

Governor's Advisory Commission on Intermodal Transportation

2019-2028 Ten Year Plan Kickoff Meeting

2:00 pm, July 19, 2017

Gilford Marine Patrol Headquarters

Gilford

Meeting Goals

Overview

- Ten Year Plan process
- Current state of the Infrastructure (Tiers, Roads & Bridges)
- Federal Funding Status
- Proposed TYP synopsis
- Items for Consideration
- Ten Year Plan Schedule
- CMAQ Program

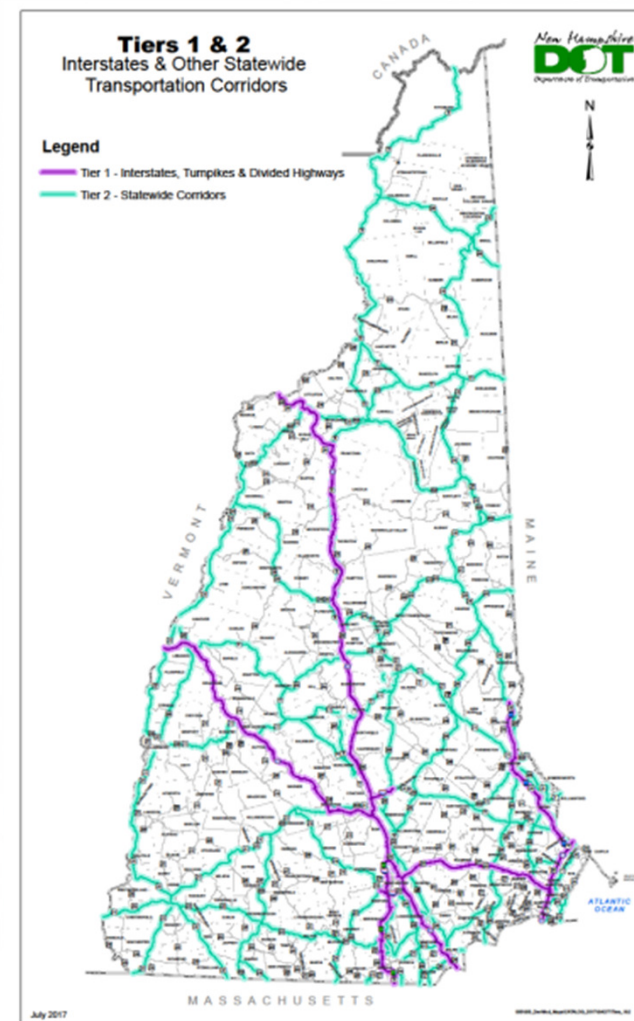
Ten Year Plan Process

- April 2017 - Community outreach and regional prioritization by RPCs
- July 19th – Initial GACIT meeting
- August 2017 – Meetings with RPCs Executive Directors
- August 23, 2017 - NHDOT Draft TYP (2019-2028) Release
- September – October 2017 – Public Hearings
- November 2017 – GACIT meetings & revisions
- December 2017 - Governor’s review & revisions
- January 15, 2018 - Governor’s Draft TYP transmittal to Legislature
- January - May 2018 - Legislative review & revisions
- June 2018 – Final TYP (2019-2028) Adopted into Law

TYP Process - Pursuant to RSA 228:99 & RSA 240

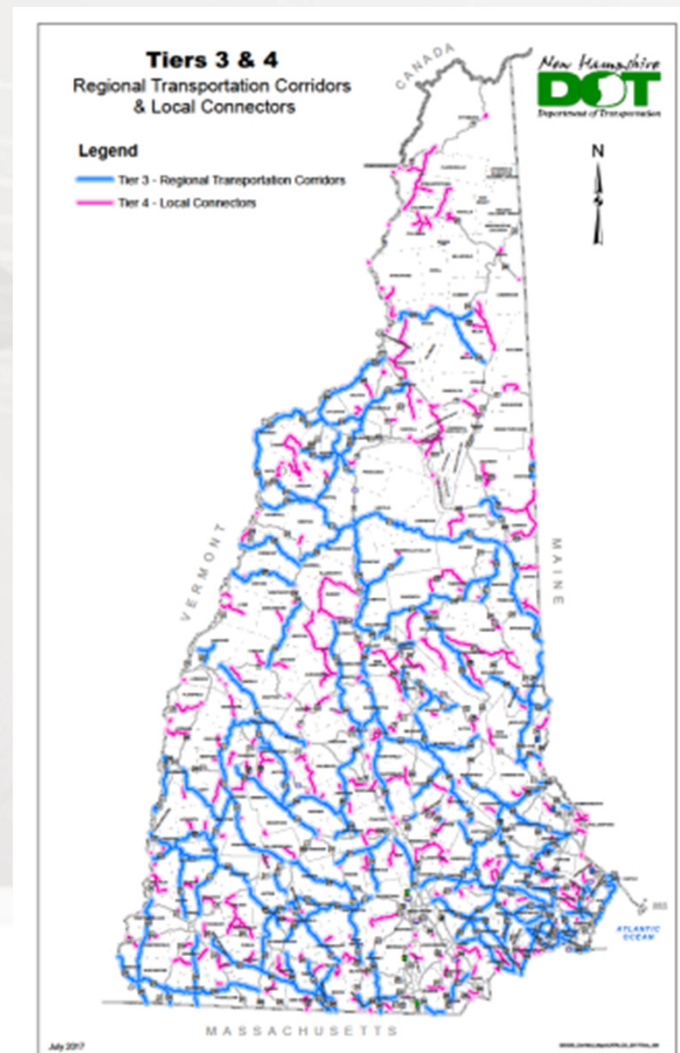
Current State of Infrastructure (Tiers)

- Tiers 1 & 2 (Statewide Transportation Corridors)
 - Tier 1 – Interstates, Turnpikes & Divided Hwys
 - Tier 2 – Major Statewide Corridors (US 4, US 3, NH 10, NH 25)
 - These are typically higher volume, higher speed facilities. Important for commuters, tourism, and freight movement of goods



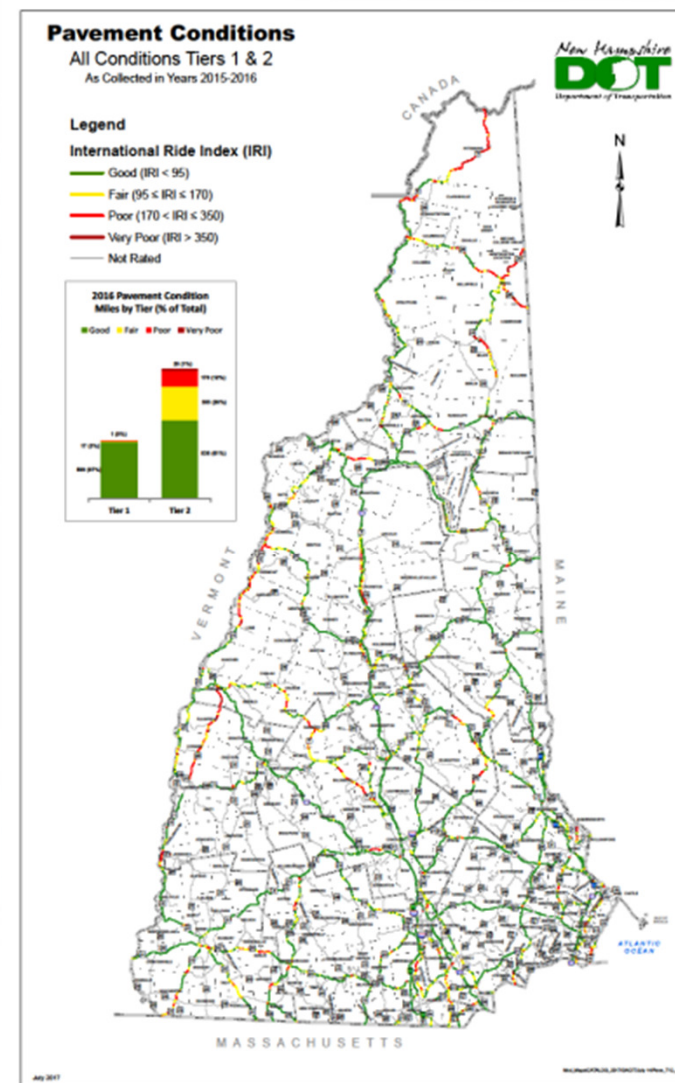
Current State of Infrastructure (Tiers)

- Tiers 3 & 4 (Regional Corridors & Local Connectors)
 - Tier 3 – Regional Corridors (Rte. 140, Rte. 135, Rte. 112, Rte. 108). Moderate speeds, moderate traffic volumes, provide connectivity within regions
 - Tier 4 – Secondary Highways & Unnumbered state roads (Route 103A in Sunapee or Lowell Rd in Windham). Usually low speed, low traffic volumes, provide local connections within or between communities



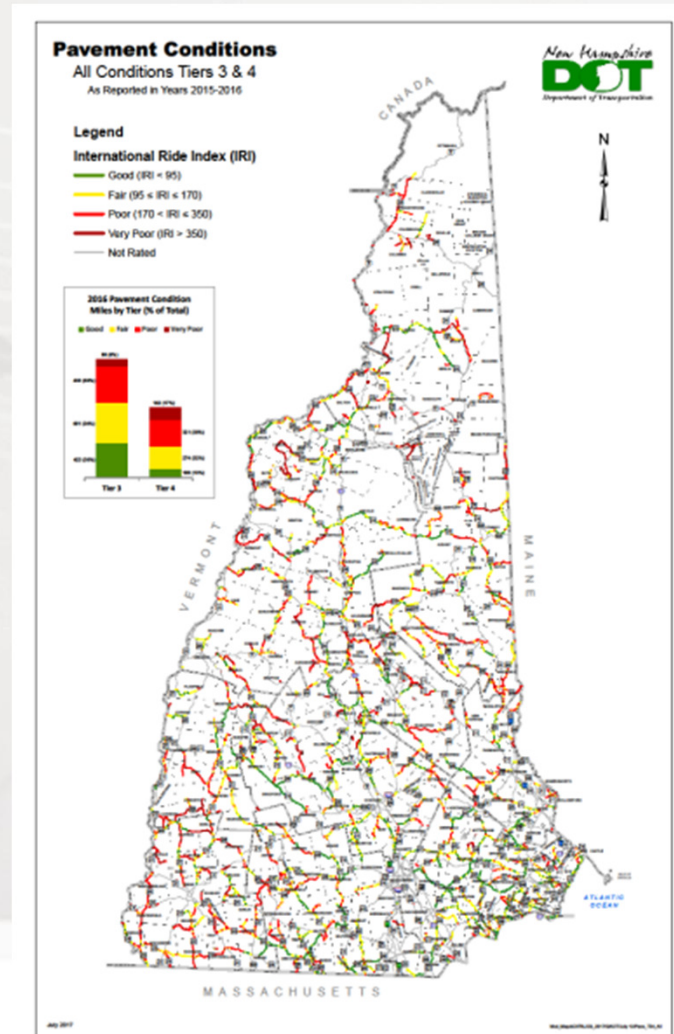
Current State of Infrastructure (con't)

- Tier 1 – 617 miles
 - 100 % of pavement in good or fair condition
- Tier 2 – 1382 miles
 - 87 % of pavement in good or fair condition
 - 13% (190 miles) of pavement in poor or very poor condition

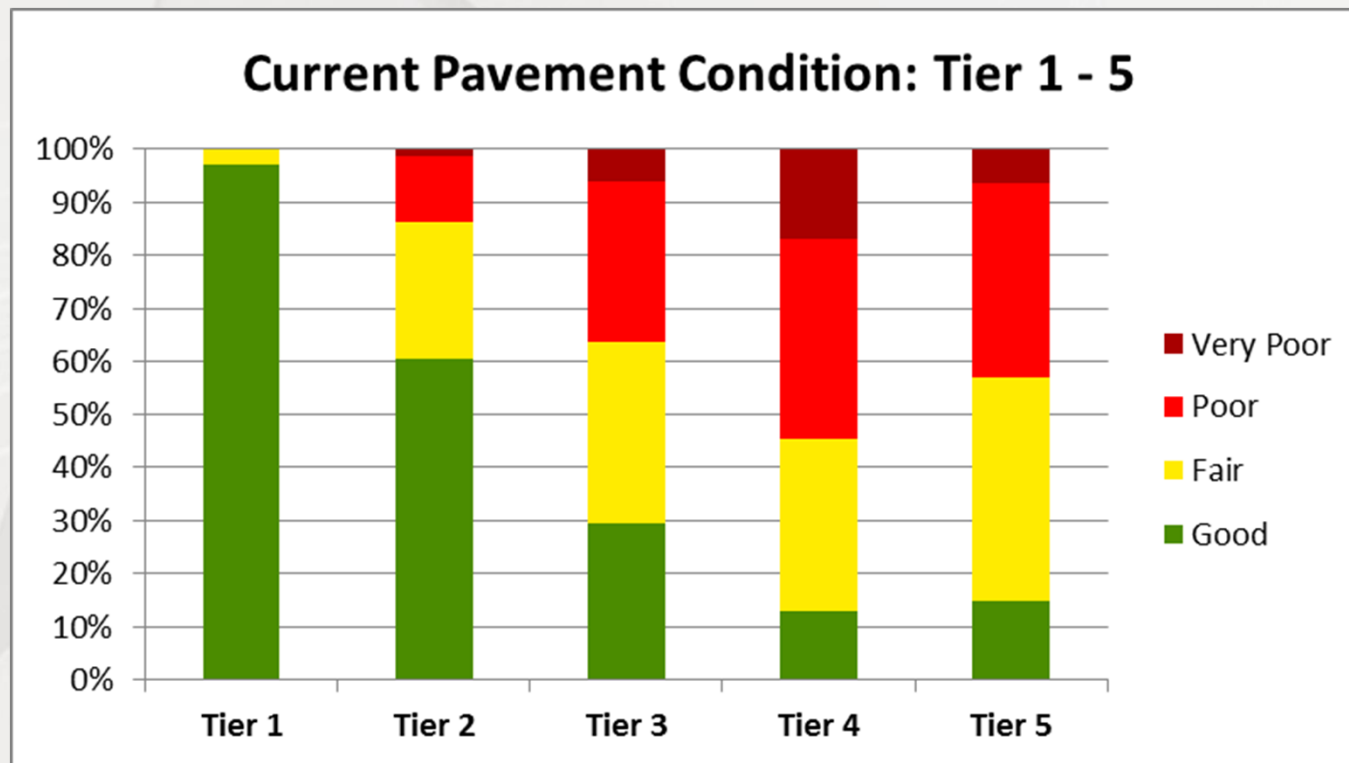


Current State of Infrastructure (con't)

- Tier 3 – 1433 miles
 - 64% of pavement in good or fair condition
 - 36% (519 miles) of pavement in poor or very poor condition
- Tier 4 – 847 miles
 - 45% of pavement in good or fair condition
 - 55% (463 miles) of pavement in poor or very poor condition

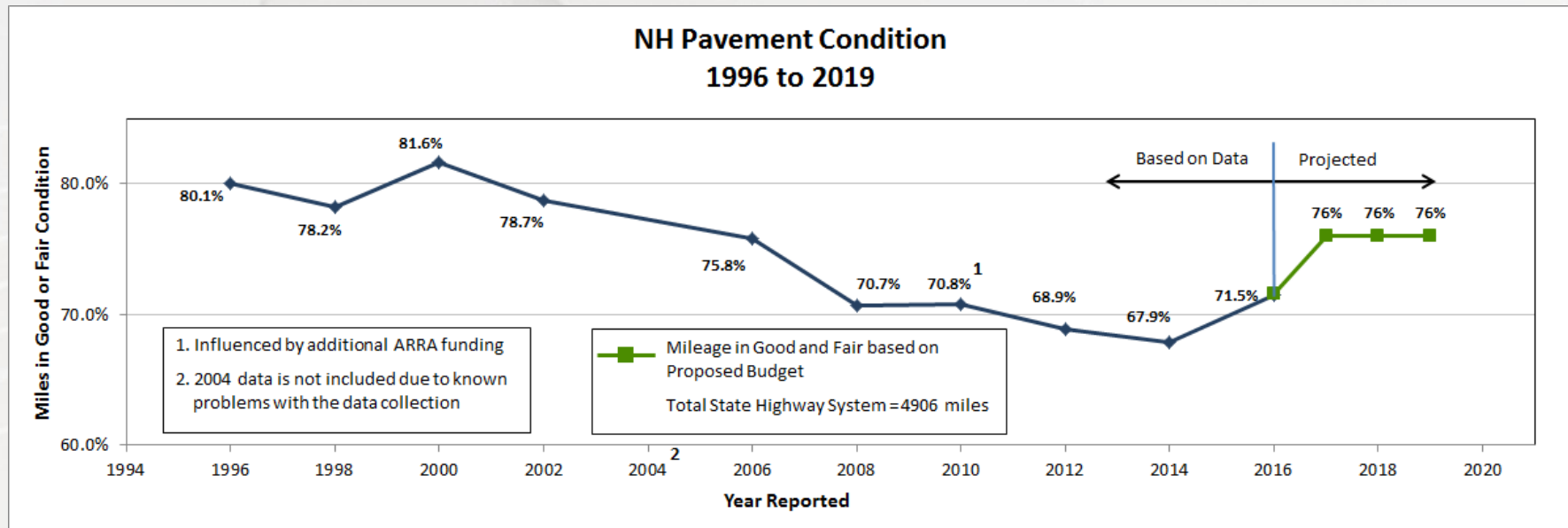


Current State of Infrastructure (con't)



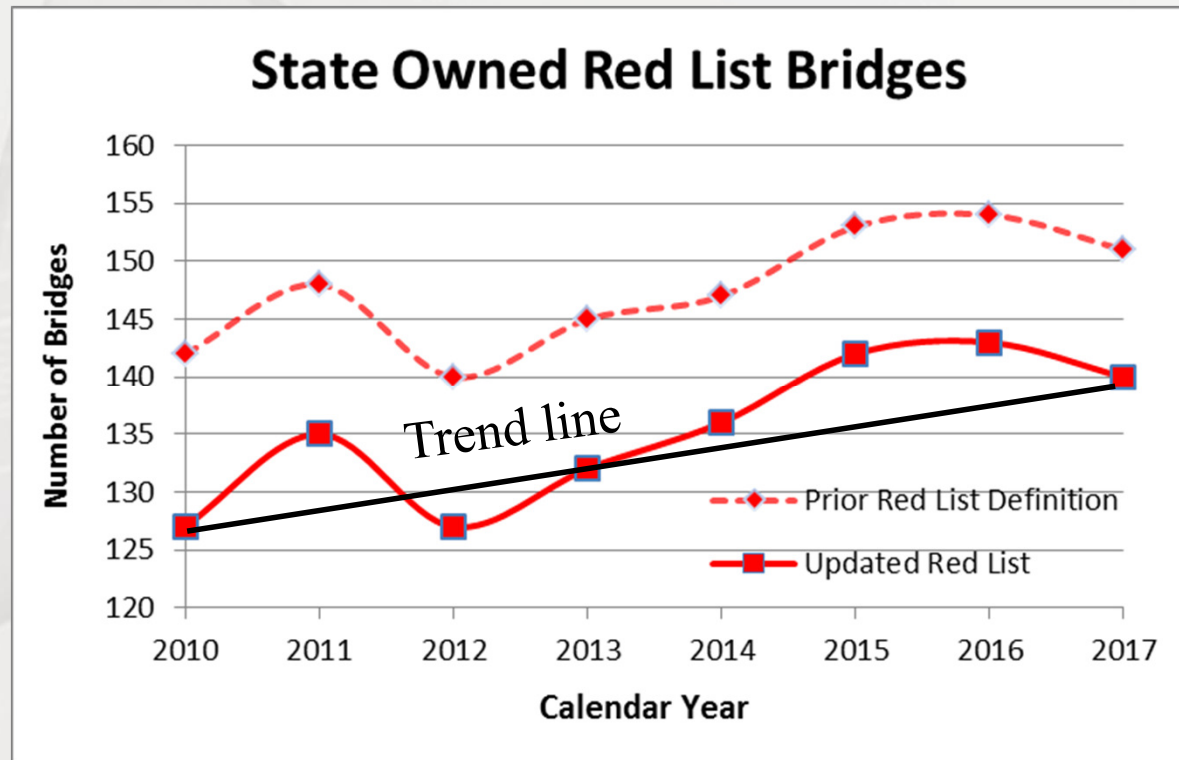
- Tiers 1 & 2 – 91% of roads are in good or fair condition
- Tiers 3 & 4 – 57% of roads are in good or fair condition
- Overall, 72% of NH's roads (state) are good/fair
Conversely, 28% (1,172 miles) are poor/very poor condition

Current State of Infrastructure



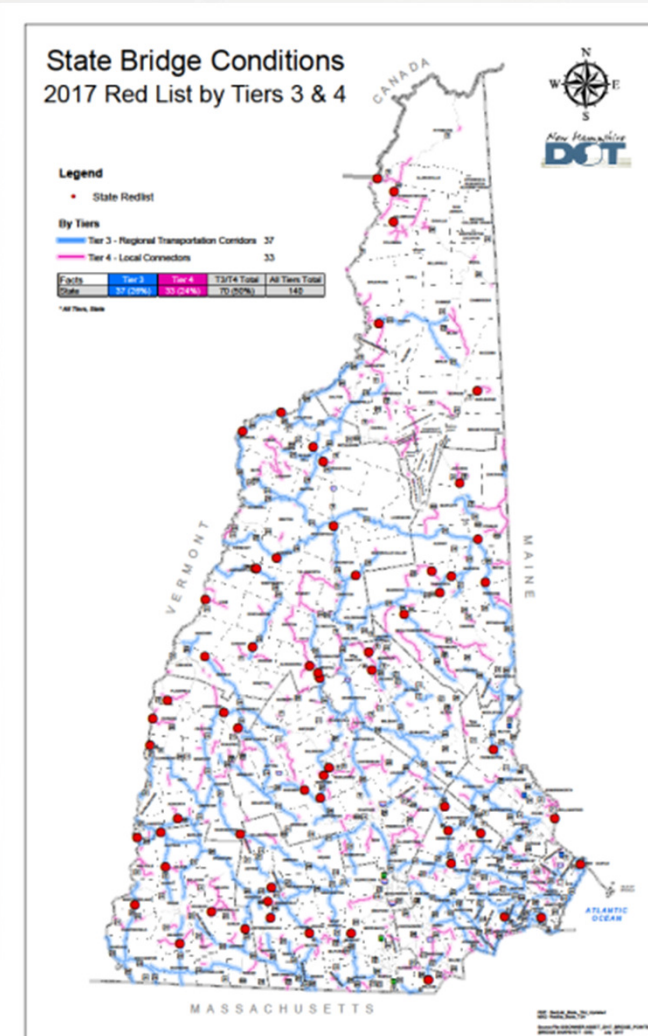
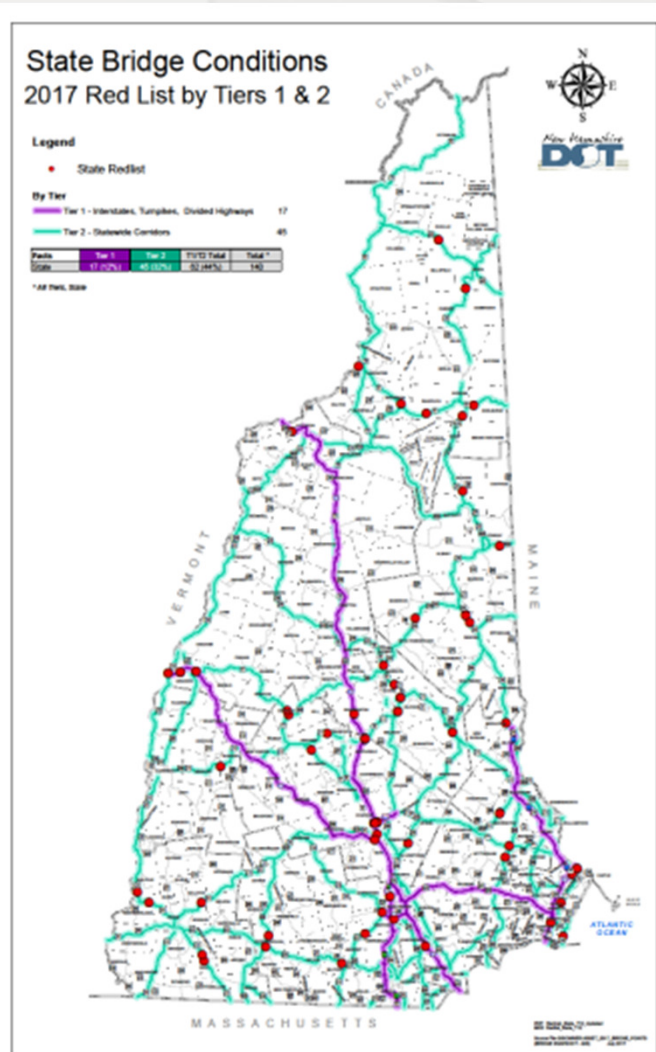
- Overall % of Good & Fair Roads was on a downward trend over a 14 year period (2000 – 2014)
- That trend is now showing an upswing in condition due to the increased level of investment in pavement
- 72% of State Roads are in Good or Fair condition which is up 4% from conditions in 2014

Current State of Infrastructure (con't)

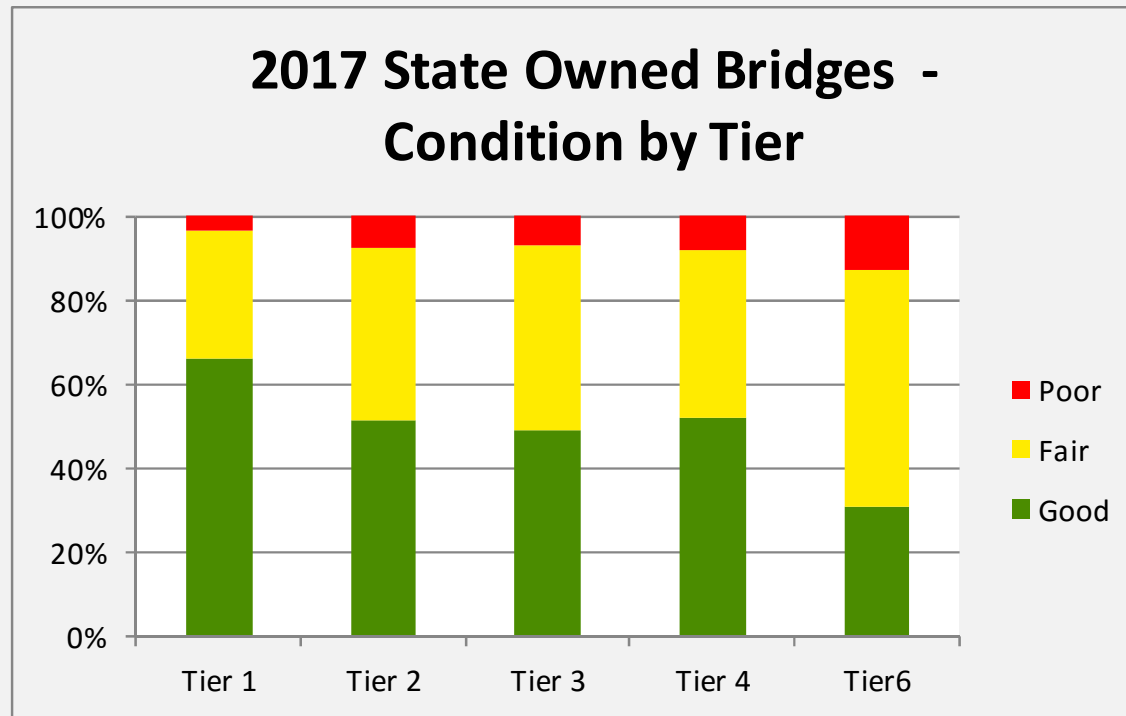


- The number state owned red list bridges (poor condition) has trended upward over the last 7 years.
- Over the last 5 years, on average 22 bridges per year added to the red list with 21 bridges per year removed from the red list
- Today (2017), 6.5% of State owned bridges or 140 are in poor condition.
- This total reflects recent change in the red list definition as only bridges in poor condition are included (11 less)

Current State of Infrastructure (con't)



Current State of Infrastructure (con't)



Red List Bridges	17	45	37	33	8
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- Presently (2017) - 140 State Red-List Bridges (new definition)
- Tiers 1 & 2 – 3% (62 bridges) in poor condition (red list)
- Tiers 3,4,6 – 4% (78 bridges) in poor condition (red list)
- Tier 5 - Additionally 254 Municipal Red-List Bridges (2017)

Approved TYP (2017 – 2026) Funding

2017-2026 Ten Year Plan Total Program Dollars by FY

FY	Highway and Bridge										Other Modes					TYP FY Total	% of Total Program
	Highway Funded					Non-Highway Funded											
	FHWA ^{1,4,5}	TIFIA Financing I-93	Connecticut River Bridges GARVEE	Betterment ²	SB367			SAH ²	Other ³ Matching Funds	Sub Total	Turnpike ⁷ Improvement	Turnpike R&R	Rail ⁵	Transit ⁶	Airport		
2017	175.33	53.74	0.00	22.03	9.36	0.48	14.27	3.89	16.76	295.86	29.76	9.85	0.60	29.72	31.32	397.11	10.6%
2018	178.14	52.85	0.00	22.03	9.05	1.15	20.51	2.50	10.59	296.82	28.47	11.75	0.60	29.90	29.59	397.14	10.6%
2019	183.50	54.57	13.85	22.03	8.85	1.82	20.79	2.90	8.78	313.63	21.70	11.90	2.10	29.24	26.06	404.63	10.8%
2020	187.31	19.05	24.98	22.03	10.06	2.37	23.65	2.86	14.75	303.60	31.51	10.40	0.60	31.25	67.60	444.97	11.9%
2021	184.34	0.00	22.14	22.03	9.26	2.54	20.56	2.50	1.54	264.92	36.57	10.60	0.60	31.43	18.55	362.67	9.7%
2022	183.58	0.00	0.00	22.03	10.49	2.56	19.81	2.50	1.83	242.80	38.44	10.80	2.10	32.43	22.24	348.81	9.3%
2023	183.82	0.00	0.00	22.03	9.55	2.56	20.15	2.50	0.96	241.57	26.00	11.00	0.60	33.47	11.80	324.44	8.6%
2024	183.84	0.00	0.00	22.03	9.93	2.56	22.16	2.50	0.72	243.74	44.50	11.30	0.60	34.54	21.14	355.83	9.5%
2025	190.37	0.00	0.00	22.03	9.95	2.55	19.53	2.50	1.05	247.98	35.90	11.50	2.10	35.65	11.83	344.96	9.2%
2026	187.42	0.00	0.00	22.03	9.93	23.60	0.00	2.50	0.05	245.54	57.50	11.70	0.60	36.79	20.66	372.78	9.9%
Program Total	1,837.64	180.20	60.97	220.35	96.43	42.18	181.43	27.15	57.02	2,696.47	350.35	110.80	10.50	324.43	260.80	3,753.35	100.0%
% of Total Program	68.1%	6.7%	2.3%	8.2%	3.6%	1.6%	6.7%	1.0%	2.1%	100.0%							
Revenue ⁹	1,838.29	180.20	60.97	220.00	307.39			27.15	57.02								
	2,326.61										350.35	110.80	10.50	324.43	260.80	3,753.35	
Surplus/Deficit	0.66	0.00	0.00	-0.35	-12.66			0.00	0.00								
	-12.00										0.00	0.00	0.00	0.00	0.00	-12.00	

- Approved TYP (2017 -2026) contained \$3.75B in programmed projects against an equivalent estimated revenue.

Approved TYP (2017 – 2026) Funding

2017-2026 Ten Year Plan All Funding											
FISCAL YEAR	PAVEMENT	BRIDGES	I-93 EXPANSION	MANDATED FEDERAL	INDIVIDUAL PROJECTS	ROADSIDE	RAIL	TRANSIT	AIRPORTS	DEBT SERVICE	GRAND TOTAL
2017	75.07	79.06	64.33	28.10	61.28	8.47	0.60	29.26	31.32	19.61	397.11
2018	78.19	93.43	59.39	32.83	45.15	8.47	0.60	29.20	29.59	20.28	397.14
2019	72.85	96.38	76.16	32.48	40.71	8.47	2.10	28.47	26.06	20.95	404.63
2020	72.39	115.25	35.96	32.59	52.21	8.47	0.60	30.45	67.60	29.44	444.97
2021	77.83	110.34	11.00	34.86	41.19	8.47	0.60	31.43	18.55	28.41	362.67
2022	75.05	62.71	16.50	34.72	66.46	8.47	2.10	32.43	22.24	28.12	348.81
2023	72.19	67.03	0.00	34.68	68.37	8.47	0.60	33.47	11.80	27.84	324.44
2024	72.55	47.96	0.00	34.41	108.61	8.47	0.60	34.54	21.14	27.54	355.83
2025	82.65	58.95	0.00	34.41	83.69	8.47	2.10	35.65	11.83	27.21	344.96
2026	71.31	70.79	0.00	34.41	98.23	8.47	0.60	36.79	20.66	31.54	372.78
Total	750.09	801.91	263.35	333.50	665.91	84.65	10.50	321.70	260.80	260.93	3753.35
% Grand Total	20.0%	21.4%	7.0%	8.9%	17.7%	2.3%	0.3%	8.6%	6.9%	7.0%	100.0%

~ Dollars include indirect costs and inflation (3.2%)

5/18/2016

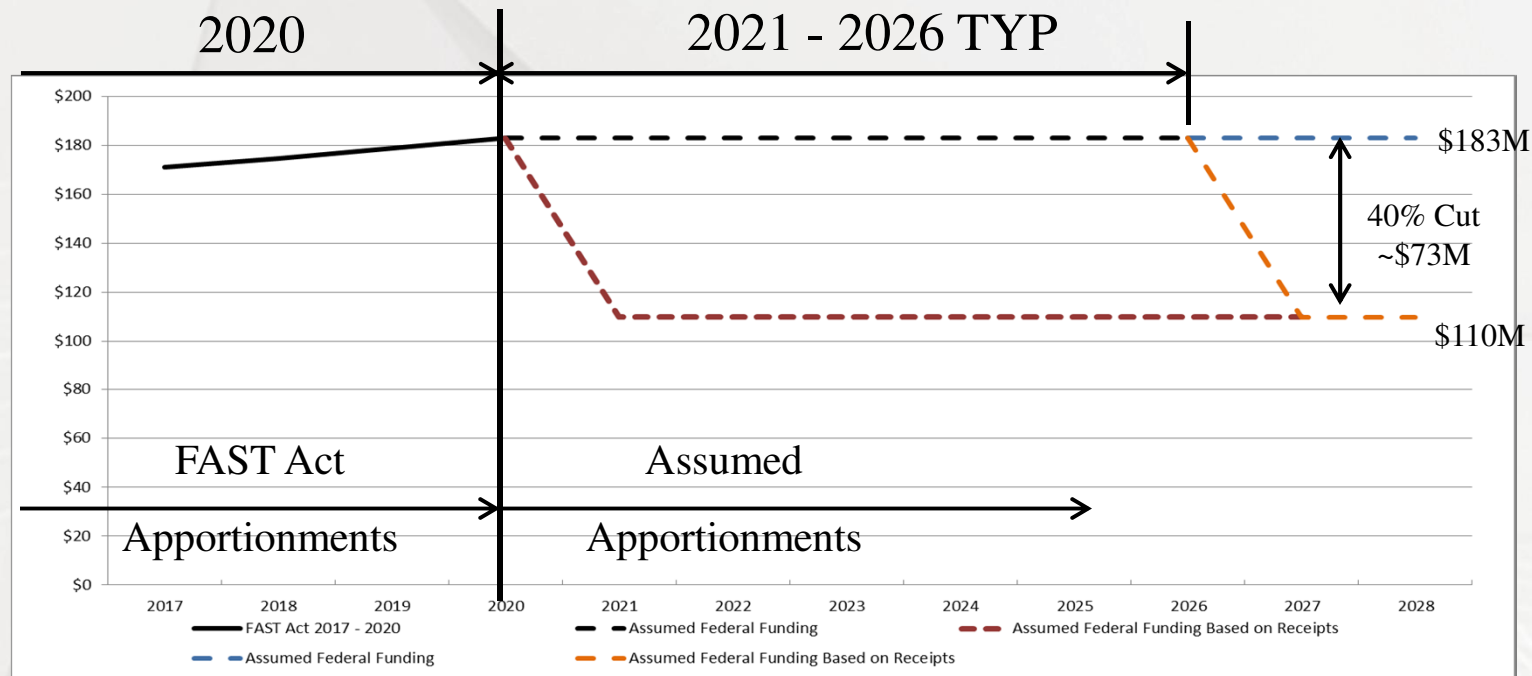
- FY17-FY26 Estimated Program Expenditures**

- Pavement (state & federal) – averages \$75M per year
- Bridges (state & federal) – averages \$80M per year
- I-93 Expansion - \$263M over ten-year period
- Mandate Federal – averages \$33M per year
- Individual Projects- \$665M over ten-year period
- Transit & Airports - \$580M over ten-year period
- Total Program - \$3.75B

Approved TYP (2017 – 2026) Status

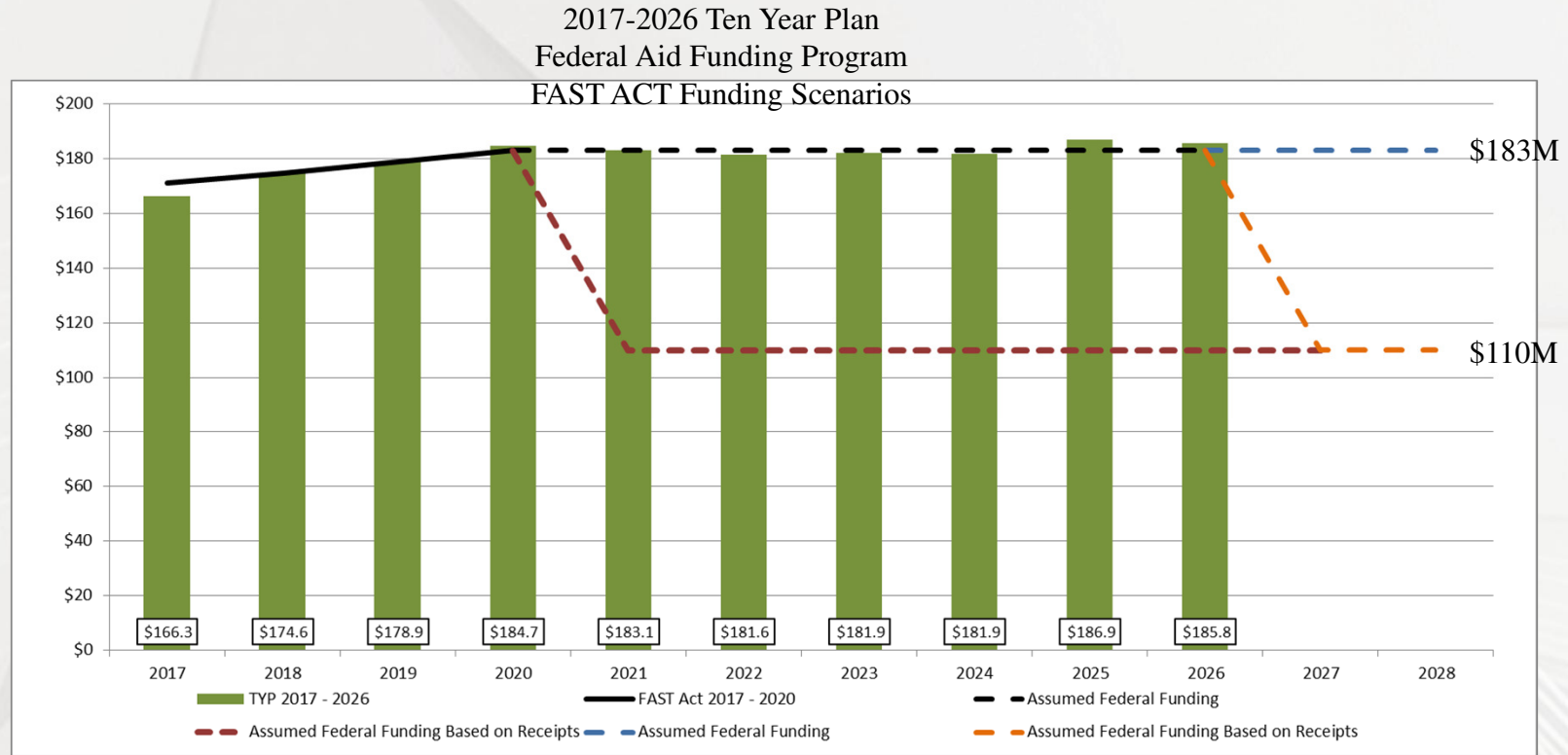
- **Received \$17.4M in federal redistribution in Sept. of 2016 which allowed projects to advance**
- **Earmark repurposing \$6.6M**
 - Funds must be allocated to projects within 50 miles of the original project
- **Status of FY2017 & FY2018 Projects (Construction) in approved TYP (2017-2026) – 79 total projects**
 - 13 projects are under construction
 - 9 projects were advanced to an earlier start date
 - 46 are planned for 2018
 - 9 projects were delayed
 - 2 projects were withdrawn

Federal Funding Status



- FAST Act federal funding 2016-2020 (\$167.6M-\$183M)
- \$183M Federal funding assumed 2021-2026
- Approximately \$42M rescission possible in 2020
 - will reduce the flexibility in how the apportionment is used on projects
- Approximately 40% reduction possible (\$73M) based on federal gas tax receipts
 - could result in a \$110 M federal program per year

Federal Funding Status - (con't)



- Similar scenarios with 2017-2026 TYP program

Federal Funding Status – (cont.)

\$1 Trillion Infrastructure Package

- \$200B in federal funds
 - targeted investments over 8 years
 - Maximum funding level in 2021 (\$50B)
- Leverage private sector funding
 - Public Private Partnerships – P3's
- Encourage self help
- Fund projects with national significance

Financing Tools

- Expand TIFIA program
- Incentivize innovative approaches to mitigate congestion
- Liberalize tolling policy
- Allow private investment in rest areas

Typical TYP Funding Synopsis

Typical Annual Funding Utilization

FAST Act Federal Funding approximately \$183M/year

- Preservation & Maintenance (Roads & Bridges): \$72M
- Mandated Federal (CMAQ, TA, SPR, HSIP, LTAP, etc): \$34M
- GARVEE Debt Service: \$24M

Annual Dedicated Funding: \$130M

- Individual Projects (remainder of federal funding): avg. - \$53M/yr

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

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

Typical TYP Funding Synopsis (con't)

Betterment Funding \$22M/yr

- Preservation & Maintenance (Roads & Bridges):

Turnpike Funding for Capital & TRR ranges from \$35M - \$65M/yr

SB367 Funding for I-93 Expansion, SAB, TIFIA DS

- \$30M per year net of Municipal Block Grant Aid
- State Aid Bridge: \$6.8M/year
- I-93 Debt Service: Averages \$2.0M/year (thru 2025)
- TIFIA Pledged Paving & Bridge Work: \$12M/year (paving)
\$ 9M/year (bridges)
- I-93 Debt Service 2026-2034 increases to \$23.4M/yr

TIFIA Program - \$200M Loan

STATE OF NEW HAMPSHIRE							
SB 367 - AMENDMENT #2015-1810s BY THE SENATE AND HOUSE PASSED 2018 - 2019 AGENCY BUDGET							
BUDGETARY ESTIMATES WITH TIFIA FINANCING							
Fiscal Year	\$0.042 Dedicated Road Toll Increase ¹	Municipal Block Grant Aid (12% PY Revenue)	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing ² for I-93	Additional State Aid for Municipal Bridges	DOT Operating Budget	Transfer from FY 16 savings in Operating ⁴	TIFIA Pledged Paving and Bridge Repair ³
2015 Actual	\$34,317,587	-	\$100,000	\$9,117,587	-		\$25,100,000
2016 Actual	\$34,686,888	\$4,118,110	\$284,354	\$6,800,000	\$8,300,000		\$15,184,423
2017 Budget	\$34,425,781	\$4,131,094	\$888,337	\$6,800,000	\$8,300,000	\$4,000,000	\$18,306,350
2018 Agency Budget	\$34,343,750	\$4,131,094	\$830,987	\$6,800,000	-		\$22,581,669
2019 Agency Budget	\$34,343,750	\$4,131,094	\$1,396,683	\$6,800,000	-		\$22,015,973
2020	\$34,343,647	\$4,121,250	\$1,864,483	\$6,800,000	-		\$21,557,914
2021	\$34,343,544	\$4,121,238	\$2,147,107	\$6,800,000	-		\$21,275,199
2022	\$34,343,441	\$4,121,225	\$2,195,000	\$6,800,000	-		\$21,227,216
2023	\$34,343,338	\$4,121,213	\$2,195,000	\$6,800,000	-		\$21,227,125
2024	\$34,343,235	\$4,121,201	\$2,197,986	\$6,800,000	-		\$21,224,048
2025	\$34,343,132	\$4,121,188	\$2,192,014	\$6,800,000	-		\$21,229,930
2026	\$34,343,029	\$4,121,176	\$23,405,706	\$6,800,000	-		\$16,147
2027	\$34,342,926	\$4,121,163	\$23,405,706	\$6,800,000	-		\$16,056
2028	\$34,342,823	\$4,121,151	\$23,405,706	\$6,800,000	-		\$15,966
2029	\$34,342,720	\$4,121,139	\$23,405,706	\$6,800,000	-		\$15,875
2030	\$34,342,617	\$4,121,126	\$23,405,706	\$6,800,000	-		\$15,784
2031	\$34,342,514	\$4,121,114	\$23,405,706	\$6,800,000	-		\$15,694
2032	\$34,342,411	\$4,121,102	\$23,405,706	\$6,800,000	-		\$15,603
2033	\$34,342,308	\$4,121,089	\$23,405,706	\$6,800,000	-		\$15,512
2034	\$34,342,205	\$4,121,077	\$23,405,706	\$6,800,000	-		\$15,422
TOTAL	\$687,261,642	\$78,328,844	\$226,943,305	\$138,317,587	\$16,600,000	4,000,000.00	\$231,071,906

↑ Interest Only I-93 Debt Service
 ↓ Interest & Principal I-93 Debt Service

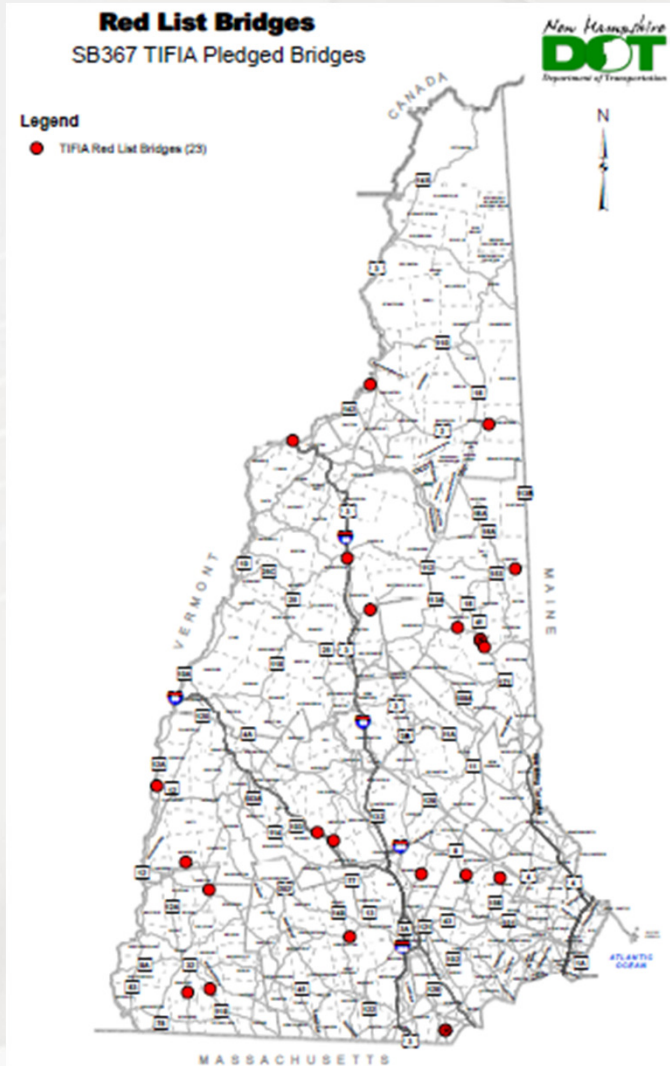
¹ - For FY 2017, Approved Budget as passed Chapter 275 Laws of 2015; FY 2018-2019 is the Agency Budget submitted Sept 2016; FY 2020 - FY 2034 provided by the Department of Safety, assumes a 0.0003% decrease each year thereafter.

² - Actual/Projected debt service based on loan closing 5/24/2016.
 - \$200M TIFIA Financing; 9 year deferral period for principal payments
 - All-In True Interest Cost = 1.09%
 - Includes \$15,000 annual TIFIA Administrative Fee.

³ - Pursuant to SB367 requirements, funds identified will be allocated based on RSA 235:23-a, Highway and Bridge Betterment Account.

⁴ - Savings realized in Highway Maintenance in FY2016 transferred to TIFIA Pledged Paving and Bridge Repair pursuant to CH 0324:10 L16.

TIFIA Program Impact



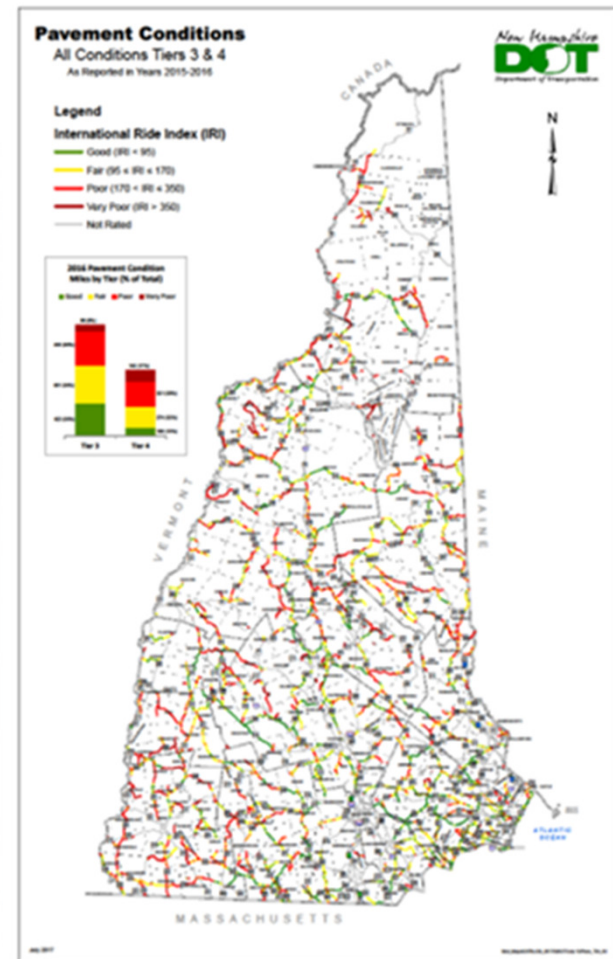
Statewide Impact

**\$231M of Pledged
Bridge & Paving
Work**

**23 Red List
Bridges**

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

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



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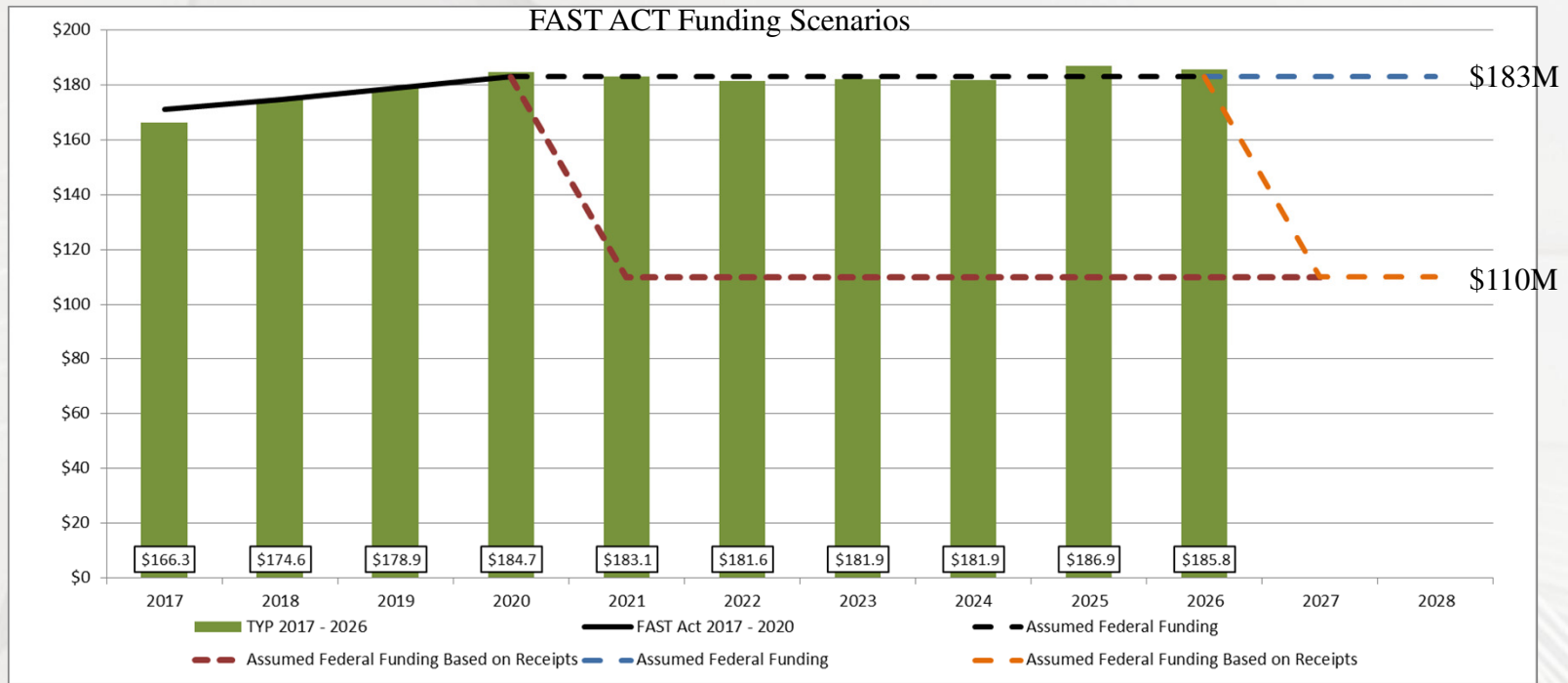
TIFIA - Transportation Infrastructure Finance and Innovation Act

Proposed Ten Year Plan Focus

1. Focus on Pavement Preservation
 - “Keeping good roads good”
 - Maintenance and Preservation strategies on existing system
2. Focus on Red List Bridges & Bridge Preservation
 - Funding to address State’s Red List Bridge backlog
 - Funding for bridge preservation work to extend bridge life
3. Dedicated SB367 funds for TIFIA loan pledged rural roads & bridges
4. Completion of I-93 & Funding for Exit 4A
5. Heightened Financial Constraint
 - FAST Act federal funding thru FY20
 - Fully financially constrained TYP
 - Increased level of accountability, predictability & ability to deliver

Federal Funding Status - (con't)

2017-2026 Ten Year Plan
Federal Aid Funding Program
FAST ACT Funding Scenarios



General Financial Constraint Considerations for first draft TYP (2019 – 2028)

- **Assume Level Formula Federal Funds – Projects programmed at average of \$183 M/year**
 - Mandated federal programs - funding maintained at current levels
 - CMAQ, HSIP, TA, Off-system bridge, etc.
 - Include \$50M for RPC projects in 2027/2028 (\$25M/yr)
 - Received \$283M in project requests from 9 RPC's
 - Maintain & extend all existing programs by 2 years
 - Include \$12M/yr in 2026-2028 for paving
 - to replace SB367 funding directed to debt service in 2026
 - Include approximately \$60M (total) for additional individual Bridge projects in 2027-2028
 - including Vilas Bridge funded at 50%
 - Include \$6M/yr in 2025-2028 for future Red List Bridges
 - Extends existing program and increases by 20% (\$5M to \$6M)
 - Include additional \$2M/yr in 2026-2028 for culvert program

General Financial Constraint Considerations for first draft TYP (2019 – 2028)

- Assume Conservative Level of Formula Federal Funds – Projects programmed at average of \$110M/year
 - Reduce 2021-2028 by 40% (\$73M/yr)
 - Eliminate **\$584M** in projects over 8 years
- Assume Moderate Level of Formula Federal Funds – Level funding through 2026
 - Keep current TYP funding levels
 - Reduce 2027 & 2028 by 40% (\$73M/yr) to \$110 M/yr in federal funds
 - Eliminate \$146M in projects over the 2-year period

Projected Outputs of Draft TYP (2019-2028) with Level Federal Funding

- **Pavement Resurfacing 425 mi/year (estimated)**

- Preservation (crack seal) 164 mi/year
- Preservation 133 mi/year
- Light Capital 116 mi/year
- Rehabilitation 12 mi/year

TIFIA Pledged Pavement Resurfacing

- Additional 185 mi/year (estimated)
- Maintenance & Roughness Paving on Poor & V. Poor Roads

- **State-Owned Bridges**

- Rehabilitate / Replace: 79 bridges (61 Red list Bridges)
- Bridge Maintenance (39 Red list Bridges over 4-year period)
- 135 of 140 red list bridges addressed through 2028 including previous TYP projects

TIFIA Pledged Bridge Work

- Rehabilitates / Replaces Additional 23 bridges

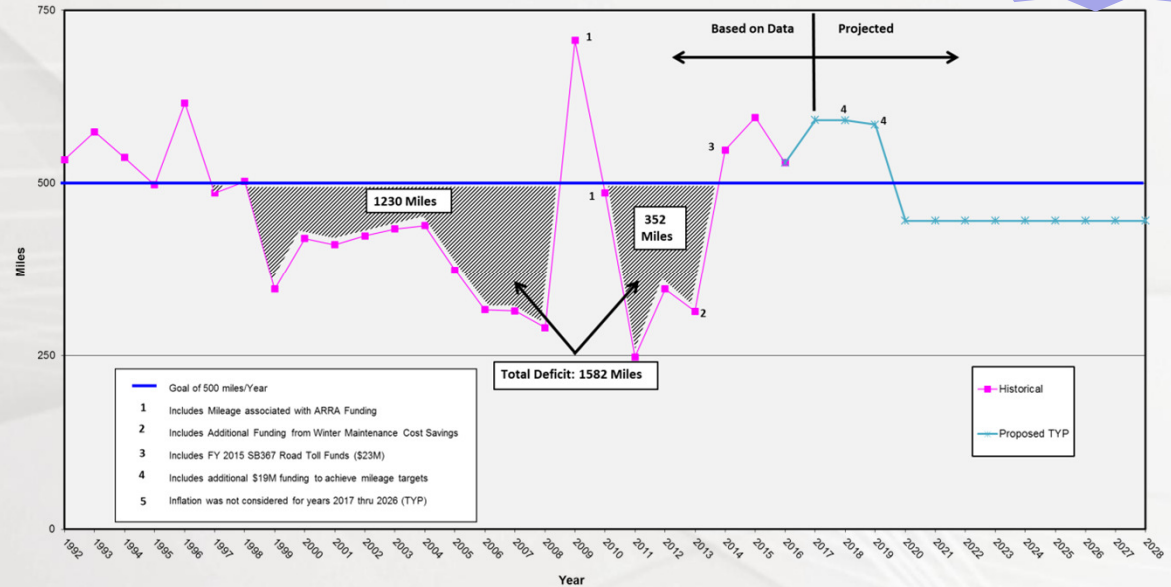
A Look Ahead – Road Condition

Based on current level of investment in the TYP

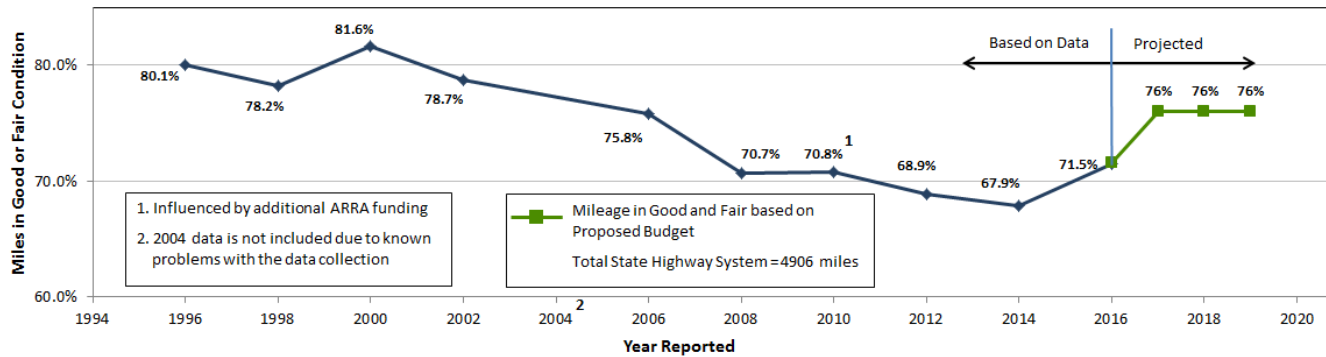
- Past years backlog of deficit paving reduced the state's overall pavement condition from a high of 81.6% of roads in good or fair condition to a low of 67.9%
- Current and projected condition is expected to rise to 76% with the current level of investment through 2019

Projected values do not include crack seal mileage

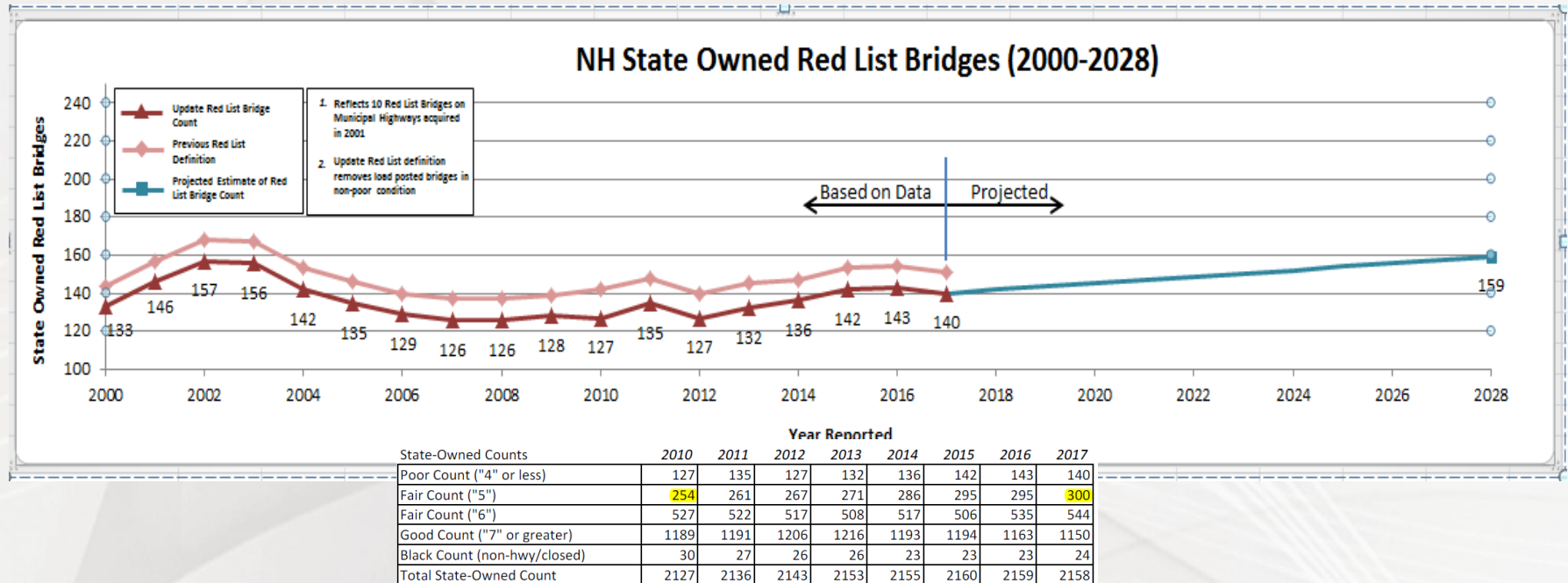
NHDOT Miles of Road Resurfaced
1992 to 2016 Actual; 2017 to 2028 Proposed ⁵



NH Pavement Condition
1996 to 2019



A Look Ahead – State Bridge Condition



Based on recommended level of investment in draft TYP

- Number of State Red List Bridges (SRL) - which is representative of bridges in poor condition (rating of 4 or lower) **is expected to increase**
- Higher number of fair condition bridges w/ rating of 5 today than 7 years ago
- 135 of 140 red list bridges addressed

- Current SRL bridge total - **140**
- Bridges added to SRL by 2028 - **242**
 - 22 Bridges added annually over last five years – extrapolated to 2028 projects to 242 bridges
- Bridges expected to be removed from SRL by 2028 - **223**
 - **121** removed by Bridge Maintenance forces
 - **102** removed by projects

Items for Consideration

Turnpike Capital Program

Estimated costs for two projects have increased due to advancing the design alternatives.

- Nashua-Bedford increased from \$71M to \$143M
 - Project completion in 2025
- Bow-Concord increased from \$248M to \$382M
 - Approximately \$246M in funding beyond 2028
 - Project completion in 2033
- Toll Increase and Turnpike expansion northward through Exit 15 in Concord would allow both projects to be advanced and construction completed by 2028
- All Electronic Tolling (Cashless Tolling) authorization

Items for Consideration

Known additional needs

- Fund Type 2 Sound Wall Program?
 - 37 miles of wall for 49 eligible locations - \$125M
- Fund Road Reconstruction Program?
 - 1172 miles of poor/very poor roads @ \$2M/mile
- Fund Rock Slope Mediation Program?
 - 44 rock slopes identified as high-hazard
- Fund additional assets including culverts, guardrail, traffic signals
- \$230M in unfunded RPC project requests

Upcoming Schedule of Events

- NHDOT Release Draft TYP (2019-2028) – Aug 23rd
- GACIT Meeting on Aug 23rd - tentative
- Public Hearings – September through October
- GACIT Meeting – November
 - Public Hearings Summary
- GACIT Meeting – December
 - Revised Draft TYP Presentation

CMAQ FUNDING FY2018 - FY2020

**FUNDING AVAILABLE FOR NEW PROJECTS
FY2018 – FY2020 = APPROXIMATELY \$13.5M**

Letters of Interest

- Available funding based on funding CMAQ at 75% of annual levels as approved by GACIT through 2020 in 2017-2026 TYP
- Individual projects limited to a participating maximum of \$1.5M (\$1.2M federal CMAQ funds). Projects can request more than the \$1.5M but CMAQ funds stay capped at \$1.2M
- 31 Letters of Interest submitted to NHDOT by July 7th Deadline
- Total requested funds of \$35M, federal funds of \$23M
- Letters of Interest from:
 - Towns
 - Cities
 - Transit Operators
 - Rail Operator
 - Trails Association
 - NHDOT
 - UNH

Letter of Interest Summary

Executive Council District	Transit	Infrastructure	Total \$	Fed \$
1 Total	1	4	\$3,624,700	\$2,299,760
2 Total	4	8	\$14,799,964	\$9,589,680
3 Total	0	8	\$11,320,000	\$7,056,000
4 Total	0	1	\$1,500,000	\$1,200,000
5 Total	1	3	\$3,410,000	\$2,728,000
Other Total	0	1	\$300,000	\$300,000
Grand Total	6	25	\$34,954,664	\$23,173,440

PROJECT FUNDING LEVELS

Recommendation:

Projects be grouped into Transit or Infrastructure improvements.

- Transit projects include
 - Transit capital purchases
 - New or expanded transit services
- Infrastructure projects include
 - Bike and ped projects
 - Road/intersection projects that mitigate congestion and air pollution
 - ITS-related projects
 - Alternative fuel projects (not transit related)
 - Rail Improvements

CMAQ SCORING

Recommendations:

1. Proposed criteria – The purpose of the criteria are to continue to identify for the applicants upfront how the projects will be evaluated, to provide a competitive and objective approach to scoring to most effectively utilize federal funds
 1. Air Quality Benefits
 2. Project Readiness and Support
 3. Financial Readiness
 4. Stewardship/Sustainability
2. Due to the number of projects submitted, our recommendation is for NHDOT staff to complete the initial ranking and present to GACIT for final consideration, review and approval.

CMAQ SCORING

Proposed Criteria:

1. **Air Quality/Mitigation Benefits** – Maximum 35 points - Points will be awarded based on relative rank for air quality analysis completed for each project
2. **Project Readiness and Support** – Maximum 25 points – Does the applicant have LPA certified staff, have prior FHWA/FTA experience, and is project identified in local, regional and statewide plans?
3. **Financial Readiness** – Maximum 25 points– Does the applicant have funding available to complete the project at time of application, or is there commitment to request funding at next annual town meeting (or equivalent)?
4. **Stewardship/Sustainability** – Maximum 15 points - If the application is for operating assistance, does it provide a plan that demonstrates the continuation of service after the funds are exhausted and a long term commitment for service to continue? If the application is for capital or infrastructure improvements, what is the long term maintenance plan for the project?

CMAQ SCORING

Projects will be screened first:

- All applications will be reviewed by state and federal (if necessary) staff to ensure that the applications are eligible for CMAQ funding
- Air quality analysis will be completed for each project based on standard evaluation as developed by state staff. Any application that does not show a benefit will be immediately disqualified

Applications will then be scored individually:

1. Air Quality/Mitigation Benefits – Maximum 35 points – Quantitative analysis will be completed and benefit/cost factor will be calculated. By category (Transit or Infrastructure), the top b/c factor will get 35 points, the bottom 0, and all others spaced relatively in between.
2. Project Readiness and Support – Maximum 25 points –
 1. Letter of Support from Sponsor's Governing Body (0 or 5 points)
 2. Current LPA Certified staff identified as Point of Contact? (0 or 5 points)
 3. Does the sponsor have previous positive experience with FHWA/FTA? (0 to 5 points)
 4. How many local and regional plans is the proposed work in? (0 to 5 points)
 5. Additional Letters of Support? (0 to 5 points)

CMAQ SCORING

3. Financial Readiness – Maximum 25 points–
 1. Are funds already gross appropriated? (20 points)
 2. Will sponsor receive approval to fully fund project within 6 months of project award? How? (10 points)
 3. Does the Sponsor’s most recent financial audits and/or statements show any negative comments, material weaknesses, etc? (5 to 0 points)
4. Stewardship/Sustainability – Maximum 15 points based on strength of plan provided.
 1. Transit Operating -Provide a plan that demonstrates the continuation of service after the funds are exhausted and a long term commitment for service to continue
 2. Transit Capital - If the application is for capital or infrastructure improvements, what is the long term maintenance and replacement plan for the capital purchases so that services are not impacted?
 3. Infrastructure – How will the project sponsor maintain the completed facility/improvements? Does the sponsor have similar facilities, existing equipment, operations plans that are already in place that would accommodate this improvement as well?

PROPOSED CMAQ TIMELINE

- June 1, 2017 – Open new CMAQ round. Letters of intent to NHDOT
- July 7, 2017 – Letters of interest due to NHDOT
- July 19, 2017 – Decision by GACIT on approach to CMAQ recommendations so that NHDOT can finalize and release applications
- Late September 2017 – Applications due to NHDOT
- October 2017 – NHDOT staff reviews and scores project applications
- November 2017 – NHDOT makes recommendations to GACIT as part of Ten Year Plan adoption process