

# **Governor's Advisory Commission on Intermodal Transportation**

**2019-2028 Draft Ten Year Plan Overview**

**2:00 pm, August 23, 2017**

Keene State College

Keene, NH

# Meeting Goals

- Overview
- Ten Year Plan process
- State of Infrastructure Summary
- Proposed TYP highlights
- Unfunded Needs
- Ten Year Plan Schedule
- Sample Agenda for GACIT Hearings
- Recap of CMAQ

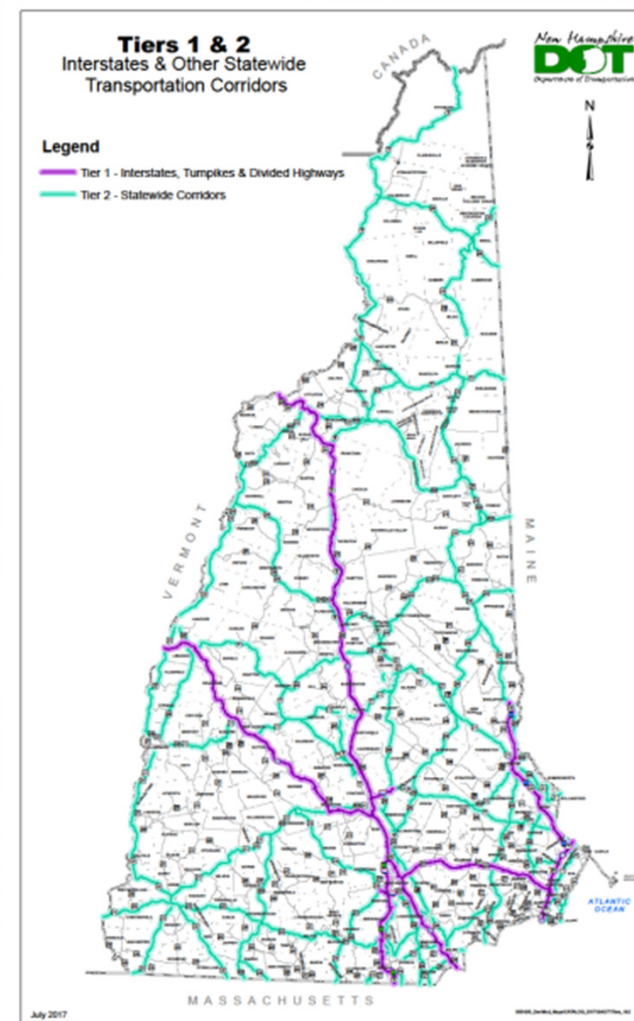
# Ten Year Plan Process

- April 2017 - Community outreach and regional prioritization by RPCs
- July 19<sup>th</sup> – Initial GACIT meeting
- August 2017 – Meetings with RPCs Executive Directors
- **August 23, 2017 - Draft TYP (2019-2028) Release**
- September – October 2017 – 19 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

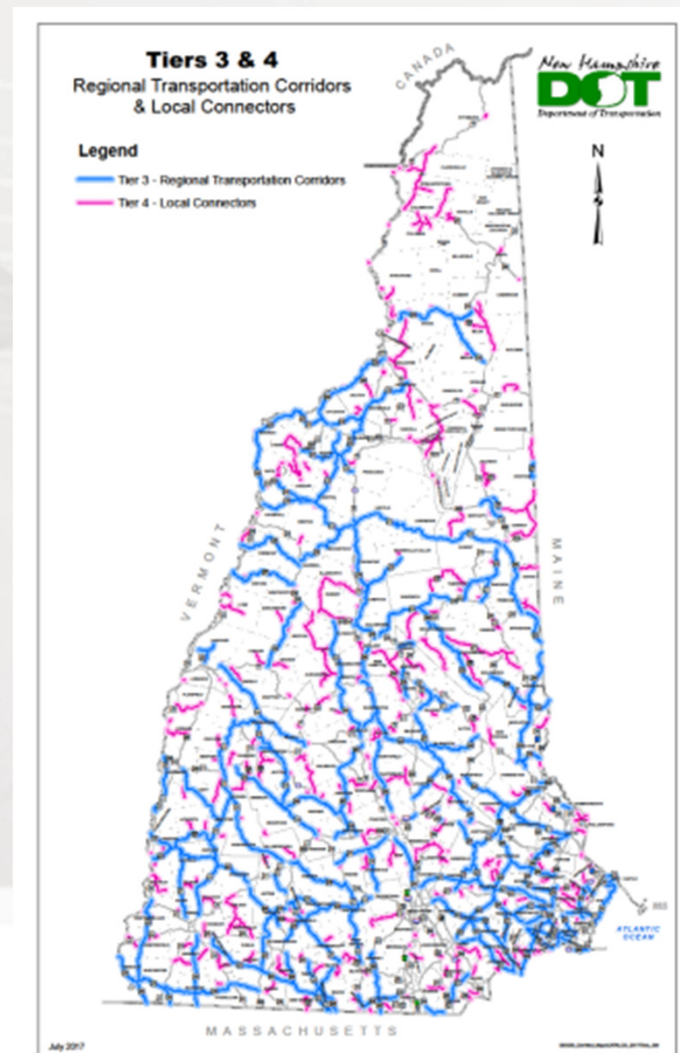
# Current State of Infrastructure (Tiers)

- 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

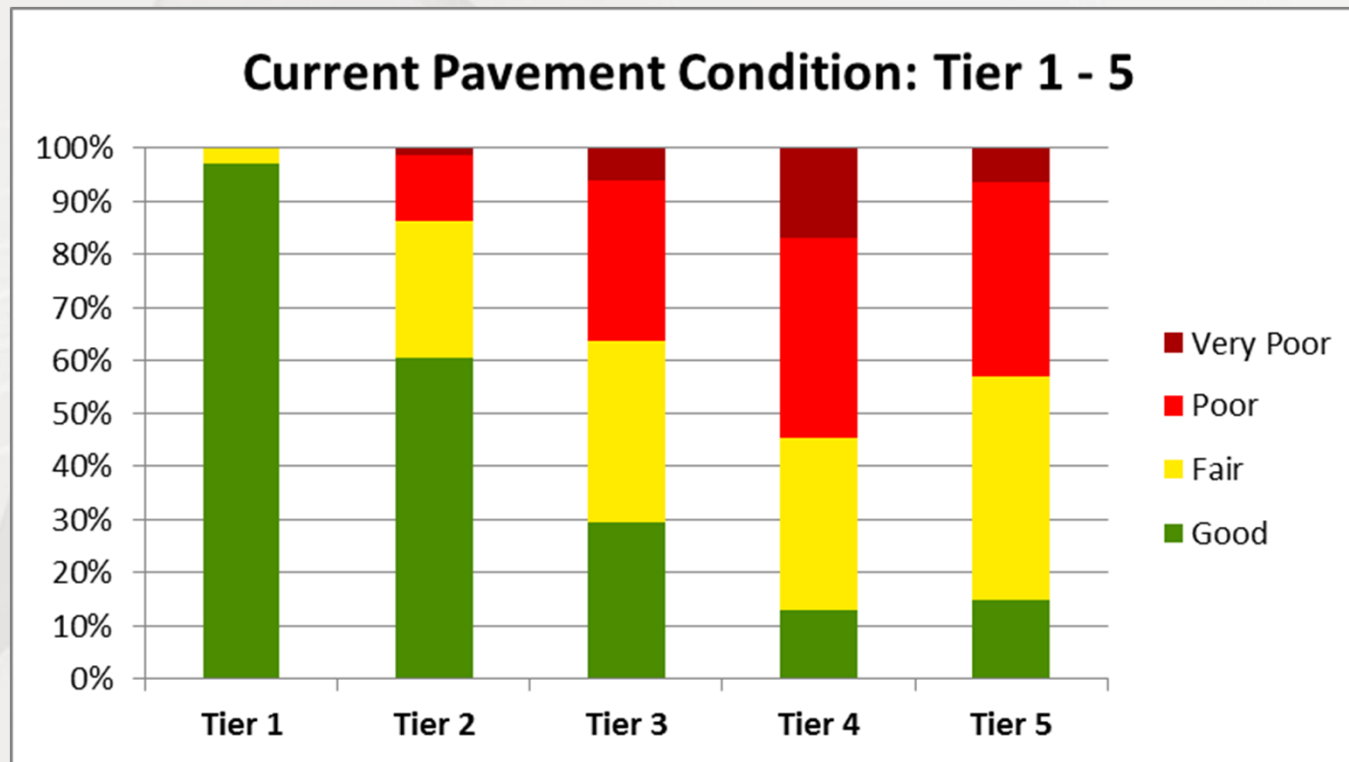


# Current State of Infrastructure (Tiers)

- 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)



- 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 (Roads)



Tier 3: NH 129 (Loudon)



Tier 3: NH 12A (Alstead)



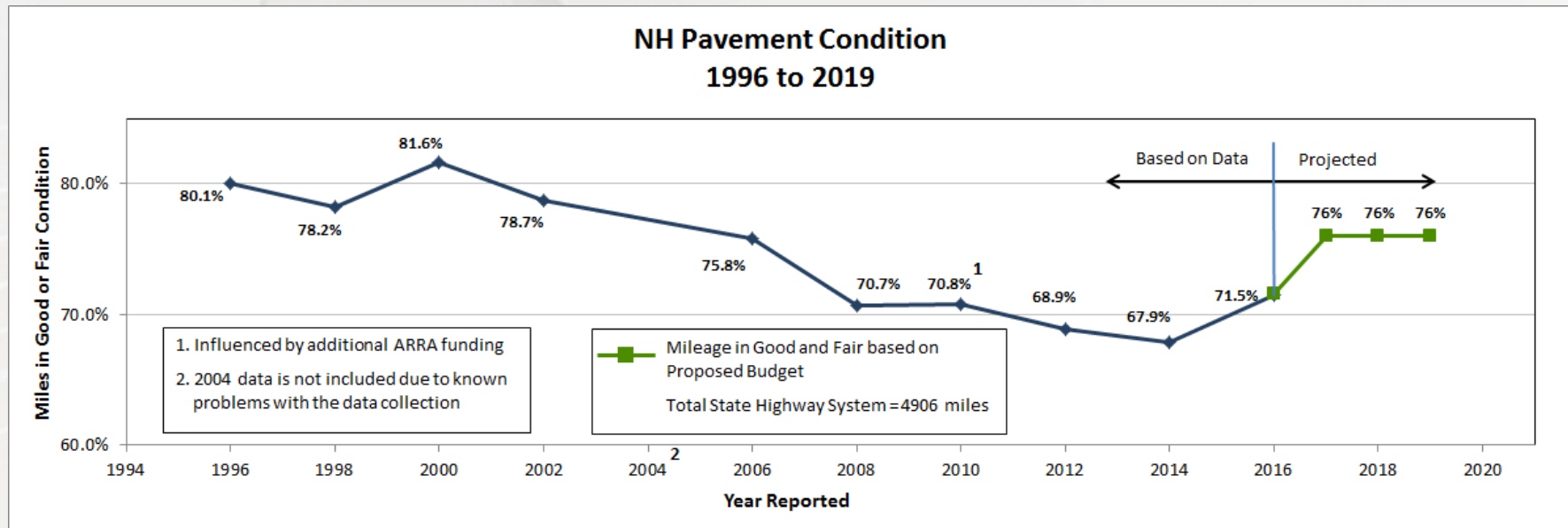
Tier 4: Rhododendron Road (Fitzwilliam)



Tier 4: Village Road (Surry)

Above photos depict representative conditions on poor and very poor Tier 3 & 4 roads

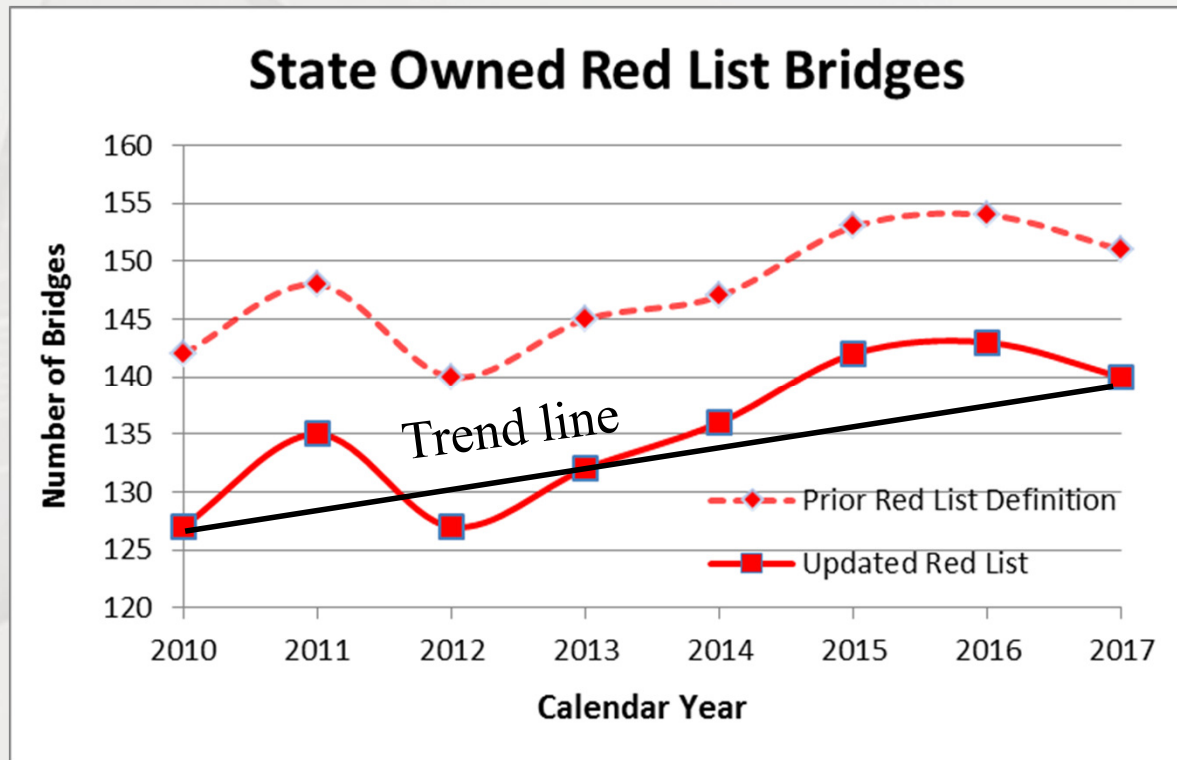
# Current State of Infrastructure



- 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

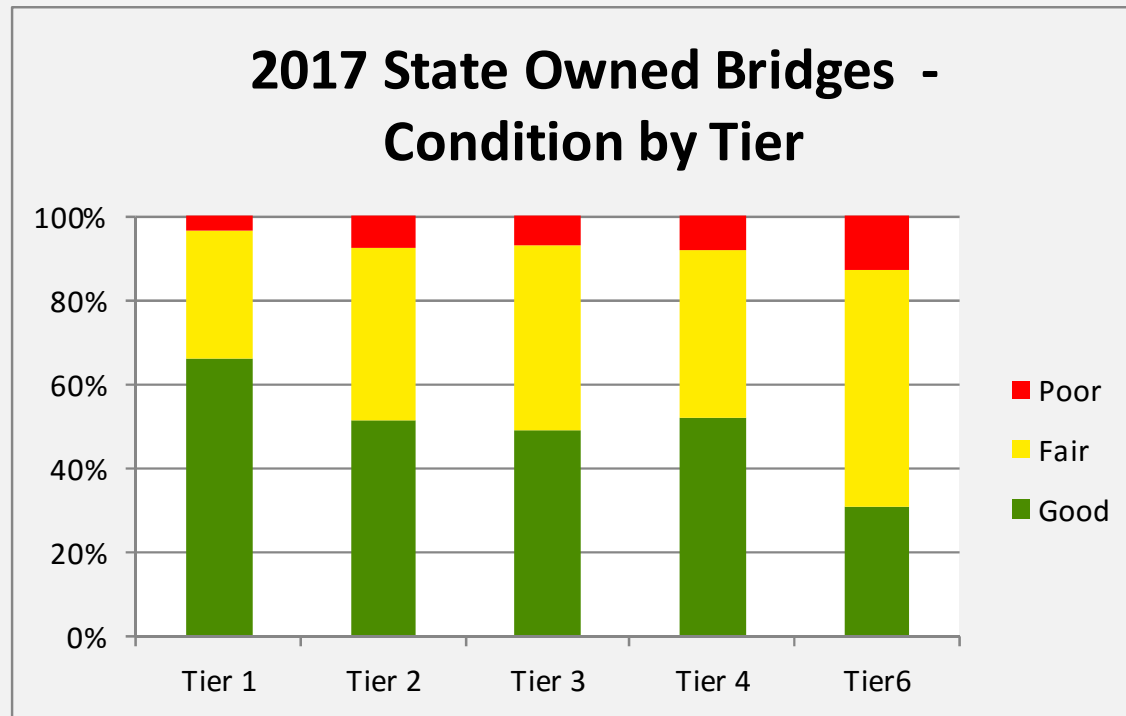


# Current State of Infrastructure (con't)



- The number of 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)



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)

# Current State of Infrastructure (Bridges)

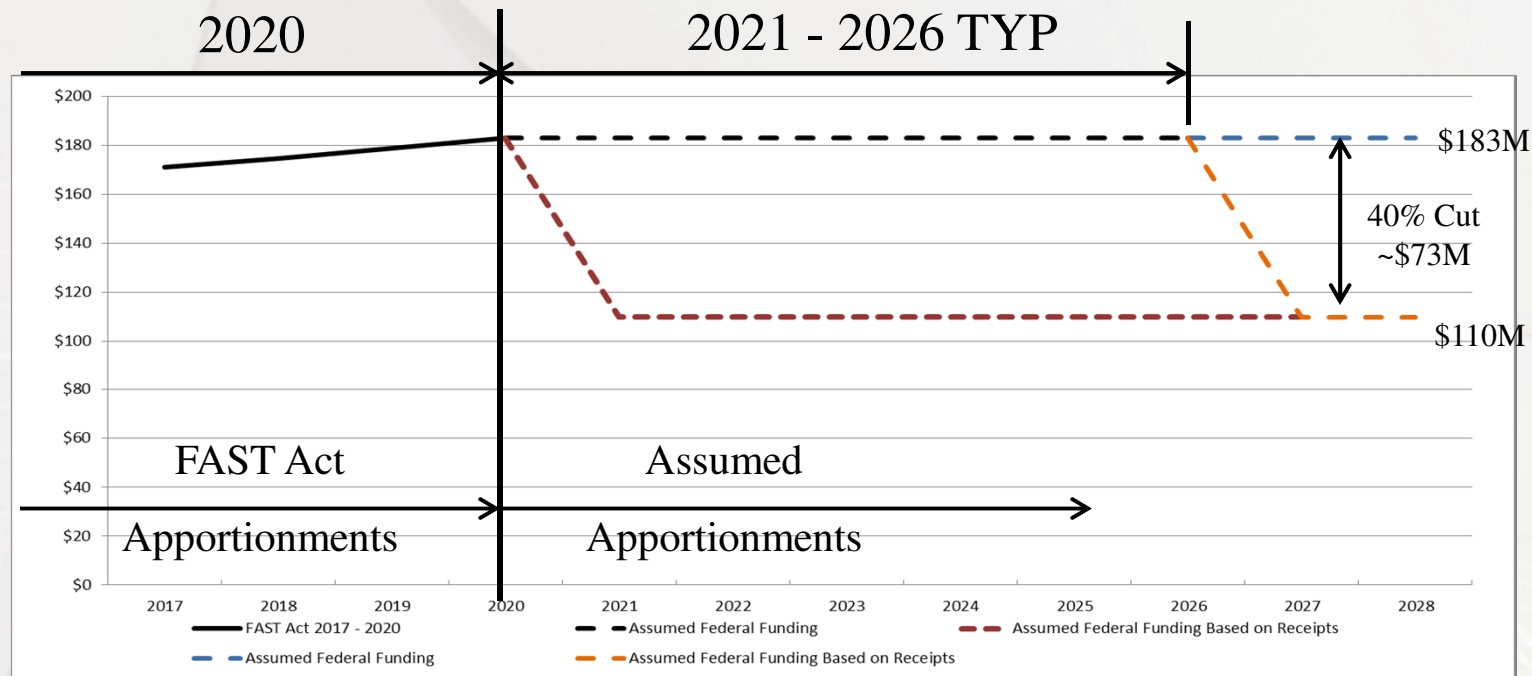


Above photos depict a bridge in Lancaster on Tier 2 Roadway – listed as Priority #4 on State's Red-List Bridges

- US 2 over Connecticut River
- First placed on Red List in 2013
- In TYP for replacement in 2019 (SB367 TIFIA Pledged Revenue)

11

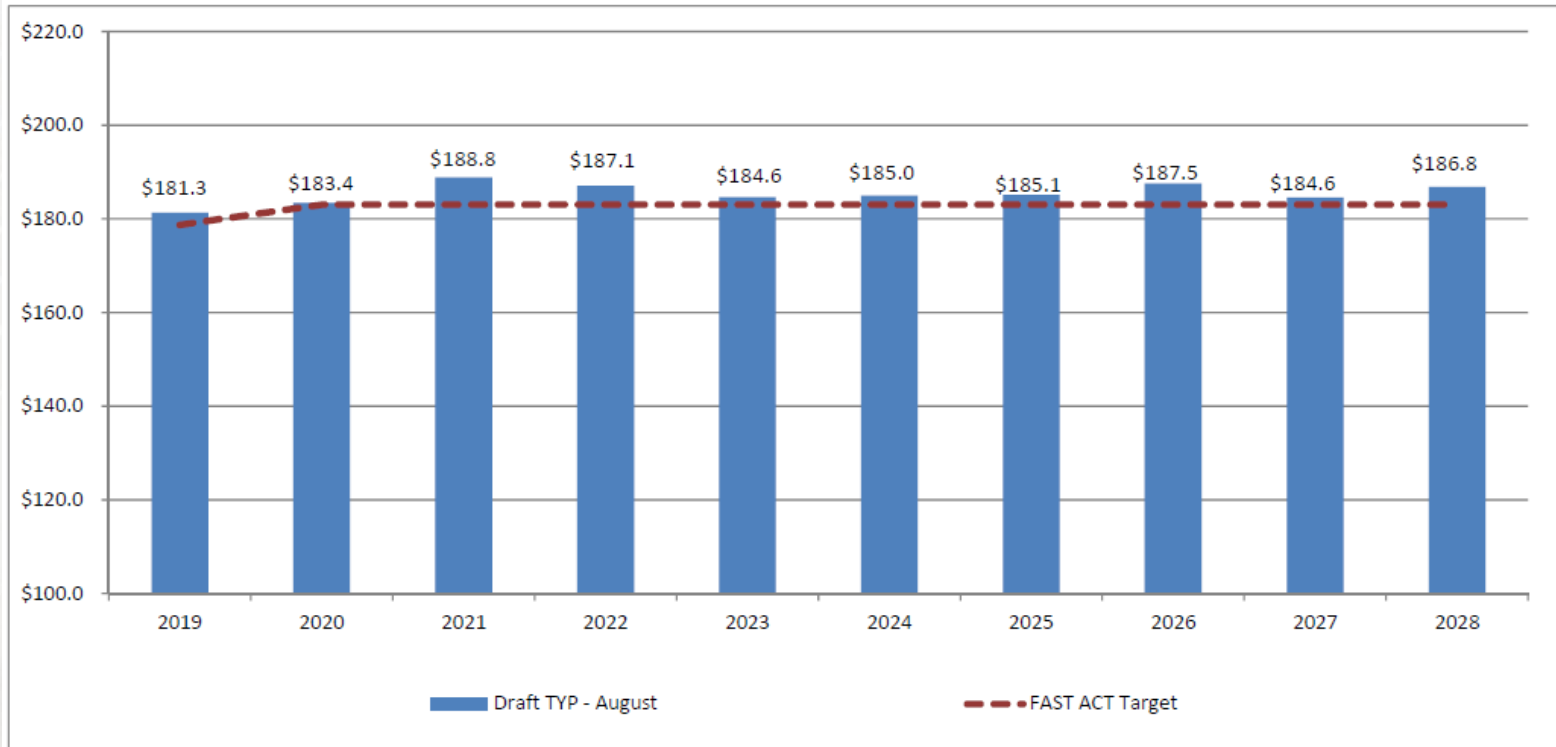
# Federal Funding Status



- 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)

2019-2028 Draft Ten Year Plan  
 Federal Aid (Formula) Program  
 HSIP (100%) and CMAQ (75%) FY 2019 & FY 2020, CMAQ (100%) FY 2021-2028



August Total = \$ 1,854.2 (in millions)  
 FAST ACT Estimated Revenue = \$ 1,825.7 (in millions)

**Notes**

CMAQ, HSIP, RecTrails, TAP Programs at FAST ACT funded levels (with exception of CMAQ at 75% 2019-2020)

# 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

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

- **Assumed 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.
  - Maintain & extend all existing programs by 2 years
  - Include \$12M/year 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
  - Include \$6M/year in 2025-2028 for future Red List Bridges
    - Extends existing program and increases by 20% (\$5M to \$6M)
  - Include additional \$2M/year in 2026-2028 for culvert program
  - Include \$50M for RPC projects in 2027/2028 (\$25M/year)

# RPC Project Recommendations

- **\$25M/year between 9 RPC's for 2027 & 2028**
- **The regional allocation was based on road miles (50%) and population (50%)**
- **RPC's submitted a list of project recommendations that were ranked with a regional perspective**
- **DOT reviewed the scope, costs and other details provided in the submission – refined the project cost to meet project scope**
- **DOT met with each RPC to learn more about the project scope, cost estimate and overall prioritized rankings**
- **DOT utilized the target allocation and the prioritization provided by each RPC to identify the list of recommended projects**
- **Recommended projects are detailed in the supplement**
- **19 individual projects totaling approximately \$51M**



# New Bridge Projects Included

**Rehabilitation and Reconstruction Priority List (R&R priority list) includes a total of 246 bridges (16 currently under construction)**

- **All Red List bridges (poor condition w/ Inspection rating of 4 or less)**
- **All bridges that have been rated a 5 for more than 10 years and all culverts rated a 5 (near red list). Condition deteriorated too far for preservation work to be effective**
- **Objectively rated and prioritized with a model using consistent criteria with reproducible results**
- **135 of 140 Red Listed Bridges will be addressed by 2028**
  - **14 Red listed bridges were added to current Draft TYP**
  - **10 bridges (old 5's) were added up to priority #88**

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

- **Pavement Resurfacing 450 mi/year (estimated 2020-2028)**

- Preservation 133 mi/year
- Light Capital 116 mi/year
- Rehabilitation 12 mi/year
- Additional Crack Seal 165 mi/year

## **TIFIA Pledged Pavement Resurfacing**

- 185 mi/year (estimated)
- Light Capital & Roughness Paving on Poor & Very 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 23 bridges

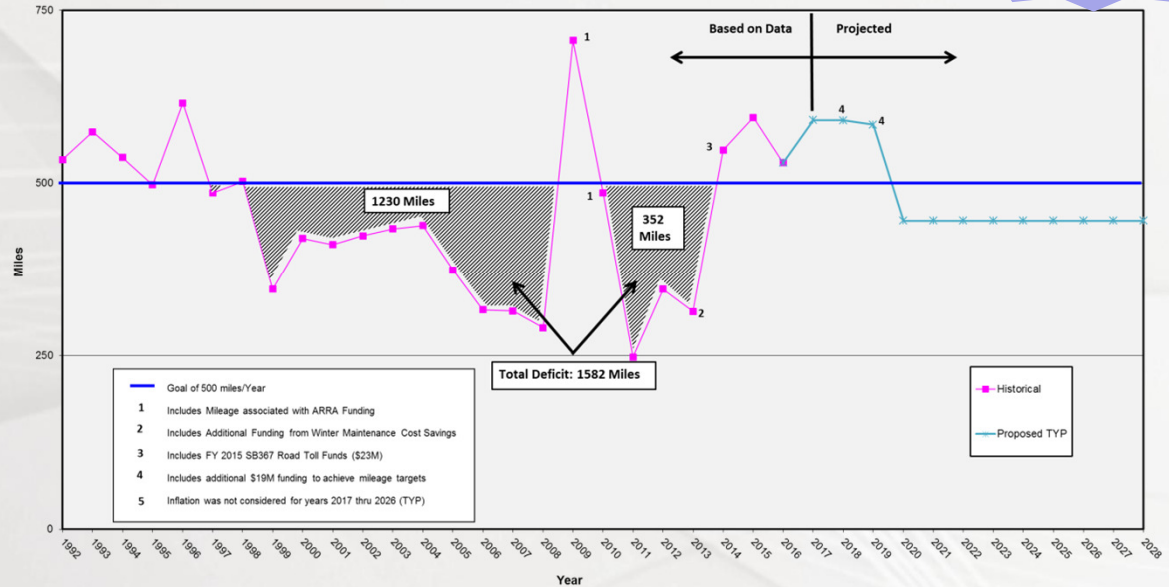
# A Look Ahead – Road Condition

Projected values do not include crack seal mileage

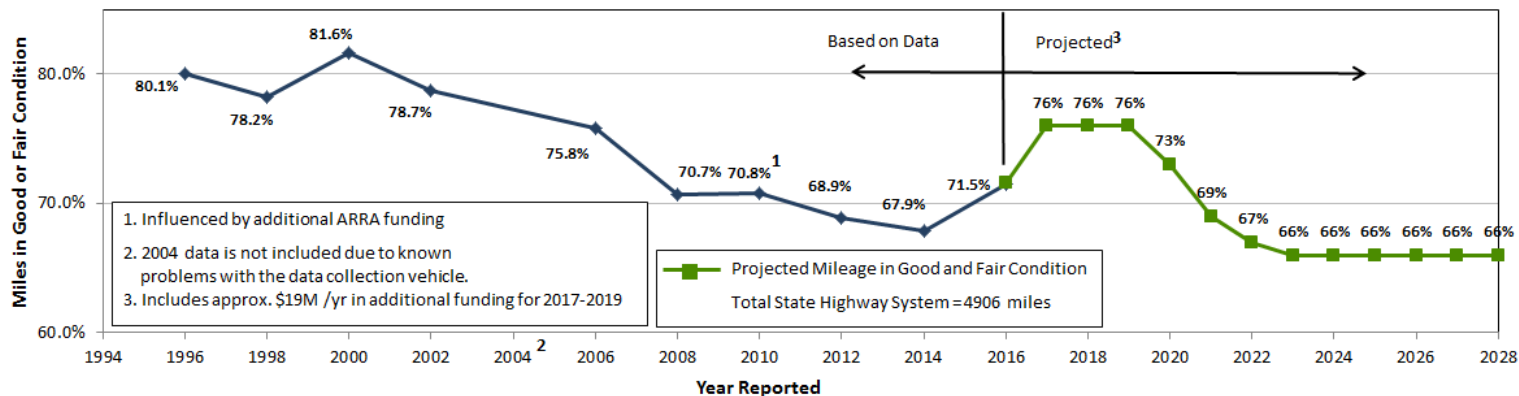
Based on current level of investment in the TYP

- Past years backlog of deficit paving reduced the state’s overall pavement condition from a high of 82% of roads in good or fair condition to a low of 68%
- Current and projected pavement in good or fair condition is expected to rise to 76% with the current level of investment through 2019 then decline to 66% in the outer years of the TYP.

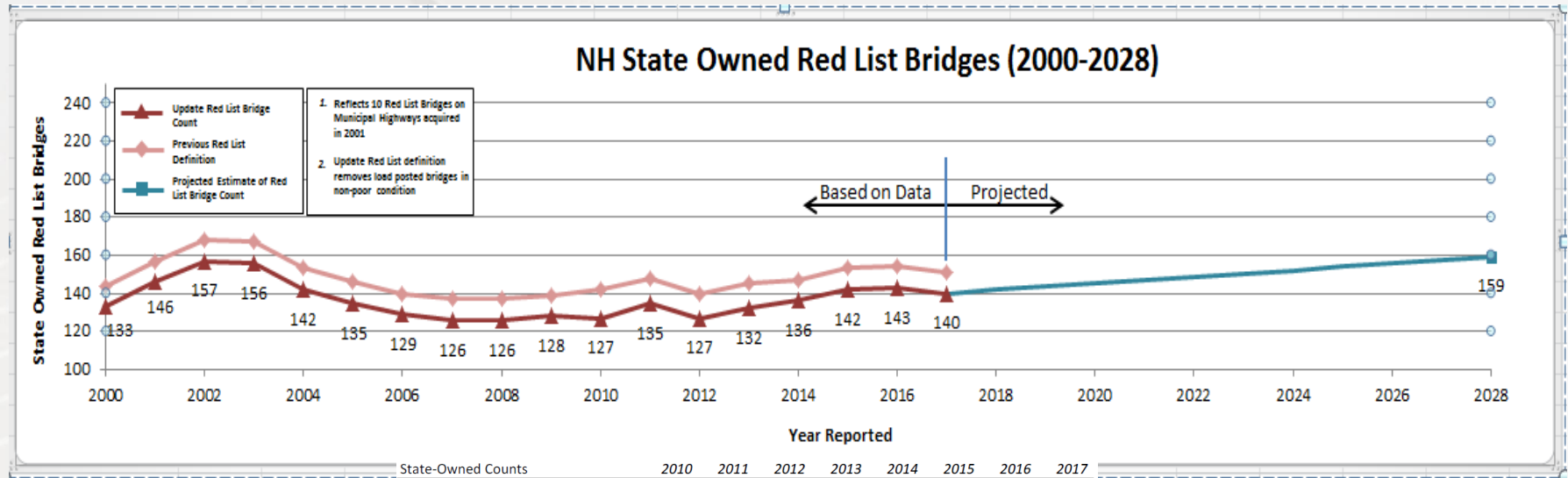
NHDOT Miles of Road Resurfaced  
1992 to 2016 Actual; 2017 to 2028 Proposed <sup>5</sup>



NH Pavement Condition  
1996 to 2028



# A Look Ahead – State Bridge Condition



State-Owned Counts	2010	2011	2012	2013	2014	2015	2016	2017
Poor Count ("4" or less)	127	135	127	132	136	142	143	140
Fair Count ("5")	254	261	267	271	286	295	295	300
Fair Count ("6")	527	522	517	508	517	506	535	544
Good Count ("7" or greater)	1189	1191	1206	1216	1193	1194	1163	1150
Blank Count (non-hwy/closed)	30	27	26	26	23	23	23	24
Total State-Owned Count	2127	2136	2143	2153	2155	2160	2159	2158

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

# TYP Funding Synopsis

## Typical Annual Funding Utilization

### **FAST Act Federal Funding approximately \$183M/year**

- Paving & Bridge Projects (avg.): \$84M
- Mandated Federal (CMAQ, TA, SPR, HSIP, LTAP, etc): \$34M
- GARVEE Debt Service through 2025 (\$7.3M 2026-28): \$24M

**Annual Dedicated Funding: \$142M/year**

- Individual Roadway Projects (remainder funding): avg. - \$41M/year

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

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

# TYP Funding Synopsis (con't)

## **Betterment Funding \$22M/year**

- Preservation & Maintenance (Roads & Bridges)

## **Turnpike Funding for Capital & TRR averages \$63M/year**

## **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/year

# Draft TYP (2019 – 2028) Funding

DRAFT 2019-2028 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 <sup>5A</sup>	TIFIA Financing I-93	Connecticut River Bridge GARVEE	Betterment <sup>1</sup>	SB367	SAH <sup>2</sup>	Other <sup>3</sup> Matching Funds	Sub Total	Turnpike <sup>7</sup> Improvement	Turnpike R&R	Rail <sup>4</sup>	Transit <sup>6</sup>	Airport				
2019	\$ 181.33	\$ 5.74	\$ 20.72	\$ 22.33	\$ 8.77	\$ 1.35	\$ 19.90	\$ 3.34	\$ 11.12	274.60	\$ 34.80	\$ 14.30	\$ 2.10	\$ 29.33	\$ 31.10	386.23	10.3%
2020	\$ 183.44	\$ 5.89	\$ 25.09	\$ 22.46	\$ 10.72	\$ 1.86	\$ 22.75	\$ 2.45	\$ 14.63	289.29	\$ 44.20	\$ 12.30	\$ 0.60	\$ 29.76	\$ 52.98	429.12	11.5%
2021	\$ 188.82	\$ -	\$ 15.57	\$ 22.43	\$ 8.50	\$ 2.15	\$ 20.18	\$ -	\$ 1.84	259.49	\$ 46.35	\$ 13.20	\$ 0.60	\$ 29.46	\$ 25.92	375.01	10.0%
2022	\$ 187.06	\$ -	\$ -	\$ 22.43	\$ 10.92	\$ 2.20	\$ 19.95	\$ -	\$ 2.15	244.70	\$ 33.10	\$ 13.90	\$ 2.10	\$ 32.00	\$ 14.66	340.45	9.1%
2023	\$ 184.63	\$ -	\$ -	\$ 22.43	\$ 13.54	\$ 2.20	\$ 19.01	\$ -	\$ 1.43	243.24	\$ 50.60	\$ 14.40	\$ 0.60	\$ 30.82	\$ 27.78	367.44	9.8%
2024	\$ 184.97	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 2.20	\$ 21.48	\$ -	\$ 1.24	240.82	\$ 61.70	\$ 13.30	\$ 0.60	\$ 31.49	\$ 18.20	366.11	9.8%
2025	\$ 185.07	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 2.19	\$ 17.39	\$ -	\$ 2.95	238.53	\$ 52.00	\$ 13.60	\$ 2.10	\$ 34.23	\$ 20.40	360.86	9.7%
2026	\$ 187.53	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 23.41	\$ -	\$ -	\$ 0.55	242.42	\$ 57.60	\$ 13.80	\$ 0.60	\$ 33.60	\$ 23.36	371.37	9.9%
2027	\$ 184.59	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 23.41	\$ -	\$ -	\$ 0.19	239.11	\$ 51.80	\$ 14.10	\$ 0.60	\$ 39.16	\$ 21.54	366.31	9.8%
2028	\$ 186.76	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 23.41	\$ -	\$ -	\$ 1.77	242.86	\$ 61.40	\$ 14.40	\$ 2.10	\$ 34.19	\$ 20.18	375.13	10.0%
<b>Program Total</b>	<b>1,854.20</b>	<b>11.64</b>	<b>61.37</b>	<b>224.19</b>	<b>94.94</b>	<b>84.36</b>	<b>140.66</b>	<b>5.79</b>	<b>37.89</b>	<b>2,515.04</b>	<b>493.55</b>	<b>137.30</b>	<b>12.00</b>	<b>324.03</b>	<b>256.11</b>	<b>3,738.03</b>	<b>100.0%</b>
% of Total Program	73.7%	0.5%	2.4%	8.9%	3.8%	3.4%	5.6%	0.2%	1.5%	100.0%							
Revenue <sup>9</sup>	\$1,853.01	\$11.64	\$61.37	\$224.19	\$94.94	\$84.36	\$140.66	\$5.79	\$37.89	\$2,500.90	\$493.55	\$137.30	\$12.00	\$324.03	\$256.11	\$3,723.90	
Surplus/(Deficit)	(\$1.19)	\$0.00	\$0.00	\$0.00	(\$12.95)	\$0.00	\$0.00	\$0.00	\$0.00	(\$14.14)	\$-	\$-	\$-	\$-	\$-	(\$14.14)	

- Notes:
- 1- I-93 Payments based on GARVEE Bonds and Debt Service are Included
  - 2- Carryover fund from the State Aid Highway program
  - 3- Total comprised from project matching costs Maine, Vermont, and other states
  - 4- Figures include inflation
  - 5- FHWA categories includes approximately \$1.16 million annually to address railroad crossings
  - 6- Self-funded FTA programs and projects are limited to available funds
  - 7- Proposed Turnpike Capital program, and projects that may be constructed under current toll structure (no toll increase)
  - 8- FHWA and SB367 State Aid Bridge revenue includes the local matching funds
  - 9- FHWA Revenue based on FAST Act anticipated apportionments

\*\* Dollars include indirect costs and inflation (2.55%)

Dollars in Millions

22-Aug-17

## FY19-FY28 Estimated Program Expenditures

- Highway Funded (state & federal) – Average \$252M per year
- Turnpike Funded – Average \$63M per year for TRR & Tpk Capital
- Other Modes - Average \$60M per year
- Constrained over 10-year period

# Draft TYP (2019 – 2028) Funding

## 2019-2028 Ten Year Plan All Funding

FISCAL YEAR	PAVEMENT	BRIDGES	I-93 EXPANSION	MANDATED FEDERAL	INDIVIDUAL PROJECTS	ROADSIDE	RAIL	TRANSIT	AIRPORTS	DEBT SERVICE	GRAND TOTAL
2019	76.19	91.03	26.15	30.03	71.15	8.12	2.10	29.80	31.10	20.55	386.23
2020	74.85	109.13	26.88	31.00	66.78	8.47	0.60	29.76	52.98	28.68	429.12
2021	80.70	99.02	11.00	33.72	58.57	8.47	0.60	29.46	25.92	27.56	375.01
2022	78.53	63.82	16.50	33.17	63.86	8.47	2.10	32.00	14.66	27.35	340.45
2023	76.10	74.82	0.00	33.17	88.66	8.47	0.60	30.82	27.78	27.02	367.44
2024	81.24	56.95	0.00	33.17	109.32	8.47	0.60	31.49	18.20	26.67	366.11
2025	84.50	58.78	0.00	33.17	92.94	8.47	2.10	34.23	20.40	26.28	360.86
2026	85.03	62.95	0.00	32.82	91.84	10.47	0.60	33.60	23.36	30.72	371.37
2027	71.88	70.49	0.00	32.84	88.66	10.47	0.60	39.16	21.54	30.67	366.31
2028	72.18	72.99	0.00	32.84	99.56	10.47	2.10	34.19	20.18	30.62	375.13
<b>Total</b>	<b>781.19</b>	<b>759.99</b>	<b>80.52</b>	<b>325.92</b>	<b>831.36</b>	<b>90.31</b>	<b>12.00</b>	<b>324.51</b>	<b>256.11</b>	<b>276.13</b>	<b>3738.03</b>
% Grand Total	20.9%	20.3%	2.2%	8.7%	22.2%	2.4%	0.3%	8.7%	6.9%	7.4%	100.0%

~ Dollars include indirect costs and inflation (2.55%)

8/22/2017

- **FY17-FY26 Estimated Program Expenditures**

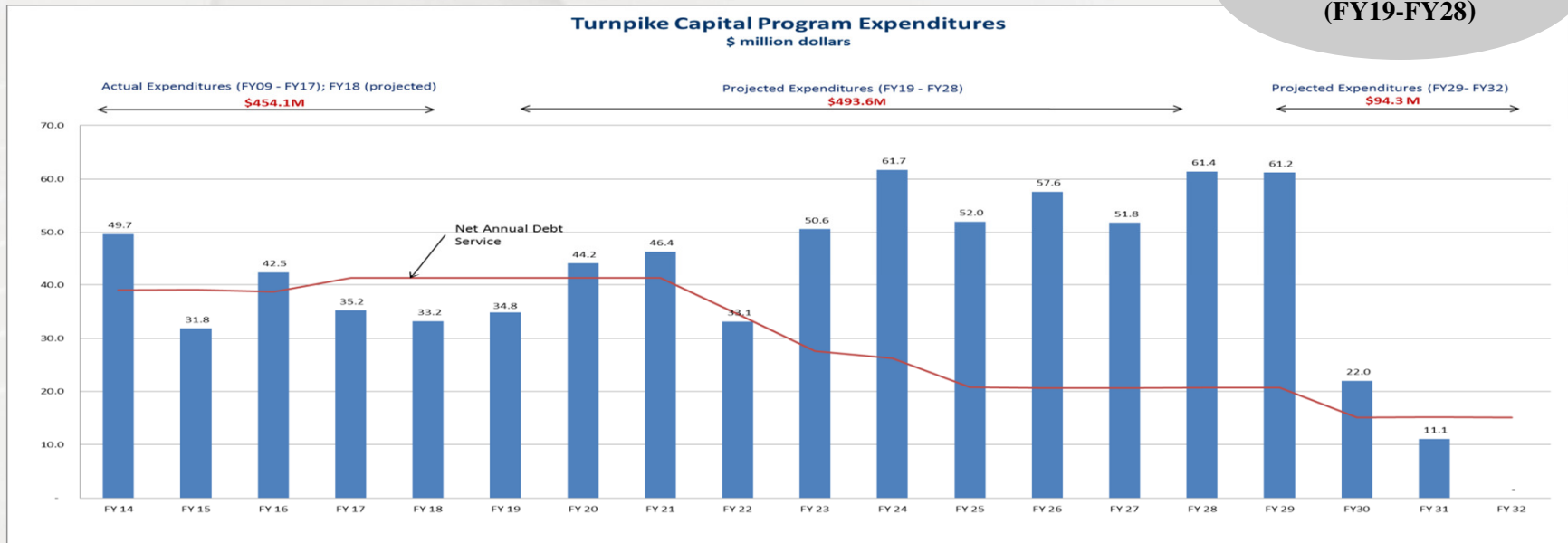
- Pavement (state & federal) – averages \$78M per year
- Bridges (state & federal) – averages \$76M per year
- I-93 Expansion - \$80M through 2022
- Mandate Federal – averages \$33M per year
- Individual Projects- \$831M over ten-year period
- Transit & Airports - \$590M over ten-year period
- Total Program - \$3.74 Billion



# Turnpike System Capital Program

## Under Current Toll Structure

**\$494M Projected Capital Spending (FY19-FY28)**



## TIMETABLE FOR MAJOR TURNPIKE PROJECTS' CONSTRUCTION

- Construction Dover End & GSB Rehabilitation (\$79M): **2019 - 2022**
- Construction of FEET Widening , Nashua-Bedford (\$127M): **2022 - 2026**
- Manchester Exit 7 Reconstruction (\$52M): **2024 - 2026**
- Manchester Exit 6 Improvements & FEET Widening (\$99M): **2026 - 2029**
- \*Bow-Concord: I-93 Widening (I-89 to I-393) (\$132M): **2027 – 2031**

\*Only includes Tpk. portion (south of Exit 14), Does not include Federal portion - Est. cost \$178M, completion 2033

# Turnpike System Capital Program

## Major Turnpike Projects could be completed within TYP window (construction advanced and accelerated to complete work by 2028)

- FEET Widening, Nashua-Bedford – construction completed by 2024
  - Manchester Exit 6 & 7 – construction completed by 2026
  - \*Bow-Concord I-93 Improvements – construction completed by 2028
- \*Turnpike extension north of Exit 14 to include Federal portion required by Legislation

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

- Hooksett ML & Bedford ML Plazas: 50 cent increase (\$1.00 toll to \$1.50 toll)
- Hampton ML Plaza: 50 cent increase (\$2.00 toll to \$2.50 toll)
- Hampton Side Plaza: 25 cent increase (\$0.75 toll to \$1.00 toll)
- Dover & Rochester ML Plazas: 25 cent increase (\$0.75 toll to \$1.00 toll)
- Hooksett Ramp Plaza: 25 cent increase (\$0.50 toll to \$0.75 toll)
- **\$36M additional annual toll revenue per year**
- **No Additional Bonding Proposed (FY17 outstanding bond balance - \$401M)**

Toll Increase is paid by users of the system

- Users directly benefit from the capital investment
- **\$16M/Year or 45%** of additional revenue from out-of-state travelers

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

- **Assumed 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.
  - Maintain & extend all existing programs by 2 years
  - Include \$12M/year in 2026-2028 for paving
    - to replace SB367 funding directed to debt service in 2026
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  - Include \$6M/year in 2025-2028 for future Red List Bridges
    - Extends existing program and increases by 20% (\$5M to \$6M)
  - Include additional \$2M/year in 2026-2028 for culvert program
  - Include \$50M for RPC projects in 2027/2028 (\$25M/year)

# Unfunded Needs (con't)

- **Bridge Investment**

- Additional investment of **\$6M/year** needed for bridge preservation work **(to keep bridges off red-list)**
- Additional investment of **\$24M/year** needed to address additional 8 red list bridges per year (bridges that are anticipated to be added to red list but not addressed during the TYP period – **effectively reduce the red-list by 80 bridges over ten-year period**)

- **Pavement Investment**

- Additional investment of **\$12M/year** needed to **rehabilitate 1% of poor and very poor Tier 2, 3 & 4 roads each year**
- Additional investment of **\$12M/year** needed for the pavement preservation & maintenance program, **to maintain overall pavement condition of state roads at 76% good and fair.**

- **Total Additional Investment of \$54M per year for State Roads & Bridges**

# Unfunded Needs (cont.)

- **Other Assets**
  - Approximately 50,000 **culverts** under state roads will need replacement - additional **\$6 M/year** to replace all within 50 years (\$10K each)
  - Approximately 1130 miles of **guardrail** on state roads – additional **\$3M/year** to replace all within 75 years (\$250K per mile)
  - 300 **signalized intersections** - **\$1 M/year** to replace on a 25 year cycle (\$80K per location)
  - 44 **Rock slopes** identified as high hazard - **\$2 M/year** to address all in 10 years
- **Public Interest Items**
  - Sound Walls – Type 2 Policy
  - Capitol Corridor Train Service
  - Transit – Operating Assistance for Local Public Transit Service
  - Vilas Bridge - not fully funded

# Upcoming TYP Meetings

- **Ten Year Plan Public Hearings begin Sept 11<sup>th</sup> thru Oct 26<sup>th</sup>**
- **19 Public Hearings are planned**
- **Council District 1:** Errol, Berlin, Conway, Lebanon, Littleton, Plymouth, Laconia
- **Council District 2:** Keene (co-hosted), Dover, Rochester (co-hosted), Concord (co-hosted)
- **Council District 3:** Kingston, Newmarket, Hampton,
- **Council District 4:** Londonderry, Bedford, Manchester (co-hosted),
- **Council District 5:** Merrimack, Peterborough (co-hosted), Bedford (co-hosted), Merrimack

# **TYP Hearing – Draft Agenda**

- 1. Executive Councilor – David K. Wheeler**
  - Welcome
  - Introduce presenters
  - GACIT process
  
- 2. NH Department of Transportation**
  - Statewide philosophy
  - Statewide prioritization process
  
- 3. Regional Planning Commission**
  - Regional philosophy
  - Regional prioritization process
  
- 4. Public Comments**
  - Elected Officials
  - Open Comment Period
  
- 5. Closing Comments**

**THANK YOU**

**QUESTIONS & COMMENTS**