

# Senate Transportation Committee

## **2017-2026 DRAFT TEN YEAR PLAN OVERVIEW & THE COLOR OF MONEY MULTITUDE OF FUNDING CATEGORIES IN TYP April 26, 2016**

**Presented By:**

**Victoria Sheehan, Commissioner**

**Christopher Waszczuk, Deputy Commissioner**

# Ten Year Plan Process

- **April – August 2015 - Community outreach & regional prioritization by RPCs and coordination with NHDOT**
- **July 22, 2015 and August 26, 2015 – GACIT 2017-2026 TYP Kickoff meetings and Document Release**
- **September – October 2015 – 16 Public Hearings**
- **November 12<sup>th</sup> & 30<sup>th</sup> – GACIT TYP meetings**
- **December 16, 2015 – GACIT TYP transmittal to Governor**
- **January 14, 2016 - Governor’s TYP transmittal to Legislature**
- **March 10, 2016 – House passes TYP w/ amendments, transmittal to Senate**
- **April - May 2016 – Senate review & revisions**
- **June 2016 – Final TYP (2017-2026) Adopted into Law**

# Proposed draft TYP Highlights

1. Focus on Pavement Preservation
  - “Keeping good roads good”
  - Maintenance and Preservation strategies on existing system
2. Focus on Red List Bridges & Bridge Preservation
  - Increased funding to address State’s Red List Bridge backlog
  - Increased funding for bridge preservation work to extend bridge life
3. Dedicated TIFIA pledged funds for rural roads & bridges
  - Funding allocated for paving poor & very poor (1160 miles) Tier 3 & 4 roads
  - Funding allocated for 23 Red List Bridges
4. Completion of I-93 & Funding for Exit 4A
5. Heightened Financial Constraint
  - FAST Act federal funding thru FY20, Level federal funding FY21-FY26
  - Fully Funded, Fully financially constrained TYP
  - Increased level of accountability, predictability & ability to deliver

# Proposed TYP Funding Synopsis

## Typical Annual Funding Utilization

### **Federal Funding typically \$171M/yr - \$183M/yr**

- Preservation & Maintenance (Roads & Bridges): \$80M - \$85M
- Mandated Federal (CMAQ, TA, SPR, HSIP, LTAP, etc): \$34M
- I-93 GARVEE Debt Service: \$16M - \$18M

**Annual Dedicated Funding: \$130M - \$135M**

- Individual Projects (remainder of federal funding): \$40M - \$50M

### **Betterment Funding typically \$22M/yr**

- Preservation & Maintenance (Roads & Bridges): \$22M

### **Turnpike Funding for Capital & TRR ranges \$30M - \$65M/yr**

- TRR- Preservation & Maintenance (Roads & Bridges): \$10M - \$12M
- Turnpike Capital Improvements: \$20M - \$55M

# Proposed TYP Funding Synopsis (con't)

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

- \$34M per year (12% to Block Grant Aid)
- \$30M per year net of Municipal Block Grant Aid
- State Aid Bridge: \$6.8M/year
- I-93 Debt Service: Averages \$2.0M/year (first 9 yrs)
- TIFIA Pledged Paving & Bridge Work: \$12M/year (paving)  
\$ 8M/year (bridges)

**Transit Funding (FTA) averages \$32M/yr**

**Airport Funding (FAA): averages \$26M/yr**

# Draft TYP (2017 – 2026) Funding

Draft 2017-2026 Ten Year Plan  
Total Program Dollars by FY

FY	Highway and Bridge										Other Modes					TYP FY Total	% of Total Program
	Highway Funded					Non-Highway Funded					Turnpike Improvement	Turnpike RR&B	Rail	Transit	Airport		
	FHWA 544	TIFIA Financing 193	Connecticut River Bridges GARVEE	Betterment <sup>2</sup>	SB367	SAB <sup>3</sup>	I-93 Debt Service	TIFIA Pledged Paving & Bridge	SAH <sup>2</sup>	Other <sup>4</sup> Matching Funds							
2017	177.57	53.74	0.00	22.03	9.36	0.48	14.27	3.89	16.76	298.20	29.76	9.85	0.60	29.72	31.32	399.45	10.6%
2018	177.36	52.85	0.00	22.03	9.05	1.15	20.51	2.50	10.59	296.04	28.47	11.75	0.60	29.90	29.59	396.36	10.6%
2019	180.38	51.12	13.85	22.03	8.85	1.82	20.79	2.90	8.78	310.51	21.70	11.90	2.10	29.24	26.06	401.51	10.7%
2020	187.78	15.60	24.98	22.03	10.06	2.37	23.65	2.85	14.75	304.07	31.51	10.40	0.60	31.25	67.60	445.44	11.9%
2021	184.80	0.00	22.14	22.03	9.26	2.54	20.56	2.50	1.54	265.39	36.57	10.60	0.60	31.43	18.55	363.14	9.7%
2022	184.06	0.00	0.00	22.03	10.49	2.56	19.81	2.50	1.83	243.28	38.44	10.80	2.10	32.43	22.24	349.29	9.3%
2023	183.82	0.00	0.00	22.03	9.55	2.56	20.15	2.50	0.96	241.57	26.00	11.00	0.60	33.47	11.80	324.44	8.6%
2024	183.84	0.00	0.00	22.03	9.93	2.56	22.16	2.50	0.72	243.74	44.50	11.30	0.60	34.54	21.14	355.83	9.5%
2025	190.37	0.00	0.00	22.03	9.95	2.55	19.53	2.50	1.05	247.98	35.90	11.50	2.10	35.65	11.83	344.96	9.2%
2026	187.42	0.00	0.00	22.03	9.93	23.60	0.00	2.50	0.05	245.54	57.50	11.70	0.60	36.79	20.66	372.78	9.9%
<b>Program Total</b>	<b>1,837.50</b>	<b>173.30</b>	<b>60.97</b>	<b>220.35</b>	<b>96.43</b>	<b>42.18</b>	<b>181.43</b>	<b>27.15</b>	<b>57.02</b>	<b>2,696.33</b>	<b>350.35</b>	<b>110.80</b>	<b>10.50</b>	<b>324.43</b>	<b>260.80</b>	<b>3,753.21</b>	<b>100.0%</b>
% of Total Program	68.1%	6.4%	2.3%	8.2%	3.6%	1.6%	6.7%	1.0%	2.1%	100.0%							

Revenue*	1,838.29	173.30	60.97	220.00	307.39	27.15	57.02				350.35	110.80	10.50	324.43	260.80	3,753.21
Surplus/Deficit	0.80	0.00	0.00	-0.35	-12.66	0.00	0.00				0.00	0.00	0.00	0.00	0.00	-11.86

- FY17- FY26 Estimated Program Expenditures**

- Federal Funded (Formula, Earmarks, Other) - \$178M to \$190M per year
- GARVEE Funded Connecticut River Bridges - \$61M total
- SB367 Funded - \$320M total for SAB, I-93 DS & TIFIA Pledged Paving & Bridge
- Turnpike Funded – Average \$46M per year for TRR & Tpk Capital
- Other Modes - Average \$60M per year
- \$3.75 Billion Program

# Draft TYP (2017 – 2026) Funding

FISCAL YEAR	PAVEMENT	BRIDGES	I-93 EXPANSION	MANDATED FEDERAL	INDIVIDUAL PROJECTS	ROADSIDE	RAIL	TRANSIT	AIRPORTS	DEBT SERVICE	GRAND TOTAL
2017	75.07	79.06	64.11	29.93	62.01	8.47	0.60	29.26	31.32	19.61	399.45
2018	78.19	93.43	59.39	33.07	44.13	8.47	0.60	29.20	29.59	20.28	396.36
2019	72.85	103.40	66.45	32.48	40.27	8.47	2.10	28.47	26.06	20.95	401.51
2020	72.39	126.13	26.00	32.59	51.76	8.47	0.60	30.45	67.60	29.44	445.44
2021	77.83	110.34	11.00	34.86	41.66	8.47	0.60	31.43	18.55	28.41	363.14
2022	75.05	62.71	16.50	34.72	66.95	8.47	2.10	32.43	22.24	28.12	349.29
2023	72.19	67.03	0.00	34.68	68.37	8.47	0.60	33.47	11.80	27.84	324.44
2024	72.55	47.96	0.00	34.41	108.61	8.47	0.60	34.54	21.14	27.54	355.83
2025	82.65	58.95	0.00	34.41	83.69	8.47	2.10	35.65	11.83	27.21	344.96
2026	71.31	70.79	0.00	34.41	98.23	8.47	0.60	36.79	20.66	31.54	372.78
<b>Total</b>	<b>750.09</b>	<b>819.82</b>	<b>243.46</b>	<b>335.58</b>	<b>665.68</b>	<b>84.65</b>	<b>10.50</b>	<b>321.70</b>	<b>260.80</b>	<b>260.93</b>	<b>3753.21</b>
% Grand Total	20.0%	21.8%	6.5%	8.9%	17.7%	2.3%	0.3%	8.6%	6.9%	7.0%	100.0%

~ Dollars include indirect costs and inflation (3.2%)

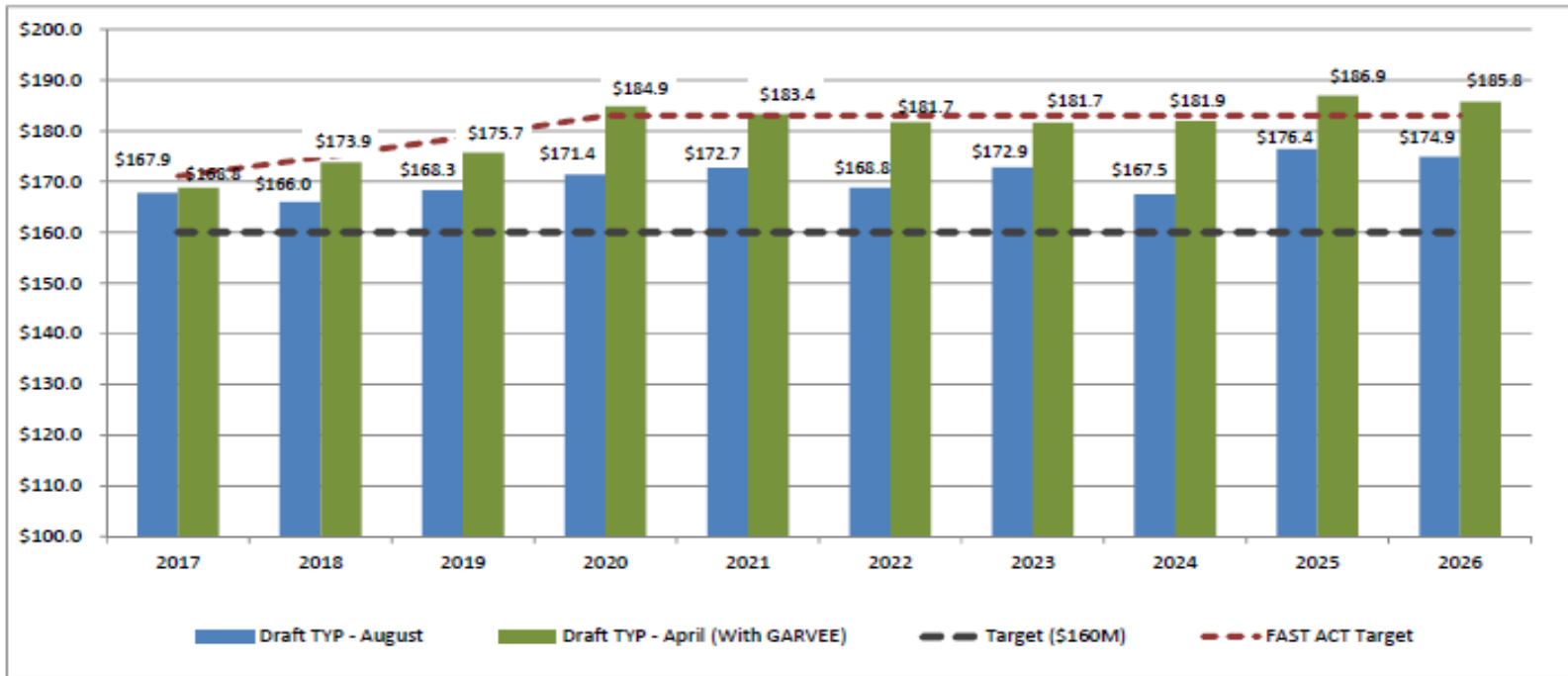
4/20/2016

- **FY17-FY26 Estimated Program Expenditures**

- Pavement (state & federal) – averages \$75M per year
- Bridges (state & federal) – averages \$82M per year
- I-93 Expansion - \$245M over ten-year period
- Mandate Federal – averages \$34M per year
- Individual Projects- \$665M over ten-year period
- Transit & Airports - \$580M over ten-year period
- Total Program - \$3.75B

# Draft TYP (2017 – 2026) Fed Formula

Draft 10-Year Plan  
Federal Aid (Formula) Program  
August Compared to April (with GARVEE)  
HSIP (100%) and CMAQ (75%) Restored FY 2021-2026 & Increased to FAST ACT Levels



August Total = \$ 1,706.8 (in millions)  
 April Total = \$ 1,804.7 (in millions)  
 FAST ACT Estimated Revenue = \$ 1,805.6 (in millions)

**Notes**

CMAQ, HSIP, RecTrails, TAP Programs increased to FAST ACT funded levels (with exception of CMAQ at 75% 2017-2020)



# TIFIA Program, Status & Impact

- “Transportation Infrastructure Finance and Innovation Act”
- NHDOT submitted a Letter of Interest to USDOT/FHWA in January 2015
- Awarded Rural Rate of Finance May 2015
- Enables NH to finance \$200M remainder of I-93; pave 40 percent of NH rural roads and fix 23 red list bridges while costing NH \$20M less than financing \$200M for I-93 alone through capital markets
- Financial close anticipated May 2016

# TIFIA Program - \$200M Loan

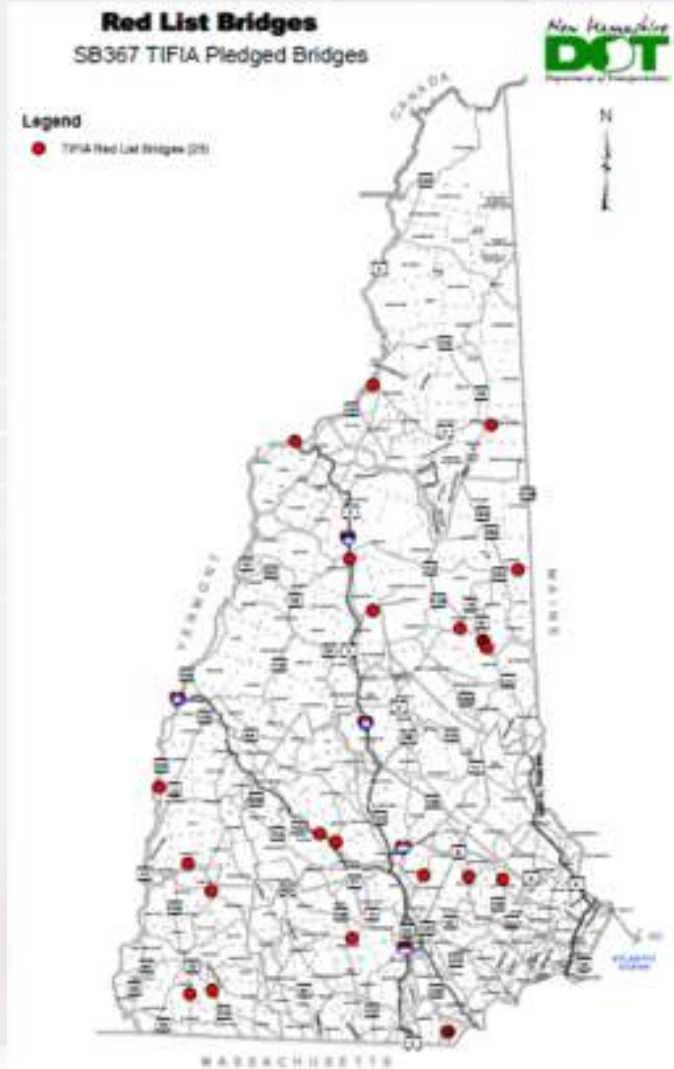
PRAG  
09/24/15  
STATE OF NEW HAMPSHIRE  
SB 367 - AMENDMENT #2015-1810S BY THE SENATE AND HOUSE PASSED 2016-2017 BUDGET  
BUDGETARY ESTIMATES WITH TIFIA FINANCING

Fiscal Year	\$0.042 Dedicated Road Toll Increase <sup>1</sup>	Municipal Block Grant Aid (12% PY Revenue)	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing <sup>2</sup> for I-93	Additional State Aid for Municipal Bridges	TIFIA Paved and Bridge Repair <sup>3</sup>	Highway Bridge and Betterment District Rehabilitation Program	Highway Bridge and Betterment District Resurfacing Program	DOT Operating Budget
2015 Actual	\$34,317,587	\$4,118,110	\$300,000	\$9,117,581	\$14,907,671	\$12,000,000	\$13,200,000	\$8,300,000
2016 Budget	\$34,425,781	\$4,131,094	\$478,537	\$6,800,000	\$14,716,331	-	-	\$8,300,000
2017 Budget	\$34,325,946	\$4,131,094	\$1,152,511	\$6,800,000	\$22,242,342	-	-	\$8,300,000
2018	\$34,226,401	\$4,119,114	\$1,819,030	\$6,800,000	\$21,488,258	-	-	-
2019	\$34,127,144	\$4,107,168	\$2,368,078	\$6,800,000	\$20,851,898	-	-	-
2020	\$34,028,176	\$4,095,257	\$2,541,295	\$6,800,000	\$20,591,624	-	-	-
2021	\$33,929,494	\$4,083,381	\$2,555,000	\$6,800,000	\$20,491,113	-	-	-
2022	\$33,831,098	\$4,071,539	\$2,555,000	\$6,800,000	\$20,404,559	-	-	-
2023	\$33,732,988	\$4,059,732	\$2,558,479	\$6,800,000	\$20,314,777	-	-	-
2024	\$33,635,163	\$4,047,959	\$2,551,521	\$6,800,000	\$20,235,683	-	-	-
2025	\$33,537,621	\$4,036,210	\$23,602,065	\$5,899,336	-	-	-	-
2026	\$33,440,362	\$4,024,514	\$23,602,065	\$5,813,782	-	-	-	-
2027	\$33,343,384	\$4,012,843	\$23,602,065	\$5,728,476	-	-	-	-
2028	\$33,246,689	\$4,001,206	\$23,602,065	\$5,643,418	-	-	-	-
2029	\$33,150,273	\$3,989,603	\$23,602,065	\$5,558,606	-	-	-	-
2030	\$33,054,137	\$3,978,033	\$23,602,065	\$5,474,040	-	-	-	-
2031	\$32,958,280	\$3,966,497	\$23,602,065	\$5,389,719	-	-	-	-
2032	\$32,862,701	\$3,954,994	\$23,602,065	\$5,305,643	-	-	-	-
2033	\$32,767,400	\$3,943,524	\$23,602,065	\$5,221,811	-	-	-	-
2034	\$32,672,100	\$3,932,054	\$23,602,065	\$5,138,000	-	-	-	-
TOTAL	\$673,366,408	\$76,871,881	\$231,297,853	\$127,152,419	\$196,244,255	\$12,000,000	\$13,200,000	\$16,600,000

Interest & Principal I-93 Debt Service ← Interest Only I-93 Debt Service →

1 - For FY 2016 - FY 2017, Approved Budget as passed Chapter 275 Laws of 2015; FY 2018 provided by the Department of Safety, assumes a 0.29% decrease each year thereafter.  
 2 - As provided by the Public Resources Advisory Group (PRAG) assuming the following:  
 - \$200M TIFIA Financing; 9 year deferral period for principal payments  
 - All-in True Interest Cost = 1.29%  
 - Includes \$15,000 annual TIFIA Administrative Fee.  
 3 - Pursuant to SB367 requirements, funds identified will be allocated based on RSA 235:23-a.

# TIFIA Impact



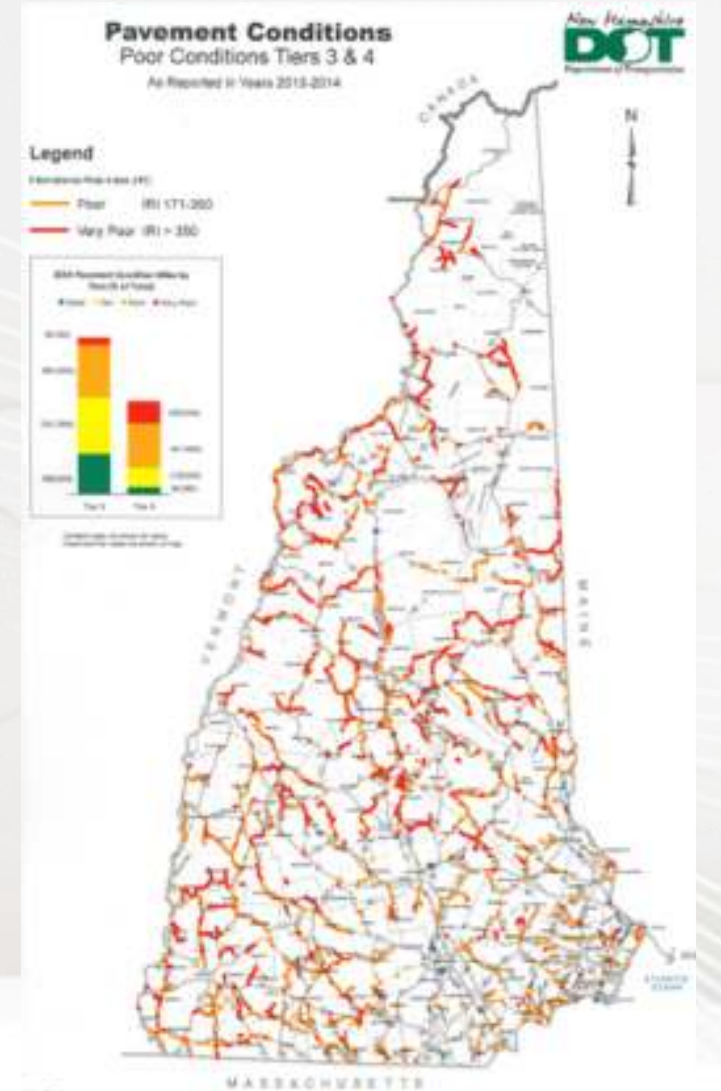
## Statewide Impact

**\$181M of Pledged  
Bridge & Paving  
Work**

**23 Red List  
Bridges**

**1160 Miles of  
Tier 3 & 4 Poor  
& V. Poor Roads**

**\$200M Loan for  
I-93 Completion**



# General Projected Outputs of Draft TYP (2017-2026)

- **Pavement Resurfacing 350 mi/year (estimated)**

- Preservation 150 mi/year
- Rehabilitate 16 mi/year
- Maintenance 185 mi/year

## **TIFIA Pledged Pavement Resurfacing**

- Additional 200 mi/year (estimated)
- Maintenance & Roughness Paving on Poor & V. Poor Roads

- **State-Owned Bridges**

- Rehabilitate / Replace: 124 bridges (57 Red list Bridges)
- Bridge Maintenance (110 Red list Bridges over 10-year period)

## **TIFIA Pledged Bridge Work**

- Rehabilitates / Replaces Additional 23 red list bridges

# Unfunded Needs

- **Red List Bridge Backlog**
  - Currently 153 state red list bridges
  - Based on Proposed Investment Level – Estimated to address 190 Bridges
  - However, 650 State-Owned Bridges are 75+ years old
  - Over last 5 years, 23 red list bridges added each year (21 removed each year)
- **Municipal Red List Bridge Backlog**
  - Currently 344 municipal red list bridges
  - Based on Currently Proposed SAB Investment Level – Estimated to address 90 Bridges
- **Paving Backlog**
  - Paving Deficit of 1582 miles (1999-2013)
- **Turnpike Capital Program**
  - \$325M in Unfunded Turnpike Capital Improvement Priorities Identified in approved TYP (2015-2024)
  - \$125M in Construction Funding for three unfunded priorities in 2024-2026
  - \$210M in Unfunded Capital Improvement Priorities remains Unfunded
  - \$2.5M/year for Type II Noise Wall Program is needed & not funded

# Unfunded Needs (con't)

- **Bridge Investment**

- Additional investment of **\$12M/year** needed over 10-year period for Tier 1 & 2 bridge preservation needs
- Additional investment of **\$21M/year** needed to address additional 10 red list bridges per year (bridges that are anticipated to be added to red list but not addressed during this TYP period)
- Additional investment of **\$22.5M/year** to SAB Program – Estimated to address 250 municipal bridges over 10-year period

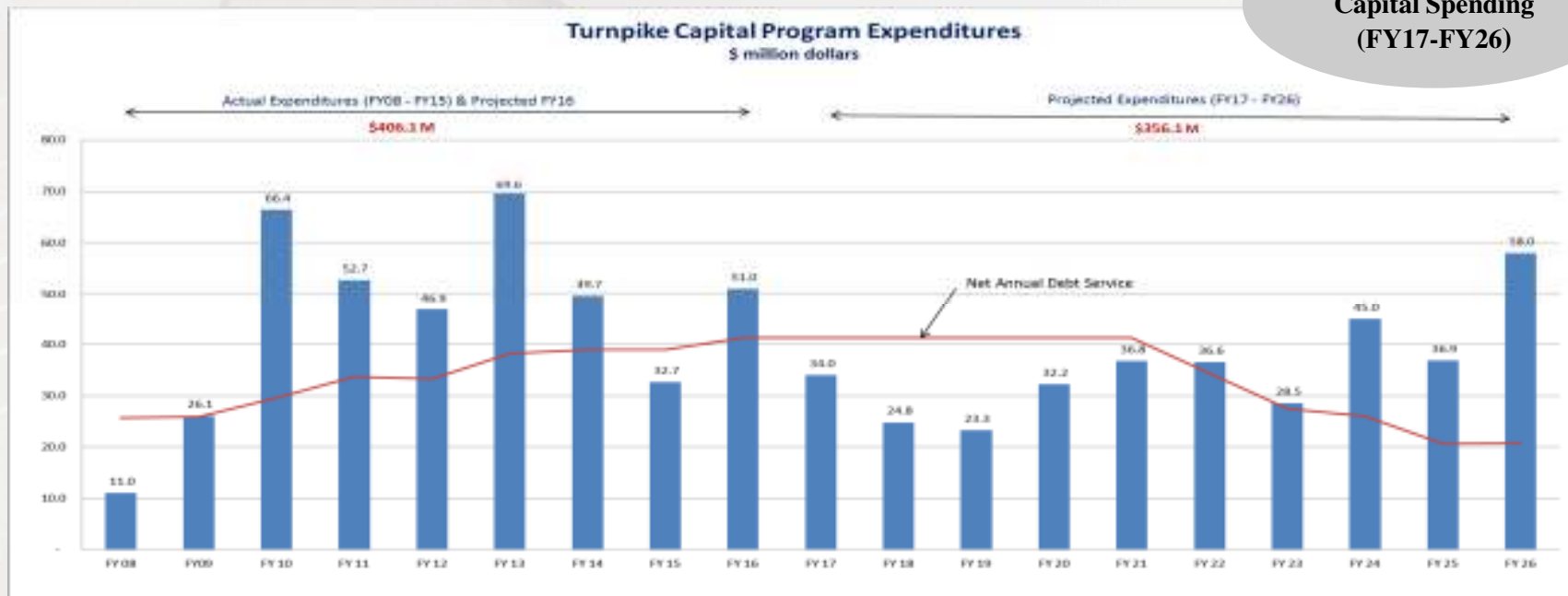
- **Pavement Investment**

- Additional investment of **\$11.5M/year** needed over 10-year period to rehabilitate poor and very poor Tier 2, 3 & 4 roads
- Additional investment of **\$3M/year** needed over 10-year period, effectively doubling the maintenance pave program, to maintain pavement condition of poor and very poor roads in fair condition

# Turnpike System Capital Program

## Under Current Toll Structure

\$350M Projected  
Capital Spending  
(FY17-FY26)

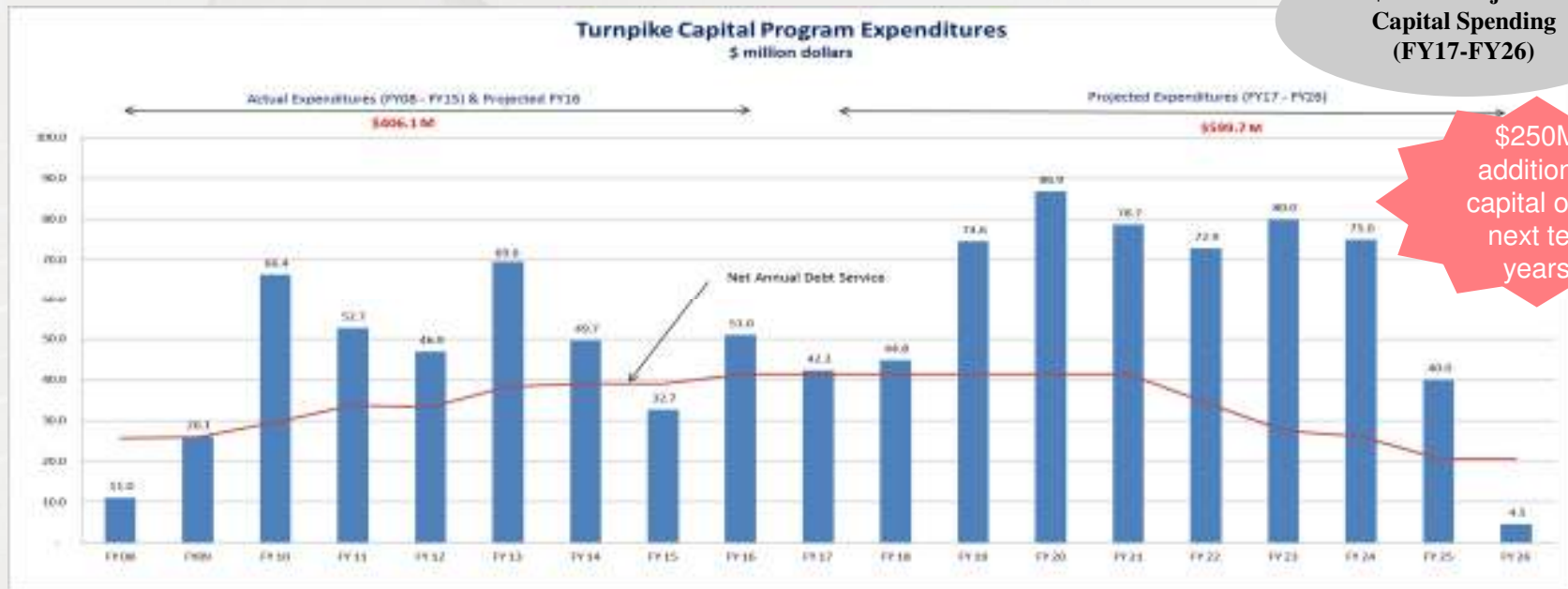


## TIMETABLE FOR MAJOR TURNPIKE PROJECTS' CONSTRUCTION

- 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

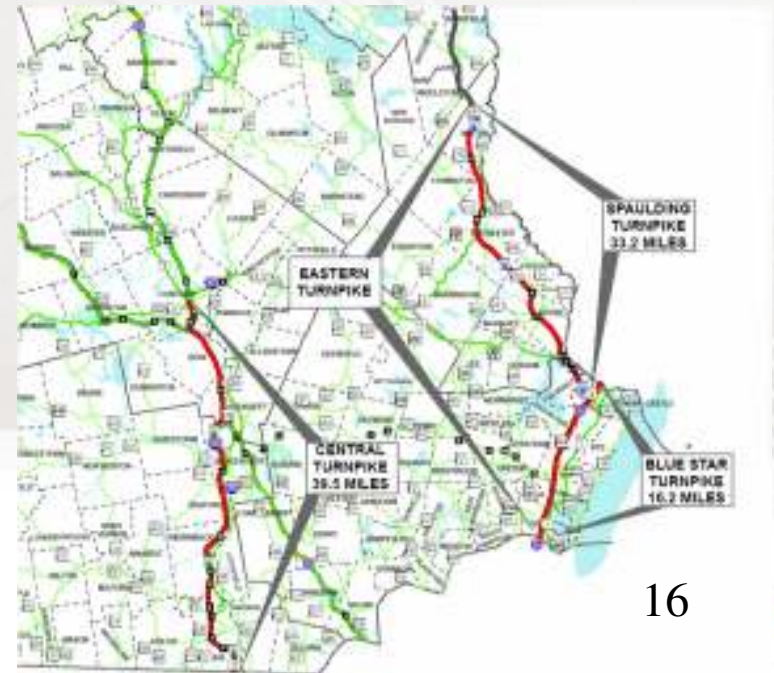
## Under New Toll Structure (28% Toll Increase)

- 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



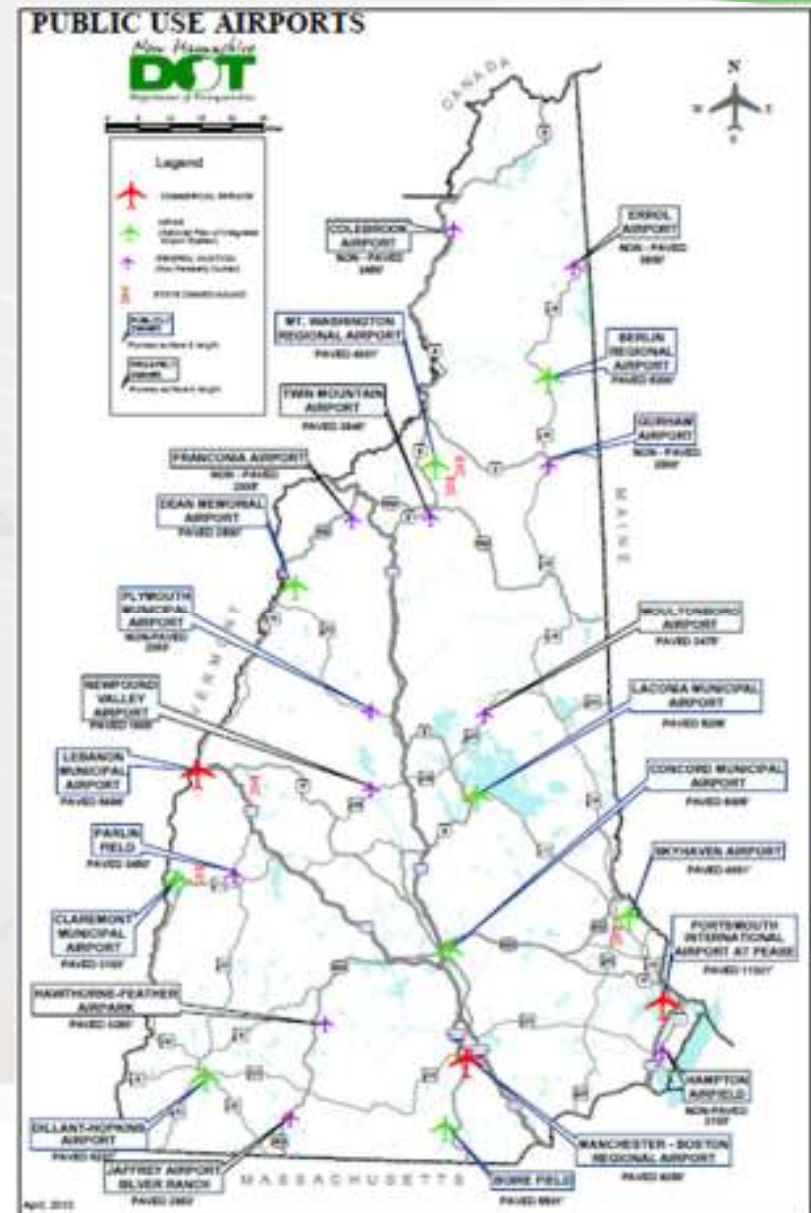
**THE COLOR OF MONEY**  
**VARIOUS FUNDING CATEGORIES**  
**IN TYP**

# Airport Funding

- Total of \$260M programmed in draft TYP (average \$26M/yr)
- Funding primarily Federal Aviation Administration (FAA)
  - Grants Based (Discretionary, Entitlement & State Apportionment)
  - Formula Apportionment
  - Based on FAA Designated Priorities Nationally & Regionally
- Funding restricted for planning studies, preservation, modernization, or expansion of eligible airport facilities.  
**Funding cannot be transferred to other uses.**
- NH eligible public-use airports, typically 90% FAA funds, 5% State funds & 5% local funds
- 12 Project Locations in draft TYP

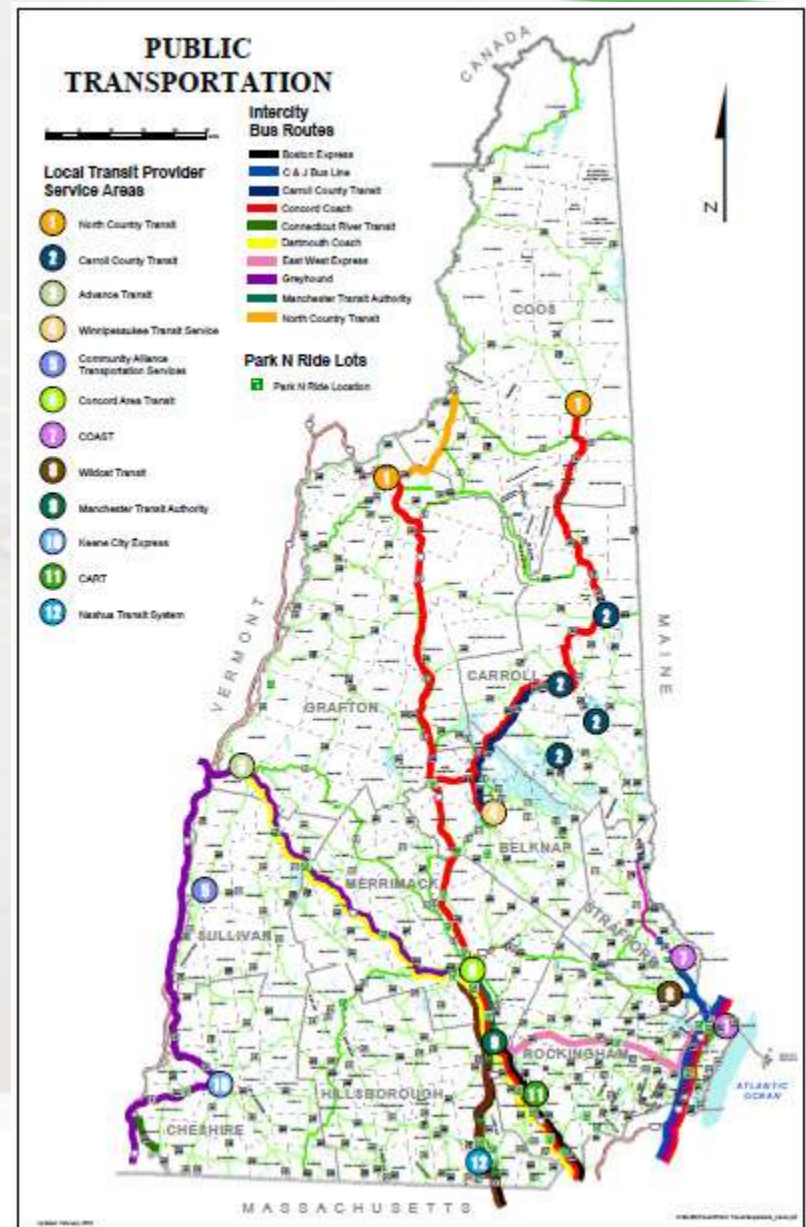
# Airport Locations

- Federally Eligible Airports
  - 3 Commercial Airports (Portsmouth, Manchester & Lebanon)
  - 9 Publicly-Owned Airports (Berlin, Mt Washington, Dean Memorial, Laconia, Claremont, Skyhaven, Concord, Dillant-Hopkins & Boire Field)
- Non-Fed. Eligible Airports
  - 12 General Aviation (public & privately owned) Airports are not federally eligible



# Transit Funding

- Total of \$324M programmed in draft TYP (average \$32M/yr)
- Funding primarily Federal Transit Administration (FTA)
- Funding restricted for transit services (i.e. capital, operating & planning).  
Funding cannot be transferred to other uses.



# FTA Program Summary

FTA Program	Description	Annual FTA Apportionment (FFY 2016)	Total Dollars (All Federal + Match) Programmed in TYP (FY 2017)	Direct Recipients	Subrecipients	FTA Eligible			Typical Match			Typical NH projects
						#Capital	Operating	Planning	Local Cash	State Capital Budget	*Turnpike Toll Credits	
5307	Small Urban Public Transit	\$ 4,319,712	\$ 5,650,400	COAST & Manchester Transit	--	X	X	X	X	X		Operating, preventative maintenance, ADA paratransit, administration & capital for the public transit systems (COAST & Manchester Transit) that operate in NH's small urban areas
	Nashua UZA Public Transit	\$ 1,535,567	\$ 3,205,772	City of Nashua & CART	--	X	X	X	X	X		Operating, preventative maintenance, ADA paratransit, administration & capital for the public transit systems (Nashua Transit & CART) that operate in Nashua UZA
	Boston UZA Public Transit	\$ 2,700,706	\$ 3,799,438	State	Local government, nonprofits operators of public transportation & private operators contracted to provide public transit to State or public transit agency	X	X	X	X	X	X	Intercity commuter bus services (i.e. Boston Express), capital repairs & improvements of state-owned bus terminals, operating & capital funds for eligible public transit operators (i.e. CART), and NH Capitol Corridor project development (planning) phase
^5309	Capital Bus & Bus Facilities Earmark Funds	-	\$ 1,000,000	State	Public agencies or private nonprofits engaged in public transportation	X			X	X		Replacement vehicles & misc equipment for 7 rural public transit systems & 5 urban public transit systems
5310	Seniors & Individuals with Disabilities	\$ 1,066,148	\$ 2,732,185	State	Local government, nonprofits & operators of public transportation	X	X		X	X	X	Accessible vehicles, mobility management, volunteer transportation
5311	Rural Public Transit	\$ 3,988,444	\$ 8,883,951	State	Local government, nonprofits & operators of public transportation or intercity bus operators	X	X	X	X			Operating, preventative maintenance, ADA paratransit, and administration for 7 rural public transit systems & 1 intercity bus operator (Concord Coach)
5339	Nashua UZA Bus & Bus Facility Program	\$ 150,896	\$ 90,000	City of Nashua & CART	--	X			X	X		Replacement vehicles & misc capital for CART & Nashua Transit
	Statewide & Small Urban Bus & Bus Facility Program	\$ 2,145,626	\$ 2,722,705	State	Public agencies or private nonprofits engaged in public transportation	X			X	X		Replacement vehicles & misc equipment for 7 rural public transit systems & 5 urban public transit systems
			Sub-total	\$ 28,084,451								
			Salem-Manchester Commuter Bus Service (Transfer to FTA)	\$ 1,635,328								
			Total	\$ 29,719,779								

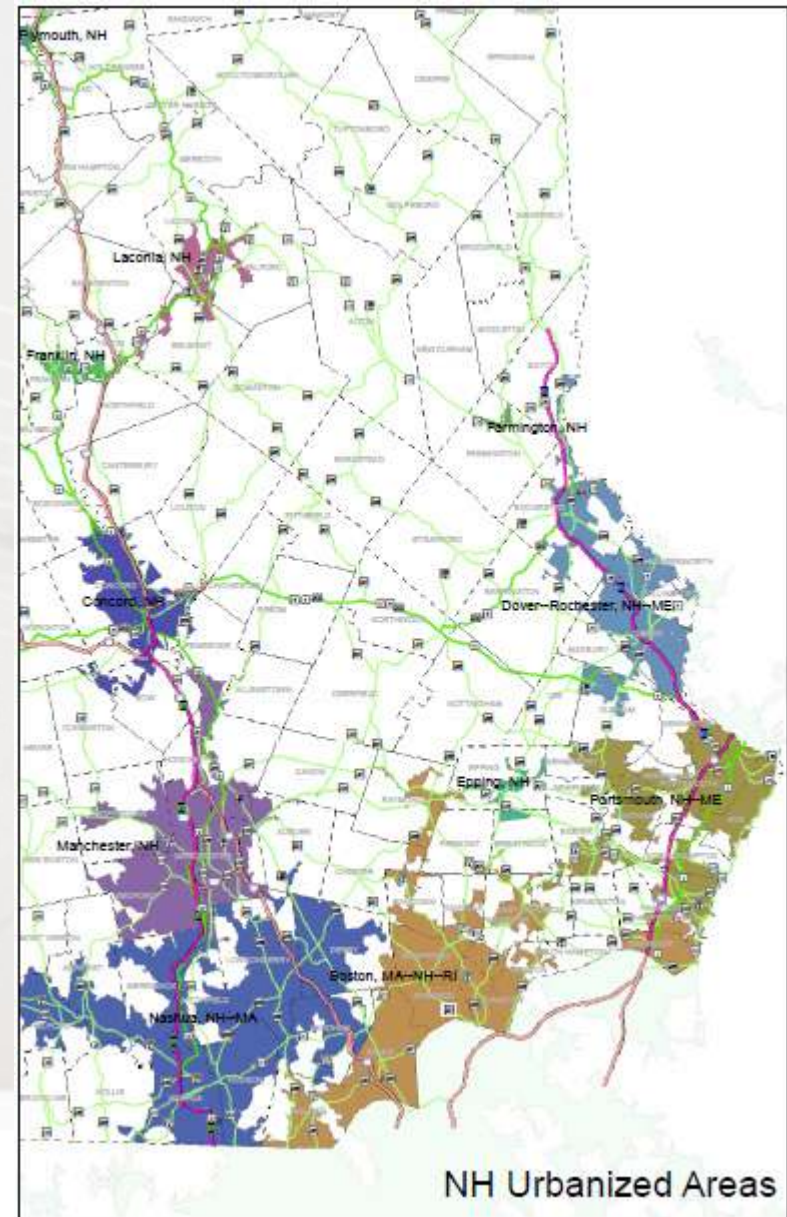
Notes: FTA funding levels are anticipated to increase annually with the passage of the FAST Act  
 ^ FTA Section 5309 funds are discretionary (earmark) funds that were previously awarded. This discretionary program has been replaced by the FTA 5339 formula program  
 # Capital includes physical capital (vehicles, equipment) and also includes capital preventative maintenance, capital ADA paratransit service, and capital mobility management  
 \* With approval of Capital Budget Overview Committee

Rural Transit Systems (7)	Advance Transit, Carroll County Transit, Community Alliance Transportation Services, Concord Area Transit, Keene City Express, North Country Transit, Winnepesaukee Transit
Urban Transit Systems (5)	CART, COAST, Manchester Transit, Nashua Transit, (UNH) Wildcat Transit

# FTA Urbanized Area (UZA) Funding

Three categories of NH urbanized areas are eligible for FTA 5307 funding. **Funds can only be used in designated UZAs**

- **Small Urban Public Transit (direct recipients)**
  - COAST – operates in Dover-Rochester UZA & Portsmouth UZA
  - Manchester Transit – operates in Manchester UZA
- **Nashua UZA Public Transit (direct recipients)**
  - Nashua Transit & CART (Cooperative Alliance for Regional Transportation) – operate in Nashua UZA
- **Boston UZA Public Transit (DOT recipient)**
  - Intercity & CART services & state-owned bus terminals – operate in Boston UZA



# Sample Transit Funded Projects in draft TYP

10-Year Plan Transit Summary

NH Department of Transportation

NASHUA TRANSIT						
Project #	TYP Funding (Total)	TYP Funding Code	Funding Source Info	Location	TYP Scope	Description & Examples
Nashua-1 (5080)	\$ 2,545,407	FTA5307	5307 Nashua UZA	Nashua	Capital Planning	Planning & administration for Nashua Transit System, including route & system planning as well as fleet, facility & infrastructure planning and grant and financial management (Expenses include staff salaries & fringe benefits and consultant fees)
Nashua-2 (8090)	\$ 15,836,050	FTA5307	5307 Nashua UZA	Nashua	Operating Assistance	Fuel, drivers' wages & benefits, etc
Nashua-3 (3799)	\$ 5,313,885	FTA5307	5307 Nashua UZA	Nashua	Preventative Maintenance	Vehicle maintenance & wages
Nashua-6 (3797)	\$ 257,422	FTA5307	5307 Nashua UZA	Nashua	Capital Equipment	Misc Equipment, i.e. bus shelters or bus stop signage
Nashua-7 (7927)	\$ 3,170,189	FTA5307	5307 Nashua UZA	Nashua	ADA Operations	Complementary ADA Paratransit expenses

Note: The Nashua Transit projects use FTA Section 5307 Nashua UZA funds, which are apportioned by FTA for eligible transit projects that benefit the Nashua UZA. These funds flow directly from FTA to the City who is a designated grant recipient and the City selects projects and programs funds accordingly. Nashua Transit projects will not be in the NHDOT budget.

BOSTON EXPRESS BUS						
Project #	TYP Funding (Total)	TYP Funding Code	Funding Source Info	Location	TYP Scope	Description & Examples
68093M	\$ 45,000	FTA5307	5307 Boston UZA	FE Everett	Boston Express	Marketing of FEE bus service
68060	\$ 46,000	FTA5307_NHDOT	5307 Boston UZA	FE Everett	Boston Express FEE/Nashua Capital, Capital PM, Marketing & Operating	Capital Preventative Maintenance (ex: vehicle maintenance & wages)
68093E	\$ 4,000	FTA5307	5307 Boston UZA	FE Everett	Boston Express	Capital Equipment (ex: emergency call boxes, ticketing computers, signage, buzzer locks for bathrooms, etc) for Nashua Exit B and Manchester Canal Street bus terminals
68093C	\$ 2,000	FTA5307	5307 Boston UZA	FE Everett	Boston Express	Terminal & facility repairs (ex: electrical repairs within terminal, bathroom repairs, etc) at Nashua Exit B & Manchester Canal Street bus terminals
68093O	\$ 212,605	FTA5307_NHDOT	5307 Boston UZA	FE Everett	Boston Express	Operating (Ex: fuel, drivers' wages & benefits, etc)
10418L	\$ 3,952,521	193 COMMUTER BUS	STP Flexible	I-93	Implement & provide operational support for expanded commuter bus service	Boston Express Bus I-93 Operating, Marketing, Equipment & Building & Grounds facility repairs during I-93 construction project (Equipment includes computers, furniture, bus maintenance equipment and Repairs includes electrical, plumbing, HVAC, doors & pavement marking at state-owned I-93 facilities)

Note: The Boston Express projects, with the exception of 10418L that uses FHWA I-93 project funds, is using Federal Transit Administration (FTA) Section 5307 Boston UZA funds that are apportioned to the State for eligible transit projects that benefit the Boston UZA. Funds for the Boston Express projects are included in the proposed 10-Year Plan and, if approved, will be included in NHDOT's agency phase budget.

FTA 5307 BOSTON UZA (STATEWIDE PROGRAMMATIC)						
Project #	TYP Funding (Total)	TYP Funding Code	Funding Source Info	Location	TYP Scope	Description & Examples
FTA 5307 Boston UZA (Statewide Programmatic) (FTA5307)	\$ 43,110,942	FTA5307	5307 Boston UZA	Statewide	Boston UZA Formula Funds	Future transit projects that benefit the Boston UZA (eligible projects could include Operating, Capital, and Planning)

Note: The funds are FTA Section 5307 Boston UZA funds that are apportioned to the State for eligible transit projects. Funds for future eligible projects are included in this consolidated programmatic project in the proposed 10-Year Plan and, if approved, will be included in NHDOT's agency phase budget.

Updated: 03/23/16



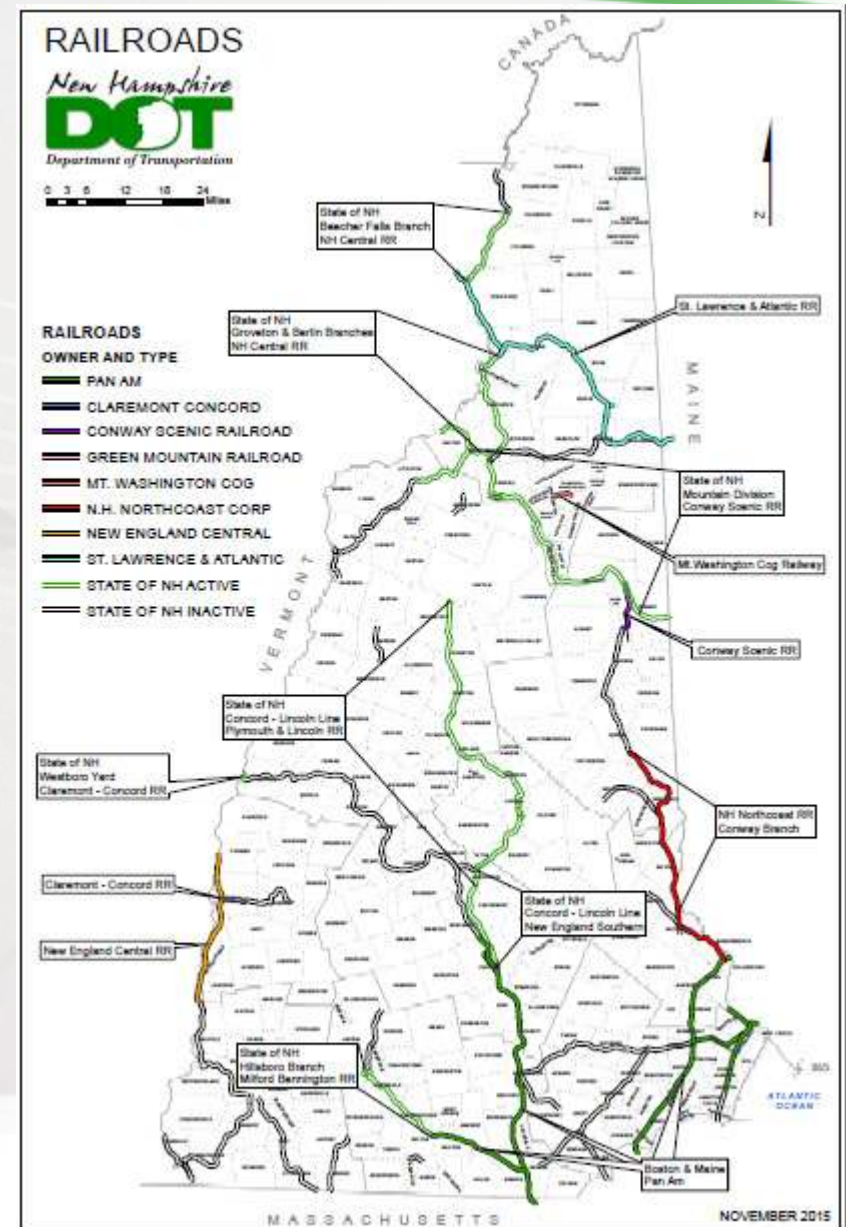
# Rail Funding

- Total of \$10.5M programmed in draft TYP (average \$1.0M/yr)
- Special Railroad Funding (approx. \$600k/yr) primarily comes from lease agreements with private rail operators for use of State-owned rail corridors
  - Funds used for maintenance and construction on state-owned rail lines. **Funds cannot be used for other needs.**
- Railroad Revolving Loan Fund (\$1.5M every 3 years) is a State-bonded program per RSA 228:66-a for capital work on Class III and Cog Railroads



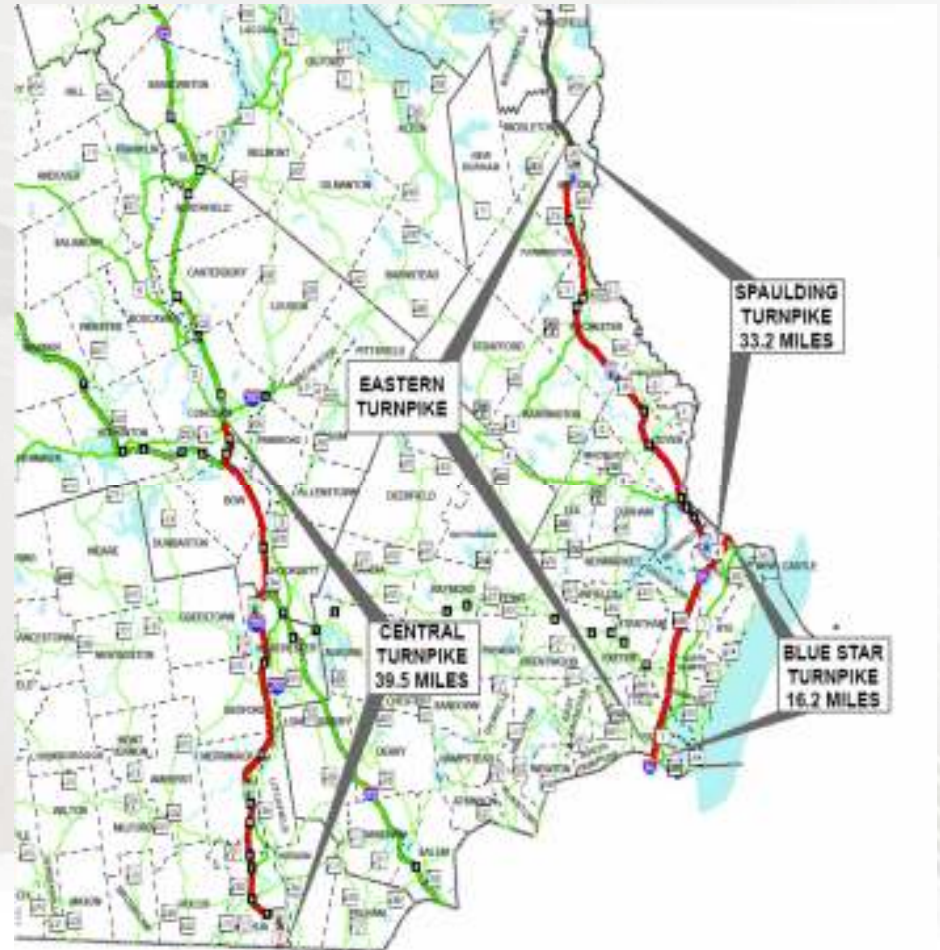
# NH Rail Corridors

- State-Owned Railroad Lines:
  - 203 miles of active track
  - 339 miles of abandoned / inactive rail lines
- NH has 6 Railroad Operators under agreement to operate services on state-owned lines
  - 4 freight services
  - 2 tourist services



# Turnpike System

- 3 Turnpike Segments
- 89 Miles Long
- 170 Bridges
- 9 Toll Facilities
- Enterprise Fund – All Turnpike revenue must be used on the System.
- Turnpike Revenue pays for:
  - Operating & Maintenance Costs
  - Debt Service
  - R&R Work
  - Capital Improvements
- **FY15:** 112.3 million transactions  
\$120.4 million toll revenue

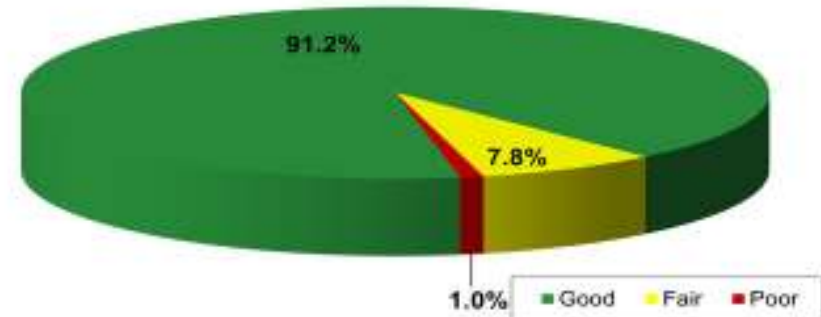


# Turnpike Renewal & Replacement Funding

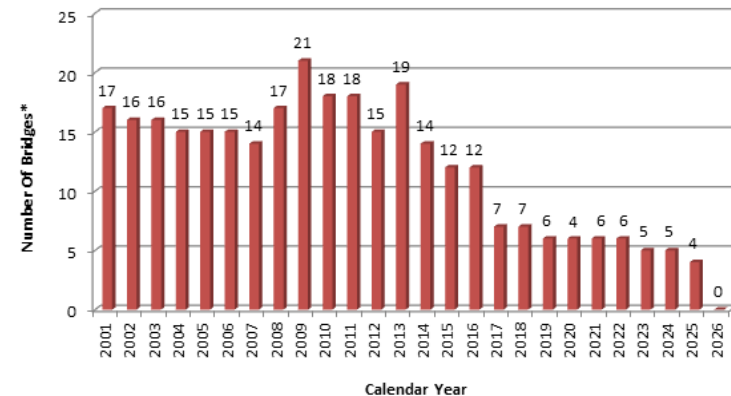
## TRR Program

- Total of \$110.8M programmed in draft TYP (Average \$11M per year)
- Intent is to preserve, maintain, and upgrade existing Turnpike Infrastructure
- Bond Resolution Renewal & Replacement Requirement – ensure sound operation of Turnpike system
- HNTB completed Independent R&R report in January 2012
  - ❖ Annual Resurfacing Program (\$7M ±)
  - ❖ Annual Bridge Painting & Bridge Rehabilitation Work
  - ❖ Drainage & Culvert Repair
  - ❖ Guardrail Replacement & Signage Renovation
  - ❖ Toll Plaza & Building Maintenance

Turnpikes - 2015 Road Condition based on [R] Interstates, Numbered Routes, and Unnumbered Roads



Turnpikes Red List Bridges



\* Consistent with project funding and schedules in draft TYP 2017-2026

# Turnpike Capital Improvements

## Turnpike Capital Program

- Total of \$350M programmed in draft TYP (Annual Expenditures range from \$21M - \$58M)

### Central Turnpike (FEET)

- Manchester Exit 4 Bridges along I-293: \$32.1 million (**completion 11/2016**)
- **Bedford ORT: \$8.6 million (FY17 & FY18 Construction)**
- **Nashua-Bedford FEET Widening from Exit 8 to I-293: \$71.0 million (FY22-FY24 Construction)**
- **Nashua-Bedford ITS Deployment along FEET: \$4.1 million (FY16 & FY17 Construction)**
- **Manchester Exit 6 Reconstruction & FEET Improvements : \$82.7 million\*\* (Construction start FY24)**
- **Manchester Exit 7 Construction & FEET Improvements : \$18.6 million\*\* (Construction start FY26)**
- **Bow-Concord I-93 Widening & Improvements from I-89 to Exit 16 : \$35.0 million\*\* (Construction start FY25)**

### Spaulding Turnpike

- Newington-Dover Expansion along Spaulding Turnpike – Exits 2 to 6
  - Rehab Existing Little Bay Bridge: \$21.9 million (**completion 9/2017**)
  - **Dover Mainline & Exit 6 Reconstruction: \$58.1 million (FY17-FY21 Construction)**
  - **General Sullivan Bridge Rehabilitation: \$31.7 million (FY19 – FY22 Construction)**
  - **Newington Spaulding Turnpike Maintenance Facility: \$6.0 million (FY20 Construction)**
- **Dover-Rochester Toll Plazas Reconstruction: \$26.4 million (FY21 & FY22 Construction)**
- **Dover-Somersworth-Rochester Exit 10 Feasibility Study: \$2.0 million (FY22)**

### Blue Star Turnpike

- Hampton Falls-Hampton Bridge Replacement: \$16.0 million (**completion 5/2018**)
  - **Hampton Falls-Hampton Dam Removal/Replacement: \$2.5 million (FY19 & FY20 Construction)**

# State Highway Funded Programs

- State Aid Highway Program (\$2.5M/year)
  - Program created by Legislature to provide state funding for construction or reconstruction of state roads at Municipality request
  - Funded with \$1.7M/year Highway Funding
  - Requires 33% local match
  - 8 Project Locations Listed in draft TYP
  - Subscribed until FY20
- State Aid Bridge Program (\$8.5M/year)
  - Program created by the Legislature to provide state funding for construction or rehabilitation of municipal bridges
  - Funded with \$6.8M/year of SB367 Revenue
  - Requires 20% local match
  - 90 Municipal Bridges are estimated to be addressed in TYP period
  - Program subscribed until 2023

**Average Municipal Bridge  
Project Cost \$900k**

# State Highway Funded Programs (con't)

- SB367 TIFIA Pledged Paving & Bridge Work
  - Program targeted to resurface poor & very poor Tier 3 & 4 roads, as well as address state owned red-list bridges
  - Funded with SB367 revenue totaling \$181M over TYP period
  - 1160 miles of paving on poor & very poor state roads will be completed
  - 23 red list bridges will be reconstructed or rehabilitated
  - Pledged paving and bridge work through FY25
- Betterment Program (\$22M/year)
  - Program created by the Legislature to provide state funding for highway construction, reconstruction & resurfacing and bridge construction, reconstruction, and maintenance for portions of the state's highway system **not supported with federal aid**
  - Includes District Resurfacing, Pavement Leveling/Shim Program, Bridge Repairs, Drainage, Traffic Signal Equipment & Discretionary Projects

# TIFIA Program - \$200M Loan

PRAG  
09/24/15  
STATE OF NEW HAMPSHIRE  
SB 367 - AMENDMENT #2015-1810S BY THE SENATE AND HOUSE PASSED 2016-2017 BUDGET  
BUDGETARY ESTIMATES WITH TIFIA FINANCING

Fiscal Year	\$0.042 Dedicated Road Toll Increase <sup>1</sup>	Municipal Block Grant Aid (12% PY Revenue)	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing <sup>2</sup> for I-93	Additional State Aid for Municipal Bridges	TIFIA Paved and Bridge Repair <sup>3</sup>	Highway Bridge and Betterment District Rehabilitation Program	Highway Bridge and Betterment District Resurfacing Program	DOT Operating Budget
2015 Actual	\$34,317,587	\$4,118,110	\$300,000	\$9,117,581	\$14,907,671	\$12,000,000	\$13,200,000	\$8,300,000
2016 Budget	\$34,425,781	\$4,131,094	\$478,537	\$6,800,000	\$14,716,331	-	-	\$8,300,000
2017 Budget	\$34,325,946	\$4,131,094	\$1,152,511	\$6,800,000	\$22,242,342	-	-	\$8,300,000
2018	\$34,226,401	\$4,119,114	\$1,819,030	\$6,800,000	\$21,488,258	-	-	-
2019	\$34,127,144	\$4,107,168	\$2,368,078	\$6,800,000	\$20,851,898	-	-	-
2020	\$34,028,176	\$4,095,257	\$2,541,295	\$6,800,000	\$20,591,624	-	-	-
2021	\$33,929,494	\$4,083,381	\$2,555,000	\$6,800,000	\$20,491,113	-	-	-
2022	\$33,831,098	\$4,071,539	\$2,555,000	\$6,800,000	\$20,404,559	-	-	-
2023	\$33,732,988	\$4,059,732	\$2,558,479	\$6,800,000	\$20,314,777	-	-	-
2024	\$33,635,163	\$4,047,959	\$2,551,521	\$6,800,000	\$20,235,683	-	-	-
2025	\$33,537,621	\$4,036,210	\$23,602,065	\$5,899,336	-	-	-	-
2026	\$33,440,362	\$4,024,514	\$23,602,065	\$5,813,782	-	-	-	-
2027	\$33,343,384	\$4,012,843	\$23,602,065	\$5,728,476	-	-	-	-
2028	\$33,246,689	\$4,001,206	\$23,602,065	\$5,643,418	-	-	-	-
2029	\$33,150,273	\$3,989,603	\$23,602,065	\$5,558,606	-	-	-	-
2030	\$33,054,137	\$3,978,033	\$23,602,065	\$5,474,040	-	-	-	-
2031	\$32,958,280	\$3,966,497	\$23,602,065	\$5,389,719	-	-	-	-
2032	\$32,862,701	\$3,954,994	\$23,602,065	\$5,305,643	-	-	-	-
2033	\$32,767,400	\$3,943,524	\$23,602,065	\$5,221,811	-	-	-	-
2034	\$32,672,100	\$3,932,054	\$23,602,065	\$5,138,000	-	-	-	-
TOTAL	\$673,366,408	\$76,871,881	\$231,297,853	\$127,152,419	\$196,244,255	\$12,000,000	\$13,200,000	\$16,600,000

Interest & Principal I-93 Debt Service ← Interest Only I-93 Debt Service →

1 - For FY 2016 - FY 2017, Approved Budget as passed Chapter 275 Laws of 2015; FY 2018 provided by the Department of Safety, assumes a 0.29% decrease each year thereafter.  
 2 - As provided by the Public Resources Advisory Group (PRAG) assuming the following:  
 - \$200M TIFIA Financing; 9 year deferral period for principal payments  
 - All-in True Interest Cost = 1.29%  
 - Includes \$15,000 annual TIFIA Administrative Fee.  
 3 - Pursuant to SB367 requirements, funds identified will be allocated based on RSA 235:23-a.

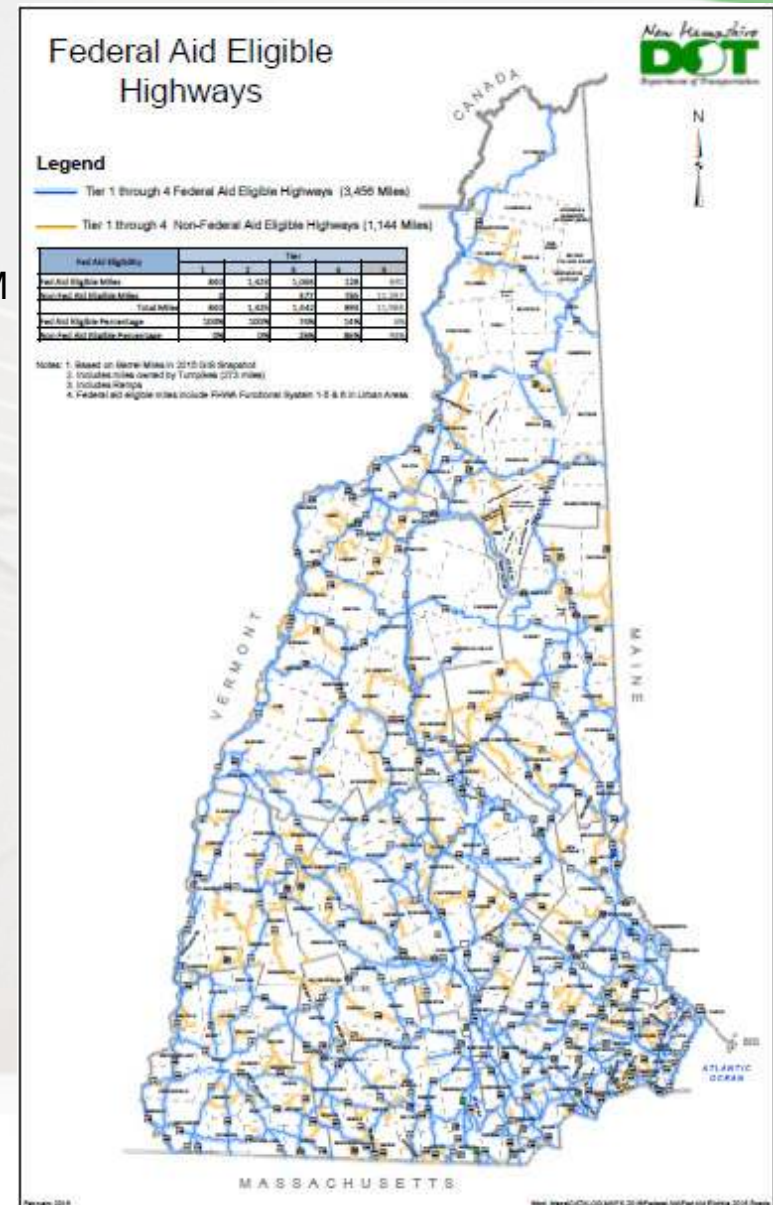


# Betterment Program Funding Distribution

Program Name & Description	Target Budget	District Distribution
District Resurfacing	\$13.5M	\$2.25M/District
Pavement Leveling & Shim Program	\$2.4M	\$400k/District
Reconstruct Secondary Roads	\$0.0M	
Guardrail Repair & Replacement	\$0.0M	
District Force Account Work	\$1.2M	\$200k/District
Bridge Repairs / Rehabilitation / Preservation	\$2.25M	
Drainage	\$0.5M	
Traffic Signal Equipment	\$0.1M	
Discretionary Projects (Emergency Repairs)	\$2.1M	
<b>TOTAL</b>	<b>\$22.0M</b>	

# Federal Aid Program

- **Core Federal Programs (FAST Act)**
  - National Highway Performance Program (NHPP) - \$96M
  - Surface Transportation Program (STP) - \$44M
    - Set Aside For Transportation Alternative Program - \$2.6M
    - Set Aside for Recreational Trails Program - \$1.3M
  - Highway Safety Improvement Program (HSIP) - \$9.4M
  - Railway-Highway Crossings Program (RCS) - \$1.1M
  - Congestion Mitigation & Air Quality Improvement Program (CMAQ) - \$10.5M
  - Metropolitan Planning (MP) - \$1.6M
  - National Freight Program (NFP) - \$4.6M
- **Formula Allocation**
- **Each Federal Program contains specific requirements on eligible uses**
- **Federal Formula Funding ranges \$171M/yr - \$183M/yr**



# Turnpike Toll Credits

- Turnpike Toll Credits
  - Earned when state funds (Turnpike toll revenue) are used to construct, reconstruct, rehabilitate, and/or maintain facilities that serve interstate commerce (entire Turnpike System is eligible). Essentially all Turnpike Capital Program and Turnpike RR Program expenditures qualify
  - In essence toll credits are a “soft match” that allow 100% federal funds to be used on a non-Turnpike project
  - All Federal Aid Projects in the draft TYP that require a state match are proposed to use toll credits
  - At the end of FY15, toll credit balance (surplus) was \$283M.
- Pros
  - Provides the ability to fully utilize federal funds when no state cash match is available. Otherwise, federal funds could not be accepted for projects
- Drawbacks
  - Use of Toll Credits to match federal program reduces the program by 25% (i.e. if state funds were available as the 20% match to the federal program, \$171M of federal highway funds would amount to a \$214M program)

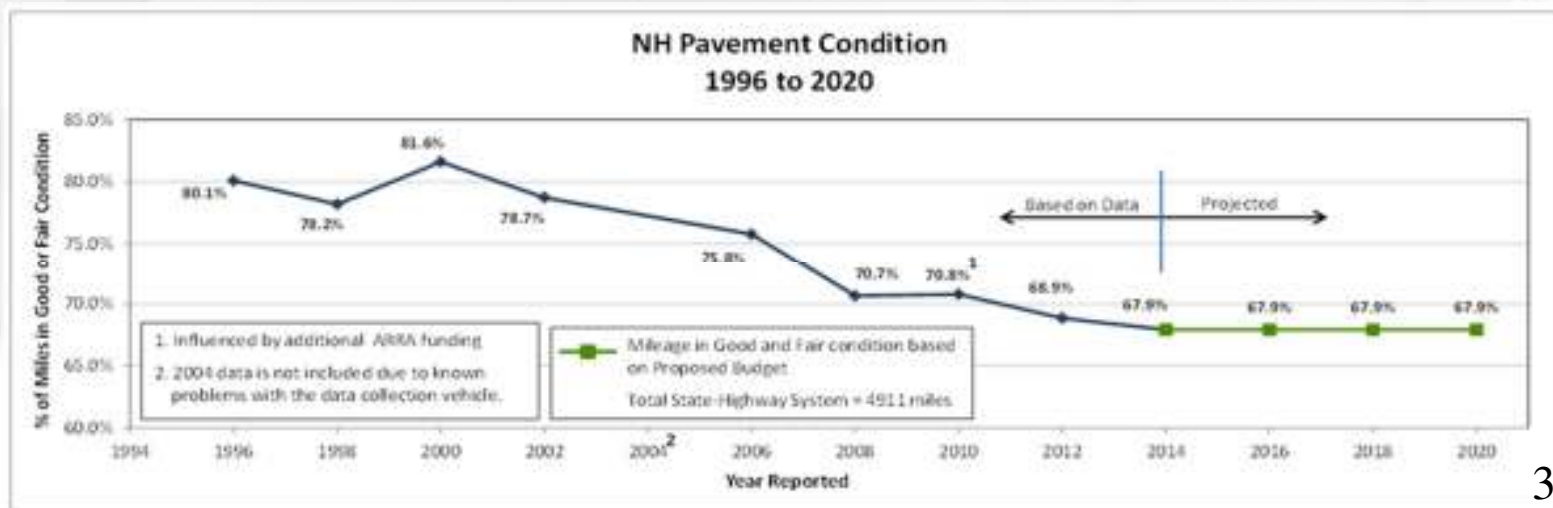
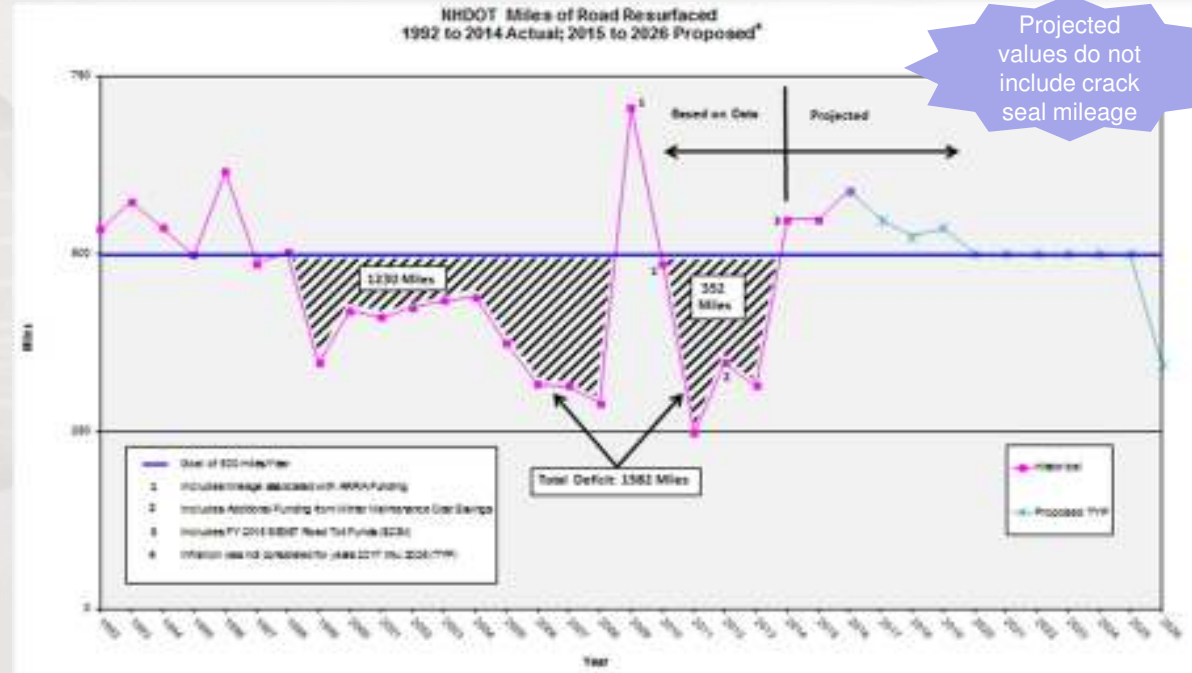
# Turnpike Toll Credits - projected

State Fiscal Year	EXPENDITURES						Criteria	STATUS OF TPK TOLL CREDIT			
	Construction	Renewal & Replacement	Total (original)	Prior 3 Year Average	Prior 2 Year Average	Two Year Rule		TPK Credit Available	TPK Credit Approved	Adjustments made 4/28/2014	TPK Credit and Retro Processed
	7500's series	7025	(B + C)	Avg (D)	Avg (D)	Avg 2 yrs *130%	If D > E	FHWA Letter		Warehouse	I(prior)+G-H
2002	6,469,689	6,207,690	12,677,379	25,152,705			NO	-		8,663,098	48,789,456
2003	10,242,504	7,279,741	17,522,245	17,729,406			NO	-		11,143,208	37,646,248
2004	19,437,590	5,106,610	24,544,200	15,490,827			YES	24,544,200		-	62,190,448
2005	16,646,496	3,273,139	19,919,635	18,247,941			YES	20,005,861	(86,226)	-	82,110,083
2006	16,712,024	4,341,535	21,053,559	20,662,027			YES	21,523,823	(470,264)	-	103,163,642
2007	4,466,585	7,672,822	12,139,407	21,839,131			NO	-	-	-	103,163,642
2008	8,510,844	11,695,374	20,206,218	17,704,200			YES	21,018,994	(812,776)	5,818,574	117,551,286
2009	25,530,070	8,487,448	34,017,518	17,799,728			YES	34,409,100	(391,582)	21,073,510	130,495,294
2010	64,996,821	7,976,079	72,972,900	22,121,048			YES	73,905,404	(932,505)	40,370,571	163,097,622
2011	50,518,741	13,438,791	63,957,532	42,398,878			YES	63,546,138	411,394	31,262,607	195,792,547
2012	49,171,818	7,251,333	56,423,151	56,982,650	48,987,525	63,683,783	YES	56,423,151		29,059,402	223,156,296
2013	73,176,773	10,960,754	84,137,527	64,451,194			YES	84,137,527		29,820,020	277,473,804
2014	50,284,145	11,134,256	61,418,401	68,172,737	60,190,342	78,247,444	YES	61,418,401		29,462,964	309,429,241
2015	27,666,111	8,005,380	35,671,491	67,326,360	58,920,776	76,597,009	NO	-		26,201,171	283,228,070
2016	51,200,000	13,200,000	64,400,000	60,409,140			YES	64,400,000		30,000,000	317,628,070
2017	39,300,000	9,600,000	48,900,000	53,829,964	48,544,946	63,108,430	YES	48,900,000		30,000,000	336,528,070
2018	31,100,000	11,500,000	42,600,000	49,657,164	42,285,745	54,971,469	YES	42,600,000		30,000,000	349,128,070
2019	23,400,000	11,900,000	35,300,000	51,966,667	45,750,000	59,475,000	NO	-		30,000,000	319,128,070
2020	33,100,000	10,400,000	43,500,000	42,266,667			YES	43,500,000		30,000,000	332,628,070
2021	37,600,000	10,600,000	48,200,000	40,466,667			YES	48,200,000		30,000,000	350,828,070
2022	38,600,000	10,800,000	49,400,000	42,333,333			YES	49,400,000		30,000,000	370,228,070
2023	26,500,000	11,000,000	37,500,000	47,033,333	45,850,000	59,605,000	NO	-		30,000,000	340,228,070
2024	45,000,000	11,300,000	56,300,000	45,033,333			YES	56,300,000		30,000,000	366,528,070
2025	36,900,000	11,500,000	48,400,000	47,733,333			YES	48,400,000		30,000,000	384,928,070
2026	58,000,000	11,700,000	69,700,000	47,400,000			YES	69,700,000		30,000,000	424,628,070

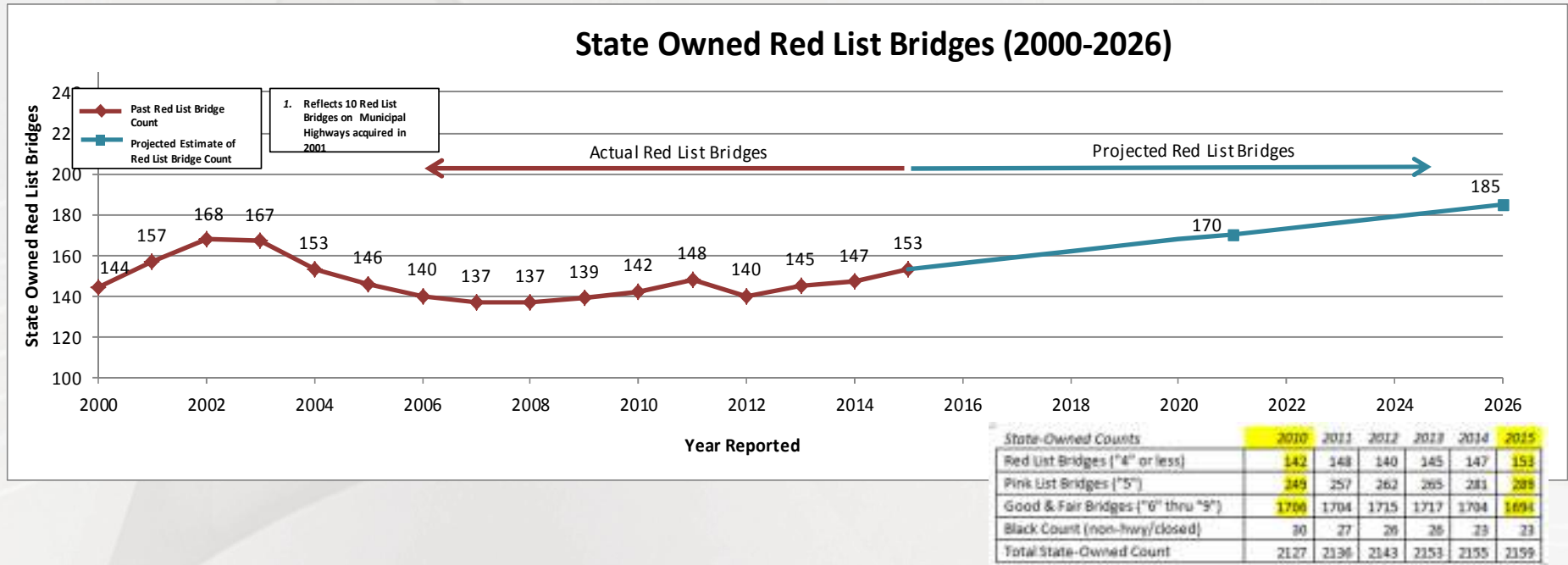
# A Look Ahead – Road Condition

Based on current level of investment in draft TYP

- Overall Pavement condition is expected to remain unchanged
- Past years backlog of deficit paving has reduced the state's overall pavement condition from a high of 81.6% of roads in good or fair condition to a current and projected level of 67.9%



# A Look Ahead – State Bridge Condition



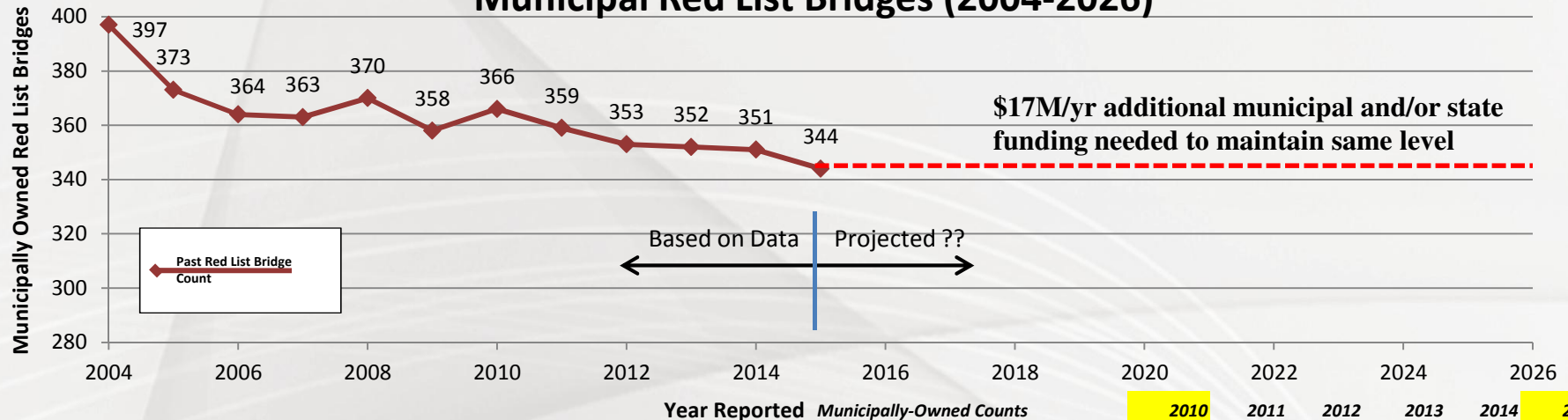
Based on current level of investment in draft TYP

- Number of State Red List Bridges (SRL) - which is representative of bridges in poor condition (rating of 4 or lower) **is expected to increase**
- Higher number of “pink list” bridges (rating of 5) today than 5 years ago

- Current SRL bridge total - **153**
- Bridges added to SRL by 2026 - **276**
  - 23 Bridges added annually over last five years – extrapolated to 2026 projects to 276 bridges
- Bridges expected to be removed from SRL by 2026 - **244**
  - **132** removed by Bridge Maintenance forces
  - **112** removed under TYP

# A Look Ahead – Municipal Bridge Condition

Municipal Red List Bridges (2004-2026)



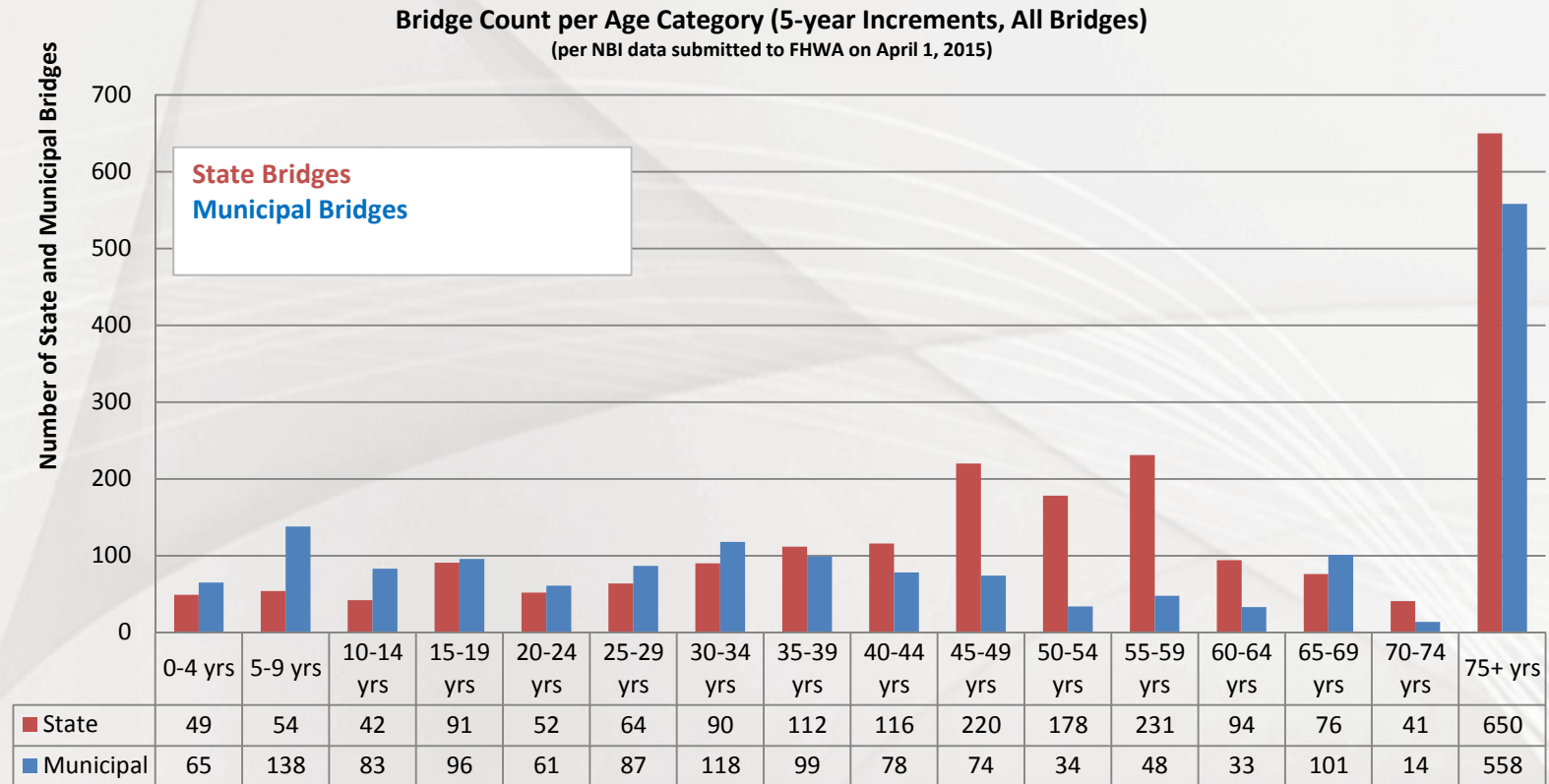
## Based on current level of investment in draft TYP

- Number of Municipal Red List Bridges (MRL) - which is representative of bridges in poor condition (rating of 4 or lower) is **likely to increase w/out additional funding**
- Higher number of “pink list” bridges (rating of 5) today than 5 years ago
- Removal rate of 28/yr heavily influenced by \$42M influx of funding (2008-2015 thru Bonding, ARRA & SB367)
- \$17M annual municipal and/or additional state funds needed to maintain MRL level

Municipally-Owned Counts	2010	2011	2012	2013	2014	2015
Red Count ("4" or less)	366	359	353	352	351	344
Pink Count ("5")	287	293	276	281	287	296
Better than "5" Count ("6" thru "9")	968	983	1007	1002	999	998
Black Count (non-hwy/closed)	47	45	49	50	51	49
Total Municipally-Owned Count	1668	1680	1685	1685	1688	1687

- Current MRL bridge total - **344**
- Bridges added to MRL by 2026 - **276**
  - 23 Bridges added annually over last five years – extrapolated to 2026 projects to 276 bridges
- Bridges expected to be removed from MRL by 2026 - **???** (Dependent on additional municipal funding)
  - 90 removed under TYP
  - ?? removed by Municipalities

# State & Municipal Bridge Age



- **Of the 3,846 State & Municipal Bridges, 1,208 are 75 years or older**
  - 2,159 State Bridges – 650 are 75 years or older
  - 1,687 Municipal Bridges – 558 are 75 years or older
- **Major Looming Liability if we do not invest in bridge maintenance and preservation efforts.**



## Modifications to Draft TYP – Based on Input & House of Representatives Amendment

- Removed Nashua-Manchester-Concord Capital Corridor Project - \$4M FTA funding
- Added Littleton US302 / Saranac Intersection Project under SAH Program - \$309k SAH Funding
- Revised Center Harbor – New Hampton Bridge Project to Bridge Rehabilitation
- Added Statewide Districts Programmatic - Betterment District Force Account Program - \$1.2M/year
- Adjusted Derry-Londonderry Exit 4A Project funding to align with MOA
- Advanced Funding (Vermont) for Hinsdale-Brattleboro Bridge Project to coincide with advanced construction schedule

# Questions / Comments