2929 – State Aid Construction - Fund 015

This program allows communities to apply to the NHDOT for state funds for the purpose of constructing or reconstructing a section of class I, II, or III, highway. Class I, II, and III highways are part of the state system, but the roads often also have heavy local use and importance. These funds are usually used by a community when there are local needs that cannot be met by other funding sources, when a local road intersects the state highway that needs improvement, or when the use of a road is more for local purposes than for regional or state purposes. Funding share is typically 2/3 state and 1/3 local, but with approval of the Governor and Executive Council, the state share could be increased, particularly if the community is open to assuming ownership of the highway upon completion of the project.

This program was not funded in the FY18-19 Budget.

(See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.4 M	\$0.4 M						
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.3 M	\$0.3 M							

# Municipal Aid and Construction - Budgeted Account Summary

## State Funded Construction

### 3039 – Betterment - Fund 015

The Betterment program was established under RSA 235:23-a and is primarily used for paving on the state system. In addition to paving, the Betterment program provides funding for bridge rehabilitation and for other work that improves the condition of the system. Betterment funds are distributed around the state through construction projects, work administered by the 6 highway maintenance districts, traffic and bridge maintenance. By RSA, the program is funded from 3 cents of the road toll (less 12% for block grant aid). (See table beginning on page F17 for additional information)



The Betterment Program is generally targeted to the following categories:

- Bridge – reconstruct, paint and repair NH’s non-federal aid eligible bridges.
  - Drainage - materials and rented equipment to reconstruct, repair drainage structures.
  - Force Account - NHDOT forces rent equipment, purchase materials, and make repairs for necessary unplanned work.
  - Culvert replacement – The Department prepares and advertises contracts to repair or rehabilitate our worst culvert crossings.
- Resurfacing – new pavement on poor roads makes up more than ½ of the Betterment program.
  - Pavement Leveling - purchase of the hot mix asphalt from an approved supplier and NHDOT places the mix with our own forces.
  - Signals - advertise contracts to upgrade existing traffic signal systems.
  - Pavement markings - advertise contracts to replace pavement marking symbols and words.
  - Stand Alone - unforeseen emergencies that will not be refunded by FEMA or Federal Highway Administration Emergency relief funds.

### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$22.1 M		\$0.3 M		\$21.8 M			
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$20.9 M				\$20.9 M				

# Municipal Aid and Construction - Budgeted Account Summary

## State Funded Construction

### 3049 – Non Participating Construction - Fund 015

This program, Non-Participating Construction, is utilized for unanticipated activities associated with projects that are not eligible for federal reimbursement and for the payback to FHWA for projects that have incurred expenses for Preliminary Engineering or Right of Way, but have not gone to construction within 10 years and 20 years, respectively, of the first obligation of Federal funds.

(See table beginning on page F17 for additional information)



		Funding Sources						
Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$4.1 M		\$4.1 M					
	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$0.1 M		\$0.1 M						

# Municipal Aid and Construction - Budgeted Account Summary

## State Funded Construction

### 8910 - SB367 Construction Investment - Fund 015

Chapter 17, Laws of 2014 (aka Senate Bill 367) provides funding for important transportation investments around the state. The measure added 4.2 cents to the road toll for use on specific projects and programs. Most is dedicated to debt service for the reconstruction of I-93 from Salem-Manchester. Funds are also dedicated to paving and bridge projects on the state highway systems as well as for local bridges under the State Bridge Aid program. SB367 also increased the funds for Block Grant Aid, as 12% of the generated revenue is distributed to municipalities through this program. SB367 is expected to sunset in 2034 when the debt service related to the I-93 improvements is fully paid for.



### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$29.3 M	\$2.6 M					\$26.7 M
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$23.7 M						\$23.7 M	



# Municipal Aid and Construction - Budgeted Account Summary

## Federal Aid Funded Construction and Debt 3054 Consolidated Federal Aid - Fund 015

Consolidated Federal Aid is the primary funding source for the Department’s highway and bridge program. Funding levels are established by the federal Fixing America’s Transportation Surface Act (FAST Act), which establishes targeted federal transportation funding levels and programs. Through the Ten Year Planning process, the Federal Aid Program is generally categorized in the following broad program areas: (See table beginning on page F17 for additional information)

- Preservation and Maintenance (PM) - State Designated Programs for pavement resurfacing, culvert repair, guard rail replacement, signing upgrades, etc.
- Bridges (BR) – Bridge related work ranging from preservation to rehabilitation and replacement of red-list bridges



- Interstate 93 (I-93) – Work associated with the major Salem-Manchester I-93 widening and reconstruction project
- Interstate Maintenance (IM) – Interstate related work including pavement resurfacing and preservation projects, as well as Interstate rehabilitation projects
- Federal Programs (FP) - Mandated program funds that are designated to specific transportation areas and have restricted flexibility in use such as the Transportation Alternatives and Congestion Mitigation and Air Quality programs

- Federal Programs for Safety (FPS) - Primarily projects and work efforts associated with the Highway Safety Improvement Program (HSIP)
- Projects (PR) – Individual projects derived through the Ten Year plan
- Engineering (ENG) – Projects that are generally engineering services related unaffiliated with the above programs or categories

Turnpike toll credits are the primary source of eligible non-cash match on these federally funded projects, which typically require state participation of 20%. The state should consider funding this match with state funds to increase investment in construction and improve infrastructure condition.

### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$101.8 M		\$100.4 M				
Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$107.6 M		\$103.6				

## Municipal Aid and Construction - Budgeted Account Summary

### Federal Aid Funded Construction and Debt

#### 5211 – TIFIA Construction - Fund 015

The Transportation Infrastructure Financing Innovation Act (TIFIA) is a federal loan program that provides funding for construction of qualified large-scaled surface transportation projects. NHDOT applied for and received \$200M in TIFIA loan funds in May 2016 for the purpose of completing the I-93 Salem to Manchester project, qualifying for the Rural Interest Rate of 1.09% - the lowest interest rate of any TIFIA loan in the country. The loan duration is 18 years with the first 9 years deferring principal payments. The deferment of principal payments allows the Department to pave an additional 1,100 miles and repair 23 red list bridges in the rural parts of the State using the proceeds of the 4.2 cent increase in the road toll. (See page 77 SB367 Capital Investment for additional information). RSA 6:13-d authorizes the Treasurer, at the request of the Commissioner of the Department of Transportation, to enter into the TIFIA loan program for the Department of Transportation.

Through FY18, the Department has drawn \$102.8 million to pay for I-93 construction projects.



#### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$38.3 M		\$38.3 M					
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$54.8 M		\$54.8 M						

# Municipal Aid and Construction - Budgeted Account Summary

## Federal Aid Funded Construction and Debt

### 8683 - GARVEE Bond Debt - Fund 015

Grant Anticipation Revenue Vehicle (GARVEE) is a funding mechanism that pledges federal-aid for the repayment of bonds. In New Hampshire, GARVEE bonds have been issued for the I-93 Salem to Manchester project. Authorization for the issuance of these revenue bonds is provided for in RSA 228-A:2. In 2010, the State issued \$80M in GARVEE bonds. In 2012 the State issued \$115M in GARVEE bonds at an astounding 1.26% interest rate with a total duration of 7 years. Debt service payments will be completed in 2025 for these issuances. (See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$18.9 M		\$18.9 M					
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$18.9 M		\$18.9 M						

# Municipal Aid and Construction - Budgeted Account Summary

## Turnpike Funded Construction and Debt

### 7025 – Renewal and Replacement - Fund 017

The Renewal and Replacement (R&R) program allows for the continued maintenance of Turnpike’s 89 miles of roadway (658 lane miles) and 172 bridges along the Everett, Blue Star and Spaulding Turnpikes. In addition, these assets include drainage structures, guardrail, lighting, signage and building and grounds facilities, such as maintenance sheds, toll plazas, rest areas and an administration building.

The Turnpike System funds the R&R investment program from budgeted appropriations at levels based on independent engineer recommendations. Appropriations for the R&R program do not lapse and are carried forward to subsequent years. Non-invested prior fiscal year appropriations are available in future fiscal years.

Turnpike Road condition based on International Roughness Index (IRI) for CY 2017 was 93.7% Good, 5.3% Fair and 1.0% Poor. The number of Red list Bridges for Turnpikes was 5 in CY 2018 with Turnpike Bridges having an overall rating of 88% satisfaction. The condition of guardrail on turnpikes was 59% Good, 34% Fair, and 7% poor while 56% of the guardrail end units are MASH compliant.

In 2018, 9 projects were advertised and built. Projects included paving, bridge and building rehabilitation, guardrail, and drainage repairs. (See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$9.5 M			\$9.5 M				
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$8.4 M			\$8.4 M					

## Municipal Aid and Construction - Budgeted Account Summary

### Turnpike Funded Construction and Debt

#### 7499 – Turnpike Debt Service - Fund 017

The Legislature has established a 10-year highway construction and reconstruction plan for the Turnpike System to be funded from Turnpike revenues. This legislation also authorized the Governor and Executive Council to issue up to \$766 million of bonds to support this plan. As of June 30, 2018 bonds authorized and un-issued amounted to \$50.2 million. Authorization for the issuance of these Turnpike revenue bonds is provided for in RSA 237-A:2.

On June 24, 2015, the Turnpike System issued the 2015 Series A (Series A) revenue bond through competitive sale. The Turnpike System sold \$45.8 million in federally tax-exempt bonds. Proceeds from the Series A issue were used to finance the Turnpike System Capital Improvement Program. The Series A bonds mature over eight years, carrying coupons ranging from 4-to-5 percent, and sold with an overall total interest cost of 2.1 percent. (See table beginning on page F17 for additional information)



#### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$49.0 M		\$2.9 M	\$46.1 M				
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$37.5 M		\$3.0 M	\$34.5 M					

# Municipal Aid and Construction - Budgeted Account Summary

## Turnpike Funded Construction and Debt

### 7500, 7507, 7513, 7514 – Turnpike Construction Program - Fund 017

Turnpikes facilities are comprised of three limited access highways, the Blue Star (I-95 at 16.2 miles), the Spaulding (NH 16 at 33.2 miles) and the F.E. Everett (US 3, I-293 and I-93 at 39.5 miles) Turnpikes. The capital program includes projects previously authorized through the State’s Ten Year Transportation Improvement Plans (TYP).

The program’s primary goal is to address the construction needs on the three Turnpikes with a focus on the rehabilitation or replacement of red-listed bridges, improving safety and reducing congestion. (See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$32.4 M			\$31.2 M				\$1.2 M
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$27.7 M			\$27.6 M				\$0.1 M	

# Municipal Aid and Construction - Budgeted Account Summary

## Turnpike Funded Construction and Debt

### 7511 - Toll Collection Equipment - Fund 017

A wide range of equipment is utilized in the collection of tolls in both the cash lanes and the E-ZPass lanes. To continue regular collection and to improve efficiency, the equipment and systems that support them are upgraded systematically. (See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.0 M			\$1.0 M				
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.0 M								

## Municipal Aid and Construction - Non-Budgeted

### 1843 – I-93 Construction Project - Fund 015

RSA 228-A authorizes the issuance of Grant Anticipation Revenue Vehicles (GARVEE) for the I-93 Salem to Manchester corridor. To date, GARVEE bonds have been issued as \$80M in 2010 Series A & B and \$115M in 2012 Series. Funds from those issuances are exclusively reserved for use on I-93 Salem to Manchester. (See table beginning on page F17 for additional information)



		Funding Sources						
Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$7.6 M	\$7.6 M					
Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.5 M	\$0.5 M						



## Municipal Aid and Construction - Non-Budgeted

### 3311 – Non Participating Construction I-93 Improvements - Fund 015

This program, Non-Participating Construction for I-93 Improvements, is utilized for unanticipated activities associated with the I-93 Salem-Manchester Improvement project that are not eligible for federal reimbursement.

(See table beginning on page F17 for additional information)

		Funding Sources						
Investment Levels	Actual FY17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$0.0 M						
Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.3 M							\$0.3 M

# Municipal Aid and Construction - Budgeted Account Summary

## Expenditures for Municipal Aid & Construction Investments - by Fund Non-Discretionary Non-Operating Expenses

FY 2018 Actual (\$ millions)

Unaudited - Budgetary Description	Fund				Total All Funds	
	General 010	Highway 015**	Turnpike 017	Capital 030***	\$	%
<b>Budgeted</b>						
2934 - Railroad Rehab Loan Revolving	\$ 0.1				\$ 0.1	
<b>Construction Debt Service</b>						
7499 - Debt Service			\$ 37.5		\$ 37.5	
8683 - Garvee Bond Debt Service		\$ 18.9			\$ 18.9	
8910 - SB367 Debt Service/Issuance Costs		\$ 0.7			\$ 0.7	
<b>Total Construction Debt Service</b>	<b>\$ 0.1</b>	<b>\$ 19.6</b>	<b>\$ 37.5</b>	<b>\$ -</b>	<b>\$ 57.2</b>	<b>15.25%</b>
<b>Municipal Aid</b>						
2942 & 8910 - Municipal Bridge Program		\$ 5.6			\$ 5.6	
2943 & 8910 - Apportionment A - B (Block Grant)		\$ 35.8			\$ 35.8	
2944 - SPR Planning Funds		\$ 4.8			\$ 4.8	
2945 - Municipal Aid - Federal		\$ 10.2			\$ 10.2	
4965 - Municipal Fuel		\$ 2.1			\$ 2.1	
<b>Total Municipal Aid</b>	<b>\$ -</b>	<b>\$ 58.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 58.5</b>	<b>15.60%</b>
<b>Construction</b>						
Capital Projects - Fund 030 Bonded				\$ 20.8	\$ 20.8	
2991 - Special Railroad Fund	\$ 0.6				\$ 0.6	
Turnpikes System						
7025 - Renewal & Replacement			\$ 8.4		\$ 8.4	
75XX - Construction Repair Materials			\$ 27.8		\$ 27.8	
Construction Program Funds						
2929 - State Aid Construction		\$ 0.3			\$ 0.3	
3039 - Betterment		\$ 20.9			\$ 20.9	
3049 - Non-Par Construction/Reconstruction		\$ 0.1			\$ 0.1	
8910 - SB367 Capital Investment (Class 400 Only)		\$ 18.1			\$ 18.1	
FHWA Grant Anticipation Fund						
3054 - Consolidated Federal Aid		\$ 107.6			\$ 107.6	
5211 - TIFIA Construction		\$ 54.8			\$ 54.8	
<b>Total Construction</b>	<b>\$ 0.6</b>	<b>\$ 201.8</b>	<b>\$ 36.2</b>	<b>\$ 20.8</b>	<b>\$ 259.4</b>	<b>69.15%</b>
<b>Total Budgeted Municipal Aid &amp; Const. Expenses</b>	<b>\$ 0.7</b>	<b>\$ 279.9</b>	<b>\$ 73.7</b>	<b>\$ 20.8</b>	<b>\$ 375.1</b>	<b>100.00%</b>
<b>Non-Budgeted Expenses</b>						
1213 - Apportionment A Supplemental	\$ 30.0				\$ 30.0	
1843 - I-93 Construction Project *		\$ 0.5			\$ 0.5	
3311 - Non Par I-93		\$ 0.3			\$ 0.3	
<b>Total Non-Budgeted Expenses</b>	<b>\$ 30.0</b>	<b>\$ 0.8</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 30.8</b>	
<b>Total Municipal Aid &amp; Construction Expenses</b>	<b>\$ 30.7</b>	<b>\$ 280.7</b>	<b>\$ 73.7</b>	<b>\$ 20.8</b>	<b>\$ 405.9</b>	

Source: Statement of Appropriations

\* I-93 Project Costs funded by Garvee Bond proceeds

\*\* Fund 015 includes source of funds:

Highway Funds (Unrestricted)

Federal Funds

Other Funds

\*\*\* Bonded - Authorized by HB 25

# Municipal Aid and Construction - Budgeted Account Summary

## Expenditures for Municipal Aid & Construction Investments by Program/Function FY 2018 Actual (\$ millions)

Unaudited - Budgetary		Fund				Total All Funds	
AU	Description	General 010	Highway 015*	Turnpike 017	Capital 030**	\$	%
<b>Aeronautics, Railroad &amp; Public Transportation</b>							
<b>Aeronautics</b>							
2934	Railroad Rehab Loan Revolving	\$ 0.1				\$ 0.1	
2991	Special Railroad Fund	\$ 0.6				\$ 0.6	
	Capital Projects - Bonded				\$ 13.3	\$ 13.3	
<b>Total Aeronautics</b>		<b>\$ 0.7</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13.3</b>	<b>\$ 14.0</b>	<b>3.73%</b>
<b>Rail &amp; Transit</b>							
	Capital Projects - Bonded				\$ 1.9	\$ 1.9	
<b>Total Railroad</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1.9</b>	<b>\$ 1.9</b>	<b>0.51%</b>
<b>Total Aeronautics, Railroad and Public Transportation</b>		<b>\$ 0.7</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 15.2</b>	<b>\$ 15.9</b>	<b>4.24%</b>
<b>Roads &amp; Bridges</b>							
<b>Roads &amp; Bridges Construction</b>							
2929/3039/3049	Construction Program Funds (Betterment & Non-Par)		\$ 21.3			\$ 21.3	
3054	FHWA Grant Anticipation Fund (Consolidated Fed & I-93)		\$ 107.6			\$ 107.6	
5211	TIFIA Construction		\$ 54.8			\$ 54.8	
8910	SB367 Capital Investment (Class 400)		\$ 18.1			\$ 18.1	
7025	Renewal & Replacement			\$ 8.4		\$ 8.4	
75XX	Construction Repair Materials			\$ 27.8		\$ 27.8	
	Capital Projects - Bonded				\$ 5.6	\$ 5.6	
<b>Total Roads &amp; Bridges Construction</b>		<b>\$ -</b>	<b>\$ 201.8</b>	<b>\$ 36.2</b>	<b>\$ 5.6</b>	<b>\$ 243.6</b>	
<b>Debt Service</b>							
8683	Garvee Bond Debt Service		\$ 18.9			\$ 18.9	
8910	SB367 Issuance Costs		\$ 0.7			\$ 0.7	
7499	Turnpike Revenue Bond Debt Service			\$ 37.5		\$ 37.5	
<b>Total Debt Service</b>		<b>\$ -</b>	<b>\$ 19.6</b>	<b>\$ 37.5</b>	<b>\$ -</b>	<b>\$ 57.1</b>	
<b>Total Roads &amp; Bridges Construction and Debt Service</b>		<b>\$ -</b>	<b>\$ 221.4</b>	<b>\$ 73.7</b>	<b>\$ 5.6</b>	<b>\$ 300.7</b>	<b>80.17%</b>
<b>Municipal Aid</b>							
2942 + 8910	Municipal Bridge Program		\$ 5.6			\$ 5.6	
2943 + 8910	Apportionment A - B (Block Grant)		\$ 35.8			\$ 35.8	
2944	SPR Planning Funds		\$ 4.8			\$ 4.8	
2945	Municipal Aid - Federal		\$ 10.2			\$ 10.2	
4965	Municipal Fuel		\$ 2.1			\$ 2.1	
<b>Total Municipal Aid</b>		<b>\$ -</b>	<b>\$ 58.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 58.5</b>	<b>15.60%</b>
<b>Total Roads &amp; Bridges Construction and Municipal Aid Expenses</b>		<b>\$ -</b>	<b>\$ 279.9</b>	<b>\$ 73.7</b>	<b>\$ 5.6</b>	<b>\$ 359.2</b>	<b>95.76%</b>
<b>Total Budgeted Expenses</b>		<b>\$ 0.7</b>	<b>\$ 279.9</b>	<b>\$ 73.7</b>	<b>\$ 20.8</b>	<b>\$ 375.1</b>	<b>100.00%</b>
<b>Non-Budgeted Expenses</b>							
1213	Apportionment A Supplemental	\$ 30.0				\$ 30.0	
1843	I-93 Construction Project		\$ 0.5			\$ 0.5	
3311	Non-Par I-93		\$ 0.3			\$ 0.3	
<b>Total Non-Budgeted Expenses</b>		<b>\$ 30.0</b>	<b>\$ 0.8</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 30.8</b>	
<b>Total Municipal Aid &amp; Construction Expenses</b>		<b>\$ 30.7</b>	<b>\$ 280.7</b>	<b>\$ 73.7</b>	<b>\$ 20.8</b>	<b>\$ 405.9</b>	

Source: Statement of Appropriations

\* Fund 015 includes source of funds:

- Highway Funds (Unrestricted)
- Betterment Funds
- Federal Funds
- Other Funds

\*\* Bonded - Authorized by HB 25

# Municipal Aid and Construction - Budgeted Account Summary

## Highway Fund 15 Expenditures for Municipal Aid & Construction Investments\*\*

FY 2018 through FY 2016 Actuals (\$ millions)

Unaudited - Budgetary	FY 2018	% of	FY 2017	% of	FY 2016	% of
Description	Actual	Total	Actual	Total	Actual	Total
<b>Budgeted Debt Service</b>						
8910 - SB367 Issuance Costs	\$ 0.7		\$ 0.5		\$ 0.3	
8683 - Garvee Bond Debt Service	\$ 18.9		\$ 18.9		\$ 18.9	
<b>Total Budgeted Debt Service</b>	<b>\$ 19.6</b>	<b>7.00%</b>	<b>\$ 19.4</b>	<b>7.05%</b>	<b>\$ 19.2</b>	<b>8.42%</b>
<b>Budgeted Municipal Aid</b>						
3012/2942 + 8910 - Municipal Bridge Program	\$ 5.6		\$ 5.3		\$ 10.0	
3013/2943 + 8910 - Apportionment A - B (Block Grant)	\$ 35.8		\$ 34.9		\$ 34.8	
3022/2944 - SPR Planning Funds	\$ 4.8		\$ 4.6		\$ 5.8	
2945 - Municipal Aid - Federal	\$ 10.2		\$ 24.9		\$ 11.6	
4965 - Municipal Fuel	\$ 2.1					
<b>Total Budgeted Municipal Aid</b>	<b>\$ 58.5</b>	<b>20.90%</b>	<b>\$ 69.7</b>	<b>25.34%</b>	<b>\$ 62.2</b>	<b>27.29%</b>
<b>Budgeted Construction Funds</b>						
2929 - State Aid Construction	\$ 0.3		\$ 0.4		\$ 1.3	
3039 - Betterment	\$ 20.9		\$ 22.1		\$ 25.7	
3049 - Non-Par Construction/Reconstruction	\$ 0.1		\$ 4.0		\$ 3.4	
8910 - SB 367 Capital Investment (Class 400)	\$ 18.1		\$ 19.4		\$ 10.6	
3054 - Consolidated Federal Aid	\$ 107.6		\$ 101.8		\$ 95.8	
5211 - TIFIA Construction	\$ 54.8		\$ 38.3		\$ 9.7	
<b>Total Budgeted Construction Funds</b>	<b>\$ 201.8</b>	<b>72.10%</b>	<b>\$ 186.0</b>	<b>67.61%</b>	<b>\$ 146.5</b>	<b>64.28%</b>
<b>Total Budgeted Municipal Aid &amp; Construction Exp's</b>	<b>\$ 279.9</b>	<b>100.00%</b>	<b>\$ 275.1</b>	<b>100.00%</b>	<b>\$ 227.9</b>	<b>100.00%</b>
<b>Non-Budgeted Expenses</b>						
1843 - I-93 Construction Project *	\$ 0.5		\$ 7.6		\$ 22.9	
3311 - Non Par I-93	\$ 0.3				\$ 0.4	
<b>Total Non-Budgeted Expenses</b>	<b>\$ 0.8</b>		<b>\$ 7.6</b>		<b>\$ 23.3</b>	
<b>Total Municipal Aid &amp; Construction Expenses</b>	<b>\$ 280.7</b>		<b>\$ 282.7</b>		<b>\$ 251.2</b>	

Source: Statement of Appropriations

\* I-93 Project Costs funded by Garvee Bond proceeds.

\*\* Fund 015 includes source of funds:

Highway Funds (Unrestricted)

Federal Funds

Other Funds

# Municipal Aid and Construction - Budgeted Account Summary

## Highway Fund 15 Expenditures for Municipal Aid & Construction Investments\*\*

### Program/Function

FY 2018 through FY 2016 Actuals (\$ millions)

Unaudited - Budgetary		FY 2018	% of	FY 2017	% of	FY 2016	% of
AU	Description	Actual	Total	Actual	Total	Actual	Total
<b>Budgeted Roads &amp; Bridges</b>							
Construction							
2929/3039/3049	Construction Program Funds (Betterment & Non-Par)	\$ 21.3		\$ 26.5		\$ 30.4	
3054	FHWA Grant Anticipation Fund (Consolidated Fed)	\$ 107.6		\$ 101.8		\$ 95.8	
5211	TIFIA Construction	\$ 54.8		\$ 38.3		\$ 9.7	
8910	SB367 Capital Investment (Class 400)	\$ 18.1		\$ 19.4		\$ 10.6	
<b>Total Budgeted Roads &amp; Bridges Construction</b>		<b>\$ 201.8</b>	<b>71.89%</b>	<b>\$ 186.0</b>	<b>65.79%</b>	<b>\$ 146.5</b>	<b>58.32%</b>
Debt Service							
8683	Garvee Bond Debt Service	\$ 18.9		\$ 18.9		\$ 18.9	
8910	SB367 Debt Service/Issuance Costs	\$ 0.7		\$ 0.5		\$ 0.3	
<b>Total Budgeted Roads &amp; Bridges Debt Service</b>		<b>\$ 19.6</b>	<b>6.98%</b>	<b>\$ 19.4</b>	<b>6.86%</b>	<b>\$ 19.2</b>	<b>7.64%</b>
<b>Total Budgeted Roads &amp; Bridges Construction</b>		<b>\$ 221.4</b>	<b>78.87%</b>	<b>\$ 205.4</b>	<b>72.66%</b>	<b>\$ 165.7</b>	<b>65.96%</b>
<b>Budgeted Municipal Aid</b>							
2944	SPR Planning Funds	\$ 4.8		\$ 4.6		\$ 5.8	
2945	Municipal Aid - Federal	\$ 10.2		\$ 24.9		\$ 11.6	
2942 + 8910	Municipal Bridge Program	\$ 5.6		\$ 5.3		\$ 10.0	
2943 + 8910	Apportionment A - B (Block Grant)	\$ 35.8		\$ 34.9		\$ 34.8	
4965	Municipal Fuel	\$ 2.1					
<b>Total Budgeted Municipal Aid</b>		<b>\$ 58.5</b>	<b>20.84%</b>	<b>\$ 69.7</b>	<b>24.66%</b>	<b>\$ 62.2</b>	<b>24.76%</b>
<b>Non-Budgeted Expenses</b>							
1843	I-93 Construction Project *	\$ 0.5		\$ 7.6		\$ 22.9	
3311	Non-Par I-93	\$ 0.3				\$ 0.4	
<b>Total Non-Budgeted Expenses</b>		<b>\$ 0.8</b>	<b>0.29%</b>	<b>\$ 7.6</b>	<b>2.69%</b>	<b>\$ 23.3</b>	<b>9.28%</b>
<b>Total Highway Fund Municipal Aid &amp; Construction Expenses</b>		<b>\$ 280.7</b>	<b>100.00%</b>	<b>\$ 282.7</b>	<b>100.00%</b>	<b>\$ 251.2</b>	<b>100.00%</b>

Source: Statement of Appropriations

\* I-93 Project costs funded by Garvee Bond proceeds

\*\* Fund 015 includes source of funds:

- Highway Funds (Unrestricted)
- Betterment Funds
- Federal Funds
- Other Agency Income

# Municipal Aid and Construction - Budgeted Account Summary

## Highway Fund 15 Expenditures for Municipal Aid & Construction Investments Program/Function by Source of Funds

Unaudited - Budgetary		FY 2018 Actual (\$ millions)							
AU	Description	Highway Funds	% of Total	Federal Funds	% of Total	Other Funds	% of Total	2018 Actual Total	% of Total
<b>Roads &amp; Bridges</b>									
Construction									
2929/3039/3049/8910	Construction Program Funds (Betterment, Non-Par & SB 367)	\$ 0.3				\$ 39.1		\$ 39.4	
1843/3054/3311	FHWA Grant Anticipation Fund (Consolidated Fed & I-93)	\$ 0.8		\$ 103.6		\$ 4.0		\$ 108.4	
5211	TIFIA Construction			\$ 54.8				\$ 54.8	
<b>Total Roads &amp; Bridges Construction</b>		<b>\$ 1.1</b>	<b>2.92%</b>	<b>\$ 158.4</b>	<b>82.37%</b>	<b>\$ 43.1</b>	<b>85.01%</b>	<b>\$ 202.6</b>	<b>72.18%</b>
Debt Service									
8910	SB367 (TIFIA Debt Service/Issuance Costs)					\$ 0.7		\$ 0.7	
8683	Garvee Bond Debt Service			\$ 18.9				\$ 18.9	
<b>Total Roads &amp; Bridges Debt Service</b>		<b>\$ -</b>	<b>0.00%</b>	<b>\$ 18.9</b>	<b>9.83%</b>	<b>\$ 0.7</b>	<b>1.38%</b>	<b>\$ 19.6</b>	<b>6.98%</b>
<b>Total Roads &amp; Bridges &amp; Debt Service Expenses</b>		<b>\$ 1.1</b>	<b>2.92%</b>	<b>\$ 177.3</b>	<b>92.20%</b>	<b>\$ 43.8</b>	<b>86.39%</b>	<b>\$ 222.2</b>	<b>79.16%</b>
<b>Municipal Aid</b>									
2942/8910	Municipal Bridge Program	\$ 5.0				\$ 0.6		\$ 5.6	
2943/8910	Apportionment A - B (Block Grant)	\$ 31.6				\$ 4.2		\$ 35.8	
2944	SPR Planning Funds			\$ 4.8				\$ 4.8	
2945	Municipal Aid - Federal			\$ 10.2				\$ 10.2	
4965	Municipal Fuel					\$ 2.1		\$ 2.1	
<b>Total Municipal Aid</b>		<b>\$ 36.6</b>	<b>97.08%</b>	<b>\$ 15.0</b>	<b>7.80%</b>	<b>\$ 6.9</b>	<b>13.61%</b>	<b>\$ 58.5</b>	<b>20.84%</b>
<b>Total Highway Fund Municipal Aid &amp; Construction Expenses</b>		<b>\$ 37.7</b>	<b>100.00%</b>	<b>\$ 192.3</b>	<b>100.00%</b>	<b>\$ 50.7</b>	<b>100.00%</b>	<b>\$ 280.7</b>	<b>100.00%</b>

Source: Statement of Appropriations

# Consolidated Financial Summary

## Revenue Activity All Funds FY 2018 Actual (\$ millions)

UNAUDITED - BUDGETARY	Fund				
	General 010	Highway 015	Turnpike 017	Capital 030	Total
<b>Unrestricted:</b>					
<b>Revenue Collected by the Department of Safety (DOS):</b>					
Gasoline Road Toll		\$ 126.1			\$ 126.1
Motor Vehicle Fees		\$ 90.3			\$ 90.3
Sale of Vehicles		\$ 0.2			\$ 0.2
<b>Total Revenue Collected by DOS</b>	\$ -	\$ 216.6	\$ -	\$ -	\$ 216.6
<b>Motor Vehicle Fines (Collected by the Courts)</b>	\$ -	\$ 5.7	\$ -	\$ -	\$ 5.7
<b>Revenue Collected by the Department of Transportation (DOT):</b>					
Cash Toll Receipts - Blue Star			\$ 12.3		\$ 12.3
Cash Toll Receipts - Central			\$ 11.6		\$ 11.6
Cash Toll Receipts - Spaulding			\$ 4.0		\$ 4.0
Electronic Toll Collections - Blue Star			\$ 52.1		\$ 52.1
Electronic Toll Collections - Central			\$ 34.4		\$ 34.4
Electronic Toll Collections - Spaulding			\$ 13.0		\$ 13.0
Turnpike Miscellaneous			\$ 0.4		\$ 0.4
Other Unrestricted Revenues	\$ 0.7	\$ 0.3	\$ 7.3		\$ 8.3
<b>Total Revenue Collected by DOT</b>	\$ 0.7	\$ 0.3	\$ 135.1	\$ -	\$ 136.1
<b>Total Unrestricted Revenue</b>	\$ 0.7	\$ 222.6	\$ 135.1	\$ -	\$ 358.4
<b>Restricted:</b>					
<b>Federal Funds - FHWA</b>					
Consolidated Federal Aid		\$ 103.9			\$ 103.9
Municipal Fed Aid (Construction)		\$ 10.2			\$ 10.2
Direct Labor Allocation		\$ 11.7			\$ 11.7
Overhead Allocation		\$ 13.0			\$ 13.0
Pavement Marking Program		\$ 1.6			\$ 1.6
SPR Planning & Research Funds		\$ 5.3			\$ 5.3
Bridge Rehab, Painting, Preservation and Improvements (BRPPI) - FHWA Reimbursement		\$ 1.3			\$ 1.3
TIFIA Construction Loan Proceeds		\$ 54.8			\$ 54.8
EPA - DERA Grant		\$ 0.8			\$ 0.8
<b>Federal Funds - FAA</b>					
FAA Airport Improvement				\$ 12.5	\$ 12.5
<b>Federal Funds - FTA</b>					
Public Transportation Division	\$ 12.0				\$ 12.0
<b>Federal Funds - Emergency</b>					
FHWA Emergency		\$ 2.0			\$ 2.0
<b>Federal Funds - Debt Service</b>					
Bonds Debt Service		\$ 18.8	\$ 3.0		\$ 21.8
<b>Total Federal Funds</b>	\$ 12.0	\$ 223.4	\$ 3.0	\$ 12.5	\$ 250.9
<b>Revolving Funds</b>					
Motor Fuel Sales		\$ 2.1			\$ 2.1
Transponder Sales			\$ 0.8		\$ 0.8
Other Revolving Funds	\$ 0.4				\$ 0.4
<b>Total Revolving Funds</b>	\$ 0.4	\$ 2.1	\$ 0.8	\$ -	\$ 3.3
<b>Private &amp; Local Funds</b>					
Interstate Bridge Authority		\$ 0.6			\$ 0.6
Consolidated Federal Aid - Local Match		\$ 3.6			\$ 3.6
Requested Maintenance/Repairs		\$ 0.8			\$ 0.8
Other Private & Local Funds	\$ 0.2		\$ 0.2		\$ 0.4
<b>Total Private &amp; Local Funds</b>	\$ 0.2	\$ 5.0	\$ 0.2	\$ -	\$ 5.4
<b>Intra-Agency Transfers</b>	\$ -	\$ 2.3	\$ -	\$ -	\$ 2.3
<b>Agency Income</b>					
Highway Betterment		\$ 22.0			\$ 22.0
ROW Property Sales		\$ 0.5			\$ 0.5
SB367 Capital Investment		\$ 35.4			\$ 35.4
Non-Par I-93		\$ 0.3			\$ 0.3
FEMA Emergency		\$ 4.0			\$ 4.0
Other Agency Income	\$ 1.7	\$ 8.5	\$ 0.1		\$ 10.3
<b>Total Agency Income</b>	\$ 1.7	\$ 70.7	\$ 0.1	\$ -	\$ 72.5
<b>Total Restricted Revenue - DOT</b>	\$ 14.3	\$ 303.5	\$ 4.1	\$ 12.5	\$ 334.4
<b>Total Restricted Revenue - Other Agencies</b>	\$ -	\$ 37.1	\$ 1.9	\$ -	\$ 39.0
<b>Sub-Total Revenue *</b>	\$ 15.0	\$ 563.2	\$ 141.1	\$ 12.5	\$ 731.8
<b>Funding from Bond Proceeds</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Revenue - All Funds</b>	\$ 15.0	\$ 563.2	\$ 141.1	\$ 12.5	\$ 731.8

\* Source: Revenue Source Summary of Unrestricted and Restricted Revenues reports

# Consolidated Financial Summary

## Revenue Activity - Highway Fund 015 FY 2018 - 2017 - 2016 Actuals (\$ millions)

UNAUDITED - BUDGETARY	CHG 2018 vs. 2017			CHG 2017 vs. 2016			
	FY 2018	\$	%	FY 2017	\$	%	FY 2016
<b>Unrestricted:</b>							
<b>Revenue Collected by the Department of Safety (DOS):</b>							
Gasoline Road Toll	\$ 126.1	\$ 1.5	1.2%	\$ 124.6	\$ 0.3	0.2%	\$ 124.3
Motor Vehicle Fees	\$ 90.3	\$ 0.4	0.4%	\$ 89.9	\$ 5.6	6.2%	\$ 84.3
Sale of Vehicles	\$ 0.2	\$ 0.1	50.0%	\$ 0.1	\$ -	0.0%	\$ 0.1
<b>Total Revenue Collected by DOS</b>	<b>\$ 216.6</b>	<b>\$ 2.0</b>	<b>0.9%</b>	<b>\$ 214.6</b>	<b>\$ 5.9</b>	<b>2.7%</b>	<b>\$ 208.7</b>
<b>Motor Vehicle Fines (Collected by the Courts)</b>	<b>\$ 5.7</b>	<b>\$ (0.5)</b>	<b>-8.8%</b>	<b>\$ 6.2</b>	<b>\$ (0.7)</b>	<b>-11.3%</b>	<b>\$ 6.9</b>
<b>Revenue Collected by the Department of Transportation (DOT):</b>							
I-95 Bridge Sale *	\$ -	\$ -	0.0%	\$ -	\$ (0.4)	0.0%	\$ 0.4
Other Unrestricted Revenues	\$ 0.3	\$ -	0.0%	\$ 0.3	\$ -	0.0%	\$ 0.3
<b>Total Revenue Collected by DOT</b>	<b>\$ 0.3</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 0.3</b>	<b>\$ (0.4)</b>	<b>-133.3%</b>	<b>\$ 0.7</b>
<b>Total Unrestricted Revenue</b>	<b>\$ 222.6</b>	<b>\$ 1.5</b>	<b>0.7%</b>	<b>\$ 221.1</b>	<b>\$ 4.8</b>	<b>2.2%</b>	<b>\$ 216.3</b>
<b>Restricted:</b>							
<b>Federal Funds</b>							
Consolidated Fed Aid (Construction)	\$ 103.9	\$ (2.6)	-2.5%	\$ 106.5	\$ 12.5	11.7%	\$ 94.0
Municipal Fed Aid (Construction)	\$ 10.2	\$ (14.2)	-139.2%	\$ 24.4	\$ 12.8	52.5%	\$ 11.6
Direct Labor Allocation	\$ 11.7	\$ (0.1)	-0.9%	\$ 11.8	\$ 1.8	15.3%	\$ 10.0
Overhead Allocation	\$ 13.0	\$ 2.2	16.9%	\$ 10.8	\$ 0.2	1.9%	\$ 10.6
Pavement Marking Program	\$ 1.6	\$ (1.2)	-75.0%	\$ 2.8	\$ 0.7	25.0%	\$ 2.1
SPR Planning & Research Funds	\$ 5.3	\$ 1.1	20.8%	\$ 4.2	\$ (2.1)	-50.0%	\$ 6.3
Bridge Rehab, Painting, Preservation and Improvements (BRPPI) - FHWA Reimbursement	\$ 1.3	\$ (1.3)	-100.0%	\$ 2.6	\$ 0.6	23.1%	\$ 2.0
TIFIA Construction Loan Proceeds	\$ 54.8	\$ 16.5	30.1%	\$ 38.3	\$ 28.6	74.7%	\$ 9.7
EPA - DERA Grant	\$ 0.8	\$ 0.8	100.0%	\$ -	\$ -	-	\$ -
<b>Federal Funds - Emergency</b>							
FHWA Emergency Funds*	\$ 2.0	\$ 1.9	95.0%	\$ 0.1	\$ (0.4)	-400.0%	\$ 0.5
<b>Federal Funds - Debt Service</b>							
Bonds Debt Service	\$ 18.8	\$ (0.1)	-0.5%	\$ 18.9	\$ -	0.0%	\$ 18.9
<b>Total Federal Funds</b>	<b>\$ 223.4</b>	<b>\$ 3.0</b>	<b>1.3%</b>	<b>\$ 220.4</b>	<b>\$ 54.7</b>	<b>24.8%</b>	<b>\$ 165.7</b>
<b>Revolving Funds</b>							
Fleet Parts Inventory	\$ -	\$ (1.6)	-	\$ 1.6	\$ (0.2)	-12.5%	\$ 1.8
Motor Fuel Sales	\$ 2.1	\$ (7.1)	-338.1%	\$ 9.2	\$ (1.7)	-18.5%	\$ 10.9
<b>Total Revolving Funds</b>	<b>\$ 2.1</b>	<b>\$ (8.7)</b>	<b>-414.3%</b>	<b>\$ 10.8</b>	<b>\$ (1.9)</b>	<b>-17.6%</b>	<b>\$ 12.7</b>
<b>Private &amp; Local Funds</b>							
Interstate Bridge Authority	\$ 0.6	\$ (0.2)	-33.3%	\$ 0.8	\$ 0.2	25.0%	\$ 0.6
Consolidated Fed Aid (Construction) - Local Match	\$ 3.6	\$ 2.2	61.1%	\$ 1.4	\$ (0.5)	-35.7%	\$ 1.9
Requested Maintenance & Repairs	\$ 0.8	\$ 0.1	12.5%	\$ 0.7	\$ 0.2	28.6%	\$ 0.5
<b>Total Private &amp; Local Funds</b>	<b>\$ 5.0</b>	<b>\$ 2.1</b>	<b>42.0%</b>	<b>\$ 2.9</b>	<b>\$ (0.1)</b>	<b>-3.4%</b>	<b>\$ 3.0</b>
<b>Total Intra-Agency Transfers</b>	<b>\$ 2.3</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 2.3</b>	<b>\$ 0.2</b>	<b>8.7%</b>	<b>\$ 2.1</b>
<b>Agency Income</b>							
Highway Betterment	\$ 22.0	\$ 0.3	1.4%	\$ 21.7	\$ 0.2	0.9%	\$ 21.5
ROW Property Sales	\$ 0.5	\$ (0.3)	-60.0%	\$ 0.8	\$ 0.3	37.5%	\$ 0.5
SB367 Capital Investment	\$ 35.4	\$ 0.4	1.1%	\$ 35.0	\$ 0.3	0.9%	\$ 34.7
Non-Par I-93	\$ 0.3	\$ 0.1	33.3%	\$ 0.2	\$ (0.8)	-400.0%	\$ 1.0
FEMA Emergency	\$ 4.0	\$ 4.0	100.0%	\$ -	\$ -	-	\$ -
Other Agency Income	\$ 8.5	\$ 1.9	22.4%	\$ 6.6	\$ (0.1)	-1.5%	\$ 6.7
<b>Total Agency Income</b>	<b>\$ 70.7</b>	<b>\$ 6.4</b>	<b>9.1%</b>	<b>\$ 64.3</b>	<b>\$ (0.1)</b>	<b>-0.2%</b>	<b>\$ 64.4</b>
<b>Total Restricted Revenue - DOT</b>	<b>\$ 303.5</b>	<b>\$ 2.8</b>	<b>0.9%</b>	<b>\$ 300.7</b>	<b>\$ 52.8</b>	<b>17.6%</b>	<b>\$ 247.9</b>
<b>Total Restricted Revenue - Other Agencies</b>	<b>\$ 37.1</b>	<b>\$ 4.0</b>	<b>10.8%</b>	<b>\$ 33.1</b>	<b>\$ 1.3</b>	<b>3.9%</b>	<b>\$ 31.8</b>
<b>Sub-Total All Revenue</b>	<b>\$ 563.2</b>	<b>\$ 8.3</b>	<b>1.5%</b>	<b>\$ 554.9</b>	<b>\$ 58.9</b>	<b>10.6%</b>	<b>\$ 496.0</b>
<b>Funding from Bond Proceeds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 6.1</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 23.3</b>
<b>Total All Revenue - Highway Fund</b>	<b>\$ 563.2</b>	<b>\$ 2.2</b>	<b>0.4%</b>	<b>\$ 561.0</b>	<b>\$ 41.7</b>	<b>7.4%</b>	<b>\$ 519.3</b>

Source: Revenue Source Summary of Unrestricted and Restricted Revenues reports

\* These revenue amounts represent non-recurring revenue.



# Consolidated Financial Summary

## All Funds Expenditures by Class

FY 2018 Actual (\$ millions)

Class	Unaudited - Budgetary Description	FY 2018 Actual				Total All Funds	
		General 010	Highway 015	Turnpike 017	Capital 030*	\$	%
<b>Public Sector Transportation Expenditures</b>							
<b>Personal Services and Benefits</b>							
010-015	Personal Services-Permanent Classified	\$ 0.9	\$ 64.3	\$ 7.3		\$ 72.5	
017	FT Employees Special Payments		\$ 0.5	\$ 0.1		\$ 0.6	
018	Overtime		\$ 7.9	\$ 0.8		\$ 8.7	
019	Holiday Pay		\$ 0.1	\$ 0.1		\$ 0.2	
050	Personal Service-Temp/Appointed		\$ 1.5	\$ 2.1		\$ 3.6	
060	Benefits	\$ 0.4	\$ 38.5	\$ 4.7		\$ 43.6	
062	Workers Compensation		\$ 1.3	\$ 0.2		\$ 1.5	
064	Ret-Pension Bene-Health Insurance		\$ 8.6	\$ 0.7		\$ 9.3	
070	In-State Travel Reimbursement		\$ 0.8			\$ 0.8	
080	Out-of-State Travel Reimbursement		\$ 0.1	\$ -		\$ 0.1	
	<b>Total Personal Services and Benefits DOT</b>	<b>\$ 1.3</b>	<b>\$ 123.6</b>	<b>\$ 16.0</b>	<b>\$ 0.0</b>	<b>\$ 140.9</b>	<b>21.09%</b>
<b>Transfer Payments - DOT Usage</b>							
027	Transfers To DOIT		\$ 6.8			\$ 6.8	
028	Transfers To General Services		\$ 1.5			\$ 1.5	
029	Intra-Agency Transfers			\$ 2.2		\$ 2.2	
040	Indirect Costs		\$ 1.6	\$ 0.2		\$ 1.8	
404	Intra Indirect Costs	\$ 0.2		\$ 2.2		\$ 2.4	
	<b>Transfer Payments to Agencies- DOT Usage</b>	<b>\$ 0.2</b>	<b>\$ 9.9</b>	<b>\$ 4.6</b>	<b>\$ 0.0</b>	<b>\$ 14.7</b>	<b>2.20%</b>
	<b>Total DOT Internal Expenditure</b>	<b>\$ 1.5</b>	<b>\$ 133.5</b>	<b>\$ 20.6</b>	<b>\$ 0.0</b>	<b>\$ 155.6</b>	<b>23.29%</b>
<b>Transfer Payments - Agency/Municipal</b>							
049	Transfer to Other State Agencies			\$ 0.1		\$ 0.1	
072	Grants-Federal	\$ 7.3	\$ 14.2			\$ 21.5	
073	Grants-Non Federal	\$ 0.5	\$ 6.2			\$ 6.7	
407	Trans To Bd Of Tax & Land Appeals		\$ 0.1			\$ 0.1	
409	Trans To Dept Of Justice		\$ 0.8			\$ 0.8	
411	Trans To DES Dam Bureau		\$ 0.1			\$ 0.1	
414	Block Grant Apportionment A	\$ 30.0	\$ 35.4			\$ 65.4	
416	Transf to DRED (Welcome Ctrs & Rest Areas)		\$ 1.3	\$ 0.9		\$ 2.2	
	<b>Total Transfer Payments - Agency/Municipal</b>	<b>\$ 37.8</b>	<b>\$ 58.1</b>	<b>\$ 1.0</b>	<b>\$ 0.0</b>	<b>\$ 96.9</b>	<b>14.51%</b>
	<b>Total DOT Public Sector Exp &amp; Transfer</b>	<b>\$ 39.3</b>	<b>\$ 191.6</b>	<b>\$ 21.6</b>	<b>\$ 0.0</b>	<b>\$ 252.5</b>	<b>37.80%</b>
<b>Private Sector Transportation Expenditures</b>							
<b>Contractual Services</b>							
022	Rents-Leases Other Than State		\$ 14.7	\$ 0.9		\$ 15.6	
023	Heat- Electricity - Water		\$ 1.9	\$ 1.0		\$ 2.9	
024	Maint.Other Than Build.- Grnds		\$ 0.7	\$ 2.6		\$ 3.3	
026	Organizational Dues		\$ 0.1	\$ 0.1		\$ 0.2	
039	Telecommunications		\$ 0.6	\$ 0.1		\$ 0.7	
046	Consultants		\$ 24.1	\$ 8.3		\$ 32.4	
048	Contractual Maint.-Build-Grnds	\$ 0.1	\$ 0.6	\$ 0.2		\$ 0.9	
066	Employee Training		\$ 0.2			\$ 0.2	
102	Contracts for Program Services			\$ 3.0		\$ 3.0	
103	Contracts for Operating Services	\$ 0.6	\$ 0.2	\$ 0.1		\$ 0.9	
403	Audit			\$ 0.1		\$ 0.1	
406	Environmental Expense		\$ 0.1			\$ 0.1	
	<b>Total Contractual Services</b>	<b>\$ 0.7</b>	<b>\$ 43.2</b>	<b>\$ 16.4</b>	<b>\$ 0.0</b>	<b>\$ 60.3</b>	<b>9.03%</b>
<b>Supplies and Materials</b>							
020	Current Expenses		\$ 37.0	\$ 5.7		\$ 42.7	
047	Own Forces Maint.-Build.-Grnds		\$ 0.3			\$ 0.3	
	<b>Total Supplies and Materials</b>	<b>\$ -</b>	<b>\$ 37.3</b>	<b>\$ 5.7</b>	<b>\$ 0.0</b>	<b>\$ 43.0</b>	<b>6.44%</b>
<b>Equipment</b>							
030	Equipment New/Replacement	\$ 3.1	\$ 4.9	\$ 1.1		\$ 9.1	
037	Technology - Hardware	\$ 0.1	\$ 0.2			\$ 0.3	
038	Technology - Software		\$ 0.8			\$ 0.8	
	<b>Total Equipment</b>	<b>\$ 3.2</b>	<b>\$ 5.9</b>	<b>\$ 1.1</b>	<b>\$ -</b>	<b>\$ 10.2</b>	<b>1.53%</b>
<b>Capital Projects</b>							
034	Capital Projects Bonded (HB 25)				\$ 20.7	\$ 20.7	
415	Railroad Loans				\$ 0.1	\$ 0.1	
	<b>Total Capital Projects</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 20.8</b>	<b>\$ 20.8</b>	<b>3.11%</b>
<b>Land and Property Improvements</b>							
400	Construction Repair Materials	\$ 1.0	\$ 176.5	\$ 32.7		\$ 210.2	
401	Land - Interest		\$ 1.3	\$ 0.2		\$ 1.5	
	<b>Total Land and Property Improvements</b>	<b>\$ 1.0</b>	<b>\$ 177.8</b>	<b>\$ 32.9</b>	<b>\$ 0.0</b>	<b>\$ 211.7</b>	<b>31.69%</b>
<b>Debt Service</b>							
044	Debt Service Other Agencies	\$ 0.1	\$ 31.9	\$ 37.5		\$ 69.5	
	<b>Total Debt Service</b>	<b>\$ 0.1</b>	<b>\$ 31.9</b>	<b>\$ 37.5</b>	<b>\$ 0.0</b>	<b>\$ 69.5</b>	<b>10.40%</b>
	<b>Total Expenditures with Private Sector</b>	<b>\$ 5.0</b>	<b>\$ 296.1</b>	<b>\$ 93.6</b>	<b>\$ 20.8</b>	<b>\$ 415.5</b>	<b>62.20%</b>
	<b>Total Expenditures - DOT</b>	<b>\$ 44.3</b>	<b>\$ 487.7</b>	<b>\$ 115.2</b>	<b>\$ 20.8</b>	<b>\$ 668.0</b>	<b>100.00%</b>

Source: Statement of Appropriations

\* Bonded - authorized by HB25

# Consolidated Financial Summary

## Highway Fund 15 Expenditures by Class\* FY 2018 through FY 2016 Actuals (\$ millions)

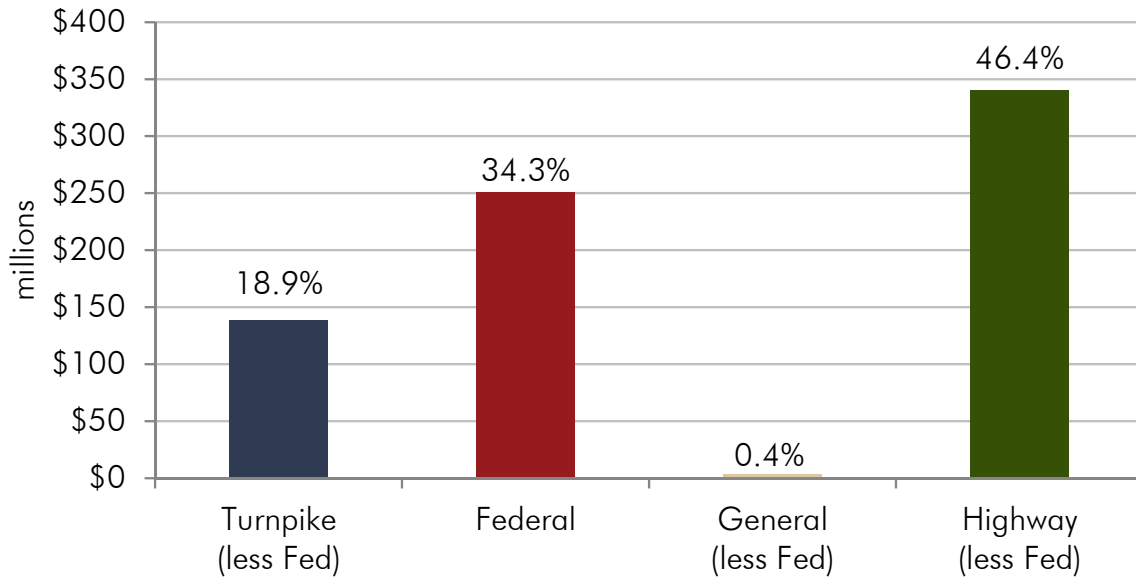
Class	Unaudited - Budgetary Description	2018		2017		2016	
		Actual	% of Total	Actual	% of Total	Actual	% of Total
<b>Public Sector Transportation Expenditures</b>							
<b>Personal Services and Benefits</b>							
010-015	Personal Services-Perm. Classified	\$ 64.3		\$ 64.1		\$ 62.1	
017	FT Employees Special Payments	\$ 0.5		\$ 0.6		\$ 0.5	
018	Overtime	\$ 7.9		\$ 7.6		\$ 5.0	
019	Holiday Pay	\$ 0.1		\$ 0.1		\$ 0.1	
050	Personal Service-Temp/Appointed	\$ 1.5		\$ 1.3		\$ 1.3	
060	Benefits	\$ 38.5		\$ 39.1		\$ 36.9	
062	Workers Compensation	\$ 1.3		\$ 1.1		\$ 0.9	
064	Ret-Pension Bene-Health Insurance	\$ 8.6		\$ 8.6		\$ 8.3	
070	In-State Travel Reimbursement	\$ 0.8		\$ 0.8		\$ 0.8	
080	Out-of-State Travel Reimbursement	\$ 0.1					
	<b>Total Personal Services and Benefits DOT</b>	<b>\$ 123.6</b>	<b>25.20%</b>	<b>\$ 123.3</b>	<b>25.20%</b>	<b>\$ 115.9</b>	<b>26.11%</b>
<b>Transfer Payments - DOT Usage</b>							
027	Transfers To DOIT	\$ 6.8		\$ 6.3		\$ 6.3	
028	Transfers To General Services	\$ 1.5		\$ 1.7		\$ 1.5	
035	Shared Services Support			\$ 0.1		\$ 0.2	
040	Indirect Costs	\$ 1.6		\$ 1.6		\$ 1.6	
	<b>Transfer Payments to Agencies- DOT Usage</b>	<b>\$ 9.9</b>	<b>1.98%</b>	<b>\$ 9.7</b>	<b>1.98%</b>	<b>\$ 9.6</b>	<b>2.16%</b>
	<b>Total DOT Internal Expenditure</b>	<b>\$ 133.5</b>	<b>27.18%</b>	<b>\$ 133.0</b>	<b>27.18%</b>	<b>\$ 125.5</b>	<b>28.27%</b>
<b>Transfer Payments - Agency/Municipal</b>							
072	Grants-Federal	\$ 14.2		\$ 28.8		\$ 15.5	
073	Grants-Non Federal	\$ 6.2		\$ 6.1		\$ 10.3	
407	Trans To Bd Of Tax & Land Appeals	\$ 0.1		\$ 0.1		\$ 0.1	
409	Trans To Dept Of Justice	\$ 0.8		\$ 0.9		\$ 0.8	
411	Trans To DES Dam Bureau	\$ 0.1		\$ 0.2		\$ 0.1	
414	Block Grant Apportionment A	\$ 35.4		\$ 34.5		\$ 34.4	
416	Transf to DRED (Welcome Ctrs & Rest Areas)	\$ 1.3		\$ 1.6		\$ 1.4	
	<b>Total Transfer Payments - Agency/Municipal</b>	<b>\$ 58.1</b>	<b>14.74%</b>	<b>\$ 72.2</b>	<b>14.74%</b>	<b>\$ 62.6</b>	<b>14.10%</b>
	<b>Total DOT Public Sector Exp &amp; Transfer</b>	<b>\$ 191.6</b>	<b>41.92%</b>	<b>\$ 205.2</b>	<b>41.92%</b>	<b>\$ 188.1</b>	<b>42.37%</b>
<b>Private Sector Transportation Expenditures</b>							
<b>Contractual Services</b>							
022	Rents-Leases Other Than State	\$ 14.7		\$ 13.7		\$ 9.0	
023	Heat- Electricity - Water	\$ 1.9		\$ 1.8		\$ 1.8	
024	Maint.Other Than Build.- Grnds	\$ 0.7		\$ 0.6		\$ 0.7	
026	Organizational Dues	\$ 0.1		\$ 0.1		\$ 0.1	
039	Telecommunications	\$ 0.6		\$ 0.6		\$ 0.5	
046	Consultants	\$ 24.1		\$ (0.2)		\$ 25.9	
048	Contractual Maint.-Build-Grnds	\$ 0.6		\$ 0.6		\$ 0.5	
066	Employee Training	\$ 0.2		\$ 0.2		\$ 0.2	
103	Contracts for Operating Services	\$ 0.2		\$ 0.2		\$ 0.3	
255	Cost of Issuing Bonds			\$ 0.3		\$ 0.3	
406	Environmental Expense	\$ 0.1				\$ 0.1	
	<b>Total Contractual Services</b>	<b>\$ 43.2</b>	<b>3.66%</b>	<b>\$ 17.9</b>	<b>3.66%</b>	<b>\$ 39.4</b>	<b>8.88%</b>
<b>Supplies and Materials</b>							
020	Current Expenses	\$ 37.0		\$ 40.6		\$ 38.1	
047	Own Forces Maint.-Build.-Grnds	\$ 0.3		\$ 0.3		\$ 0.4	
	<b>Total Supplies and Materials</b>	<b>\$ 37.3</b>	<b>8.37%</b>	<b>\$ 40.9</b>	<b>8.37%</b>	<b>\$ 38.5</b>	<b>8.67%</b>
<b>Equipment/Software</b>							
030	Equipment New/Replacement	\$ 4.9		\$ 3.3		\$ 3.8	
037	Technology - Hardware	\$ 0.2		\$ 0.2		\$ 0.1	
038	Technology - Software	\$ 0.8		\$ 0.6		\$ 0.9	
	<b>Total Equipment</b>	<b>\$ 5.9</b>	<b>0.84%</b>	<b>\$ 4.1</b>	<b>0.84%</b>	<b>\$ 4.8</b>	<b>1.08%</b>
<b>Land and Property Improvements</b>							
400	Construction Repair Materials	\$ 176.5		\$ 188.0		\$ 136.8	
401	Land - Interest	\$ 1.3		\$ 3.1		\$ 5.6	
	<b>Total Land and Property Improvements</b>	<b>\$ 177.8</b>	<b>39.04%</b>	<b>\$ 191.1</b>	<b>39.04%</b>	<b>\$ 142.4</b>	<b>32.08%</b>
<b>Debt Service</b>							
044	Debt Service Other Agencies	\$ 31.9		\$ 30.2		\$ 30.7	
	<b>Total Debt Service</b>	<b>\$ 31.9</b>	<b>6.16%</b>	<b>\$ 30.2</b>	<b>6.16%</b>	<b>\$ 30.7</b>	<b>6.92%</b>
	<b>Total DOT Expenditures with Private Sector</b>	<b>\$ 296.1</b>	<b>58.08%</b>	<b>\$ 284.2</b>	<b>58.08%</b>	<b>\$ 255.8</b>	<b>57.63%</b>
	<b>Total Public and Private Sector - DOT Fund 015</b>	<b>\$ 487.7</b>	<b>100.00%</b>	<b>\$ 489.4</b>	<b>100.00%</b>	<b>\$ 443.9</b>	<b>100.00%</b>

Source: Statement of Appropriations

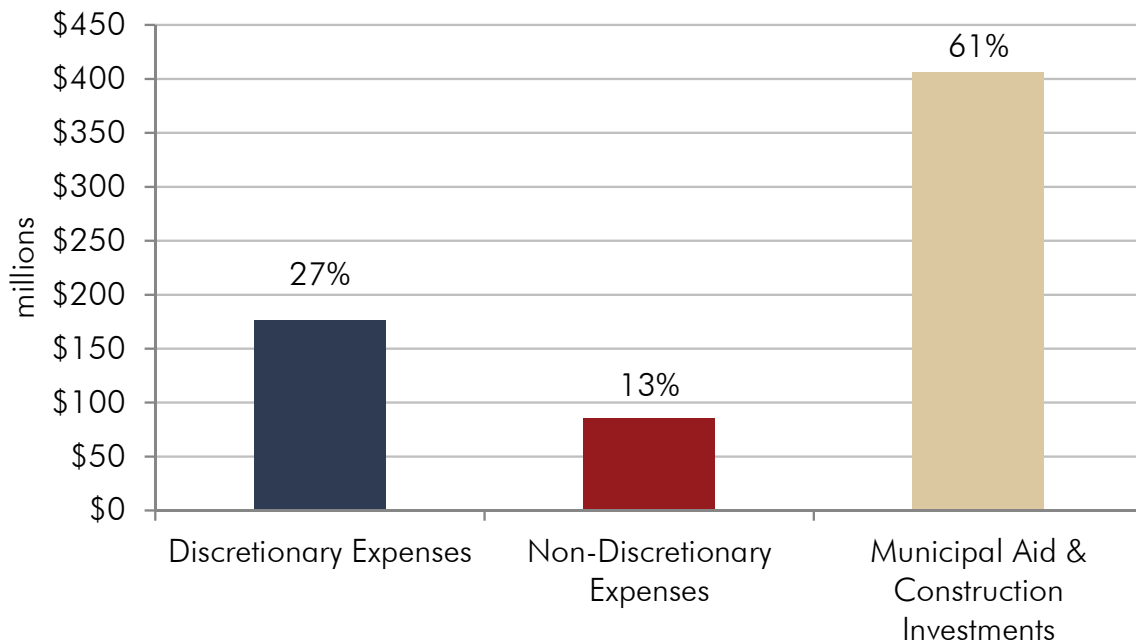
\* Fund 015 includes source of funds:  
Highway Funds (Unrestricted)  
Federal Funds  
Other Funds

# Consolidated Financial Summary

## All Funds Revenue - \$732 M

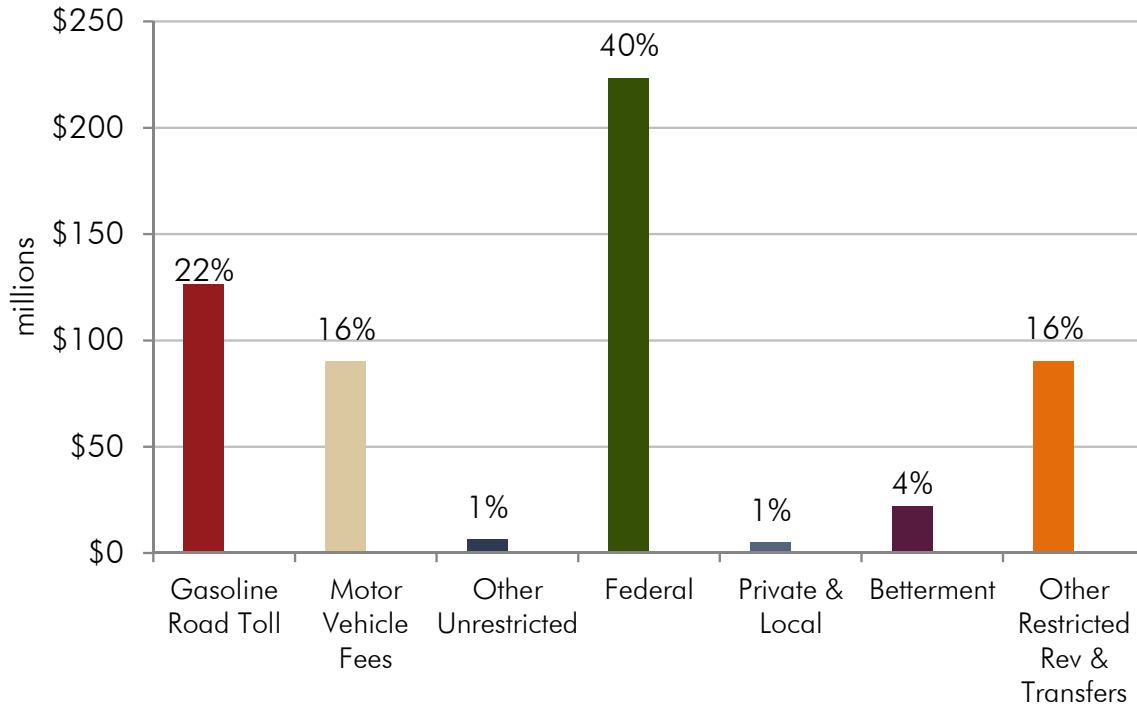


## All Funds Expenses - \$668 M

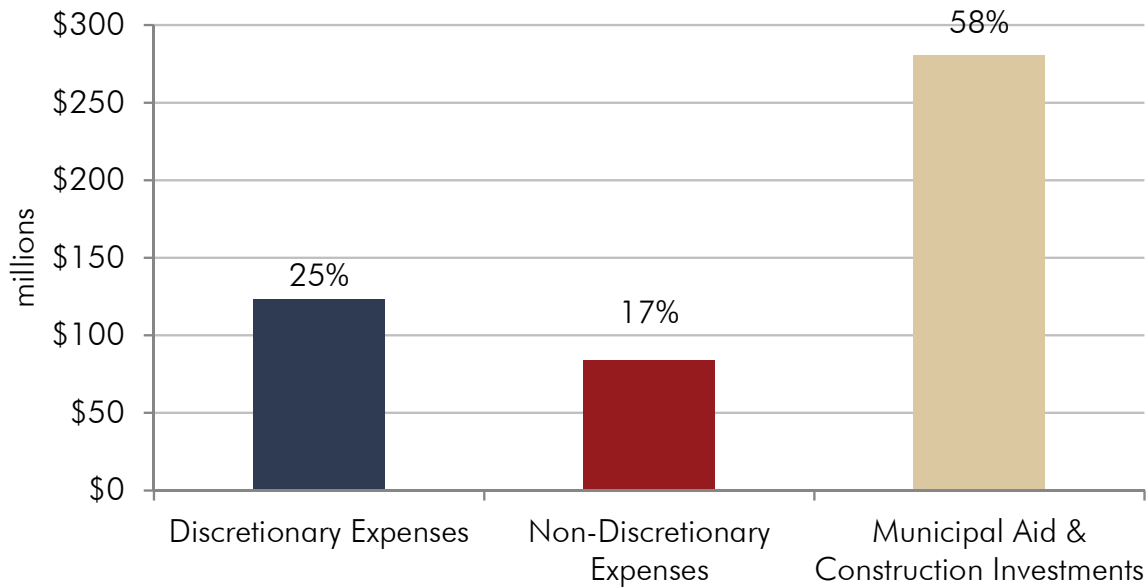


# Consolidated Financial Summary

## Highway Funds Revenue - \$563M

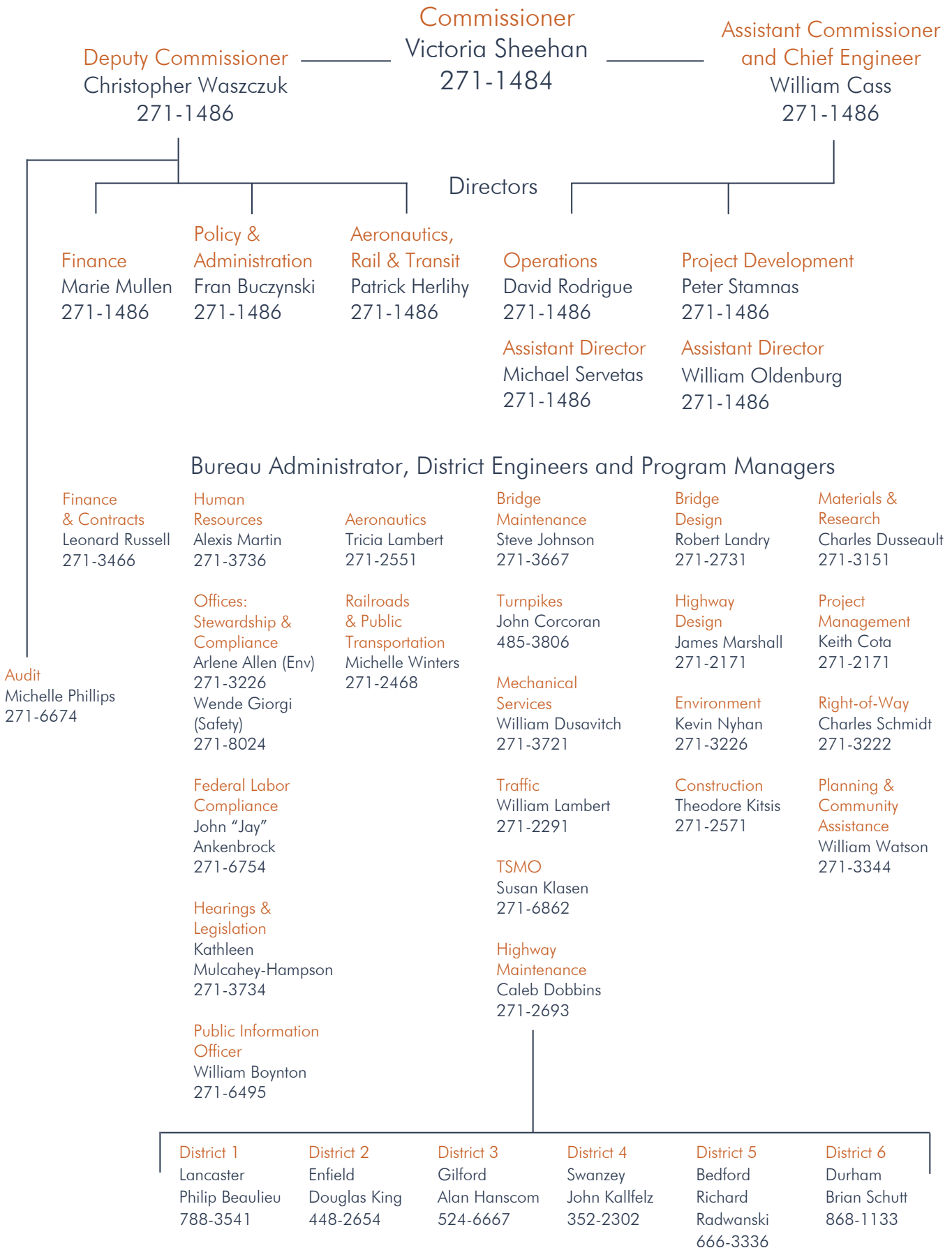


## Highway Funds Expenditures - \$488 M



# Organization Chart

(as of June 30, 2018)



## **Mission:**

Transportation excellence enhancing the quality of life in New Hampshire.

## **Purpose:**

Transportation excellence in New Hampshire is fundamental to the state's sustainable economic development and land use, enhancing the environment, and preserving the unique character and quality of life. The Department will provide safe and secure mobility and travel options for all of the state's residents, visitors, and goods movement, through a transportation system and services that are well maintained, efficient, reliable, and provide seamless interstate and intrastate connectivity.

## **Vision:**

Transportation in New Hampshire is provided by an accessible, multimodal system connecting rural and urban communities. Expanded transit and rail services, and a well-maintained highway network and airport system provide mobility that promotes smart growth and sustainable economic development, while reducing transportation impacts on New Hampshire's environmental, cultural, and social resources. Safe bikeways and sidewalks bring together neighborhoods parks, schools, and downtowns. Creative and stable revenue streams fund an organization that uses its diverse human and financial resources efficiently and effectively.

## **Christopher T. Sununu, Governor**

### Executive Councilors:

Joseph D. Kenney - District 1

Andru Volinsky - District 2

Russell E. Prescott - District 3

Christopher C. Pappas - District 4

David K. Wheeler - District 5

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