

GACIT Meeting

November 12, 2015
12:00 pm

NH Fish and Game Department
Concord NH

2017-2026 Ten Year Plan Follow-up Meeting

Agenda

1. Introductions and Overview of Meeting Goals
 - a. Next Meeting Date
2. Draft TYP Public Hearing Feedback
 - a. Review Summary
3. GACIT Public Hearing Requests
 - a. Specific Projects
 - b. General Programs
 - c. Summary of Impacts
4. Councilor Dialogue and Input
5. Funding Discussion
 - a. TIFIA Program
 - b. Potential GARVEE Bonds
 - c. Turnpike Program
6. Other Business

**SUMMARY OF GACIT PUBLIC HEARINGS
SEPTEMBER – OCTOBER 2015**

		Hearing Testimony		Written Testimony
	Transit/Mobility/Alternative Transportation	Specific Issues	Other themes	
Lebanon 9/15/2015	Seniors now and in future need access to transit. All options including Baby Boomers and Millenials want options other than cars	Mechanic Street missing from TYP (MANY)	CMAQ Flex doesn't affect region. Doesn't support HSIP Flex (UVLSPRC) Good that Urban Compact Roads have opportunity to compete Bike/ped accessibility important on Mechanic Street Coordination between Urban Compacts and State maintained Tiger funding brought up as potential solution for Mechanic Street Tier 3 and Tier 4 Roads need to be addressed (UVLSPRC)	Town of Enfield - Increase funding for Tier 4 Roads City of Lebanon - Support for Mechanic Street project with Plans for an additional Connecticut River Bridge crossing submitted by an
Berlin 9/16/2015	Seniors now and in future need access to transit. All options including Baby Boomers and Millenials want options other than cars	New proposed project on US 3 in Colebrook needs to be moved up to Conway Bypass important to communities north of Conway US 2 Randolph/Jefferson missing from TYP (MANY)	What is DOT doing to support bike/ped counting program? General questions re: earmarks and Tiger from Councilor Kenney	
Rochester 9/17/2015	Significant support for COAST and Wildcat Transit Ready Rides Program valuable to rural towns in SRPC region Baby Boomers and Millenials want options other than cars	Commuter Smart program with COAST wants CMAQ for years 4/5 of service Support for Spaulding Turnpike Exit 10 Feasibility Study Support for Complete Streets Improvements on NH 108	Need to focus on the connections of housing, access and transportation	City of Dover - Support for NH 108 in Somersworth, support for Newington-Senator Watters - support for local bridges in Barrington and Dover, Senator Watters and Stiles - Support for a toll increase study CommuterSmart - Information about program Ready Rides - Information about program COAST - Transit program information

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SEPTEMBER – OCTOBER 2015**

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<p>Keene 9/18/2015</p> <p>Seniors now and in future need access to transit. All options including</p> <p>Baby Boomers and Millennials want options other than cars</p>	<p>Fitzwilliam - NH 119 - should be reconstructed, not repaved</p> <p>Try to keep Jaffrey DogLeg on schedule</p> <p>Hinsdale-Brattleboro bridges (still on schedule)</p>	<p>TYP process should account for mode shift from cars to bikes/peds, buses,</p>	<p>Town of Fitzwilliam - Condition of NH 119</p> <p>Monadnock Alliance for Sustainable Transportation - Support for Other submitted background information about Fitzwilliam and NH</p> <p>Monadnock Alliance for Sustainable Transportation - Copy of verbal</p> <p>Town of Hinsdale - Support for Hinsdale-Brattleboro bridge</p>
<p>Charlestown 9/18/15</p> <p>Bus Service looking to expand New London Park and Ride</p> <p>Need more funding for transit</p>		<p>Conversation about RCI and paving schedule determination</p>	
<p>Bedford 9/21/2015</p> <p>Baby Boomers and Millennials want options other than cars</p>	<p>Town very happy with progress of NH 101 and Victoria Chase</p> <p>Concern with condition and work scheduling for New Boston Road</p>	<p>Thankful support for new projects including US 3 in Bedford and NH 111</p> <p>TYP process should account for mode shift from cars to bikes/peds, buses,</p>	
<p>Manchester 9/23/2015</p>		<p>No issues in Manchester - no real attendance</p> <p>Rail as an economic tool</p>	
<p>Concord 9/24/2015</p> <p>No access or funding for public transportation especially for disabled</p> <p>Baby Boomers and Millennials want options other than cars</p>			

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SEPTEMBER – OCTOBER 2015**

Hearing Testimony			Written Testimony
Transit/Mobility/Alternative Transportation	Specific Issues	Other themes	
<p>Hampton 9/29/2015</p> <p>Significant support for COAST and Wildcat Transit Seniors now and in future need access to transit. All options including Baby Boomers and Millennials want options other than cars</p>	<p>Commuter Smart program with COAST wants CMAQ for years 4/5 of service Hampton Branch RR acquisition Ocean Boulevard Hampton River Bridge People support the function of the General Sullivan Bridge even if the New proposed Complete Streets project in Portsmouth has private</p>	<p>Flex of HSIP and CMAQ is a problem regionally Rooms and Meals revenues should come back to region</p>	<p>City of Portsmouth - Support for US1 Bypass bridges, Hampton Branch RR 2014 Portsmouth Bike/Ped Plan HBAC Letter - Support for Ocean Boulevard Town of Hampton Letter - Support for concepts presented to HBAC as part</p>
<p>Kingston 10/1/2015</p> <p>Access, coordination and funding for transit is difficult especially for Baby Boomers and Millennials want options other than cars</p>	<p>NH 125 - people excited to see it there still Exit 4A - want to keep it on schedule as soon as possible</p>	<p>Looking for more information on local red listed bridges</p>	
<p>Londonderry 10/8/2015</p> <p>Seniors now and in future need access to transit. All options including</p>	<p>Exit 4A, Many local concerns re: Department's purported Pelham - Gage Hill Rd/NH 38 improvements and Sherburne</p>		<p>Governor Hassan - Directing NHDOT to review and advance Exit 4A project Information from NRPC regarding Sherburne Road improvements in</p>
<p>Merrimack 10/13/2015</p> <p>Seniors now and in future need access to transit. All options including</p>	<p>Questions on local Bridge in Milford and why estimated costs by Town and Nashua 16314 - East Hollis Street in Nashua. City (and others) would like</p>	<p>TYP process should account for mode shift from cars to bikes/peds, buses, TIFIA is very positive for NH</p>	<p>City of Nashua - Letter of support for East Hollis Street project James Vayo - Renaissance Development - Background</p>
<p>Conway 10/26/2015</p> <p>Seniors now and in future need access to transit. All options including</p>	<p>East Conway Road needs to be addressed "Dog Bone" project may be a solution to traffic, but a very tight area that</p>	<p>Conway has reestablished positive relationship with NCC Should consider mode shifts in development of priorities Doing a great job with limited funding</p>	<p>Mark Hounsell - concerns about "Dog Bone" project as it relates to Dwight Smith - State should look at North-South extension Larry Garland, advocate for TAP and Complete Streets, and proponent for</p>

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		Hearing Testimony		Written Testimony
	Transit/Mobility/Alternative Transportation	Specific Issues	Other themes	
		Paving treatments not suitable for bikes on Kancamagus	Recreational nature of area needs to be considered from an economic Resurfacing a road is not enough	Eileen Copeland - concerns about East Conway Road
Wakefield 10/26/2015	Seniors now and in future need access to transit. All options including	DOT needs to make information available and transparent for Ossipee looking for status on project at NH28/171	Local Officials are very appreciative of DOT efforts to make improvements Need to address funding - should not continue to kick the can down the	
Plymouth 10/26/2015	Continue support for FTA 5310 funding and flex transfer from FHWA		Bikable/walkable communities are very important, especially around	Bill Dowe - Support for pavement and roadway work around Newfound Town of Bristol - Support for improvements along NH 104 in Town
Laconia 10/26/2015	Seniors now and in future need access to transit. All options including Rural Demand service transit needs to be funded	NH 11 between Gifford and Alton	State should make effort to turn more of the secondary and unnumbered	George Tutthill - Support for roadway improvements around Newfound Lake
	Seniors now and in future need access to transit. All options including	Moultonborough Neck Road needs to have more work done than just New Hampton/Center Harbor Bridge - don't do more work than is necessary Exit 23 safety improvements are needed Belmont - NH 140/Main Street parking is a concern	Should consider mode shifts in development of priorities Complete Streets should be implemented No white line striping on newly resurfaced roads is a concern	Rep Valerie Fraser - Specific comments and concerns about Visuals to support improvements at Exit 23 NB off ramp improvements ASCE - General support letter for the Department process John Thompson - Support for Complete Streets

In addition to specific comments, most of the Regional Planning Commissions and NH Transport submitted written testimony as well to support their project

GACIT Meeting

November 12, 2015, 12:00 pm

NHF&GD Conference Room

Specific Project / Program Requests

1. **I-93 Exit 4A Project** – Londonderry Public Hearing, Governor’s Priority, number of requests to advance construction from FY24 to FY20, \$49.5M project
2. **HSIP Program** – Requests to restore funding level to 100%, \$2.375M/year and \$23.75M impact over TYP (2017-2026) period
3. **CMAQ Program** - Requests to restore funding level, restoring funding level to 75% results in \$2.5M/year and \$25.0M impact over TYP (2017-2026) period
4. **Lebanon US 4 (Mechanic Street) Improvement Project** – Construction funding of \$2.258M was included in approved TYP. Due to inactivity, lack of progress, and FHWA 10/20-year rule, project was closed and not included in draft TYP. Municipally managed project with Engineering Study nearly complete (targeted to be completed this fall). Numerous Lebanon Public Hearing requests for inclusion in draft TYP. Inclusion of \$2.258M in construction funding in FY19/FY20 timeframe?
5. **Jefferson-Randolph US2 Improvement Project** – Last remaining unimproved segment of US 2, Public Hearing held in 2005. Due to historic issues, abutting property owner concerns, escalating costs and fiscal constraint, project was not included in previous two TYPs, as well as draft TYP. Several Berlin Public Hearing requests for project inclusion in draft TYP. Inclusion of \$6.94M in the latter part of TYP, FY23 timeframe?
6. **Hampton Ocean Boulevard Improvement Project** – Conceptual Study is underway as part of update to Hampton Beach Master Plan. Approved TYP includes \$250k for preliminary engineering work to support the project. Several Hampton Public Hearing, Hampton Beach Area Commission requests to include \$5M construction funding for the project in the draft TYP. Inclusion of \$5.9M in the latter part of TYP, FY24 timeframe?
7. **Nashua East Hollis Street Roundabout Project** – Construction funding of \$1.97M in FY15 was included in approved TYP. Due to inactivity, lack of progress, cost escalation and fiscal constraint, project was delayed in draft TYP. Municipally managed project that City now states is ready to proceed. Several Merrimack Public Hearing requests to restore construction funding in FY17 timeframe. Advancement of construction funding of \$3.1M in FY17? Placement On-Shelf, if City ready & funding available in FY17?
8. **Several Projects’ construction funding were requested to be advanced**
 - a. **Jaffrey US202, NH124 & NH127 Intersection** - FY22 to FY20
 - b. **Keene Winchester Street Reconstruction** – FY19 to FY18
 - c. **Portsmouth Woodbury Ave & Stark St Bridges** – FY21 to FY20
 - d. **Hinsdale-Brattleboro Bridge Construction** – FY21 to FY20
9. **Turnpike Capital Improvements – Major Projects Advancement**
 - a. **Merrimack-Bedford FEET Widening (\$70M)** – FY22 to FY19
 - b. **Manchester Exit 6 & FEET Improvements (\$75M)** – FY24 to FY21
 - c. **Manchester Exit 7 Reconstruction (\$54M)** – FY26 to FY22
 - d. **Bow-Concord I-93 Widening (I-89 to I-393) (\$190M)** – FY27 to FY20
 - e. **Type II Noise Mitigation Program (\$2.5M/yr)** – FY17 thru FY26

Fiscal Impact on Program

\$0

\$23.75M

\$25.0M

\$2.26M

\$6.94M

\$5.9M

\$0

Total Impact

- \$64M

Fiscal Impact on Tpk Program

\$0

\$23.9M

\$37.2M

\$158.0M

\$25.0M

Total Impact -

\$244M

Funding Discussion**1. TIFIA**

1. Current closing date of May 2016 (originally Dec 2015) results in slightly lower interest payments (FY17-FY24) and one year delay in start of principal payments (FY25 instead of FY24)
2. Additional \$26.9M dedicated towards redlist bridges
3. TIFIA pledged bridge program can now address 23 red list bridges as opposed to 18 bridges previously included.
4. Softens impact on federal program

2. Garvee Bonds

- Utilize GARVEE Bonds for Connecticut River Bridges (Hinsdale-Brattleboro & Lebanon) instead of federal program funds
- Total Estimated Construction Cost (Both Bridges) - \$67M
- 10-yr GARVEE Bonds @ 2.5% Interest – Level debt service payments of \$7.6M/year
- Softens impact on federal program and the fiscal impact of including items 1-7 in draft TYP, particularly in FY20 – FY22.
- Would allow opportunity for Hinsdale-Brattleboro bridge construction to advance by one year and get started in FY20.

Delay in principal payment under TIFIA & utilization of GARVEE Bonds on two major Connecticut River Bridges would allow inclusion of items 1 thru 7 with minimal negative impact to financial constraint.

Net result would increase overprogramming by \$19M on the federal side from \$107M to \$126M or slightly less than 8% of the federal program of the estimated \$1.6B Program.

3. Turnpike Program

1. Advancing major Turnpike Capital Improvement projects to complete construction within this TYP period requires a 28% toll increase.
2. Toll increase (25 cent & 50 cent increases at 7 plazas) is estimated to generate \$35M in additional revenue per year
3. 45% of toll increase revenue (or \$16M) is estimated to be paid by out-of-state users of the Turnpike System
4. Users of Turnpike System would directly benefit from the capital investment
5. Increased capital investment on the Turnpike System would generate additional toll credits, which are critical for use in matching federal program
6. Completion of the major Turnpike Capital Improvements within this TYP period would allow consideration of other future Turnpike needs in subsequent Ten Year Plans, needs that will become apparent in the next decade (i.e. I-95 High Level Bridge; Spaulding Turnpike widening Exit 6 to Exit 9; FEET widening in Manchester NH101 to I-93; Spaulding Turnpike Exit 10)

How should Turnpike Program be shown in draft TYP?

1. Maintain status quo showing major Turnpike projects that can be completed/started under current toll revenue structure with unfunded Turnpike Capital Needs shown in separate section as had been done in previous TYP?
2. Or is there support for a toll increase and showing the major Turnpike projects that can be completed/started in this TYP period under the presumption of a 28% toll increase, effective 7/1/16?

TIFIA Program, Status & Impact

Fiscal Year	SB 367		
	State Aid for Municipal Bridges	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing ² for I-93	TIFIA Pledged Paving and Bridge Repair
2017	\$6,800,000	\$888,337	\$14,906,350
2018	\$6,800,000	\$1,439,465	\$20,816,999
2019	\$6,800,000	\$2,004,465	\$20,304,342
2020	\$6,800,000	\$2,267,639	\$19,956,752
2021	\$6,800,000	\$2,261,401	\$19,878,820
2022	\$6,800,000	\$2,264,520	\$19,791,774
2023	\$6,800,000	\$2,264,520	\$19,708,091
2024	\$6,800,000	\$2,267,639	\$19,621,531
2025	\$6,800,000	\$21,250,275	-
2026	\$6,800,000	\$21,250,275	-



TIFIA Program, Status & Impact

Fiscal Year	SB 367		
	State Aid for Municipal Bridges	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing ² for I-93	TIFIA Pledged Paving and Bridge Repair
2017	\$6,800,000	\$478,357	\$14,716,331
2018	\$6,800,000	\$1,152,511	\$22,242,342
2019	\$6,800,000	\$1,819,030	\$21,488,258
2020	\$6,800,000	\$2,368,078	\$20,851,898
2021	\$6,800,000	\$2,541,295	\$20,591,624
2022	\$6,800,000	\$2,555,000	\$20,491,113
2023	\$6,800,000	\$2,555,000	\$20,404,559
2024	\$6,800,000	\$2,558,479	\$20,314,777
2025	\$6,800,000	\$2,551,521	\$20,235,683
2026	\$6,800,000	\$23,602,065	-

Rev. 11/4/2015



TIFIA PLEDGED BRIDGE PROGRAM

FY17-FY25 Approximately \$73.3M is planned to be available to address redlist bridges in rural areas.

FY17	\$2,716,000
FY18	\$10,242,000
FY19	\$9,488,000
FY20	\$8,851,000
FY21	\$8,591,000
FY22	\$8,491,000
FY23	\$8,405,000
FY24	\$8,315,000
FY25	\$8,236,000
	\$73,335,000

The following redlist bridges are anticipated to be funded under the TIFIA Pledged Bridge Program using SB367 funds.

Tamworth	16239	FY17 & FY18 Construction	\$4,500,000	1 Bridge
Acworth	16301	FY18 Construction	\$1,600,000	1 Bridge
Conway	15864	FY18 Construction	\$2,800,000	1 Bridge
Ossipee	14749	FY19 & FY20 Construction	\$8,200,000	3 Bridges
Lancaster-Guildhall	16155	FY19 & FY20 Construction	\$8,100,000	1 Bridge
Allenstown	40362	FY21 Construction	\$2,000,000	1 Bridge
Troy	40370	FY21 Construction	\$3,000,000	1 Bridge
Warner	15907	FY21 Construction	\$1,850,000	1 Bridge
Shelburne	40363	FY22 Construction	\$1,500,000	1 Bridge
Pelham	16145	FY22 Construction	\$1,820,000	2 Bridges
Claremont	27691	FY22 & FY23 Construction	\$6,000,000	1 Bridge
Deerfield	24477	FY23 Construction	\$1,000,000	1 Bridge
Swanzey	27692	FY23 Construction	\$1,300,000	1 Bridge
Warner	40622	FY23 Construction	\$1,000,000	1 Bridge
Nottingham	40612	FY24 Construction	\$750,000	1 Bridge
Thornton	40613	FY24 Construction	\$4,000,000	1 Bridge
Woodstock	27713	FY24 Construction	\$3,000,000	1 Bridge
Littleton-Waterford	27711	FY25 Construction	\$4,000,000	1 Bridge
New Boston	27729	FY25 Construction	\$1,000,000	1 Bridge
Marlow	40088	FY25 Construction	\$850,000	1 Bridge
		Construction Total (FY15 Dollars)	\$58,270,000	23 Bridges
		PE & ROW Total (FY15 Dollars)	\$5,450,000	
		Construction Total (w/ 3.2% Inflation)	\$66,570,000	
		PE & ROW Total (w/ 3.2% Inflation)	\$6,230,000	
		Total	\$72,800,000	

SB367

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SB367 (TIFIA Pledged) Bridges

(Projects = No Inflation, No Indirects)

Count	NUMBER	STA PROJECT NAME	Sum of FY2017	Sum of FY2018	Sum of FY2019	Sum of FY2020	Sum of FY2021	Sum of FY2022	Sum of FY2023	Sum of FY2024	Sum of FY2025	Sum of FY2026
1	14749	OSSIPEE	\$ -	\$ -	\$ 2,700,000	\$ 4,900,000						
2	15864	CONWAY	\$ -	\$ 2,800,000								
3	15907	WARNER			\$ 1,850,000							
4	16145	PELHAM				\$ 1,820,000						
5	16155	Lancaster, NH - Guildhall, VT	\$ -	\$ -	\$ 4,000,000	\$ 4,100,000						
6	16239	Tamworth	\$ 2,250,000	\$ 2,250,000								
7	16301	Acworth	\$ -	\$ 1,600,000								
8	24477	Deserfield							\$ 1,000,000			
9	27691	Claremont	\$ -	\$ 300,000	\$ 200,000				\$ 3,000,000	\$ 3,000,000		
10	27692	Sweney	\$ -	\$ 150,000	\$ 100,000	\$ 100,000			\$ 1,300,000			
11	27711	Littleton, NH - Waterford, VT	\$ -	\$ 150,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 200,000	\$ 200,000	\$ 4,000,000	
12	27713	Woodstock	\$ -	\$ 150,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 200,000	\$ 100,000	\$ 3,200,000	\$ -	
13	27729	New Boston							\$ 150,000	\$ 200,000	\$ 1,000,000	
14	40088	Marlow				\$ 100,000	\$ 50,000				\$ 850,000	
15	40362	Allenstown	\$ -	\$ 150,000	\$ 100,000	\$ 150,000	\$ 2,000,000					
16	40363	Shelburne	\$ -	\$ 150,000	\$ 50,000	\$ 100,000	\$ 1,500,000					
17	40370	Troy	\$ -	\$ 400,000	\$ 250,000	\$ 300,000	\$ 3,100,000					
18	40612	Nottingham			\$ 200,000	\$ 150,000					\$ 750,000	
19	40613	Thornton			\$ 250,000	\$ 200,000					\$ 4,000,000	
20	40622	WARNER			\$ 250,000	\$ -	\$ 1,000,000					
21	Grand Total		\$ 2,250,000	\$ 7,650,000	\$ 8,250,000	\$ 10,600,000	\$ 7,550,000	\$ 6,670,000	\$ 6,750,000	\$ 8,150,000	\$ 5,850,000	\$ -

Total \$ 63,720,000

Estimated Inflation	\$ -	\$ 244,800	\$ 536,448	\$ 1,050,511	\$ 1,013,785	\$ 1,137,722	\$ 1,404,211	\$ 2,010,510	\$ 1,676,507	\$ -
Total	\$ 2,250,000	\$ 7,894,800	\$ 8,786,448	\$ 11,650,511	\$ 8,563,785	\$ 7,807,722	\$ 8,154,211	\$ 10,160,510	\$ 7,526,507	\$ -

Total \$ 72,794,492

Turnpike System Capital Program

Under Current Toll Structure



TIMETABLE FOR MAJOR TURNPIKE PROJECTS' CONSTRUCTION

- Construction Dover End & GSB Rehabilitation (\$85M): 2017 - 2021
- Construction of FEET Widening, Merrimack-Bedford (\$70M): 2022 - 2024
- Manchester Exit 6 Improvements & FEET Widening (\$75M): 2024 - 2027
- Manchester Exit 7 Reconstruction (\$54M): 2026 - 2028
- Bow-Concord: I-93 Widening (I-89 to I-393) (\$190M): 2027 - 2032



Turnpike System Capital Program

Under New Toll Structure (28% Toll Increase)



TIMETABLE FOR MAJOR TURNPIKE PROJECTS' CONSTRUCTION

- Construction Dover End & GSB Rehabilitation (\$85M): 2017 - 2021
- Construction of FEET Widening, Merrimack-Bedford (\$70M): 2019 - 2021
- Manchester Exit 6 Improvements & FEET Widening (\$75M): 2021 - 2024
- Manchester Exit 7 Reconstruction (\$54M): 2022 - 2024
- Bow-Concord: I-93 Widening (I-89 to I-393) (\$190M): 2020 - 2025
- \$2.5M Annual Funding for Type II Soundwall Program



Turnpike System Capital Program

Under New Toll Structure (28% Toll Increase)

- Hooksett ML. & Bedford ML. Plazas: 50 cent increase (\$1.00 toll to \$1.50 toll)
- Hampton ML. Plaza: 50 cent increase (\$2.00 toll to \$2.50 toll)
- Hampton Side Plaza: 25 cent increase (\$0.75 toll to \$1.00 toll)
- Dover & Rochester ML. Plazas: 25 cent increase (\$0.75 toll to \$1.00 toll)
- Hooksett Ramp Plaza: 25 cent increase (\$0.50 toll to \$0.75 toll)
- **\$35M additional annual toll revenue per year**

➤ **No Additional Bonding Proposed**

Toll Increase is paid by users of the system

- Users directly benefit from the capital investment
- **\$15.9M/Year or 45%** of additional revenue is from out-of-state travelers

