



New Hampshire
Department of Transportation



Transportation excellence enhancing the quality of life in New Hampshire

Annual Report

Fiscal Year 2016

Letter from the Commissioners

The Annual Report for Fiscal Year 2016 highlights the accomplishments and performance of the New Hampshire Department of Transportation (NHDOT) in delivering on the Agency mission of transportation excellence enhancing the quality of life in New Hampshire. This report reflects NHDOT's commitment to transparency and accountability. The report summarizes the annual expenditure information 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 funds that support NHDOT efforts, where they come from and how they are used.

Fiscal year 2016 was a year of transition for NHDOT. The year was marked with the confirmation of a new Commissioner, while over the course of the year another four positions in the Executive Office saw turnover. With the new leadership team now in place, NHDOT is poised to move forward several initiatives that will improve efficiency and how we do business in the years ahead.

Fiscal year 2016 was also a year that saw significant events with lasting positive implications in the years ahead including:

- The passage of a 5 year federal transportation reauthorization, providing funding certainty and additional federal dollars (approximately 5%/yr)
- Securing a \$200 million, low interest federal TIFIA loan to complete the I-93 Salem-Manchester improvements. The TIFIA loan structure allows \$22 million/year of the SB367 additional gas tax to go to additional pavement and bridge work – (over 1100 miles of paving and 23 red list bridges over the next 9 years)
- Approval of a fully financially constrained Ten Year Plan (2017 – 2026)
- Securing FAA funding for much needed improvements at the Aircraft Rescue Fire Fighting Training Facility in Concord

Operationally, NHDOT continued to focus on maintaining a qualified work force to safely accomplish our mission, while ensuring that our people had the resources required to efficiently serve our customers. The winter of 2015-16 was exceptionally mild and we were able to redirect winter maintenance savings towards additional equipment purchases, as well as municipal bridge projects. Further savings were directed to highway and bridge betterment. Our primary goal is to preserve and maintain the existing transportation system. To support this work we need to continue to advocate for investment in the NHDOT's aging vehicle fleet. Years of underinvestment have impacted the condition of our fleet and keeping aging vehicles roadworthy is costly.

Major transportation improvements in fiscal year 2016 include:

- Substantial completion of the I-93 Salem-Manchester priority improvements from the border through Exit 3, and the commencement of the remaining capacity improvements to the north
- Completion of the Spaulding Turnpike improvements in Newington
- Replacement of the NH 123 "highbridge" in New Ipswich
- Replacing the US 4 bridges over the Mascoma River and the Connecticut River in Lebanon
- Paving of over 550 miles of state highways
- Rail improvements along the Saint Lawrence and Atlantic Railroad in northern NH

We are pleased to present the New Hampshire Department of Transportation's Fiscal Year 2016 Annual Report. Our workforce is dedicated to its mission and continues to strive to meet the transportation needs of New Hampshire residents, businesses and visitors.

Sincerely,



Victoria F. Sheehan
Commissioner



William J. Cass
Assistant Commissioner



Christopher M. Waszczuk
Deputy Commissioner

At a Glance

Accomplishments – Keeping good conditions good and improving the rest

The Department employs a range of strategies to keep good transportation assets in good condition and improve assets that are in fair or poor condition. Preservation and maintenance protect the quality of pavements and bridges by extending service life, decreasing deterioration, and managing costs of assets for the whole life cycle. Rehabilitating or replacing worn assets keeps the transportation network operating at a high level of service. The movement of goods and services would not continue in New Hampshire without these important accomplishments.

Asset Management

NHDOT is committed to asset management and maximizing value for long term sustainability of the system. This involves developing data driven strategies to preserve and rehabilitate assets like roads and bridges on schedule to maintain value, replace when necessary, and are cost effective over the asset lifecycle. In developing these strategies we aim to clearly communicate to policy makers and the public what we have, what the condition is, what is needed to manage and maintain the asset, and what the results of the strategies will be.

Tiers – State Highway System

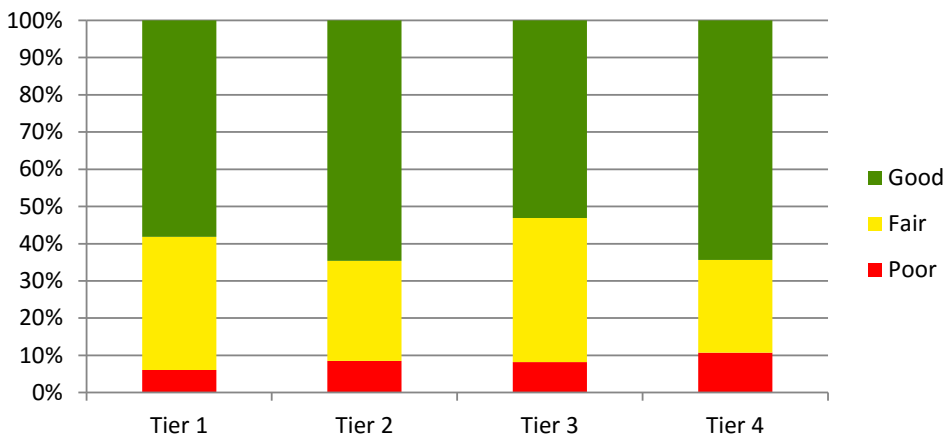
- Tier 1 – Interstates, Turnpikes, and NH Route 101 between Bedford and Hampton support the highest traffic volumes and speeds in the entire state.
- Tier 2 – Statewide Corridors, like US 202 or NH 16, carry passengers and freight between regions of the state as well as to and from neighboring states. These roads can have moderate to high traffic volumes, particularly during morning and afternoon commutes.
- Tier 3 – Regional Transportation Corridors provide travel within regions, access statewide corridors, and support moderate traffic volumes at moderate speeds. Examples include NH 112 and NH 155.
- Tier 4 – Local Connectors Secondary highways and unnumbered routes as well as the bridges along them are local connectors and they provide travel between and within communities. Traffic on local connectors, such as NH 141 or Bean Rd in Moultonborough, is usually low volume and low speed.

At a Glance

Bridge Accomplishments

- Protected the useful service life of 1460 bridges by washing and/or sealing
- Performed preservation and maintenance projects on 54 bridges
- Rehabilitated and removed 18 bridges from the Red List
- Constructed 6 new bridges to meet current and future transportation needs

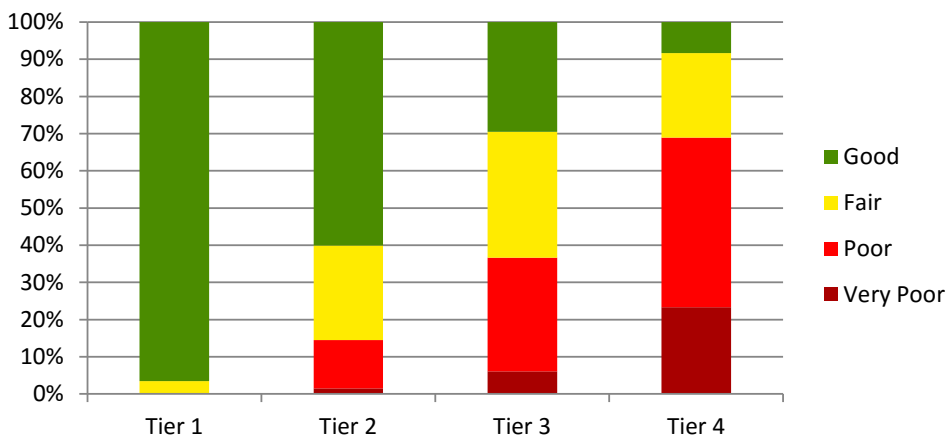
Condition of Bridges by Tier (area)



Pavement Accomplishments

- Extended the useful life of 113 miles of pavement by crack sealing
- Protected 66 barrel miles of pavement in good condition with preservation treatments
- Reduced deterioration of 425 miles of pavement with maintenance treatments
- Returned 64 miles to acceptable conditions with roughness paving
- Rehabilitated 25 miles of pavement to make longer-lasting good roads

Condition of Pavements by Tier (miles)



Balanced Scorecard - Executive Summary

The NHDOT Balanced Scorecard is a series of performance measures reflective of the Department's strategic plan. The 2015 Balanced Scorecard continues to report on NHDOT and New Hampshire's transportation system with performance measures from the four strategic goal areas of Customer Satisfaction, Performance, Effective and Efficient Resource Management, and Employee Development. Through the Balanced Scorecard, NHDOT seeks to improve communications, report on agency and system performance, and enhance transportation strategy. The Department continues to review business needs and identify gaps in process, data and reporting.

Customer Satisfaction

We will strive to provide a transportation system and services that support our quality of life. NHDOT did not conduct a customer survey in 2015.

Performance

Encompassing condition, mobility, and safety, the performance area of the scorecard is of paramount importance to the NHDOT and to our customers. In 2015, the performance area showed an equal number of positive and negative trends.

Asset condition gradually declined as the number of red list bridges increased, the useful life of transit vehicles decreased, and ridership declined. On a positive note, the number of highway fatalities continues to decline and pavement conditions improved.

Effective Resource Management

Winter severity has a significant impact on how much energy and salt the Department utilizes and pricing affects the associated costs.

Lower costs for energy led to a number of positively performing measures in 2015.

Employee Development

Our workforce must be prepared for new challenges due to changes in technology and the expected vacancies due to retirement. The number of employees engaged in professional development plans remained flat while injury incident rate declined.

Final 2015 Balanced Score Card

Goal	Objective	Measure	Units	Trend	2014 Actual	2015 Actual	Annual Change	Desired Trend	
Customer Satisfaction	Increase Customer Satisfaction	Customer Satisfaction - Transportation System*	Percent Satisfied					↑	
		Customer Satisfaction - NHDOT Performance*	Percent Satisfied					↑	
Performance	Improve Asset Conditions	State Highway Pavement in Good or Fair Condition	percent		67.9%	68.6%	↑	↑	
		Red Listed State Bridges	number		153	154	↑	↓	
		Rail Lines Capable of Speeds of 40 mph	miles		104	104	—	↑	
		Airport Runway Surface Conditions	average condition		4.21	4.31	↑	↑	
		Remaining Useful Life of Transit Buses	% of vehicle life remaining		20%	12%	↓	↑	
	Increase Mobility	Transit Ridership	# total riders		3,776,414	3,888,731	↑	↑	
		Rail Ridership	# total riders		196,063	167,065	↓	↑	
		Air Ridership	total enplanements and deplanements		2,122,104	2,117,862	↓	↑	
		Total Freight Shipped Via All Modes*	tons					↑	
		Additional Time Required for Reliable Interstate Travel (Selected Segments)	PTI		1.24	1.24	—	↓	
		State Population with Access to Multimodal Transportation	percent		25%	25%	—	↑	
	Improve System Safety and Security	Highway Fatalities (5 Year Moving Average - Goal Towards Zero Deaths)	number		111	108	↓	↓	
	Improve Department Efficiency	Pavement Grip During a Winter Storm	% of time		58%	47%	↓	↑	
		Projects On Time By Ad Schedule	percent		57%	49%	↓	↑	
	Identify, Communicate and Collaborate with Partners	Construction Bid within 5% of Final Construction Cost	percent		95%	95%	—	↑	
		Partners Satisfied*	percent					↑	
Effective Resource Management	Effectively Manage Financial Resources	Private Sector Jobs Sustained by Federal and State Transportation Capital Investment	# jobs supported		3,988	3,917	↓	↑	
		Distribution of Expenditures by Lane Miles (Highway Fund)	\$ per lane mile		\$65,636	\$65,543	NA	NA	
	Protect and Enhance the Environment	Implement Strategic Workforce Planning	Workforce Represented in Completed Workforce Planning	percent		80%	80%	—	↑
		Operations Facilities in Compliance with Environmental Regulations	percent		88%	89%	↑	↑	
		Salt Usage	tons		205,690	198,589	↓	↓	
Energy Usage of NHDOT Facilities	Energy Usage of NHDOT Facilities	kbtu		67,548,905	60,488,832	↓	↓		
	Energy Usage of NHDOT Vehicles	gallons		1,547,047	1,536,003	↓	↓		
Employee Development	Increase Bench Strength	Employees Engaged in Professional Development Plans	percent		26%	26%	—	↑	
	Optimize Employee Health and Safety	Employee Injury Incident Rate	percent		5.87%	5.25%	↓	↓	
		Total Number of Workforce Wellness Activities Participated In	number		4,939	2,821	↓	↑	
Align Employees Around Department's Mission	Employees Who Understand, and Feel Their Job Contributes to the Mission of the Department. (From Respondents to Employee Survey)	percent		84%			↑		

* There is no new value available for this performance measure in this reporting cycle

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



Transportation excellence enhancing the quality of life in New Hampshire

FY 2015 & 2016 Operating Results - Budgeted Account Summary

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FY 2015 & 2016 Operating Results - Budgeted Account Summary

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

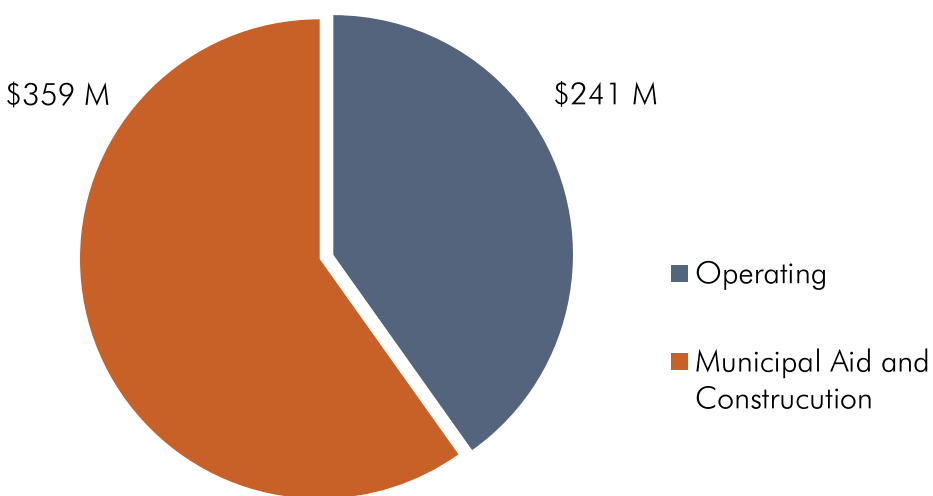
The financial value of New Hampshire's transportation system, by some estimates at replacement value, exceeds \$12 billion in roadways and \$8 billion in bridges. To assist the general public understand the cost to Plan, Design, Construct, Operate and Maintain the State of New Hampshire's transportation network, we have created what we hope is a simple to use guide to help understand 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 the 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 1,600 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 FY16 - Total Budgeted and Non-Budgeted



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:

- In 2016 59% of the Highway Fund was appropriated to NHDOT, 26% to other agencies and 15% to Municipalities.
- The cost of collection for the Department of Safety is no longer classified as unrestricted revenue and equates to approximately \$28 M. Of this amount an estimated \$2.6 M (0.3 cents) is for cost of collections for the Road Toll Bureau.
- 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.
- 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.
- 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.
- Accordingly, of the overall 22.2 cent/gallon NH Road Toll, 12.9 cents is available for appropriation to cover Operating Costs.

Turnpike System

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 paid for toll violations. Turnpike funds can ONLY be used on the Turnpike System. Below is key financial information for fiscal year 2016:

- In 2016, Toll Revenue (less fines and Admin fees) on the Turnpike was approximately \$127 M with other revenues of approximately \$9 M.
- Turnpike Operating expenditures consist of Operations & Maintenance of approximately \$39 M.
- Turnpike Construction expenditures consist of Renewal and Replacement of approximately \$8 M, Capital Project expenditures of approximately \$42 M, and Revenue Bond Debt Service of approximately \$42 M.

FY 2015 & 2016 Operating Results - Budgeted Account Summary

- In fiscal year 2016, a note payment of \$418 thousand was made to the State Highway Fund. This payment was the final payment to the State Highway Fund for the I-95 Piscataqua River Bridge acquisition.
- More than 55% of Turnpike Revenue from the collection of tolls is paid by out-of-state visitors passing through New Hampshire.

General Fund

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 and jet fuel are deposited into the General Fund. (Each approximately \$1 M)

The General Fund does provide matching State funds for Federal Aviation Administration grants for airports and for Federal Transit Administration 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 Aid

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 \$165 M)
- Federal Transit Administration (FTA) – funding for transit programs, projects and providers including capital, operating and planning activities. (approximately \$6 M)
- Federal Aviation Administration (FAA) – funding for planning, preservation, modernization, or expansion of eligible airport facilities. (approximately \$11 M)
- Federal Railroad Administration (FRA) – TIGER grant funding for private railroad entity for rehabilitation of tracks and infrastructure. (approximately \$1 M)

NHDOT offset Operating Costs to balance the budget using \$34 M from federal aid in FY 2016, which would otherwise go to construction programs. In addition, there are no State funds provided to match the federal aid highway program, relying instead on credits gained from Turnpike investments, further diminishing the federal aid construction program.

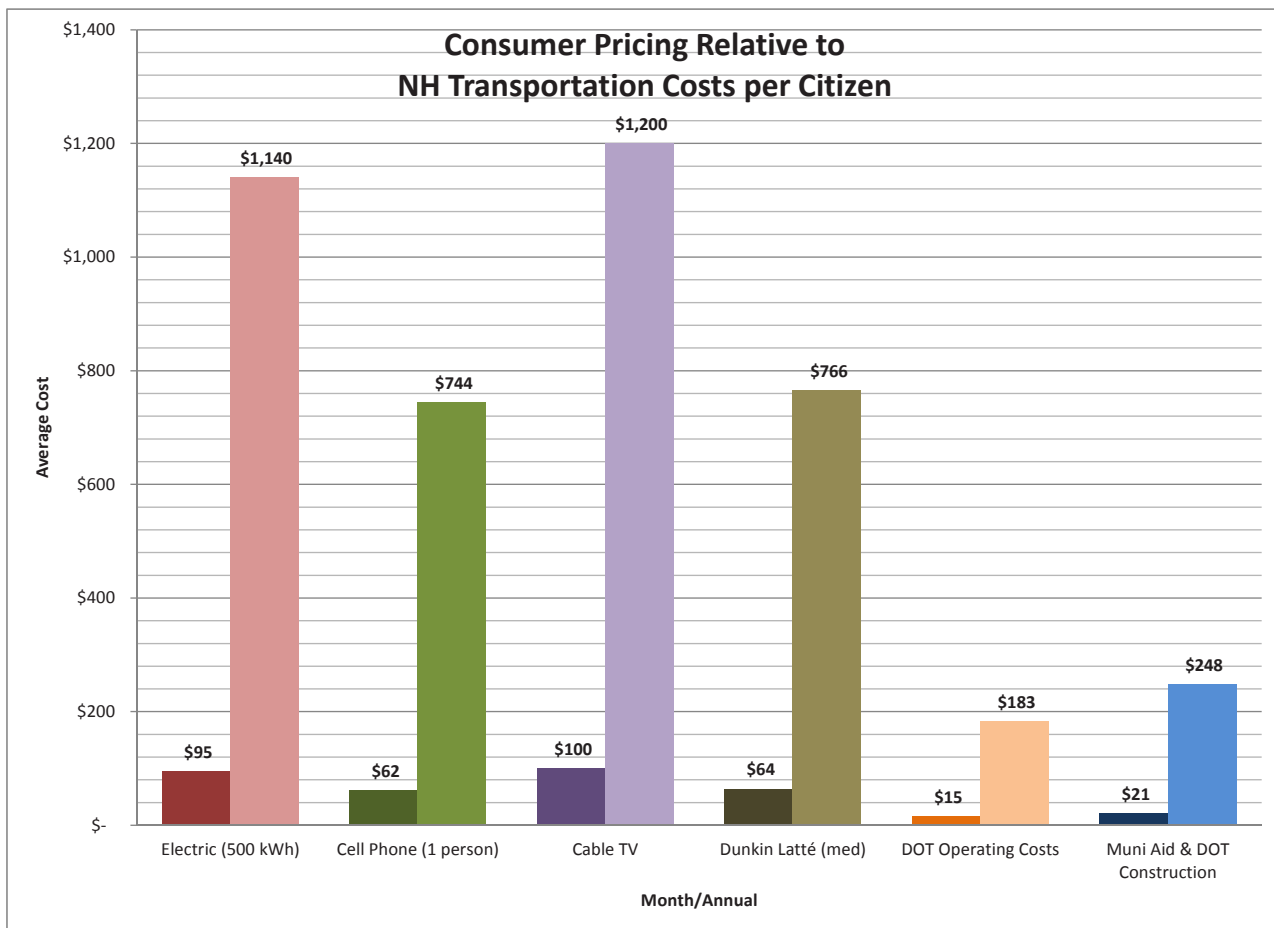
Other

Other funds include revenue derived from revolving funds such as for the sale of fuel to municipalities or other state agencies.

FY 2015 & 2016 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.



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 2015 & 2016 Operating Results - Budgeted Account Summary

Operating Expenses

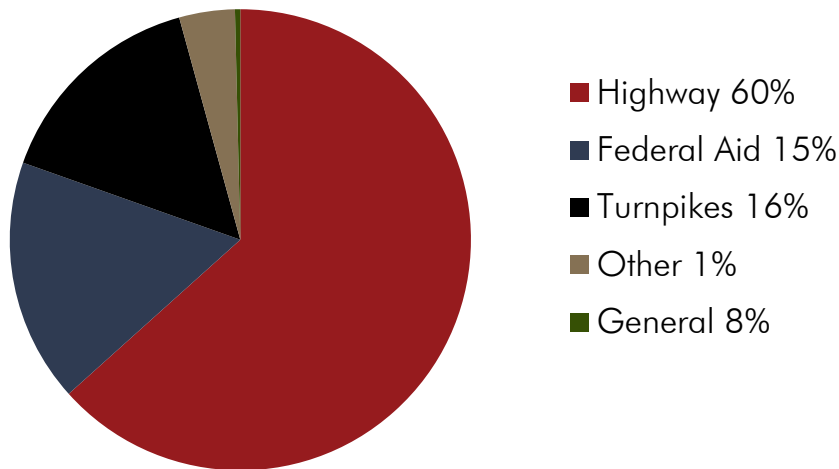
For the NHDOT, our primary responsibility is to operate and maintain the existing transportation system and to plan, engineer and oversee construction of all transportation projects. The following pages provide a detailed description of each element of service provided to NH citizens by the NHDOT and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

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

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 2016 for Operating Costs is below:

Operating Expenses FY16 - Budgeted



Investment Levels

Funding Sources

	Highway	Federal Aid	Turnpikes	General	Other
Actual FY16	\$136.3 M	\$33.8 M	\$37.8 M	\$0.8 M	\$18.1 M
Actual FY15	\$154.0 M	\$41.5 M	\$37.2 M	\$0.9 M	\$9.5 M

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	1828	1828	1734	1727	1650	1650	1639

FY 2015 & 2016 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 flow 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.

Major accomplishments in FY 2016 included:

- Provided support for a variety of activities including airport planning, rehabilitation development projects, equipment purchases, safety and security improvements, and mitigation
- 12 federally funded airports can utilize this account to fund airport improvement projects.



Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M		\$0.4 M			
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$5.1 M		\$5.1 M			

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Aeronautics, Rail and Transit

2107 - Aeronautics - Fund 010

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	6	6	6	6	6	6	6

Staff within the Bureau is responsible for the overall management of the aeronautics/ airway system in NH (per RSA Chapter 422, 423 & 424). Assisting airports in the state 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 those goals, staff communicates with airports regularly and performs 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, aviation program administration, airport registration, aircraft registration, operation of state-owned navigational aids, aircraft search & rescue, and assisting in the integration of the new industry of Unmanned Aircraft Systems (UAS) into NH aviation. The aeronautics/airways system in the State is a critical component of the larger transportation system providing mobility for people and freight in support of the economy.



Major accomplishments in FY 2016 included:

- Safety inspections of the 22 public use airports in New Hampshire to ensure a safe landing environment for pilots and passengers. The Federal Aviation Administration (FAA) inspects the 3 primary airports with commercial service.
- 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. Projects total approximately \$15-30 M per year to 12 eligible airports.

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.9 M				\$0.6 M	\$0.3 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.8 M				\$0.6 M	\$0.2 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Aeronautics, Rail and Transit

2916 - Public Transportation (Transit) - Fund 010

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	4	4	6	6	6	6	6

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 2016 included:

- Boston Express, the State’s contracted commuter bus operator, reported record ridership with 599,450 total passengers on the I-93 and FE Everett Turnpike routes between Manchester and Boston.
- The Transit section entered into its first multi-year contract for accessible (8-16 passenger) transit vehicles, significantly reducing the staff resources required to complete annual vehicle procurements.
- Transit service provided NH residents and visitors with access to jobs, healthcare, and other vital services. Ridership on public transit, commuter and intercity bus services, and specialized transportation services, including volunteer driver trips, funded in-whole or in-part with FTA funding was as follows:
 - 3,783,033: Public transit (12 public transit systems)
 - 601,838: State-contracted bus operations (Boston Express & East-West Express)
 - 15,471: Intercity bus (Concord Coach north country routes)
 - 42,496: Seniors & individuals with disabilities (including volunteer driver trips provided under Purchase of Service program)

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$6.4 M		\$6.4 M			
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$8.0 M		\$8.0 M			

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Aeronautics, Rail and Transit

2931 - Railroad - Fund 010

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	4	4	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. Rail staff is 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. Rail staff works 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 2016 included:

- NH Northcoast Railroad, funded primarily with \$1.4 M of FRA TIGER funds, completed upgrades to its 42-mile rail line to enhance railroad safety and increase track miles capable of accommodating 286K railcars.
- Worked with railroad operators to order and install Emergency Notification Signs at over 300 locations.
- Negotiated dock lease renewals with landowners, including those on Lake Winnepesaukee, whose property is separated from public waters only by state-owned railroad properties.
- Performed inspections of railroad track, bridges, equipment, and other rail related structures for compliance with federal, state, and railroad company standards.

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$1.1 M		\$0.9 M		\$0.2 M	
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.8 M		\$0.5 M		\$0.3 M	

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Aeronautics, Rail and Transit

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

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	3	3	3	3	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 equitable access to transportation opportunities in New Hampshire. Bike-Ped staff promotes active transportation within the Department and throughout the State by partnering with advocacy groups and local law enforcement to conduct field reviews and educational outreach events and produces regional and statewide bicycle maps. Staff also directs engineering functions on rail-trails and works with the Department of Resources & Economic Development’s Trails Bureau on the management and coordination of recreational rail-trails on state-owned abandoned rail corridors. Bureau staff also has access to the State’s rideshare software, which allows instantaneous online ridematching for the general public.



Major accomplishments in FY 2016 included:

- Department personnel worked with Newfound Pathways to improve walking and bicycling on NH 3A along the eastern shore of Newfound Lake by striping 4.0 miles of roadway with wider shoulders
- With the assistance of a consultant and the concerted efforts of the Bicycle & Pedestrian Transportation Advisory Committee, a “Guide to Promoting Walking & Bicycling Accommodations in NH” was completed.
- Provided transportation facility design recommendations for over 30 highway projects in the planning and design phase and conducted transportation field reviews, including along a stretch of the Kancamagus Highway and the Seacoast area (Durham, Dover Point, Newington, Greenland, Portsmouth).

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Administration

3038 - Executive Office - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	12	12	16	16	15	15	15

The Department of Transportation, through its officials, shall be responsible for the following general functions: (a) 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) Other functions in this activity include preparation of operational and capital budgets, staffing plan development, contract award approvals, public relations, constituent response, development of policies and legislation, adjudicatory hearings, strategic planning (including the development and facilitation of the Ten Year Plan), and effective and efficient management of Department resources and assets.



Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$1.9 M	\$0.9 M	\$1.0 M			
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$2.0 M	\$1.3 M	\$0.7 M			

FY 2015 & 2016 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, fuel distribution software and equipment upgrades, energy efficiency improvements, major software upgrades 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 \$60 M general obligation bond (GO) to match the Federal Aid Program and advance construction on Municipal Bridges. Debt service for the GO bond at approximately \$6 M 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 FY16	Highway	Federal Aid	Turnpikes	General	Other
\$11.8 M	\$11.8 M				
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$11.7 M	\$11.7 M				

FY 2015 & 2016 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 FY 2016 included:

- Implemented an Integrated Project Development System for project estimating and electronic bidding.
- Implemented Electronic Data Sharing (EDS) with Federal Highway.
- Implemented a traffic count system for required federal Highway Performance Monitoring System and Travel Monitoring Analysis System.
- Automated invoices for rented maintenance and construction equipment and integrated directly with the State's financial system.
- Upgraded the DOT Citrix Farm to the latest version.
- Migrated Business Intelligence and DOT enterprise reporting tools to the latest version to ensure continued support, reliability, and scalability.
- Continued migrating enterprise systems to virtual servers for increased manageability, specifically Oracle and GIS.
- Implementation of the New England Compass Advanced Transportation Management System and New England 511 Traveler Information System (TIS).
- Establishing the new Video Management System (VMS) by writing requirements for the Sarah Mildred Long reconstruction project.

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$7.3 M	\$7.2 M				\$0.1 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$6.8 M	\$6.7 M				\$0.1 M

FY 2015 & 2016 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), Shared Services support for Accounts Payable, and General Services for building maintenance.



Investment Levels	Funding Sources					
	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$2.6 M	\$2.6 M				
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.8 M	\$2.8 M				

FY 2015 & 2016 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 FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$9.2 M	\$9.2 M				
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other	
	\$8.5 M	\$8.5 M				

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Finance

3001 - Finance & Contracts - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	37	37	36	36	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 provides administrative and budget support functions for Department mail and supply services, 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 2016 included:

- Secured a \$200 M Transportation Infrastructure Finance and Innovation Act (TIFIA) loan which will enable the Department to complete remaining construction for the I-93 project.
- Implemented Electronic Data Sharing (EDS) which interfaces project and financial information to Federal Highway system eliminating data entry and subsequent data entry errors.
- De-obligated in excess of \$20 M in federal funds through the closure of 90+ completed projects and/or project phases.
- Redirected 12.2% of total invoice transactions to the P-Card system resulting in approximately \$27 K in processing cost savings.

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$2.9 M	\$1.6 M	\$1.1 M			\$0.2 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$2.7 M	\$1.8 M	\$0.8 M			\$0.1 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Policy and Administration

2056 - Office of Federal Labor Compliance - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	5	5	6	6	6	6	6

The Office of Federal Compliance is responsible to assure 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 responsible to ensure implementation of the Contractor Compliance Program, Disadvantaged Business Enterprise Program, On-the-Job Training Programs, Title VI and Environmental Justice Programs, Limited English Proficiency Programs, Internal Affirmative Action Plan, and Section 504/ Title II of the Americans with Disabilities Act.

Major accomplishments in 2016 included:

- Conducted 47 Civil Rights Nondiscrimination/EEO trainings for 1,155 employees and subrecipients.
- As part of Department's ADA Transition Plan 463 tip downs with raised domes were installed statewide to meet accessibility compliance standards.
- Conducted 242 field audits on Federal-aid construction projects. Findings included additional restitution by contractors of Davis-Bacon wages for 95 workers totaling \$7,100.
- Exceeded the Department's DBE goal by obtaining 7.95% for minority and women owned business contracting on Federal-aid construction projects.
- The Language Assistance Program provided language access services to 284 individuals at a cost of \$1,559.
- Provided scholarships for 17 middle and high school students to attend the National Summer Technical Institute Program at the University of New Hampshire.

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M	\$0.4 M				
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.5 M	\$0.5 M				

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Policy and Administration 3017 - Human Resources - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	15	15	12	12	12	12	12

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



The purpose of Core Business Transactions is to ensure accurate and timely transactions supporting HRIS and recordkeeping activities, FMLA and benefits administration, and classification activities. The Workforce Development Section's purpose is to support recruitment, workforce planning and development activities to ensure a workforce with the capabilities, skills, and competencies needed to meet the transportation mission. The Risk Management Section provides processes to guide the implementation of the Rules of the Division of Personnel, Collective Bargaining, Federal American's with Disabilities Act Compliance, complaint and investigation procedures. The Administration section is

responsible for the reception for the headquarters building, file management, as well as other related administrative functions.

Major accomplishments in FY 2016 included:

- Processed over 5,000 applications for employment for certification to position requirements
- Led 142 new employees through Orientation and Onboarding
- Managed over 100 FMLA cases
- Administered 30 reclassification requests
- Administered 35 Supplemental Sick Leave requests

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.8 M	\$0.5 M	\$0.3 M			
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.7 M	\$0.5 M	\$0.2 M			

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Policy and Administration

3027 - Employee Training - Fund 015

This budget organization code represents funds that are dedicated solely to Department training. These are primarily training types that serve the entire organization or large groups of employees. Some training funds are also budgeted in Bureaus if there are trainings specific to a smaller group or related to specific job function trainings. Personnel that coordinate and provide training are budgeted with Human Resources (3017).



Major accomplishments in FY 2016 included:

- Trained 260 supervisors through the 2-day Foundations of Supervision course
 - Created and implemented the 2016 Annual Training Plan including courses on Transportation Asset Management, Highway Program Funding, and Highway Safety
 - 15 Department employees completed the state's Certified Public Supervisor Program
 - Implementation of the Governor's requirements for cybersecurity training and CRASE for all Department employees
- Administration of the Department's intern program, job shadow and student tours
 - Administration of the Department's Civil Engineer Training Program
 - Coordination of the Department's TRAC program

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M		\$0.1 M			
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M		\$0.1 M			

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Policy and Administration

5031 - Office of Stewardship and Compliance - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	13	13	11	11	8	8	8

The Office of Stewardship and Compliance (OSC) is responsible for providing training and compliance oversight in the Department's Occupational Health and Safety programs and environmental regulations. Personnel are responsible for ensuring compliance with occupational health and safety regulations and to promote and ensure fitness for duty for all employees. The Health and Safety section currently manages 35 implemented occupational safety programs, a mandated drug and alcohol testing program, employee wellness, and driver qualification's program. The Environmental Section facilitates the implementation of the Department's environmental policy. It is responsible for overseeing regulatory compliance through the administration of an Environmental Management System, including regular audits and training programs.



Major accomplishments in FY 2016 included:

- 78 wellness events were participated in, by 58% of the NH DOT workforce.
- 144 Environmental Audits were performed.
- 47 Class C Operators were trained and Certified
- Environmental Compliance, overall, continues to exceed 90%.

Other accomplishments for the 2015 calendar year included:

- 140 Safety audits were completed department wide in FY 2015
- Claims decreased 13% from 2014 to 2015
- Lost time claims decreased 26% from 2014
- Injury severity decreased 27% from 2014

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.6 M	\$0.6 M				
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.6 M	\$0.6 M				

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Operations

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

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	728	728	728	728	686	686	684

Employees within the Bureau of Highway Maintenance are responsible for providing a safe serviceable highway system for the traveling public. 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.

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. The Winter Maintenance accounting unit (2928) primarily includes funding for salt, facilities, and equipment.

For FY 2016 Winter Maintenance included:

- 144,325 tons of salt, approximately 10% less than the typical 162,000 tons (due to the unusually mild temperatures and limited storm events),
- Plowing and treating more than 1.375 million lane miles, approximately 45% less than the typical 2.5 million lane miles, over the winter season (due to the unusually mild temperatures and limited storm events) 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.

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 & sweeping.

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Major non-winter accomplishments include:

- More than 7,700 CY of repairs to cuts and fills
- More than 100,500 linear feet of constructing and repairing drainage systems
- More than 400 miles of cleaning and maintaining drainage through light and heavy ditching
- Repair or replacement of over 72,450 feet of guardrail
- Shoulder reconstruction for more than 1,675 lane miles and reconstruction of 175 lane miles of roadway
- More than 12,900 lane miles of patching and 5,885 lane miles of sweeping

Investment Levels

Funding Sources (2928 Winter Maintenance)

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$19.5 M	\$18.7 M	\$0.5 M			\$0.3 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$31.2 M	\$31.0 M				\$0.2 M

Investment Levels

Funding Sources (3007 Highway Maintenance)

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$49.6 M	\$40.5 M				\$9.1 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$49.4 M	\$48.5 M				\$0.9 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Operations

3005 - Mechanical Services - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	84	84	82	82	79	79	78

Personnel at the Bureau of Mechanical Services manage the NHDOT's fleet of approximately 1,180 vehicles and equipment. An additional 900± 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 & body work to fabrication & assembly of plow trucks and specialty equipment. The acquisition, maintenance & repair of the Department's fleet are essential to fulfilling the Department's capital and operating programs. The replacement value of the fleet exceeds \$90 M. A Performance Audit Report (dated November 2014) completed by the NH Office of Legislative Budget Assistant reported the following on Page 1 in the executive summary:



The acquisition, maintenance & repair of the Department's fleet are essential to fulfilling the Department's capital and operating programs. The replacement value of the fleet exceeds \$90 M. A Performance Audit Report (dated November 2014) completed by the NH Office of Legislative Budget Assistant reported the following on Page 1 in the executive summary:

"Since 2005, the average age of the equipment fleet increased by 1.5 years, while the percent of equipment at or beyond the established replacement age (the age and number of hours or miles at which a piece of equipment or vehicle will be considered for replacement) increased significantly. As equipment becomes older, breakdowns become more frequent, potentially affecting the Department's ability to

operate efficiently and with equipment available when needed..."

"We found the DOT's fleet as a whole was utilized effectively and the DOT used opportunities to share equipment. ..."

In FY 2016 NHDOT invested approximately \$7 M in fleet replacement.

Major purchases in FY 2016 included:

- 20 - Plow trucks | 1 - Crane Truck | 9 - Medium Duty Specialty Trucks
- 41 - ¾ Ton Pick-up Trucks | 36 - Passenger Cars | 20 - ½ Ton Pick-up Trucks
- 18 - Hydraulic Spreaders | 5 – Tractors | 2 – Loaders | 1 – Grader

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$16.0 M	\$14.6 M				\$1.4 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$17.2 M	\$16.3 M				\$0.9 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Operations

3008 - Bridge Maintenance - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	91	91	82	82	81	81	81

Bridges are a critical component of the transportation system for the State of NH. Employees within the Bureau of Bridge Maintenance are primarily responsible for the maintenance and repair of all state-owned highway bridges (interstate, primary, and secondary roads). Their work ensures that bridges remain in service for as long as possible and remain safe. There are a total of 3,848 bridges in New Hampshire, 2,159 are state owned and 1,689 are town owned. Employees within the Bureau perform a variety of activities, including bridge preservation, rehabilitation, and emergency repair. In addition to bridge work, staff maintain Bureau equipment and facilities required for bridge maintenance work.

Major accomplishments in FY 2016 include:

- Washed winter sand and deicing salt residue from 1454 bridges
- Sealed 580 bridges or 1/4 of our state managed bridges
- Crack sealing on 13 bridges
- Expansion joint repair on 118 bridges and replacement on 6 bridges
- Deck repairs to postpone replacement and maintain safe driving surface on bridges
- Bridge rail repairs on 13 and replacement on 5 to insure motorist cannot drive off the bridges
- Rehabilitation of Red List bridges by Bridge maintenance removing 10 of the 18 bridges removed from the list in 2016
- Emergency response in 2016 included bridges in Millsfield, Rollingsford and Woodstock.



Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$7.2 M	\$4.6 M	\$2.0 M			\$0.6 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$7.3 M	\$4.4 M	\$2.2 M			\$0.7 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Operations

3009 - Traffic - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	70	70	70	70	64	64	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 to fund the majority of the pavement markings on the state owned and maintained roadway network with the balance funded by the State Highway Fund. Bureau of Traffic is also working to systematically upgrade and optimize traffic signals across the state to reduce congestion and improve system reliability. Engineering professionals from the Bureau 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.



Major accomplishments in FY 2016 include:

- Reviewed 25 major driveway applications and conducted or reviewed more than 75 traffic studies.
- Supported more than 175 capital improvement projects.
- Provided nearly 65 million feet of pavement markings using 195,000 gallons of paint
- Installed and/or replaced more than 10,000 traffic signs and manufactured 2,000 custom traffic signs
- Routine maintenance and service to 443 traffic signals, including more than 1,000 work orders.
- Collected and analyzed traffic data from over 2,200 locations statewide
- Administered more than 3,000 business sign permits.

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$7.6 M	\$4.9 M	\$2.1 M			\$0.6 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$8.3 M	\$3.6 M	\$4.3 M			\$0.4 M

FY 2015 & 2016 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 2016 included:

- Traffic control for New Hampshire Motor Speedway
- Guardrail repair
- Motor vehicle accident repairs
- Intersection improvements funded by Developer traffic mitigation
- Plowing of state parking lots
- Reimbursement from Maine and Vermont for bridge maintenance on shared bridges

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M					\$0.3 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.5 M					\$0.5 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Operations

3048 - Maintenance Critical Repair and Preservation - Fund 015

Activities associated with this work 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, garages, and many other necessary repairs.



Major accomplishments in FY 2016 include:

- Maintenance, repair, and replacement of: Roofs, electrical, heating systems, and septic systems
- Gully Hill (Concord) environmental testing
- Replacement of Bureau of Traffic Furnace
- Spreader rack construction

Investment Levels

Funding Sources

Actual FY16*	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M	\$0.4 M				
Actual FY15*	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M	\$0.3 M				

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Operations

3052 - Transportation Systems Management and Operations - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	17	17	17	17	15	15	15

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 ever 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.



Major accomplishments in FY 2016 include:

- In June, the states of Vermont, New Hampshire and Maine officially launched the combined transportation management and traveler information system titled New England Compass. The system combines information from dispatchers, sensors, weather stations, traffic cameras and more to create a clear operating picture of the regional network of State and Federal Highways. More information at: www.newengland511.org.
- Managed 1493 unplanned transportation incidents such as motor vehicle accidents.
- Managed 2,636 planned transportation events such as construction lane closures. There was a decrease of 8% in reported planned transportation events through fiscal year 2016.
- Engaged in over 23,000 radio and telephone communications, such as reports of debris in the road or a request for traffic control at an accident scene.

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$1.9 M	\$1.3 M				\$0.6 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$1.6 M	\$0.8 M	\$0.1 M			\$0.7 M

FY 2015 & 2016 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 include:

- Cleaning drainage
- Picking litter
- Building maintenance
- Tree and brush cutting & clearing
- Guardrail repair
- Roadway sweeping

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M	\$0.1 M				
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M	\$0.1 M				

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Operations

3066 - Salted Wells - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	2	2	1	1	1	1	1

Employees within the Salted Well Section manage a well testing and replacement program for NH Citizens and businesses that suspect their wells may be contaminated by salt the Department has used for winter maintenance. The Facility and Equipment Activity includes:

- Meeting with citizens concerned that their well may be contaminated
- Sampling potential contaminated wells
- Replaced or settled on 13 contaminated wells



Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Operations

3198 - Fuel Distribution - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	7	7	6	6	6	6	6

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 and participating Municipalities, counties, schools, and non-profits. The program operates as an enterprise fund. The current system consists of 90 sites and distributed approximately 4.2 million gallons of diesel fuel and gasoline in 2016. 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.



Facility and Equipment activity includes:

- Ordering fuel
- Billing for fuel
- Repairing physical infrastructure related to the fuel system, including tanks, piping, pumps and the Orpak computerized fuel tracking and billing system

Major accomplishments in FY 2016 include:

- Completed 30 tank top upgrades to bring these sites into environmental compliance
- Completed all 90 NH Department of Environmental Services annual inspections (May 2016)

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.7 M					\$0.7 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.8 M					\$0.8 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Operations

5032 - Oversize and Overweight Permits - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	3	3	3	3	3	3	3

Employees within the Oversize and Overweight Permit Section provide permits for trucks that are too heavy or too large to travel without restriction on our roadway and bridge network. The Department has routine permits for trucks meeting certain weight and size requirements and has more detailed permits that may require route surveys and bridge analysis. 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 2016 included:

- Issued over 35,000 permits



Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M					\$0.3 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M					\$0.2 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Operations

5033 - Welcome Centers and Rest Areas - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	22	22	0	0	0	0	0

In a prior budget round, the day to day operation of the Rest Areas and Welcome Centers was legislatively assigned to the Department of Resources and Economic Development (DRED). DRED is currently responsible for the operation of 12 Rest Areas and Welcome Centers which serves, according to a recent Study, over 7 million visitors per year. Limited assistance with the maintenance on the buildings and grounds is provided by NHDOT Operations from the District maintenance forces where the Rest Areas or Welcome Centers are located.



Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$1.4 M	\$1.4 M				
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$1.5 M	\$1.5 M				

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Operations

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

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	31	31	29	22	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 these operations are conducted safely and in accordance with applicable rule and practices.

Lift bridge operations include:

- The Memorial Bridge carries US 1 over the Piscataqua River in Portsmouth. This bridge was reopened after being reconstructed in August of 2013, and provides a critical community link between Portsmouth, NH and Kittery, Maine.
- The Sarah Mildred Long Bridge carries the US 1 Bypass over the Piscataqua River in Portsmouth. It carried a significant volume of local traffic and was a critical link between NH and Maine. A replacement for this bridge is currently being constructed adjacent to the existing bridge and is scheduled to be open in the fall of 2017.



- 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.
- The Newcastle/Rye Bridge carries NH 1B over Little Harbor. This bridge provides local and tourist traffic flow between Newcastle and Rye. It opens several times a year to allow vessels to travel into and out of Little Harbor.

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$1.8 M	\$1.2 M				\$0.6 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$1.8 M	\$1.1 M				\$0.7 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Project Development

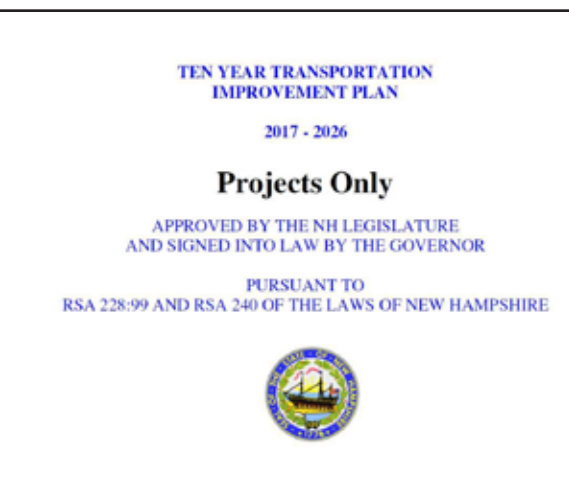
3021 - Planning and Community Assistance - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	29	29	27	27	30	30	30

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 Systems (GIS), which is the basis for many required Department reports, asset inventory reporting and mapping, and asset management systems

Major accomplishments in FY 2016 included:

- Coordinated and developed the 2017-2026 10-Year Plan and updates to the 2015-2018 approved federal STIP
- Continued and enhanced focus on asset management and performance through the AMPS Office
- Distribution of \$30 M+ in Block Grant Aid to municipalities (12% of Highway Fund revenue)
- Provided technical and funding assistance to communities in support of local project development in a number of federally funded programs, as well as the State Aid Bridge and State Aid Highway Programs
- Implemented new Project Management System (ProMIS) modules with connections to NHDOT and federal project, financial, and planning systems and processes



Investment Levels

Funding Sources

	Highway	Federal Aid	Turnpikes	General	Other
Actual FY16	\$1.7 M	\$0.9 M			
Total Actual FY16	\$2.6 M				
Actual FY15	\$1.6 M	\$0.9 M			
Total Actual FY15	\$2.5 M				

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Project Development 3025 - Highway Design - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	151	151	128	128	123	123	120

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 survey work and coordinate with officials.



Major accomplishments in FY 2016 included:

- Advertised 43 projects totaling \$208 M
- Designed preliminary highway elements for 22 road and bridge projects with an estimated construction value of \$51 M
- Reviewed 18 active consultant designed projects with estimated construction value of \$400 M
- Reviewed 21 development projects on State highways
- Continued involvement in the implementation of the “NH Driving Towards Zero” campaign, which aims to reduce fatal and serious injury crashes

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$9.7 M	\$2.0 M	\$7.2 M			\$0.5 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$9.8 M	\$0.7 M	\$8.7 M			\$0.4 M

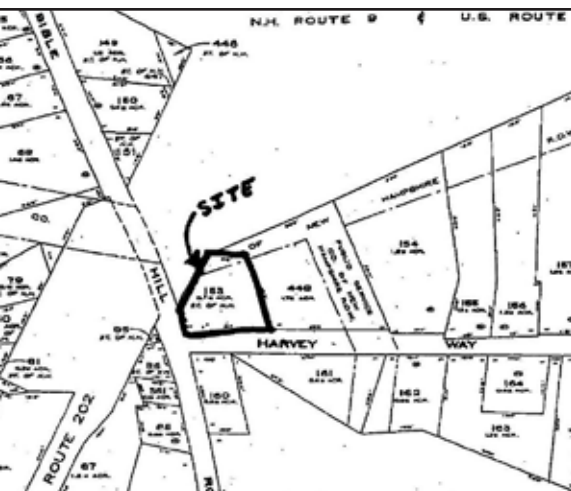
FY 2015 & 2016 Operating Results - Budgeted Account Summary

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

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	40	40	34	34	35	35	34

The Bureau of Right of Way is responsible for acquiring temporary and permanent property rights from owners of properties impacted by Department projects, as well as managing and selling certain properties determined to be surplus. The Bureau operates under the requirements of several State laws and Federal requirements. The Land Titles section's responsibility is to determine the limits of the State of New Hampshire's existing fee ownership and easement rights in the highway right-of-way. 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 2016 included:



- 15 Commission meetings were held.
- Researched more than 500 titles for Department projects.
- Responded to approximately 1,000 non-project Department related inquiries.
- Completed approximately 100 appraisals.
- Negotiated with approximately 100 property owners affected by Department projects while avoiding the use of eminent domain 81% of the time.
- Assisted with the relocation of 3 businesses, 3 residential units, and 4 other items.
- Sold 11 surplus properties for a total of \$0.9 M

Investment Levels

Funding Sources

	Highway	Federal Aid	Turnpikes	General	Other
Actual FY16	\$1.5 M	\$1.0 M			\$0.1 M
Actual FY15	\$1.5 M	\$0.8 M			\$0.2 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Project Development

3032 - Environment Bureau - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	20	20	17	17	17	17	16

The principal role of personnel within the Bureau of Environment is to evaluate transportation projects and maintenance activities relative to impacts on natural, cultural, and socioeconomic resources. Staff also acts as environmental liaisons between the Department and the appropriate 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, archeological sites, farmlands, hazardous materials/ contamination, permitting, and regulatory compliance.

Major accomplishments in FY 2016 included:

- Reviewed and/or processed 110 Wetlands/Shoreland permit applications, amendments, and notifications.
- Processed \$2.2 M in payments into the Aquatic Resource Mitigation Fund as mitigation for projects.
- Approved 11 Storm Water Pollution Prevention Plans and revised 6 more.
- Evaluated approximately 30 projects for individual compliance with water quality regulations.



- Approved 8 Invasive Species Management Plans.
- Managed the design and monitoring of 14 underground storage tank system improvements.
- Processed and/or classified 78 environmental documents, including 16 surplus land reviews.
- Monitored 58 construction projects for environmental compliance.
- Completed 12 archaeological evaluations

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$1.6 M	\$0.9 M	\$0.5 M			\$0.2 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$1.6 M	\$1.0 M	\$0.4 M			\$0.2 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Project Development 3033 - Bridge Design - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	35	35	34	34	33	33	33

The Bureau of Bridge Design and Bridge Maintenance are responsible for 2,159 State owned bridges. The Bureau of Bridge Design engineers and develops construction plans for bridge improvement projects, inspects all state owned and 1,689 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 FY16 included:

- Improvements to 47 bridges were included in 20 separate projects advertised in State fiscal year 2016 totaling \$37 M in construction (this includes 8 Red List bridges)
- Maintained and preserved 26 bridges (221,634sf of deck area)
- Rehabilitated 15 bridges (81,468 sf of deck area)
- Replaced 6 bridges (26,510 sf of deck area)
- Managed 36 design related consultant contracts – total contract authority \$3.6 M

- 1,286 inspections of state bridges and 1,043 inspections of municipal bridges
- 1,872 bridge reviews for overweight permits and 7,138 audits of applicant performed reviews
- Bridge inspectors were activated 11 times for emergency response
- 95 bridges, 54 state & 41 local, have Plans of Action for susceptibility to scour
- 18 bridges were removed from the State "Red List", while 19 bridges were added

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$3.4 M	\$2.1 M	\$1.2 M			\$0.1 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$3.3 M	\$1.9 M	\$1.2 M			\$0.2 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Project Development

3034 - Materials and Research - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	59	59	54	54	52	52	51

Personnel within the Bureau of Materials & Research provides engineering services for Department projects throughout the design and construction phases and the Bureau also assists maintenance forces when help is needed for emergency repairs. The Bureau staff formulates input for Department projects for: asphalt pavement design; roadway base structures; bridge and structure foundations; soil and rock engineering; materials properties; and standards and specifications. Personnel are also responsible for the pavement management system, a rock cut inspection system, the Quality Assurance Program, and performing laboratory testing on material samples.



Major accomplishments in FY 2016 included:

- Responded to 186 geotechnical engineering requests.
 - Completed 484 subsurface explorations of all types in support of Department activities.
 - Conducted more than 1,900 concrete tests, 213 soil tests, and 550 salt tests.
 - Tests completed included: 777 binder samples, 216 paint samples, and 91 asphalt emulsion samples.
 - Monitored quality control and performance acceptance testing for 900,162 tons of asphalt mix placed on NH roadways.
- Advertised 493 miles of resurfacing work.
 - Collected and processed 3,667 miles of pavement condition data.

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$4.7 M	\$1.6 M	\$2.8 M			\$0.3 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$4.5 M	\$0.8 M	\$3.2 M			\$0.5 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Project Development

3035 - Construction Bureau - Fund 015

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	104	104	103	103	102	102	101

Personnel from the Construction Bureau collaborate with private contractors to ensure 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 those 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 issues that come up during the construction process; they help keep the project moving while ensuring safety and contract compliance.

Major accomplishments in FY 2016 included:

- Addition of 60 new construction contracts with a value of \$305M
- Completion of the I-93 pavement and bridge rehabilitation from Exits 32 to 34A, and from Exits 42 to the Vermont State line in Lincoln, Franconia and Littleton
- Completed reconstruction and widening work of the Spaulding Turnpike at Exit 3 in Newington
- Completion of the I-89 pavement rehabilitation from Exits 12A to 13 in New London and Grantham
- Construction of two (2) new US Route 4 bridges in Lebanon
- At the end of FY 2016 we provided construction oversight on a total of 83 active contracts with a value of \$453 M

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$9.9 M	\$3.6 M	\$4.7 M			\$1.6 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$9.8 M	\$4.4 M	\$3.9 M			\$1.5 M

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Division of Project Development

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

The Department's State Planning and Research (SPR) Part 2 program, which by law consists of 0.5% of the Federal Highway Administration (FHWA) funds provided to the State, is administered and managed within the Bureau of Materials & Research. The Bureau's two person Research Unit work with consultants, vendors, and researchers on innovative approaches and materials with the goals of improving quality, efficiency, and safety. Personnel also coordinate research efforts with other states throughout the country on pooled-fund studies to research topics of regional or national interest.



Major Accomplishments in FY 2016 included:

- Finalized and submitted reports for five (5) statewide studies on topics including airport runway paint discoloration; accelerated bridge construction; reinforcement of roadway base courses; identification of groundwater nitrate contamination from bedrock blasting; and validating stormwater pollutant load concentration.
- Administered a pooled-fund partnership involving seven (7) state DOTs and the FHWA investigating plant-produced high-percentage recycled asphalt pavement (RAP) mixtures in the northeast U.S. Closeout procedures are underway for this now-completed study.
- Committed to continuation of funding three (3) Transportation Pooled Fund Projects that involve participation of 33 other states in total between the three studies.
- Convened the Research Advisory Council (RAC) consisting of Bureau Administrators from across the Department in April 2016 after soliciting Department-wide for research proposals. A total of 19 Research Problem Statements were received and prioritized by the RAC.
- Improved research result outreach efforts to include project tech briefs, presentations, and quarterly inter-Department research posts.
- Monitored and reviewed the results from Falling Weight Deflectometer tests to determine strength of pavement.

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.5 M		\$0.5 M			
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M		\$0.4 M			

FY 2015 & 2016 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. Several State Agencies lease space from the DOT at this facility. The budget is self-funded based upon the lease amounts collected. This is the former site of Materials and Research and Mechanical Services. It's anticipated that the property will be used for the I-93 widening through Concord.



Investment Levels	Funding Sources					
	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.1 M					\$0.1 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.1 M				\$0.1 M	

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Turnpikes System

2055 - DRED Rest Areas - Fund 017

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	14	14	0	0	0	0	0

In prior year budget cycles, the operation of the rest areas throughout the state was legislatively transferred to the NH Department of Resources and Economic Development (DRED). 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 expected to be more than 2 million per year. DRED will continue to staff and operate the Visitor Centers that are located in each Hooksett facility.



FY 16 Hooksett Facilities

- North – 4,092,642 gallons of fuel sold
- South – 3,980,096 gallons of fuel sold
- North – \$7,436,640 in food and C-Store sales
- South – \$5,554,585 in food and C-Store sales
- Number of Visitors North – 2 Million
- Number of Visitors South – 2 Million

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.9 M			\$0.9 M		
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$1.0 M			\$1.0 M		

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Turnpikes System

7022 - Administration-Support - Fund 017

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	33	33	36	36	35	35	35

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, 170 bridges, 49 interchanges, and 20 facilities. Personnel within the Bureau of Turnpikes manage the construction and renewal and rehabilitation (R&R) improvements on the system, along with the day-to-day operations, maintenance, cash toll collection, and E-ZPass Program.

In the 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, 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 2016 include:



- 12 encroachment permits were completed.
- 7 R&R projects advertised for a total cost of \$9.3 M, including paving, bridge and building rehabilitation, guardrail and drainage repairs.
- 36,688 personnel audits completed by audit section on Toll staff
- Revised the random monthly video audit process to ensure all staff are reviewed within the year.
- Financial section has produced 4819 account receivable transaction and 5798 account payable transactions
- All appropriate maintenance personnel completed excavation and trenching training.

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$8.4 M			\$8.4 M		
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$9.0 M			\$9.0 M		

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Turnpikes System

7026, 7031, 7036 – Toll Operations - Fund 017

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	137	137	133	133	121	121	121

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 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 2016 include:

- Processed more than 30 million cash transactions

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$7.9 M			\$7.9 M		
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$8.2 M			\$8.2 M		

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Turnpikes System

7027, 7032, 7037 – Maintenance - Fund 017

Authorized Positions	FY10	FY11	FY12	FY13	FY14	FY15	FY16
	52	52	52	52	52	52	52

Replacing the Turnpike System’s infrastructure would cost several billions of dollars. The Turnpike System dedicates a portion of its annual budget to routine highway maintenance. Personnel within the Bureau are responsible for operating and maintaining the system. Safety is of critical importance to personnel within the Bureau and to the travelling public. A number of activities from plowing and deicing the roads, to clearing debris in the shoulders, to maintaining and repairing guardrail are undertaken routinely. As high traffic corridors, mobility is an essential component of the Turnpike System, and personnel work to minimize delay caused by traffic incidents and inclement weather.



Major accomplishments in FY 2016 included:

- Maintained more than 5,900 feet of drainage along and under the turnpike system
- Repaired /replaced more than 6,400 feet of guardrail along the turnpike system
- Cleared 4 acres of brush and trees to enhance safety and visibility
- Mowed more than 1,200 shoulder miles along the Turnpike roadsides to ensure adequate sight distances and hazard-free vehicle recovery areas
- Plowed more than 145,000 lane miles, and used more than 8,300 tons of salt.
- Motorist safety patrol made more than 2,800 stops including assistance to travelers, responding to minor incidents, and traffic control
- Cleaned and repaired more than 1800 catch basins and manholes.

Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$7.8 M		\$0.2 M	\$7.5 M		\$0.1 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$8.0 M			\$8.0 M		

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Turnpikes System

7050 – Toll Collection - 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 System operation and maintenance. Credit card fees and bank fees are also accounted for in the toll collection operation.

Major accomplishments in FY 2016 included:

- Processed more than 83 million E-ZPass transactions.
- Serviced 404,491 NH E-ZPass accounts including 690,571 transponders
- Issued 3,472 DMV holds from NH, MA, and ME and collected \$562,988.80 in outstanding tolls and fees due to violations
- Began the design and development of new E-Zpass back office system with Cubic.



Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$12.2 M			\$12.2 M		
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$9.8 M			\$9.8 M		

FY 2015 & 2016 Operating Results - Budgeted Account Summary

Turnpikes System

8117 - Compensation Benefits - 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 FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.9 M			\$0.9 M		
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.2 M			\$1.2 M		

FY 2015 & 2016 Operating Results - Non-Budgeted

3070 - Highway Inventory - Fund 015

Staff within the Bureau of Mechanical Services (Org. 3005) are responsible for the administration and management of bulk purchasing and dispensing of operating materials and supplies independently and through the Division of Property and Plant Management. Such bulk purchases include fleet parts, materials as well as consumable supplies such as tires, fasteners, chain and petroleum fluids. The revolving fund was originally established in 1973 having a \$1 M cap. In 2013, the cap was increased to \$2 M in attempts to keep up with inflation, increased cost of technological advancements and an increase in the size of the fleet. The inventory is stocked at the main warehouse in Concord as well as 7 smaller stockrooms throughout the State.

Approximate value of material on hand at any given time is \$800,000.

Value of inventory purchased and distributed by fiscal year:

FY12	\$1.77 M
FY13	\$1.51 M
FY14	\$1.71 M
FY15	\$1.81 M
FY16	\$1.76 M



Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$1.7 M					\$1.7 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$1.8 M					\$1.8 M

FY 2015 & 2016 Operating Results - Non-Budgeted

3071 - Motor Fuel Inventory - Fund 015

In 1983 RSA 228:24-a was passed and signed into law creating the Motor Fuel Inventory Fund. The fund is in essence a revolving fund used to pay all vendor invoices for motor fuels purchased by Fuel Distribution, in which the fuel is then sold throughout the Statewide Fuel Distribution System. The income from the sale of motor fuel is deposited back into the Motor Fuel Inventory Fund, thus reimbursing the fund for the motor fuel purchased from the vendors. Per the RSA, a small markup is charged for each gallon of motor fuel sold (\$0.20 per gallon for diesel and \$0.15 per gallon for unleaded), this markup is transferred into AU 3198 to defray all administrative, transportation, storage, amortization, and other costs incurred by the department in administering this account.

FY 2016 System Throughput:

Product	Gallons Sold	3071 Income
Bio Diesel	76,837.30	\$138,669.23
ULS Premium Diesel	1,738,373.90	\$4,708,635.88
Compressed Natural Gas	2,071.40	\$4,558.71
Unleaded Gasoline	2,362,119.20	\$6,398,917.04
Total Gallons & Dollars	4,179,401.70	\$11,250,780.85



Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$11.2 M					\$11.2 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$15.6 M					\$15.6 M

FY 2015 & 2016 Operating Results - Non-Budgeted

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 us to purchase 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.



Investment Levels

Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$0.7 M					\$0.7 M
Actual FY15	Highway	Federal Aid	Turnpikes	General	Other
\$1.0 M					\$1.0 M

FY 2016 Operating Results

Expenses by Discretionary and Non-Discretionary

FY 2016 Actual (\$ millions)

Unaudited - Budgetary Description	Fund			Total All Funds	
	General 010	Highway 015*	Turnpike 017	\$	%
Budgeted Operating Expenses - Discretionary					
Administration - Executive Office		\$ 1.9		\$ 1.9	
Division of Finance		\$ 2.9		\$ 2.9	
Division of Policy & Admin.		\$ 1.9		\$ 1.9	
Division of Highway Operations		\$ 73.3		\$ 73.3	
Turnpikes System			\$ 37.2	\$ 37.2	
Division of Project Development					
AU's 3021, 3025, 3028, 3032, 3033, 3034, 3035, 3036, 3060		\$ 35.1		\$ 35.1	
Aero, Rail and Transit - Fund 010	\$ 8.4			\$ 8.4	
2021 - FAA Federal Grants - Fund 010	\$ 0.4			\$ 0.4	
Division of Aero, Rail & Transit - Fund 015		\$ 0.2		\$ 0.2	
Total Discretionary Operating Expenses	\$ 8.8	\$ 115.3	\$ 37.2	\$ 161.3	71.18%
Budgeted Operating Expenses - Non-Discretionary					
Other Non-Discretionary					
Division of Highway Operations					
Winter Maintenance		\$ 33.5		\$ 33.5	
Other Highway Programs					
2939 - Transfer's to Other Agencies		\$ 7.3		\$ 7.3	
2940 - General Fund Overhead		\$ 2.6		\$ 2.6	
Benefits - Fund 015					
2941 - Special Retirement Health		\$ 8.3		\$ 8.3	
2941 - Worker's Compensation		\$ 0.9		\$ 0.9	
2941 - Unemployment Compensation				\$ -	
Benefits - Fund 017					
8117 - Special Retirement Health			\$ 0.8	\$ 0.8	
8117 - Worker's Compensation			\$ 0.1	\$ 0.1	
Total Other Non-Discretionary Operating Expenses	\$ -	\$ 52.6	\$ 0.9	\$ 53.5	23.61%
2938 - Debt Service - Fund 015		\$ 11.8		\$ 11.8	
Total Operating Debt Service	\$ -	\$ 11.8	\$ -	\$ 11.8	5.21%
Total Non-Discretionary Operating Expenses	\$ -	\$ 64.4	\$ 0.9	\$ 65.3	28.82%
Total Budgeted Operating Exp's	\$ 8.8	\$ 179.7	\$ 38.1	\$ 226.6	100.00%
Non-Budgeted Operating Expenses - Non-Discretionary					
3070 - Parts Inventory		\$ 1.8		\$ 1.8	
3071 - Motor Fuel inventory		\$ 11.2		\$ 11.2	
7515 - Transponder Inventory Fund			\$ 0.7	\$ 0.7	
Total Non-Budgeted Operating Expenses	\$ -	\$ 13.0	\$ 0.7	\$ 13.7	
Total DOT Operating Expenses	\$ 8.8	\$ 192.7	\$ 38.8	\$ 240.3	

Source: Statement of Appropriations

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

FY 2016 Operating Results

Expenditures by Program/Function

FY 2016 Actual (\$ millions)

AU	Description	Fund			Total All Funds	
		General 010	Highway 015*	Turnpike 017	\$	%
Budgeted Aeronautics, Railroad & Public Transportation						
Aeronautics						
Operations & Maintenance						
2021	AERO Federal Grants	\$ 0.4			\$ 0.4	
2107	Operations & Maintenance	\$ 0.9			\$ 0.9	
Total Aeronautics Operations & Maintenance		\$ 1.3	\$ -	\$ -	\$ 1.3	0.57%
Public Transportation						
Operations & Maintenance						
2916	Operations & Maintenance	\$ 6.4			\$ 6.4	
Total Public Transportation Operations & Maintenance		\$ 6.4	\$ -	\$ -	\$ 6.4	2.82%
Railroad						
Operations & Maintenance						
2931/2936	Operations & Maintenance	\$ 1.1			\$ 1.1	
Total Railroad Operations & Maintenance		\$ 1.1	\$ -	\$ -	\$ 1.1	0.49%
Other (Administration)						
Operations & Maintenance						
2049/2058/3030	Division of Aero, Rail & Transit		\$ 0.2		\$ 0.2	
2937	Unemployment & Workers Comp				\$ -	
Total Other (Administration)		\$ -	\$ 0.2	\$ -	\$ 0.2	0.09%
Total Budgeted Aeronautics, Railroad and Public Transportation Exp's		\$ 8.8	\$ 0.2	\$ -	\$ 9.0	3.97%
Budgeted Roads & Bridges						
Roads & Bridges						
Operations & Maintenance						
Operations and Maintenance (see below)			\$ 106.8	\$ 37.2	\$ 144.0	
Maintenance						
Road Maintenance			\$ 26.4	\$ 2.5	\$ 28.9	
Building Maintenance			\$ 5.6	\$ 0.6	\$ 6.2	
Equipment Maintenance			\$ 4.4	\$ 0.7	\$ 5.1	
Other Maintenance			\$ 2.5	\$ 8.7	\$ 11.2	
3008 - Bridge Maintenance			\$ 7.2		\$ 7.2	
Winter Maintenance			\$ 33.5	\$ 3.2	\$ 36.7	
Operations						
3005 - Mechanical Services			\$ 12.5		\$ 12.5	
3009 - Traffic Operations			\$ 7.6		\$ 7.6	
2055/5033 - Welcome Center			\$ 1.4	\$ 0.9	\$ 2.3	
Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034			\$ 5.7		\$ 5.7	
7022 - Turnpike Administration Support				\$ 8.4	\$ 8.4	
7050 - Turnpike Toll Collections				\$ 12.2	\$ 12.2	
Division of Project Development (Engineering)			\$ 35.1		\$ 35.1	
Total Roads & Bridges Operations & Maintenance and Project Development		\$ -	\$ 141.9	\$ 37.2	\$ 179.1	
Debt Service						
2938	GO Bond Debt Service - Fund 015		\$ 11.8		\$ 11.8	
Total Roads & Bridges Debt Service		\$ -	\$ 11.8	\$ -	\$ 11.8	
Total Budgeted Roads & Bridges and Debt Service Operating Expenses		\$ -	\$ 153.7	\$ 37.2	\$ 190.9	84.25%
Budgeted Other (Administration)						
Operations & Maintenance						
3038	Executive Office		\$ 1.9		\$ 1.9	
3001	Division of Finance		\$ 2.9		\$ 2.9	
2056/3017/3027/5031	Division of Policy & Admin		\$ 1.9		\$ 1.9	
2939	Transfer's to Other Agencies		\$ 7.3		\$ 7.3	
2940	General Fund Overhead		\$ 2.6		\$ 2.6	
2941	Unemployment, Workers Comp, Retiree's Health		\$ 9.2		\$ 9.2	
8117	Unemployment, Workers Comp, Retiree's Health			\$ 0.9	\$ 0.9	
Total Budgeted Other (Administration)		\$ -	\$ 25.8	\$ 0.9	\$ 26.7	11.78%
Total Budgeted Roads & Bridges, Debt Service, and Administrative Exp's		\$ -	\$ 179.5	\$ 38.1	\$ 217.6	96.03%
Total Budgeted Operating Expenses		\$ 8.8	\$ 179.7	\$ 38.1	\$ 226.6	100.00%
Non-Budgeted Operating Expenses - Non-Discretionary						
3070	Parts Inventory		\$ 1.8		\$ 1.8	
3071	Motor Fuel inventory		\$ 11.2		\$ 11.2	
7515	Transponder Inventory Fund			\$ 0.7	\$ 0.7	
Total Non-Budgeted Operating Expenses		\$ -	\$ 13.0	\$ 0.7	\$ 13.7	
Total DOT Operating Expenses		\$ 8.8	\$ 192.7	\$ 38.8	\$ 240.3	

Source: Statement of Appropriations

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

FY 2014, 2015 & 2016 Operating Results

Highway Fund 15 Expenditures** Discretionary and Non-Discretionary FY 2016 through FY 2014 Actuals (\$ millions)

Unaudited - Budgetary	FY 2016	% of	FY 2015	% of	FY 2014	% of
Description	Actual	Total	Actual	Total	Actual	Total
Budgeted Operating Expenses - Discretionary						
Administration (Executive Office)	\$ 1.9		\$ 2.0		\$ 2.0	
Division of Finance	\$ 2.9		\$ 2.7		\$ 2.7	
Division of Policy & Admin.	\$ 1.9		\$ 1.8		\$ 1.8	
Division of Highway Operations (See Below)	\$ 73.3		\$ 75.9		\$ 77.9	
3007 - Highway Maintenance (See Below)	\$ 38.9		\$ 36.0		\$ 35.7	
3007 - Road Maintenance	\$ 26.4		\$ 24.5		\$ 25.1	
3007 - Building Maintenance	\$ 5.6		\$ 5.1		\$ 4.5	
3007 - Equipment Maintenance	\$ 4.4		\$ 4.0		\$ 3.6	
3007 - Other Maintenance	\$ 2.5		\$ 2.4		\$ 2.5	
3008 - Bridge Maintenance	\$ 7.2		\$ 7.3		\$ 6.9	
3005 - Mechanical Services	\$ 12.5		\$ 17.2		\$ 18.8	
3009 - Traffic Operations	\$ 7.6		\$ 8.3		\$ 8.3	
5033 - Welcome Ctrs & Rest Area	\$ 1.4		\$ 1.5		\$ 1.3	
Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034 (see below)	\$ 5.7		\$ 5.6		\$ 7.0	
3031 - Reimbursable Maintenance & Repair	\$ 0.3		\$ 0.5		\$ 2.0	
3048 - Maintenance - Critical Repair	\$ 0.4		\$ 0.2		\$ 0.2	
3052 - Transportation Management Center	\$ 1.9		\$ 1.6		\$ 1.7	
3055 - Inmate Maintenance Crew	\$ 0.1		\$ 0.1		\$ 0.1	
3066 - Salted Wells	\$ 0.2		\$ 0.2		\$ 0.2	
3198 - Fuel Distribution	\$ 0.7		\$ 0.8		\$ 0.7	
5032 - Oversize & Overweight Permits	\$ 0.3		\$ 0.2		\$ 0.2	
5034 - Lift Bridge Operations	\$ 1.8		\$ 1.7		\$ 1.7	
Division of Project Development						
3021, 3025, 3028, 3032, 3033, 3034, 3035, 3036, 3037, 3060	\$ 35.1		\$ 34.5		\$ 34.4	
Division of Aero, Rail & Transit	\$ 0.2		\$ 0.2		\$ 0.2	
Total Budgeted Discretionary Operating Expenses	\$ 115.3	64.16%	\$ 117.1	61.15%	\$ 119.0	61.56%
Budgeted Operating Expenses - Non-Discretionary						
Other Non-Discretionary						
Administration (Revolving Funds)*						
Division of Highway Operations						
Winter Maintenance	\$ 33.5		\$ 44.8		\$ 43.6	
Other Highway Programs						
3018-2939 - Transfer's to Other Agencies	\$ 7.3		\$ 6.8		\$ 6.6	
8081/2940 - General Fund Overhead	\$ 2.6		\$ 2.8		\$ 3.0	
Benefits - Fund 015						
3016/2941 - Special Retirement Health	\$ 8.3		\$ 7.4		\$ 7.7	
8115/2941 - Worker's Compensation	\$ 0.9		\$ 0.9		\$ 1.1	
8615/2941 - Unemployment Compensation			\$ 0.1			
Total Budgeted Non-Discretionary Operating Exp's	\$ 52.6	29.27%	\$ 62.8	32.79%	\$ 62.0	32.07%
Debt Service						
7891/2938 - Debt Service	\$ 11.8		\$ 11.6		\$ 12.3	
Total Debt Service	\$ 11.8	6.57%	\$ 11.6	6.06%	\$ 12.3	6.36%
Total Non-Discretionary Operating Expenses	\$ 64.4	35.84%	\$ 74.4	38.85%	\$ 74.3	38.44%
Total Budgeted Disc. & Non-Disc. Operating Exp's	\$ 179.7	100.00%	\$ 191.5	100.00%	\$ 193.3	100.00%
Non-Budgeted Operating Expenses - Non-Discretionary						
3070 - Parts Inventory	\$ 1.8		\$ 1.8		\$ 1.7	
3071 - Motor Fuel inventory	\$ 11.2		\$ 15.6		\$ 15.5	
Total Non-Budgeted Operating Expenses	\$ 13.0	-	\$ 17.4	-	\$ 17.2	-
Total DOT Operating Expenses	\$ 192.7		\$ 208.9		\$ 210.5	

Source: Statement of Appropriations

* Not budgeted, funded through Fiscal Committee by a Warrant

** Fund 015 includes source of funds:

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

FY 2014, 2015 & 2016 Operating Results

Highway Fund 15 Expenditures* Program/Function FY 2016 through FY 2014 Actuals (\$ millions)

Unaudited - Budgetary		FY 2016	% of	FY 2015	% of	FY 2014	% of
AU	Description	Actual	Total	Actual	Total	Actual	Total
Budgeted Aeronautics, Rail & Transit							
Operations & Maintenance							
2049/2058/3030	Division of Aero, Rail & Transit	\$ 0.2		\$ 0.2		\$ 0.2	
Total Budgeted Aero., Railroad and Public Transportation Operating Exp's		\$ 0.2	0.11%	\$ 0.2	0.10%	\$ 0.2	0.10%
Budgeted Roads & Bridges							
Operations & Maintenance							
	Division of Highway Operations (see below)	\$ 106.8		\$ 120.7		\$ 121.5	
	Maintenance						
	3007 - Road Maintenance	\$ 26.4		\$ 24.5		\$ 25.1	
	3007 - Building Maintenance	\$ 5.6		\$ 5.1		\$ 4.4	
	3007 - Equipment Maintenance	\$ 4.4		\$ 4.0		\$ 3.6	
	3007 - Other Maintenance	\$ 2.5		\$ 2.4		\$ 2.5	
	3008 - Bridge Maintenance	\$ 7.2		\$ 7.3		\$ 6.9	
	Winter Maintenance	\$ 33.5		\$ 44.8		\$ 43.6	
	Operations						
	3005 - Mechanical Services	\$ 12.5		\$ 17.2		\$ 18.8	
	3009 - Traffic Operations	\$ 7.6		\$ 8.3		\$ 8.3	
	5033 - Welcome Center	\$ 1.4		\$ 1.5		\$ 1.3	
	Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034	\$ 5.7		\$ 5.6		\$ 7.0	
	Division of Project Development (Engineering)	\$ 35.1		\$ 34.5		\$ 34.4	
Total Budgeted Roads & Bridges Operations & Maintenance		\$ 141.9	78.96%	\$ 155.2	81.04%	\$ 155.9	80.65%
Debt Service							
2938	GO Bond Debt Service - Fund 015	\$ 11.8		\$ 11.6		\$ 12.3	
Total Budgeted Roads & Bridges Debt Service		\$ 11.8	6.57%	\$ 11.6	6.06%	\$ 12.3	6.36%
Total Budgeted Roads & Bridges		\$ 153.7	85.53%	\$ 166.8	87.10%	\$ 168.2	87.02%
Budgeted Other (Administration)							
Operations & Maintenance							
3038	Executive Office	\$ 1.9		\$ 2.0		\$ 2.1	
3001	Division of Finance	\$ 2.9		\$ 2.7		\$ 2.7	
	Division of Policy & Admin	\$ 1.9		\$ 1.8		\$ 1.7	
2939	Transfer's to Other Agencies	\$ 7.3		\$ 6.8		\$ 6.6	
2940	General Fund Overhead	\$ 2.6		\$ 2.8		\$ 3.0	
2941	Unemployment, Workers Comp, Retiree's Health	\$ 9.2		\$ 8.4		\$ 8.8	
Total Budgeted Other Operations & Maintenance (Administration)		\$ 25.8	14.36%	\$ 24.5	12.79%	\$ 24.9	12.88%
Total Budgeted Roads & Bridges and Other (Administration)		\$ 179.5	99.89%	\$ 191.3	99.90%	\$ 193.1	99.90%
Total Budgeted Highway Fund		\$ 179.7	100.00%	\$ 191.5	100.00%	\$ 193.3	100.00%
Non-Budgeted Operating Expenses							
3070	Parts Inventory (Revolving Fund)	\$ 1.8		\$ 1.8		\$ 1.7	
3071	Motor Fuel Inventory (Revolving Fund)	\$ 11.2		\$ 15.6		\$ 15.5	
Total Non-Budgeted Operating Expenses		\$ 13.0		\$ 17.4		\$ 17.2	
Total DOT Operating Expenses		\$ 192.7		\$ 208.9		\$ 210.5	

Source: Statement of Appropriations

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

FY 2016 Operating Results

Highway Fund 15 Expenditures Program/Function Source of Funds

		FY 2016 Actual (\$ millions)							
AU	Description	Highway Funds	% of Total	Federal Funds	% of Total	Other Funds	% of Total	2016 Actual Total	% of Total
Budgeted Other (Administration)									
	Operations & Maintenance								
	2049/2058/3030 Division of Aero, Rail & Transit	\$ 0.2						\$ 0.2	
Total Budgeted Aeronautics, Railroad and Public Transportation Exp's		\$ 0.2	0.15%	\$ -	0.00%	\$ -	0.00%	\$ 0.2	0.11%
Budgeted Roads & Bridges									
	Operations & Maintenance								
	Division of Highway Operations (see below)	\$ 102.6		\$ 23.4		\$ 15.9		\$ 141.9	
	Maintenance								
	3007 - Road Maintenance	\$ 21.5				\$ 4.9		\$ 26.4	
	3007 - Building Maintenance	\$ 4.6				\$ 1.0		\$ 5.6	
	3007 - Equipment Maintenance	\$ 3.6				\$ 0.8		\$ 4.4	
	3007 - Other Maintenance	\$ 2.0				\$ 0.5		\$ 2.5	
	3008 - Bridge Maintenance	\$ 4.6		\$ 2.0		\$ 0.6		\$ 7.2	
	Winter Maintenance	\$ 32.7		\$ 0.5		\$ 0.3		\$ 33.5	
	Operations								
	3005 - Mechanical Services	\$ 11.1				\$ 1.4		\$ 12.5	
	3009 - Traffic Operations	\$ 4.9		\$ 2.1		\$ 0.6		\$ 7.6	
	5033 - Welcome Center	\$ 1.4						\$ 1.4	
	Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034	\$ 2.9				\$ 2.8		\$ 5.7	
	Division of Project Development (Engineering)	\$ 13.3		\$ 18.8		\$ 3.0		\$ 35.1	
Total Budgeted Roads & Bridges Operations & Maintenance		\$ 102.6	74.46%	\$ 23.4	91.05%	\$ 15.9	98.15%	\$ 141.9	78.96%
	Budgeted Debt Service								
	2938 GO Bond Debt Service - Fund 015	\$ 11.8						\$ 11.8	
Total Budgeted Roads & Bridges Debt Service		\$ 11.8	8.56%	\$ -	0.00%	\$ -	0.00%	\$ 11.8	6.57%
Total Budgeted Roads & Bridges Operating Expenses		\$ 114.4	83.02%	\$ 23.4	91.05%	\$ 15.9	98.15%	\$ 153.7	85.53%
Budgeted Other (Administration)									
	Budgeted Operations & Maintenance								
	3038 Executive Office	\$ 1.0		\$ 0.9				\$ 1.9	
	3001 Division of Finance	\$ 1.6		\$ 1.1		\$ 0.2		\$ 2.9	
	2056, 3017, 3027, 5031 Division of Policy & Admin	\$ 1.6		\$ 0.3				\$ 1.9	
	2939 Transfer's to Other Agencies	\$ 7.2				\$ 0.1		\$ 7.3	
	2940 General Fund Overhead	\$ 2.6						\$ 2.6	
	2941 Unemployment, Workers Comp, Retiree's Health	\$ 9.2						\$ 9.2	
Total Budgeted Other (Administration) Operating Expenses		\$ 23.2	16.84%	\$ 2.3	8.95%	\$ 0.3	1.85%	\$ 25.8	14.36%
Total Budgeted Highway Fund Operating Expenses		\$ 137.8	100.00%	\$ 25.7	100.00%	\$ 16.2	100.00%	\$ 179.7	100.00%
Non-Budgeted Operating Expenses									
	3070 Parts Inventory (Revolving Fund)					\$ 1.8		\$ 1.8	
	3071 Motor Fuel Inventory (Revolving Fund)					\$ 11.2		\$ 11.2	
Total Non-Budgeted Operating Expenses		\$ -	0.00%	\$ -	0.00%	\$ 13.0	44.52%	\$ 13.0	
Total DOT Operating Expenses		\$ 137.8	100.00%	\$ 25.7	100.00%	\$ 29.2	100.00%	\$ 192.7	

Source: Statement of Appropriations



Municipal Aid and Construction - Budgeted Account Summary

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Municipal Aid and Construction - Budgeted Account Summary

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Municipal Aid and Construction - Budgeted Account Summary

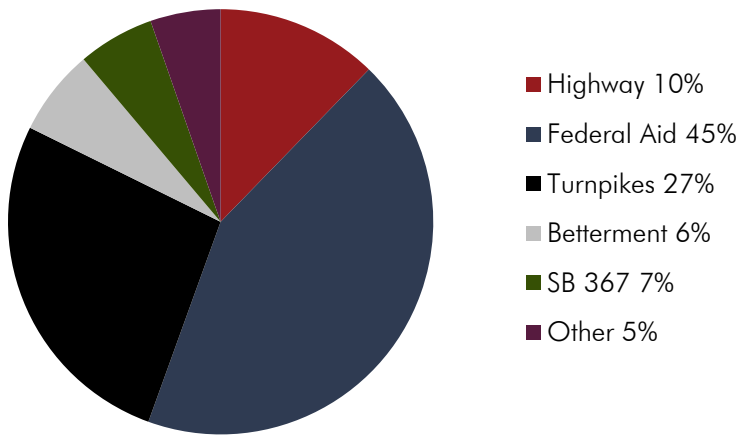
Municipal Aid and Construction Expenses

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 2016 for Municipal Aid and Construction is below:

Municipal Aid and Construction Expenses FY16 - Budgeted



Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$335.0 M	\$33.8 M	\$150.4 M	\$89.0 M	\$21.5 M		\$23.2 M
Investment Levels	Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$342.2 M	\$42.0 M	\$148.0 M	\$91.6 M	\$22.4 M		\$19.9 M

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. In 2016 two construction projects in the design phase were merged into one construction contract reducing the total number of construction contracts from 28 to 27. To date, 22 of 27 construction contracts have been awarded, and 18 of the 22 are complete. The remaining four are under construction: one will be complete in 2016, one will be complete in 2018, and two will be complete in 2019. The total cost for these 22 projects is \$456 M, approximately 80% of the total construction effort. There are 5 projects that remain to be advertised for construction to complete the corridor project. The estimated cost to construct all remaining projects is \$134 M. Construction activity on the next two projects that were advertised along the northern section of the Salem to Manchester corridor began in the spring of 2016.

FY 2016 was another extremely busy year for the I-93 Salem to Manchester corridor. Throughout the year construction pushed forward at Exit 3, engineering and design efforts progressed for the northern projects, but most importantly, new sections of I-93 were opened to traffic easing congestion and providing motorists with long awaited relief from traffic issues in the Salem/Windham area.



The following are this year's highlights:

- August 2015 – Three lanes of northbound and southbound I-93 were opened from the Massachusetts State Line north to Exit 3.
- November 2015 – Advertised the first of four northern segment construction projects for construction.
- February 2016 – Advertised the second of four northern segment construction projects for construction.
- April 2016 – Work begins in Windham just north of Exit 3 (near the weigh stations) proceeding north to Kendall Pond Road in Derry.
- May 2016 – Signed the TIFIA loan agreement to assist with paying for I-93, with additional funds slated to complete an estimated 1,100 miles of paving and the replacement of 23 additional “red listed” bridges.
- June 2016 – Work begins on the most northern segment of the corridor beginning just north of Exit 5 and proceeding north to the I-293 split in Manchester.
- June 2016 – Completion of the west side of Exit 3 and the southbound Exit 3 ramps.

Major Project Highlights

FEET Turnpike – I-293 Exit 4 (Queen City Ave. Interchange) in Manchester

Construction work continues to advance on the one mile, \$32.6 M project that includes the replacement of four structural and functionally deficient bridges in the area of Exit 4 Queen City Avenue Interchange, the bridge rehabilitation of Exit 4 northbound on-ramp bridge over the south branch of the Piscataquog River, and Turnpike improvements for long-term mobility and safety in an area that has seen heavy traffic congestion and increasing peak hour delays especially during morning and evening commuting hours.

The four F.E. Everett Turnpike (FEET) bridge replacements include the Exit 4 northbound off-ramp bridge over I-293, the I-293 mainline bridge over the northbound on ramp, the FEET northbound on ramp, the I-293 mainline bridge over the north and south branch of the Piscataquog River.

When completed by fall of 2016, the project will reduce traffic congestion, improve safety, enhance air quality and water quality within the FEET Turnpike at Exit 4 and reduce highway noise with the construction of 2,200 linear feet of soundwalls along Wentworth Street (1,500 In. ft.) and Schiller Street (700 In. ft.). The project will also provide for three lanes southbound through the interchange to provide additional capacity for on and off ramp weaving traffic flow, as well as improved shoulders for roadway safety.

The contractor is currently moving into the final phase of the phased construction of the northbound bridge over the northbound on-ramp and bridges over the south and north branch of the Piscataquog River.

The total project investment is estimated at \$32.6 M. The project is scheduled to be completed by November, 2016. It includes \$4 M in engineering costs, \$0.1 M in Right-of-Way costs, \$28.5 M in construction costs.



Major Project Highlights

Spaulding Turnpike Improvements in Newington-Dover

Construction work continues to advance on the \$275 M project which includes transportation infrastructure improvements within a 3.5-mile stretch of the Spaulding Turnpike in Newington-Dover 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 has seen heavy traffic congestion, and heavy 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, reduction of five existing partial access interchanges to three full access interchanges (Exit 3, 4, and 6), and the rehabilitation of General Sullivan Bridge for intermodal use (pedestrian, bicycle and recreational use). 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 develop Open Road Tolling conversion of the Dover and Rochester toll facility.



The construction (estimated at \$263.5 M) has been split into seven construction contracts. The contracts consist of the following:

- Construction of new Southbound Little Bay Bridge - Completed (\$57.5 M)
- Newington Spaulding Turnpike Improvements – Completed (\$51.0 M)
- Rehabilitation of the Existing Little Bay Bridges - Completion in September 2017 (\$21.9 M)
- Dover Spaulding Turnpike Improvements - Completion in October 2020 (\$70.6 M)
- General Sullivan Bridge Rehabilitation - Completion in November 2021 (\$31.7 M)
- Newington Maintenance Facility – Completion in summer of 2020 (\$6.0 M)
- Dover & Rochester ORT - Completion in summer of 2022 (\$24.8 M)

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 or on 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 actively under construction and will have traffic on the new bridge in September of 2017, with removal of the existing bridge occurring in 2018. The total cost for this project is \$185.0 M, comprised of a contract bid amount of \$158.5 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 \$10 M. All construction will be complete in 2019.

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 position
- An innovative hybrid bridge lift span with the rail and highway access provided on the same deck of the lift span structure

The construction efforts can be viewed via a project web cam located on the Contractor's web page at: cianbro.com/projectsmarkets/transportation/sarahmildredlongbridgereplacement.aspx.

The project has just completed the drill shaft operation and current effort is completing the footings and substructure efforts.

Major Project Highlights

Bridge Programs

The NHDOT manages an inventory of 2,159 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 these two areas:

- Bridge Maintenance and Preservation Program - Efforts to ensure that bridges are kept in "good" condition as a cost effective solution to slow the rate of deterioration.
- In FY 16, construction contracts designed, drafted, reviewed, and coordinated by Bridge Design staff totaled \$6.9 M for 9 bridge preservation projects with work on 26 bridges, including painting.
- Additional bridge maintenance and preservation was performed by Bridge Maintenance personnel.

Some bridges in this program include:

- Milton 40422 – Applebee Road over Branch River Bridge
- Belmont – Laconia 40423 – NH106 over Tioga River Bridge, and US 3 and NH 11 Bridge
- Walpole – Westminster, VT 40070 – NH 123 over Connecticut River Bridge
- Bridge Replacement/Rehabilitation Program – Efforts to replace or perform major rehabilitation work on deficient bridges to restore their condition, load capacity, and/or serviceability.
 - In FY 16, construction contracts designed and developed by Bridge Design staff totaled \$30.1 M for rehabilitation and replacement bridge projects

Some bridges advertised under the program include:

- Canaan 28335 – US 4 over Mascoma River Bridge
- Lebanon 25784 – I-89 NB & SB over Hardy Hill Road Bridges
- Jefferson 16153 – US 2 over Israel River Bridge
- Keene 16152 – NH 9 over Elm Street Bridge
- Keene – Swanzey 10309P – Multi-use Trail over NH 12 & 101 Bridge
- Salem to Manchester 14633B – I-93 NB & SB over Fordway Extension Bridges
- Salem to Manchester 14633B – I-93 NB & SB over North Lowell Road Bridges
- Salem to Manchester 14633H – I-93 NB & SB over Bodwell Road Bridges
- Newington - Dover 11238Q – US 4 over Spaulding Turnpike Bridge

Major Project Highlights

Paving Program

The Department maintains 4,596 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 2016 program includes 580 miles of roadway resurfacing and 113 miles of pavement crack sealing work. The program usually 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. Using a revised approach this year, the Department has reduced the amount of roadway rehabilitation by approximately one half and increased the light capital paving overlay program on lower volume roads in order to increase the overall resurfacing mileage and address a portion of the backlog of paving on poor and very poor roads. A further reduction in the roadway rehabilitation program is expected in 2017 as the Department fully adopts its recently developed Tier/Strategy approach.

Highlights of this year's program include the following:

- 113 miles of crack sealing work including capital improvement projects including the Alton Traffic Circle (re-built in 2011), Interstate rehabilitation projects on I-93 between Exits 30 and 32 (Woodstock-Lincoln) and on I-89 between Exits 5 and 7 (Hopkinton-Warner), and other high volume roadways like NH 11 (Newport) and NH 25 (Wentworth-Rumney). Crack sealing these roadways will extend the life of the road by an estimated 2 years.
- 75 miles of pavement preservation including 9 miles of bonded wearing course and 66 miles of overlays. This year's program focuses on higher volume roadways like I-93 between Exits 17 and 18 (Concord - Canterbury) and NH 125 (Plaistow), NH 125 (Barrington-Rochester), and US 3 (Merrimack-Bedford).
- 25 miles of rehabilitation work on high volume roadways including NH 16 (Milton), US 4 (Pembroke-Epsom), and NH 106 (Belmont-Laconia) as well as lower volume roadways like Optical Ave (Keene) and Intervale Road (Canterbury).
- 425 miles of light capital paving overlays performed throughout the State on roadways including NH 113 (Holderness-Sandwich-Tamworth), NH 202A (Northwood-Strafford- Rochester), NH 107 (Pittsfield-Barnstead-Gilmanton), and NH 120 (Plainfield- Lebanon).
- 64 miles of roughness paving on very poor roadways such as the "Lyman Loop" which is comprised of Water Street/Parker Hill Road/Lyman Road/Clough Hill Road/Tinkerville Road (Lisbon-Lyman), NH 123A (Alstead-Langdon-Acworth-Marlow), and East Conway Road/Greenhill Road (Conway-Chatham).



Municipal Aid and Construction - Budgeted Account Summary

Major Project Highlights

Lebanon, NH – Hartford, VT

Constructed in 1936, the bridge carrying US 4 between Lebanon, NH to Hartford, VT over the Connecticut River, was posted with a weight restriction in 2008 requiring all vehicles heavier than 10 tons to travel an additional 3.5 mile detour route.

The Lebanon, NH – Hartford, VT 14957A emergency contract was advertised in 2009 for \$2.9 M to construct a temporary bridge to restore connectivity truck traffic. This temporary crossing was opened to traffic in December of 2009.

Due to the expense of renting temporary bridge components for a long duration, it was more economical to purchase the temporary bridge superstructure in the 14957A contract. The temporary bridge, when removed, will be salvaged to the Bureau of Bridge Maintenance.

After significant interaction with the public, in 2013 an \$11.0 M contract was advertised to build the permanent bridge, as well as to upgrade the approaches at both ends of the bridge.

Construction of the 3-span steel girder bridge began in the fall of 2013 and continued throughout State FY2015.

The new bridge was opened to traffic in November of 2015.

Project completion, including removal of the temporary bridge, is anticipated to be complete by fall of 2016.

Municipal Aid and Construction - Budgeted Account Summary

Major Project Highlights

I-95 over the Taylor River Hampton Falls – Hampton

The \$12.6 M construction project will replace the bridge carrying I-95 (the Blue Star Turnpike) over the Taylor River. Construction began in May of 2015 and has an anticipated completion date in Spring of 2018.

The project is located in the Towns of Hampton Falls and Hampton and will replace 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, are required to connect the new bridge to the existing spillway. The new bridges are being 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:

- I-95 NB traffic shifted to the median to maintain 4 lanes northbound and southbound during construction.
- Construction continues along the easterly side of the I-95 Northbound Bridge, the substructure and abutments have been completed, NEXT concrete beams are being placed with the concrete deck to be built in summer of 2016.
- The Emergency Action Plan for the Dam has been successfully implemented and tested; it assists with coordination with dam owners and emergency management authorities in emergency preparedness and response capabilities.

This project is part of the \$666 M “Turnpike System Priority Capital Program” which started in 2008. This program has reduced the number of “red listed” bridges on the Turnpike System from twenty-one bridges to only five anticipated to remain by the Fall of 2016.

Municipal Aid and Construction - Budgeted Account Summary

State and Federal Funded Municipal Aid

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-scale surface transportation projects. NHDOT applied for and received a \$200 M TIFIA loan 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 and the first 9 years will defer 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 70 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. (See table beginning on page F17 for additional information)

		Funding Sources						
Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$9.7 M		\$9.7 M				
Investment Levels	Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 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 Historic Covered Bridge Funds, and in those cases the funding shares may vary.

(See table beginning on page F17 for additional information)



Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.8 M	\$1.8 M						
Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$9.4 M	\$9.3 M						\$0.1 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.



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 FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$30.7 M	\$30.7 M						
Investment Levels	Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$30.7 M	\$30.7 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. (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 Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$5.8 M		\$5.8 M					
Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$3.4 M		\$3.4 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 predominantly for local purposes. For example, a portion of bridge funds that the state receives from FHWA must be used on bridges 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 or 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. (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%. Communities typically 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 FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$11.6 M		\$11.6 M					
Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$25.4 M		\$25.4 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 State for 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. 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. (See table beginning on page F17 for additional information)



Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.3 M	\$1.3 M						
Investment Levels	Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$2.0 M	\$2.0 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 work administered by the 6 highway maintenance districts 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 and repair NH's non-federal aid eligible bridges.
- Drainage - materials and rented equipment to reconstruct, repair drainage structures.
- Force Account - NHDOT forces prepare and advertise contracts, rent equipment and purchase materials for the unforeseen events.
- Reconstruct Secondary Roads - substantially improved a section of poor roadway
- 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.
- Stand Alone - unforeseen emergencies that will not be refunded by FEMA or Federal Highway Administration Emergency relief funds.

Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$25.7 M		\$4.2 M				
Investment Levels	Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$22.5 M		\$0.1 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. (See table beginning on page F17 for additional information)



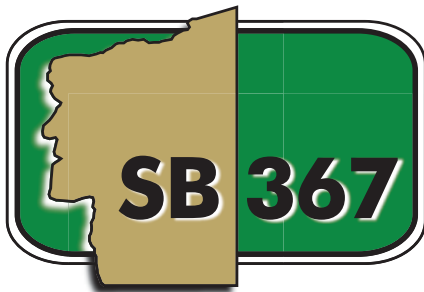
		Funding Sources						
Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$3.4 M		\$3.4 M				
Investment Levels	Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.1 M		\$0.1 M					

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 projects on the state highway system and for local bridges. SB367 also increased the funds for Block Grant Aid, as 12% of the generated revenue was distributed to municipalities through that program. SB367 is expected to sunset around 2034 when the debt service related to I-93 improvements are fully paid for. In fiscal year 2016, \$8.3 M of the 4.2 cents was appropriated for Highway Maintenance. (See table beginning on page F17 for additional information)



		Funding Sources						
Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$23.2 M							\$23.2 M
Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$19.9 M							\$19.9 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 Americas Surface Transportation 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 and repair to red-list bridge projects
- 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

Due to a lack of State Highway Funds to match the federal programs, 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 FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$95.8 M		\$93.9 M					\$1.9 M
Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$101.7 M		\$97.2 M					\$4.5 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 \$80 M in GARVEE bonds. In 2012 the State issued \$115 M in GARVEE bonds at an astounding 1.26% interest rate with a total duration of 7 years. (See table beginning on page F17 for additional information)



		Funding Sources						
Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$18.9 M		\$18.9 M					
	Actual FY15	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

5994 - I-95 Bridge Purchase Repayment - Fund 017

In fiscal year 2010, the Turnpike System acquired a portion of the I-95 Piscataqua River Bridge and 1.6 mile segment of I-95. The bridge provides continuity for the Turnpike System along the Blue Star (I-95) corridor in NH. The Turnpike System executed a Long-Term Note Payable with payments to be made to the State Highway Fund. The original repayment term was to occur over a 20 year period. The term was modified in previous budgets and was paid off in 6 years with the final payment of approximately \$0.4 M in fiscal year 2016.

(See table beginning on page F17 for additional information)



Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.4 M			\$0.4 M				
Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$14.2 M			\$14.2 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 170 bridges along the F.E. 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.

In January 2012, an engineering consulting firm completed an assessment of the R&R program. In addition to assessing the performance of the program and the condition of the infrastructure, this assessment provided recommended funding levels and insight to bonding agencies and holders of Turnpike debt on the condition of the infrastructure.

The program assessment showed that the Bureau of Turnpikes infrastructure is in generally “good” condition. Good condition can generally be characterized as a state whereby that component is in appropriate working order to provide the necessary level of service, and requires only the anticipated minor maintenance that would be expected in the life cycle.

In 2016, 7 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 FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$7.9 M			\$7.9 M				
	Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$8.0 M			\$8.0 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 M of bonds to support this plan. As of June 30, 2016 bonds authorized and un-issued amounted to \$50.2 M. Authorization for the issuance of these Turnpike revenue bonds is provided for in RSA 237-A:2.

In February 2012, the State issued \$65.4 M of Turnpike System revenue refunding bonds. The interest rates on the new bonds are 3% and will result in cash savings through 2024 of \$9.45 M. In August 2012, the State issued \$110.2 M of Turnpike System revenue bonds. The interest rates on these bonds are 3% to 5%.

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 M in federally tax-exempt bonds. Proceeds from the Series A issue are being 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 FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$41.1 M		\$2.9 M	\$38.2 M				
Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$43.6 M		\$2.9 M	\$40.7 M					

Municipal Aid and Construction - Budgeted Account Summary

Turnpike Funded Construction and Debt

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

The current Bureau of Turnpikes’ systems capital program was initiated in FY 2008 and supports 89 miles of Turnpikes and 170 bridges. 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 FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$41.0 M			\$41.0 M				
Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$28.2 M			\$28.2 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 FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.5 M			\$1.5 M				
Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.5 M			\$0.5 M					

Municipal Aid and Construction - Non-Budgeted

2934 – Railroad Revolving Loan Program Fund - 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. The loan program is administered by the New Hampshire Department of Transportation, Bureau of Rail & Transit.



Allowable costs for loans include labor and materials for:

- Replacement rail, crossties 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

Major accomplishments in SFY 2016 included:

- Review of applications submitted as part of a May 2015 solicitation for up to \$1.8 M.
- Approval of an application from the Mount Washington (Cog) Railway Company for: (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.
- Railroads that had been awarded loan funds in previous years continued to make loan repayments as required by the loan agreements and Bureau of Rail & Transit staff managed previously funded projects by conducting required inspections, site visits, and reviews of project financials.

Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.3 M							
Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.3 M								\$0.3 M

Municipal Aid and Construction - Non-Budgeted

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 SFY 2016 included:

- Purchase & replacement of approximately 4,000 ties and OTM (other track materials) on the state-owned railroad lines;
- Annual weed & brush control on active sections of state-owned railroad lines;
- Completion, by an engineering consultant, of the inspection of 50 large, state-owned railroad bridges;
- Major repair work completed on the Pemigewasset River Railroad Bridge in Woodstock;
- Major repair work performed on the Saco River Railroad Bridge in Woodstock;
- Repair slope washout on embankment in Hinsdale;
- Prepare bridge timber order for State Capital Funded bridge repair projects.



Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.7 M							
Actual FY15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.5 M								\$0.5 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 at \$80 M in 2010 Series A & B and \$115 M 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						Other
		Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	
Investment Levels	Actual FY16	\$22.9 M						
		\$22.9 M						
Investment Levels	Actual FY15	\$39.2 M						
		\$39.2 M						

Municipal Aid and Construction - Budgeted Account Summary

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

FY 2016 Actual (\$ millions)

Unaudited - Budgetary Description	Fund				Total All Funds	
	General 010	Highway 015**	Turnpike 017	Capital 030***	\$	%
Budgeted						
Construction Debt Service						
5994 - I-95 Bridge Purchase Repayment			\$ 0.4		\$ 0.4	
7499 - Debt Service			\$ 41.1		\$ 41.1	
8683 - Garvee Bond Debt Service		\$ 18.9			\$ 18.9	
8910 - SB367 Debt Service Issuance Costs		\$ 0.3			\$ 0.3	
Total Construction Debt Service	\$ -	\$ 19.2	\$ 41.5	\$ -	\$ 60.7	18.11%
Municipal Aid						
2942 & 8910 - Municipal Bridge Program		\$ 10.0			\$ 10.0	
2943 & 8910 - Apportionment A - B (Block Grant)		\$ 34.8			\$ 34.8	
2944 - SPR Planning Funds		\$ 5.8			\$ 5.8	
2945 - Municipal Aid - Federal		\$ 11.6			\$ 11.6	
Total Municipal Aid	\$ -	\$ 62.2	\$ -	\$ -	\$ 62.2	18.56%
Construction						
Capital Projects - Fund 030 Bonded				\$ 15.2	\$ 15.2	
Turnpikes System						
7025 - Renewal & Replacement			\$ 7.9		\$ 7.9	
75XX - Construction Repair Materials			\$ 42.6		\$ 42.6	
Construction Program Funds						
2929 - State Aid Construction		\$ 1.3			\$ 1.3	
3039 - Betterment		\$ 25.7			\$ 25.7	
3049 - Non-Par Construction/Reconstruction		\$ 3.4			\$ 3.4	
8910 - SB367 Capital Investment (Class 400 Only)		\$ 10.6			\$ 10.6	
FHWA Grant Anticipation Fund						
3054 - Consolidated Federal Aid		\$ 95.8			\$ 95.8	
5211 - TIFIA Construction		\$ 9.7			\$ 9.7	
Total Construction	\$ -	\$ 146.5	\$ 50.5	\$ 15.2	\$ 212.2	63.32%
Total Budgeted Municipal Aid & Const. Expenses	\$ -	\$ 227.9	\$ 92.0	\$ 15.2	\$ 335.1	100.00%
Non-Budgeted Expenses						
2934 - Rr Rehab Loan Revolving	\$ 0.3				\$ 0.3	
2991 - Special Railroad Fund	\$ 0.7				\$ 0.7	
1843 - I-93 Construction Project *		\$ 22.9			\$ 22.9	
3311 - Non Par I-93		\$ 0.4			\$ 0.4	
Total Non-Budgeted Expenses	\$ 1.0	\$ 23.3	\$ -	\$ -	\$ 24.3	
Total Municipal Aid & Construction Expenses	\$ 1.0	\$ 251.2	\$ 92.0	\$ 15.2	\$ 359.4	

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 2016 Actual (\$ millions)

AU	Description	Fund				Total All Funds	
		General 010	Highway 015*	Turnpike 017	Capital 030**	\$	%
Aeronautics, Railroad & Public Transportation							
Aeronautics							
	Capital Projects - Bonded				\$ 8.8	\$ 8.8	
Total Aeronautics		\$ -	\$ -	\$ -	\$ 8.8	\$ 8.8	2.63%
Railroad							
	Capital Projects - Bonded				\$ 1.2	\$ 1.2	
Total Railroad		\$ -	\$ -	\$ -	\$ 1.2	\$ 1.2	0.36%
Total Aeronautics, Railroad and Public Transportation		\$ -	\$ -	\$ -	\$ 10.0	\$ 10.0	2.98%
Roads & Bridges							
Roads & Bridges Construction							
2929/3039/3049	Construction Program Funds (Betterment & Non-Par)		\$ 30.4			\$ 30.4	
3054	FHWA Grant Anticipation Fund (Consolidated Fed & I-93)		\$ 95.8			\$ 95.8	
5211	TIFIA Construction		\$ 9.7			\$ 9.7	
8910	SB367 Capital Investment (Class 400)		\$ 10.6			\$ 10.6	
7025	Renewal & Replacement			\$ 7.9		\$ 7.9	
75XX	Construction Repair Materials			\$ 42.6		\$ 42.6	
	Capital Projects - Bonded				\$ 5.2	\$ 5.2	
Total Roads & Bridges Construction		\$ -	\$ 146.5	\$ 50.5	\$ 5.2	\$ 202.2	
Debt Service							
8683	Garvee Bond Debt Service		\$ 18.9			\$ 18.9	
8910	SB367 Issuance Costs		\$ 0.3			\$ 0.3	
5994	I-95 Bridge Purchase Repayment			\$ 0.4		\$ 0.4	
7499	Turnpike Revenue Bond Debt Service			\$ 41.1		\$ 41.1	
Total Debt Service		\$ -	\$ 19.2	\$ 41.5	\$ -	\$ 60.7	
Total Roads & Bridges Construction and Debt Service		\$ -	\$ 165.7	\$ 92.0	\$ 5.2	\$ 262.9	78.45%
Municipal Aid							
2942 + 8910	Municipal Bridge Program		\$ 10.0			\$ 10.0	
2943 + 8910	Apportionment A - B (Block Grant)		\$ 34.8			\$ 34.8	
2944	SPR Planning Funds		\$ 5.8			\$ 5.8	
2945	Municipal Aid - Federal		\$ 11.6			\$ 11.6	
Total Municipal Aid		\$ -	\$ 62.2	\$ -	\$ -	\$ 62.2	18.56%
Total Roads & Bridges Construction and Municipal Aid Expenses		\$ -	\$ 227.9	\$ 92.0	\$ 5.2	\$ 325.1	97.02%
Total Budgeted Expenses		\$ -	\$ 227.9	\$ 92.0	\$ 15.2	\$ 335.1	100.00%
Non-Budgeted Expenses							
2934	Rr Rehab Loan Revolving	\$ 0.3				\$ 0.3	
2991	Special Railroad Fund	\$ 0.7				\$ 0.7	
1843	I-93 Construction Project		\$ 22.9			\$ 22.9	
3311	Non-Par I-93		\$ 0.4			\$ 0.4	
Total Non-Budgeted Expenses		\$ 1.0	\$ 23.3	\$ -	\$ -	\$ 24.3	
Total Municipal Aid & Construction Expenses		\$ 1.0	\$ 251.2	\$ 92.0	\$ 15.2	\$ 359.4	

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 2016 through FY 2014 Actuals (\$ millions)

Unaudited - Budgetary	FY 2016 Actual	% of Total	FY 2015 Actual	% of Total	FY 2014 Actual	% of Total
Description						
Budgeted Debt Service						
8910 - SB367 Issuance Costs	\$ 0.3		\$ 0.1			
8683 - Garvee Bond Debt Service	\$ 18.9		\$ 18.9		\$ 19.1	
Total Budgeted Debt Service	\$ 19.2	8.42%	\$ 19.0	8.12%	\$ 19.1	8.53%
Budgeted Municipal Aid						
3012/2942 + 8910 - Municipal Bridge Program	\$ 10.0		\$ 10.4		\$ 5.6	
3013/2943 + 8910 - Apportionment A - B (Block Grant)	\$ 34.8		\$ 30.7		\$ 30.2	
3022/2944 - SPR Planning Funds	\$ 5.8		\$ 3.5		\$ 4.3	
2945 - Municipal Aid - Federal	\$ 11.6		\$ 25.4		\$ 13.7	
Total Budgeted Municipal Aid	\$ 62.2	27.29%	\$ 70.0	29.90%	\$ 53.8	24.02%
Budgeted Construction Funds						
2929 - State Aid Construction	\$ 1.3		\$ 2.0		\$ 1.3	
3039 - Betterment	\$ 25.7		\$ 22.5		\$ 20.0	
3049 - Non-Par Construction/Reconstruction	\$ 3.4		\$ 0.1		\$ 0.3	
8910 - SB 367 Capital Investment (Class 400)	\$ 10.6		\$ 18.8			
3054 - Consolidated Federal Aid	\$ 95.8		\$ 101.7		\$ 129.5	
5211 - TIFIA Construction	\$ 9.7					
Total Budgeted Construction Funds	\$ 146.5	64.28%	\$ 145.1	61.98%	\$ 151.1	67.46%
Total Budgeted Municipal Aid & Construction Exp's	\$ 227.9	100.00%	\$ 234.1	100.00%	\$ 224.0	100.00%
Non-Budgeted Expenses						
1843 - I-93 Construction Project *	\$ 22.9		\$ 39.2		\$ 46.2	
3311 - Non Par I-93	\$ 0.4					
Total Non-Budgeted Expenses	\$ 23.3		\$ 39.2		\$ 46.2	
Total Municipal Aid & Construction Expenses	\$ 251.2		\$ 273.3		\$ 270.2	

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 2016 through FY 2014 Actuals (\$ millions)

AU	Description	FY 2016 Actual	% of Total	FY 2015 Actual	% of Total	FY 2014 Actual	% of Total
Budgeted Roads & Bridges							
Construction							
2929/3039/3049	Construction Program Funds (Betterment & Non-Par)	\$ 30.4		\$ 25.5		\$ 21.6	
3054	FHWA Grant Anticipation Fund (Consolidated Fed)	\$ 95.8		\$ 101.7		\$ 129.5	
5211	TIFIA Construction	\$ 9.7					
8910	SB367 Capital Investment (Class 400)	\$ 10.6		\$ 18.9			
Total Budgeted Roads & Bridges Construction		\$ 146.5	58.32%	\$ 146.1	53.46%	\$ 151.1	55.92%
Debt Service							
8683	Garvee Bond Debt Service	\$ 18.9		\$ 18.9		\$ 19.1	
8910	SB367 Issuance Costs	\$ 0.3		\$ 0.1			
Total Budgeted Roads & Bridges Debt Service		\$ 19.2	7.64%	\$ 19.0	6.95%	\$ 19.1	7.07%
Total Budgeted Roads & Bridges Construction		\$ 165.7	65.96%	\$ 165.1	60.41%	\$ 170.2	62.99%
Budgeted Municipal Aid							
2944	SPR Planning Funds	\$ 5.8		\$ 3.5		\$ 4.3	
2945	Municipal Aid - Federal	\$ 11.6		\$ 25.4		\$ 13.7	
2942 + 8910	Municipal Bridge Program	\$ 10.0		\$ 9.4		\$ 5.6	
2943 + 8910	Apportionment A - B (Block Grant)	\$ 34.8		\$ 30.7		\$ 30.2	
Total Budgeted Municipal Aid		\$ 62.2	24.76%	\$ 69.0	25.25%	\$ 53.8	19.91%
Non-Budgeted Expenses							
1843	I-93 Construction Project *	\$ 22.9		\$ 39.2		\$ 46.2	
3311	Non-Par I-93	\$ 0.4					
Total Non-Budgeted Expenses		\$ 23.3	9.28%	\$ 39.2	14.34%	\$ 46.2	17.10%
Total Highway Fund Municipal Aid & Construction Expenses		\$ 251.2	100.00%	\$ 273.3	100.00%	\$ 270.2	100.00%

Source: Statement of Appropriations

* 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 Source of Funds

FY 2016 Actual (\$ millions)

Unaudited - Budgetary		Highway Funds	% of Total	Federal Funds	% of Total	Other Funds	% of Total	Actual Total	% of Total
AU	Description								
Roads & Bridges									
Construction									
2929/3039/3049/8910	Construction Program Funds (Betterment, Non-Par & SB 367)	\$ 4.7				\$ 36.6		\$ 41.3	
1843/3054/3311	FHWA Grant Anticipation Fund (Consolidated Fed & I-93)	\$ 22.3		\$ 94.0		\$ 2.8		\$ 119.1	
5211	TIFIA Construction			\$ 9.7				\$ 9.7	
Total Roads & Bridges Construction		\$ 27.0	45.38%	\$ 103.7	74.07%	\$ 39.4	76.21%	\$ 170.1	67.71%
Debt Service									
8683	Garvee Bond Debt Service			\$ 18.9				\$ 18.9	
Total Roads & Bridges Debt Service		\$ -	0.00%	\$ 18.9	13.50%	\$ -	0.00%	\$ 18.9	7.52%
Total Roads & Bridges & Debt Service Expenses		\$ 27.0	45.38%	\$ 122.6	87.57%	\$ 39.4	76.21%	\$ 189.0	75.24%
Municipal Aid									
2942	Municipal Bridge Program	\$ 1.8				\$ 8.2		\$ 10.0	
2943	Apportionment A - B (Block Grant)	\$ 30.7				\$ 4.1		\$ 34.8	
2944	SPR Planning Funds			\$ 5.8				\$ 5.8	
2945	Municipal Aid - Federal			\$ 11.6				\$ 11.6	
Total Municipal Aid		\$ 32.5	54.62%	\$ 17.4	12.43%	\$ 12.3	23.79%	\$ 62.2	24.76%
Total Highway Fund Municipal Aid & Construction Expenses		\$ 59.5	100.00%	\$ 140.0	100.00%	\$ 51.7	100.00%	251.2	100.00%

Source: Statement of Appropriations

Consolidated Financial Summary

Revenue Activity All Funds FY 2016 Actual (\$ millions)

UNAUDITED - BUDGETARY	Fund				
	General 010	Highway 015	Turnpike 017	Capital 030	Total
Unrestricted:					
Revenue Collected by the Department of Safety (DOS):					
Gasoline Road Toll		\$ 124.3			\$ 124.3
Motor Vehicle Fees		\$ 84.3			\$ 84.3
Sale of Vehicles		\$ 0.1			\$ 0.1
Total Revenue Collected by DOS	-	\$ 208.7	-	-	\$ 208.7
Motor Vehicle Fines (Collected by the Courts)		\$ 6.9			\$ 6.9
Revenue Collected by the Department of Transportation (DOT):					
I-95 Bridge Sale		\$ 0.4			\$ 0.4
Cash Toll Receipts - Blue Star			\$ 16.2		\$ 16.2
Cash Toll Receipts - Central			\$ 13.9		\$ 13.9
Cash Toll Receipts - Spaulding			\$ 4.7		\$ 4.7
Electronic Toll Collections - Blue Star			\$ 48.6		\$ 48.6
Electronic Toll Collections - Central			\$ 31.8		\$ 31.8
Electronic Toll Collections - Spaulding			\$ 12.0		\$ 12.0
Turnpike Miscellaneous			\$ 0.2		\$ 0.2
Other Unrestricted Revenues	\$ 1.0	\$ 0.3	\$ 4.9		\$ 6.2
Total Revenue Collected by DOT	\$ 1.0	\$ 0.7	\$ 132.3	-	\$ 134.0
Total Unrestricted Revenue	\$ 1.0	\$ 216.3	\$ 132.3	-	\$ 349.6
Restricted:					
Federal Funds - FHWA					
Consolidated Federal Aid		\$ 94.0			\$ 94.0
Municipal Fed Aid (Construction)		\$ 11.6			\$ 11.6
Direct Labor Allocation		\$ 10.0			\$ 10.0
Overhead Allocation		\$ 10.6			\$ 10.6
Pavement Marking Program		\$ 2.1			\$ 2.1
SPR Planning & Research Funds		\$ 6.3			\$ 6.3
Bridge Rehab, Painting, Preservation and Improvements (BRPPI) - FHWA Reimbursement		\$ 2.0			\$ 2.0
TIFIA Construction Loan Proceeds		\$ 9.7			\$ 9.7
Other Federal Funds		\$ -			\$ -
Federal Funds - FAA					
FAA Airport Improvement	\$ 0.4			\$ 10.3	\$ 10.7
Federal Funds - FTA					
Public Transportation Division	\$ 6.4				\$ 6.4
Federal Funds - FRA					
Railroad Grants	\$ 0.9				\$ 0.9
Federal Funds - Emergency					
FEMA/FHWA Emergency		\$ 0.5	\$ 0.2		\$ 0.7
Federal Funds - Debt Service					
Bonds Debt Service		\$ 18.9	\$ 2.8		\$ 21.7
Total Federal Funds	\$ 7.7	\$ 165.7	\$ 3.0	\$ 10.3	\$ 186.7
Revolving Funds					
Fleet Parts Inventory		\$ 1.8			\$ 1.8
Motor Fuel Sales		\$ 10.9			\$ 10.9
Transponder Sales			\$ 1.1		\$ 1.1
Other Revolving Funds	\$ 0.3				\$ 0.3
Total Revolving Funds	\$ 0.3	\$ 12.7	\$ 1.1	\$ -	\$ 14.1
Private & Local Funds					
Interstate Bridge Authority		\$ 0.6			\$ 0.6
Consolidated Federal Aid - Local Match		\$ 1.9			\$ 1.9
Requested Maintenance/Repairs		\$ 0.5			\$ 0.5
Other Private & Local Funds		\$ -			\$ -
Total Private & Local Funds	\$ -	\$ 3.0	\$ -	\$ -	\$ 3.0
Intra-Agency Transfers		\$ 2.1			\$ 2.1
Agency Income					
Betterment FEMA Reimbursement					\$ -
Highway Betterment		\$ 21.5			\$ 21.5
ROW Property Sales		\$ 0.5			\$ 0.5
SB367 Capital Investment		\$ 34.7			\$ 34.7
Non-Par I-93		\$ 1.0			\$ 1.0
Other Agency Income	\$ 1.0	\$ 6.7	\$ 0.1		\$ 7.8
Total Agency Income	\$ 1.0	\$ 64.4	\$ 0.1	\$ -	\$ 65.5
Total Restricted Revenue - DOT	\$ 9.0	\$ 247.9	\$ 4.2	\$ 10.3	\$ 271.4
Total Restricted Revenue - Other Agencies		\$ 31.8	\$ 2.0		\$ 33.8
Sub-Total Revenue *	\$ 10.0	\$ 496.0	\$ 138.5	\$ 10.3	\$ 654.8
Funding from Bond Proceeds		\$ 23.3	\$ 30.8		\$ 54.1
Total Revenue - All Funds	\$ 10.0	\$ 519.3	\$ 169.3	\$ 10.3	\$ 708.9

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

Consolidated Financial Summary

Revenue Activity - Highway Fund 015 FY 2016 - 2015 - 2014 Actuals (\$ millions)

UNAUDITED - BUDGETARY	CHG 2016 vs. 2015			CHG 2015 vs. 2014			
	FY 2016	\$	%	FY 2015	\$	%	FY 2014
Unrestricted:							
Revenue Collected by the Department of Safety (DOS):							
Gasoline Road Toll	\$ 124.3	\$ (1.4)	-1.1%	\$ 125.7	\$ 1.0	0.8%	\$ 124.7
Motor Vehicle Fees	\$ 84.3	\$ (23.6)	-28.0%	\$ 107.9	\$ (1.3)	-1.2%	\$ 109.2
Sale of Vehicles	\$ 0.1	\$ -	0.0%	\$ 0.1	\$ -	0.0%	\$ 0.1
Total Revenue Collected by DOS	\$ 208.7	\$ (25.0)	-12.0%	\$ 233.7	\$ (0.3)	-0.1%	\$ 234.0
Motor Vehicle Fines (Collected by the Courts)	\$ 6.9	\$ 0.1	1.4%	\$ 6.8	\$ (0.4)	-5.9%	\$ 7.2
Revenue Collected by the Department of Transportation (DOT):							
Sale of Service - Reimbursements from Turnpikes	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%	\$ -
Administrative Overhead Cost - from Turnpikes	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%	\$ -
Federal Overhead Billing	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%	\$ -
I-95 Bridge Sale *	\$ 0.4	\$ (13.8)	0.0%	\$ 14.2	\$ (0.8)	-5.6%	\$ 15.0
Other Unrestricted Revenues	\$ 0.3	\$ -	0.0%	\$ 0.3	\$ (0.6)	-200.0%	\$ 0.9
Total Revenue Collected by DOT	\$ 0.7	\$ (13.8)	-1971.4%	\$ 14.5	\$ (1.4)	-9.7%	\$ 15.9
Total Unrestricted Revenue	\$ 216.3	\$ (38.7)	-17.9%	\$ 255.0	\$ (2.1)	-0.8%	\$ 257.1
Restricted:							
Federal Funds							
Consolidated Fed Aid (Construction)	\$ 94.0	\$ (7.3)	-7.8%	\$ 101.3	\$ (22.0)	-21.7%	\$ 123.3
Municipal Fed Aid (Construction)	\$ 11.6	\$ (14.3)	-123.3%	\$ 25.9	\$ 12.2	47.1%	\$ 13.7
Non-Participating (Construction)	\$ -	\$ (1.6)	-	\$ 1.6	\$ (2.7)	-168.8%	\$ 4.3
Direct Labor Allocation	\$ 10.0	\$ 1.4	14.0%	\$ 8.6	\$ 0.7	8.1%	\$ 7.9
Overhead Allocation	\$ 10.6	\$ (1.7)	-16.0%	\$ 12.3	\$ (0.4)	-3.3%	\$ 12.7
Pavement Marking Program	\$ 2.1	\$ (2.2)	-104.8%	\$ 4.3	\$ 0.9	20.9%	\$ 3.4
SPR Planning & Research Funds	\$ 6.3	\$ 2.4	38.1%	\$ 3.9	\$ (1.6)	-41.0%	\$ 5.5
Bridge Rehab, Painting, Preservation and Improvements (BRPPI) - FHWA Reimbursement	\$ 2.0	\$ (0.2)	-10.0%	\$ 2.2	\$ 0.2	9.1%	\$ 2.0
PSJ Weather Initiative	\$ -	\$ -	0.0%	\$ -	\$ (0.1)	-	\$ 0.1
TIFIA Construction Loan Proceeds	\$ 9.7	\$ 9.7	100.0%	\$ -	\$ -	-	\$ -
Other Federal Funds	\$ -	\$ -	0.0%	\$ -	\$ (0.1)	-	\$ 0.1
Federal Funds - Emergency							
FEMA/FHWA Emergency Funds*	\$ 0.5	\$ 0.4	80.0%	\$ 0.1	\$ (2.2)	-2200.0%	\$ 2.3
Federal Funds - Debt Service							
Bonds Debt Service	\$ 18.9	\$ -	0.0%	\$ 18.9	\$ (0.1)	-0.5%	\$ 19.0
Total Federal Funds	\$ 165.7	\$ (13.4)	-8.1%	\$ 179.1	\$ (15.2)	-8.5%	\$ 194.3
Revolving Funds							
Fleet Parts Inventory	\$ 1.8	\$ -	0.0%	\$ 1.8	\$ 0.2	11.1%	\$ 1.6
Motor Fuel Sales	\$ 10.9	\$ (3.9)	-35.8%	\$ 14.8	\$ (1.8)	-12.2%	\$ 16.6
Total Revolving Funds	\$ 12.7	\$ (3.9)	-30.7%	\$ 16.6	\$ (1.6)	-9.6%	\$ 18.2
Private & Local Funds							
Interstate Bridge Authority	\$ 0.6	\$ (0.1)	-16.7%	\$ 0.7	\$ 0.2	28.6%	\$ 0.5
Consolidated Fed Aid (Construction) - Local Match	\$ 1.9	\$ (1.1)	-57.9%	\$ 3.0	\$ (6.3)	-210.0%	\$ 9.3
Requested Maintenance & Repairs	\$ 0.5	\$ (0.3)	-60.0%	\$ 0.8	\$ (1.0)	-125.0%	\$ 1.8
Other Private & Local Funds	\$ -	\$ (0.1)	-	\$ 0.1	\$ (0.1)	-100.0%	\$ 0.2
Total Private & Local Funds	\$ 3.0	\$ (1.6)	-53.3%	\$ 4.6	\$ (7.2)	-156.5%	\$ 11.8
Total Intra-Agency Transfers	\$ 2.1	\$ 0.3	14.3%	\$ 1.8	\$ (0.8)	-44.4%	\$ 2.6
Agency Income							
Betterment FEMA Reimbursement	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%	\$ -
Highway Betterment	\$ 21.5	\$ 0.2	0.9%	\$ 21.3	\$ 0.2	0.9%	\$ 21.1
ROW Property Sales	\$ 0.5	\$ (1.1)	-220.0%	\$ 1.6	\$ (2.0)	-125.0%	\$ 3.6
SB367 Capital Investment	\$ 34.7	\$ 0.4	1.2%	\$ 34.3	\$ 34.3	100.0%	\$ -
Non-Par I-93	\$ 1.0	\$ (0.2)	-20.0%	\$ 1.2	\$ (0.2)	-16.7%	\$ 1.4
Other Agency Income	\$ 6.7	\$ -	0.0%	\$ 6.7	\$ 0.7	10.4%	\$ 6.0
Total Agency Income	\$ 64.4	\$ (0.7)	-1.1%	\$ 65.1	\$ 33.0	50.7%	\$ 32.1
Total Restricted Revenue - DOT	\$ 247.9	\$ (19.3)	-7.8%	\$ 267.2	\$ 8.2	3.1%	\$ 259.0
Total Restricted Revenue - Other Agencies	\$ 31.8	\$ 23.7	74.5%	\$ 8.1	\$ 0.4	4.9%	\$ 7.7
Sub-Total All Revenue	\$ 496.0	\$ (34.3)	-6.9%	\$ 530.3	\$ 6.5	1.2%	\$ 523.8
Funding from Bond Proceeds	\$ 23.3	\$ -	0.0%	\$ 39.2	\$ -	0.0%	\$ 46.2
Total All Revenue - Highway Fund	\$ 519.3	\$ (50.2)	-9.7%	\$ 569.5	\$ (0.5)	-0.1%	\$ 570.0

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 2016 Actual (\$ millions)

Unaudited - Budgetary		FY 2016 Actual				Total All Funds	
Class	Description	General 010	Highway 015	Turnpike 017	Capital 030	\$	%
Public Sector Transportation Expenditures							
Personal Services and Benefits							
010-015	Personal Services-Permanent Classified	\$ 0.9	\$ 62.1	\$ 6.8		\$ 69.8	
017	FT Employees Special Payments		\$ 0.5			\$ 0.5	
018	Overtime		\$ 5.0	\$ 0.6		\$ 5.6	
019	Holiday Pay		\$ 0.1	\$ 0.1		\$ 0.2	
050	Personal Service-Temp/Appointed		\$ 1.3	\$ 2.1		\$ 3.4	
059	Temp Full Time					\$ -	
060	Benefits	\$ 0.5	\$ 36.9	\$ 4.4		\$ 41.8	
061	Unemployment Compensation					\$ -	
062	Workers Compensation		\$ 0.9	\$ 0.1		\$ 1.0	
064	Ret-Pension Bene-Health Insurance		\$ 8.3	\$ 0.8		\$ 9.1	
070	In-State Travel Reimbursement		\$ 0.8			\$ 0.8	
	Total Personal Services and Benefits DOT	\$ 1.4	\$ 115.9	\$ 14.9	\$ -	\$ 132.2	22.05%
Transfer Payments - DOT Usage							
027	Transfers To DOIT		\$ 6.3			\$ 6.3	
028	Transfers To General Services		\$ 1.5			\$ 1.5	
029	Intra-Agency Transfers			\$ 2.2		\$ 2.2	
035	Shared Services Support		\$ 0.2			\$ 0.2	
040	Indirect Costs		\$ 1.6	\$ 0.1		\$ 1.7	
404	Intra Indirect Costs	\$ 0.1		\$ 2.2		\$ 2.3	
	Transfer Payments to Agencies- DOT Usage	\$ 0.1	\$ 9.6	\$ 4.5	\$ -	\$ 14.2	2.37%
	Total DOT Internal Expenditure	\$ 1.5	\$ 125.5	\$ 19.4	\$ -	\$ 146.4	24.42%
Transfer Payments - Agency/Municipal							
049	Transfer to Other State Agencies			\$ 0.2		\$ 0.2	
072	Grants-Federal	\$ 6.2	\$ 15.5			\$ 21.7	
073	Grants-Non Federal	\$ 0.3	\$ 10.3			\$ 10.6	
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		\$ 34.4			\$ 34.4	
416	Transf to DRED (Welcome Ctrs & Rest Areas)		\$ 1.4	\$ 0.9		\$ 2.3	
	Total Transfer Payments - Agency/Municipal	\$ 6.5	\$ 62.6	\$ 1.1	\$ -	\$ 70.2	11.71%
	Total DOT Public Sector Exp & Transfer	\$ 8.0	\$ 188.1	\$ 20.5	\$ -	\$ 216.6	36.12%
Private Sector Transportation Expenditures							
Contractual Services							
022	Rents-Leases Other Than State		\$ 9.0	\$ 0.6		\$ 9.6	
023	Heat- Electricity - Water		\$ 1.8	\$ 0.9		\$ 2.7	
024	Maint.Other Than Build.- Grnds		\$ 0.7	\$ 2.1		\$ 2.8	
026	Organizational Dues		\$ 0.1	\$ 0.1		\$ 0.2	
039	Telecommunications		\$ 0.5	\$ 0.1		\$ 0.6	
046	Consultants		\$ 25.9	\$ 3.0		\$ 28.9	
048	Contractual Maint.-Build-Grnds		\$ 0.5	\$ 0.3		\$ 0.8	
066	Employee Training		\$ 0.2			\$ 0.2	
102	Contracts for Program Services			\$ 6.8		\$ 6.8	
103	Contracts for Operating Services	\$ 0.7	\$ 0.3	\$ 0.1		\$ 1.1	
255	Cost of Issuing Bonds		\$ 0.3	\$ 0.1		\$ 0.4	
403	Audit			\$ 0.1		\$ 0.1	
406	Environmental Expense		\$ 0.1			\$ 0.1	
	Total Contractual Services	\$ 0.7	\$ 39.4	\$ 14.2	\$ -	\$ 54.3	9.06%
Supplies and Materials							
020	Current Expenses		\$ 38.1	\$ 4.7		\$ 42.8	
047	Own Forces Maint.-Build.-Grnds		\$ 0.4	\$ 0.1		\$ 0.5	
	Total Supplies and Materials	\$ -	\$ 38.5	\$ 4.8	\$ -	\$ 43.3	7.22%
Equipment							
030	Equipment New/Replacement	\$ 0.1	\$ 3.8	\$ 2.6		\$ 6.5	
037	Technology - Hardware		\$ 0.1			\$ 0.1	
038	Technology - Software		\$ 0.9	\$ 0.1		\$ 1.0	
	Total Equipment	\$ 0.1	\$ 4.8	\$ 2.7	\$ -	\$ 7.6	1.27%
Capital Projects							
034	Capital Projects Bonded (HB 25)				\$ 14.4	\$ 14.4	
415	Railroad Loans				\$ 0.8	\$ 0.8	
	Total Capital Projects	\$ -	\$ -	\$ -	\$ 15.2	\$ 15.2	2.54%
Land and Property Improvements							
400	Construction Repair Materials	\$ 0.7	\$ 136.8	\$ 47.1		\$ 184.6	
401	Land - Interest		\$ 5.6			\$ 5.6	
	Total Land and Property Improvements	\$ 0.7	\$ 142.4	\$ 47.1	\$ -	\$ 190.2	31.72%
Debt Service							
044	Debt Service Other Agencies	\$ 0.2	\$ 30.7	\$ 41.5		\$ 72.4	
	Total Debt Service	\$ 0.2	\$ 30.7	\$ 41.5	\$ -	\$ 72.4	12.07%
	Total Expenditures with Private Sector	\$ 1.7	\$ 255.8	\$ 110.3	\$ 15.2	\$ 383.0	63.88%
	Total Expenditures - DOT	\$ 9.7	\$ 443.9	\$ 130.8	\$ 15.2	\$ 599.6	100.00%

Source: Statement of Appropriations

Consolidated Financial Summary

Highway Fund 15 Expenditures by Class* FY 2016 through FY 2014 Actuals (\$ millions)

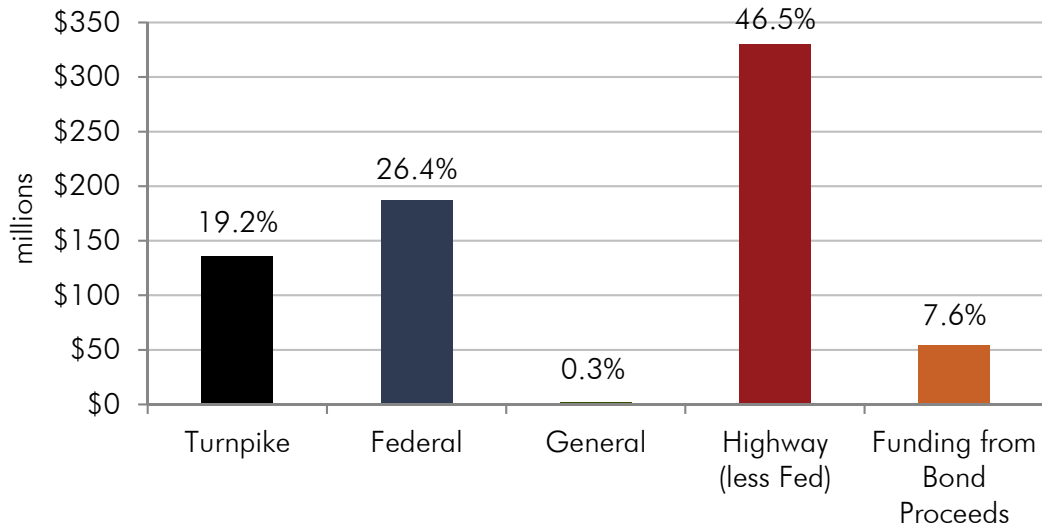
Class	Unaudited - Budgetary Description	2016		2015		2014	
		Actual	% of Total	Actual	% of Total	Actual	% of Total
Public Sector Transportation Expenditures							
Personal Services and Benefits							
010-015	Personal Services-Perm. Classified	\$ 62.1		\$ 60.6		\$ 58.9	
017	FT Employees Special Payments	\$ 0.5		\$ 0.5		\$ 0.4	
018	Overtime	\$ 5.0		\$ 7.7		\$ 7.1	
019	Holiday Pay	\$ 0.1		\$ 0.1		\$ 0.1	
050	Personal Service-Temp/Appointed	\$ 1.3		\$ 1.6		\$ 1.4	
060	Benefits	\$ 36.9		\$ 36.5		\$ 37.6	
061	Unemployment Compensation	\$		\$ 0.1		\$	
062	Workers Compensation	\$ 0.9		\$ 0.9		\$ 1.1	
064	Ret-Pension Bene-Health Insurance	\$ 8.3		\$ 7.4		\$ 7.7	
070	In-State Travel Reimbursement	\$ 0.8		\$ 1.0		\$ 0.9	
	Total Personal Services and Benefits DOT	\$ 115.9	26.11%	\$ 116.4	24.13%	\$ 115.2	23.96%
Transfer Payments - DOT Usage							
027	Transfers To DOIT	\$ 6.3		\$ 5.7		\$ 5.6	
028	Transfers To General Services	\$ 1.5		\$ 1.5		\$ 1.4	
035	Shared Services Support	\$ 0.2		\$ 0.2		\$ 0.3	
040	Indirect Costs	\$ 1.6		\$ 1.7		\$ 1.9	
	Transfer Payments to Agencies- DOT Usage	\$ 9.6	2.16%	\$ 9.1	1.89%	\$ 9.2	1.91%
	Total DOT Internal Expenditure	\$ 125.5	28.27%	\$ 125.5	26.02%	\$ 124.4	25.87%
Transfer Payments - Agency/Municipal							
072	Grants-Federal	\$ 15.5		\$ 28.8		\$ 17.2	
073	Grants-Non Federal	\$ 10.3		\$ 12.7		\$ 6.7	
405	Lilac Program	\$		\$		\$ 0.2	
407	Trans To Bd Of Tax & Land Appeals	\$ 0.1		\$ 0.1		\$ 0.1	
409	Trans To Dept Of Justice	\$ 0.8		\$ 0.8		\$ 0.8	
411	Trans To DES Dam Bureau	\$ 0.1		\$ 0.1		\$ 0.1	
414	Block Grant Apportionment A	\$ 34.4		\$ 30.3		\$ 29.8	
416	Transf to DRED (Welcome Ctrs & Rest Areas)	\$ 1.4		\$ 1.5		\$ 1.3	
	Total Transfer Payments - Agency/Municipal	\$ 62.6	14.10%	\$ 74.3	15.41%	\$ 56.2	11.69%
	Total DOT Public Sector Exp & Transfer	\$ 188.1	42.37%	\$ 199.8	41.43%	\$ 180.6	37.56%
Private Sector Transportation Expenditures							
Contractual Services							
022	Rents-Leases Other Than State	\$ 9.0		\$ 13.7		\$ 12.3	
023	Heat- Electricity - Water	\$ 1.8		\$ 2.1		\$ 2.3	
024	Maint.Other Than Build.- Grnds	\$ 0.7		\$ 0.7		\$ 0.5	
026	Organizational Dues	\$ 0.1		\$ 0.1		\$ 0.1	
039	Telecommunications	\$ 0.5		\$ 0.5		\$ 0.5	
046	Consultants	\$ 25.9		\$ 16.1		\$ 18.1	
048	Contractual Maint.-Build-Grnds	\$ 0.5		\$ 0.6		\$ 0.4	
066	Employee Training	\$ 0.2		\$ 0.1		\$ 0.2	
069	Promotional - Marketing Expenses	\$		\$		\$ 0.1	
103	Contracts for Operating Services	\$ 0.3		\$ 0.8		\$ 0.2	
255	Cost of Issuing Bonds	\$ 0.3		\$ 0.1		\$	
406	Environmental Expense	\$ 0.1		\$		\$	
	Total Contractual Services	\$ 39.4	8.88%	\$ 34.8	7.22%	\$ 34.7	7.22%
Supplies and Materials							
020	Current Expenses	\$ 38.1		\$ 52.0		\$ 52.3	
047	Own Forces Maint.-Build.-Grnds	\$ 0.4		\$ 0.4		\$ 0.4	
	Total Supplies and Materials	\$ 38.5	8.67%	\$ 52.4	10.86%	\$ 52.7	10.96%
Equipment							
030	Equipment New/Replacement	\$ 3.8		\$ 4.3		\$ 5.1	
037	Technology - Hardware	\$ 0.1		\$ 0.1		\$ 0.3	
038	Technology - Software	\$ 0.9		\$ 0.5		\$ 0.3	
	Total Equipment	\$ 4.8	1.08%	\$ 4.9	1.02%	\$ 5.7	1.19%
Land and Property Improvements							
033	Land Acquisition and Easement	\$		\$ 0.1		\$	
400	Construction Repair Materials	\$ 136.8		\$ 156.0		\$ 163.4	
401	Land - Interest	\$ 5.6		\$ 3.7		\$ 12.4	
	Total Land and Property Improvements	\$ 142.4	32.08%	\$ 159.8	33.13%	\$ 175.8	36.56%
Debt Service							
044	Debt Service Other Agencies	\$ 30.7		\$ 30.6		\$ 31.3	
	Total Debt Service	\$ 30.7	6.92%	\$ 30.6	6.34%	\$ 31.3	6.51%
	Total DOT Expenditures with Private Sector	\$ 255.8	57.63%	\$ 282.5	58.57%	\$ 300.2	62.44%
	Total Public and Private Sector - DOT Fund 015	\$ 443.9	100.00%	\$ 482.3	100.00%	\$ 480.8	100.00%

Source: Statement of Appropriations

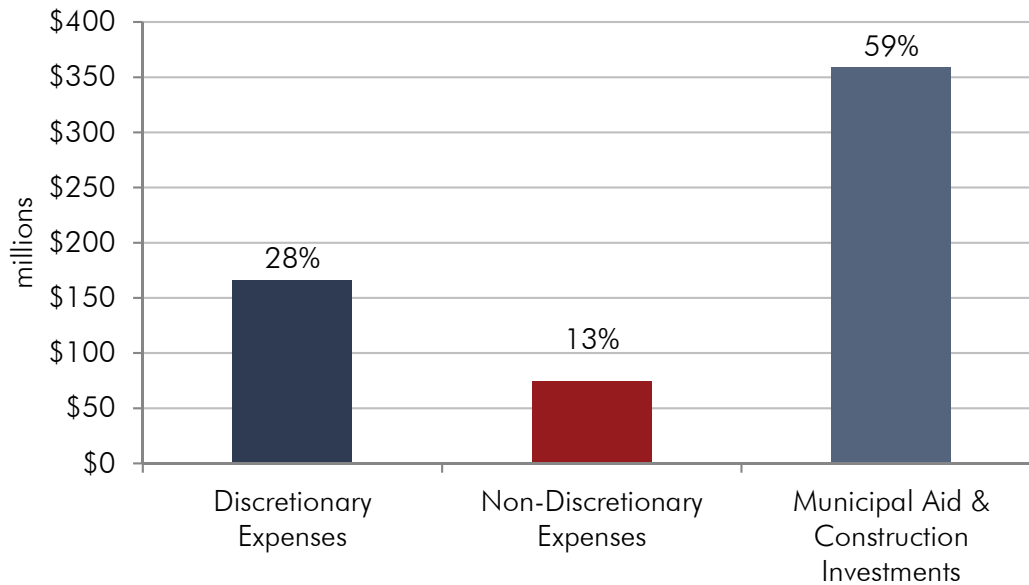
* Fund 015 includes source of funds:
Highway Funds (Unrestricted)
Federal Funds
Other Funds

Consolidated Financial Summary

All Funds Revenue - \$709 M

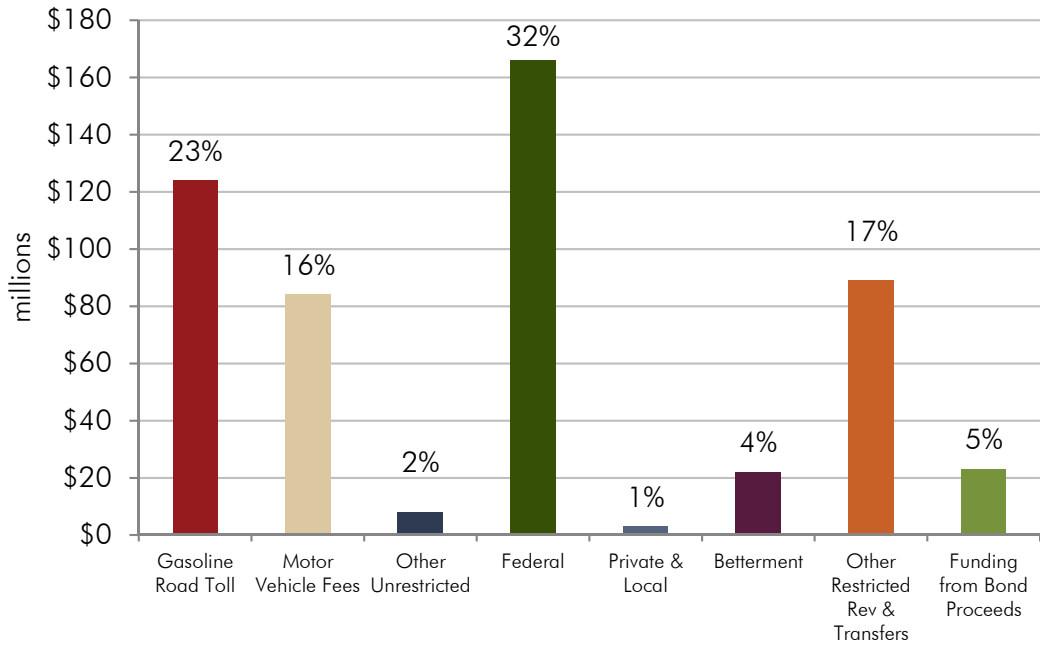


All Funds Expenses - \$600 M

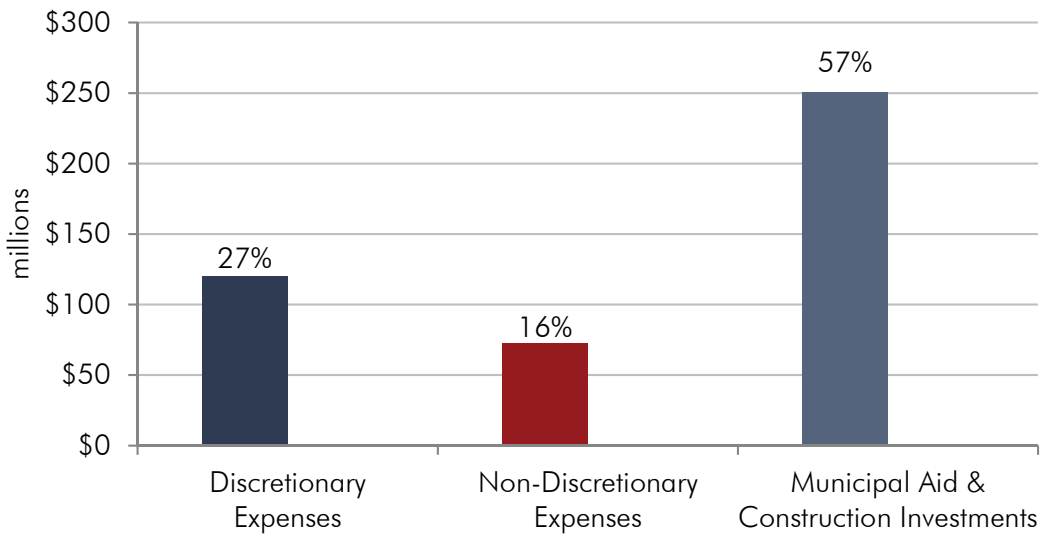


Consolidated Financial Summary

Highway Funds Revenue - \$519 M



Highway Funds Expenditures - \$444 M



Municipal Aid and Construction Investment by Project/Location Fiscal Year 2016

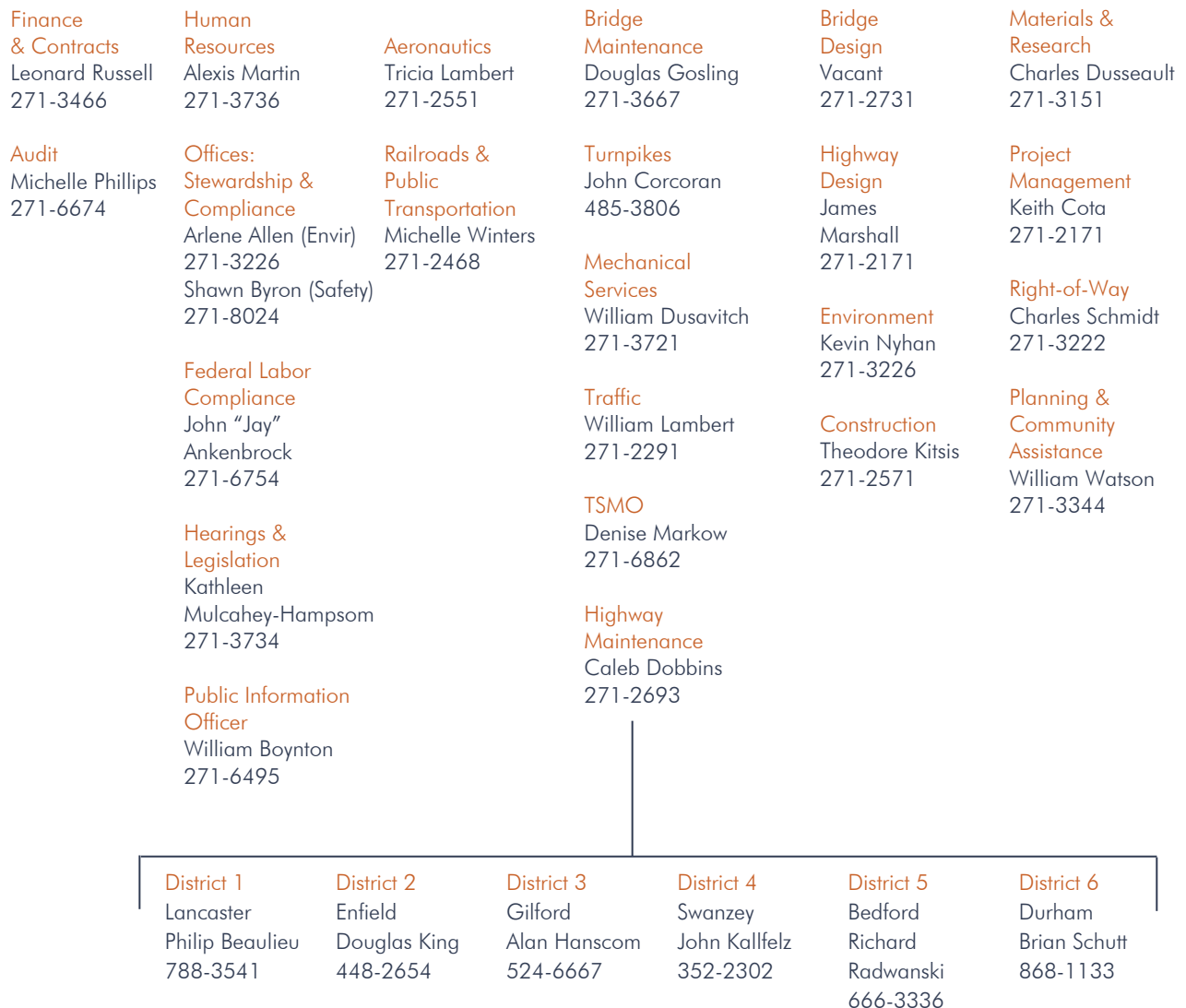
Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid			Other	Turnpike				General	Capital	Project Total	
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning	Non Par Construction	I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	I-95 Bridge Purchase	Railroad		Bond Funded Projects
WILTON	24834	BLOCK GRANT AID	109,102.00					14,815.73											123,917.73
WILTON - MILFORD - AMHERST - BEDFORD	13692	NH 101							9,331.78										9,331.78
WINCHESTER	23738	GUNN MOUNTAIN ROAD		630.20				1,970.65	13,447.29										16,048.14
WINCHESTER	29483	NH 10				62,961.27													62,961.27
WINCHESTER	24834	BLOCK GRANT AID	121,783.89					16,537.90											138,321.79
WINCHESTER - SWANZEY	12906	NH 10							80,570.01										80,570.01
WINDHAM	24834	BLOCK GRANT AID	282,845.59					38,409.61											321,255.20
WINDHAM-SALEM	10075E	NH 111 BYPASS							(204,920.57)		204,920.57								-
WINDSOR	24834	BLOCK GRANT AID	3,933.65					534.17											4,467.82
WOLFEBORO	23779	MIDDLETON ROAD			530,852.18														530,852.18
WOLFEBORO	24834	BLOCK GRANT AID	152,424.56					20,698.81											173,123.37
WOODSTOCK	40474	RAILROAD BRIDGE				124.84													124.84
WOODSTOCK	40895	NH 175				129.79													129.79
WOODSTOCK	24834	BLOCK GRANT AID	26,632.82					3,616.66											30,249.48
Total by Accounting Unit Fiscal Year 2016			30,725,471.00	1,759,161.44	1,252,715.13	25,747,029.09	23,179,317.06	95,782,822.11	11,572,525.60	5,808,923.76	3,386,687.96	51,904,018.26	7,898,177.35	82,187,251.02	1,527,664.02	417,899.44	951,589.45	15,171,729.46	359,272,982.15

Organization Chart

(as of June 30, 2016)



Bureau Administrator, District Engineers and Program Managers



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.

Maggie Hassan, Governor

Executive Councilors:

Joseph D. Kenney - District 1
Colin Van Ostern - District 2
Christopher T. Sununu - District 3
Christopher C. Pappas - District 4
David K. Wheeler - District 5

New Hampshire Department of Transportation
7 Hazen Drive
Concord, New Hampshire 03302-0483
www.nhdot.com

