

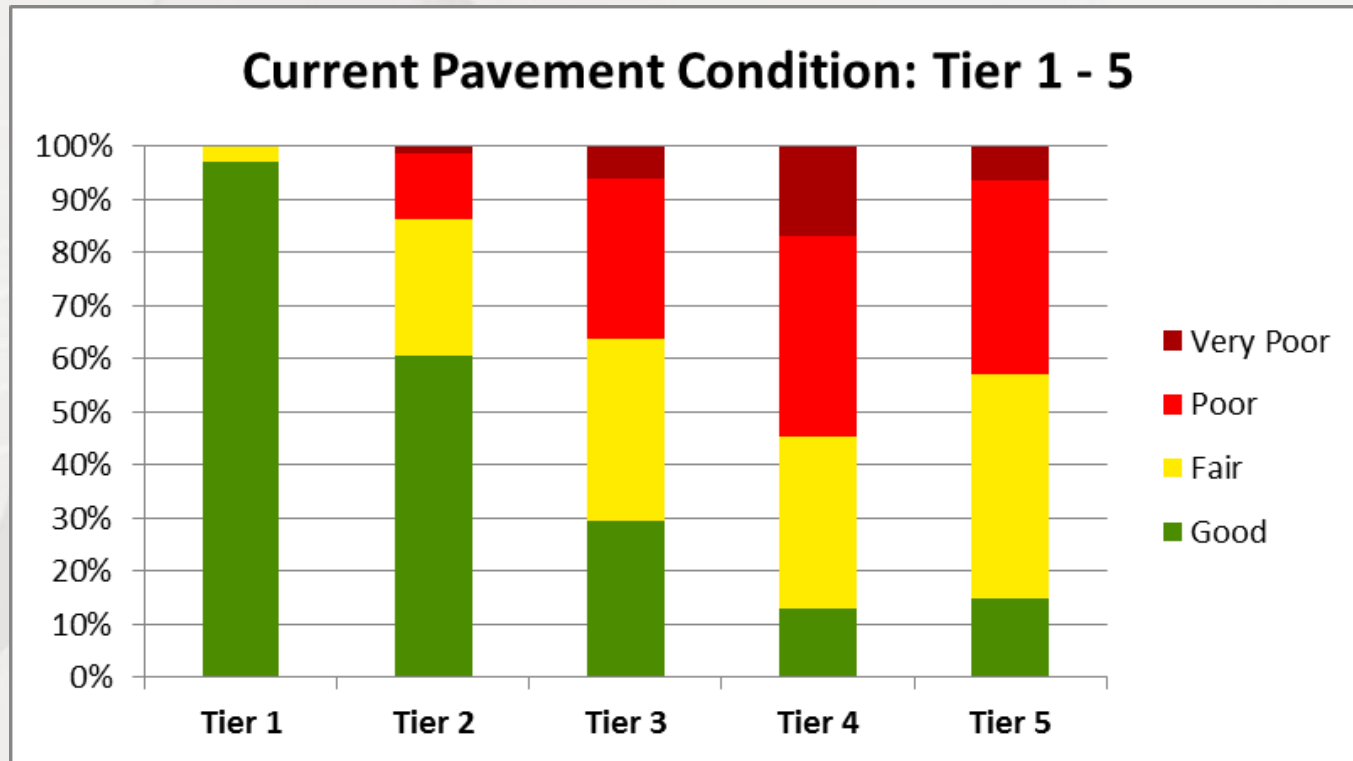
2019-2028 Draft Ten Year Transportation Improvement Plan Overview

**Senate Transportation Committee
April 10, 2018**

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 - 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

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)



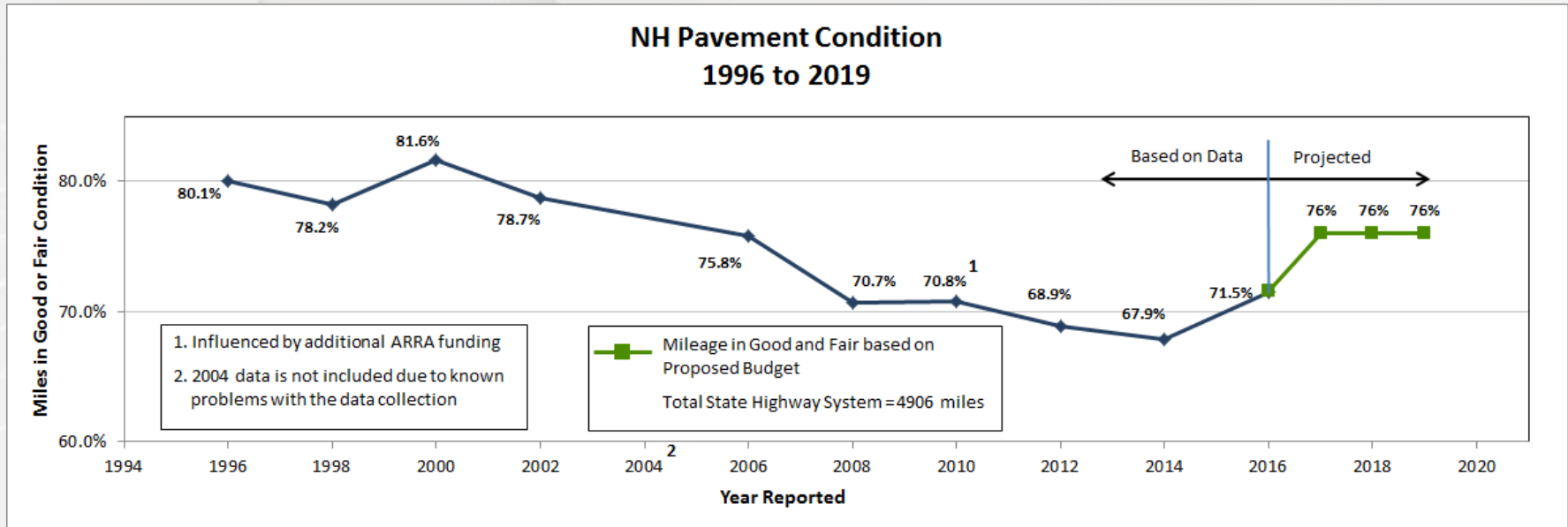
Tier 4: Rhododendron Road (Fitzwilliam)



Tier 4: Village Road (Surry)

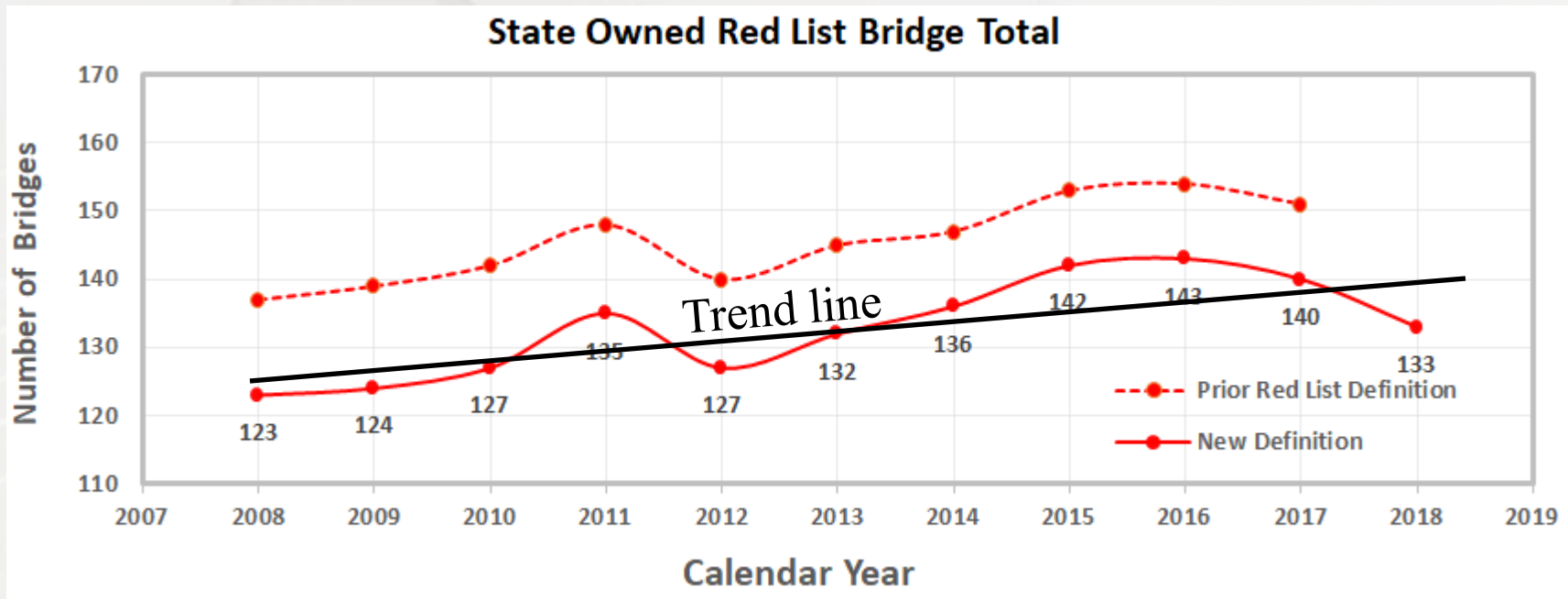
Above photos depict representative conditions on poor and very poor Tier 3 & 4 roads

Current State of Infrastructure



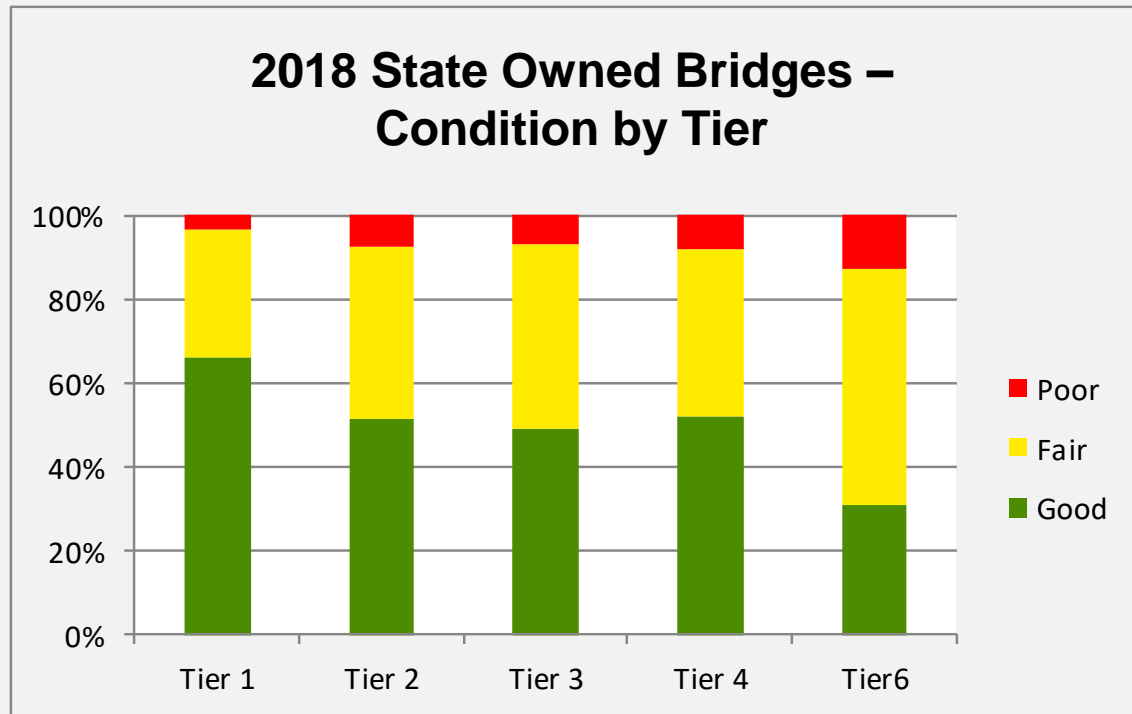
- Overall % of Good & Fair Roads was on a downward trend over a 14 year period (2000 – 2014)
- That trend is now showing an upswing in condition due to the increased level of investment in pavement
- 72% of State Roads are in Good or Fair condition which is up 4% from conditions in 2014

Current State of Infrastructure (con't)



- The number of state owned red list bridges (poor condition) has trended upward over the last 10 years.
- Over the last 10 years, on average 20 bridges per year added to the red list with 19 bridges per year removed from the red list
- Today (2018), 6% of State owned bridges or 133 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	15	44	35	31	8
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- Presently (2018) - 133 State Red-List Bridges (new definition)
- Tiers 1 & 2 – 3% (59 bridges) in poor condition (red list)
- Tiers 3,4,6 – 4% (74 bridges) in poor condition (red list)
- Tier 5 - Additionally 252 Municipal Red-List Bridges (2018)

Current State of Infrastructure (Bridges)



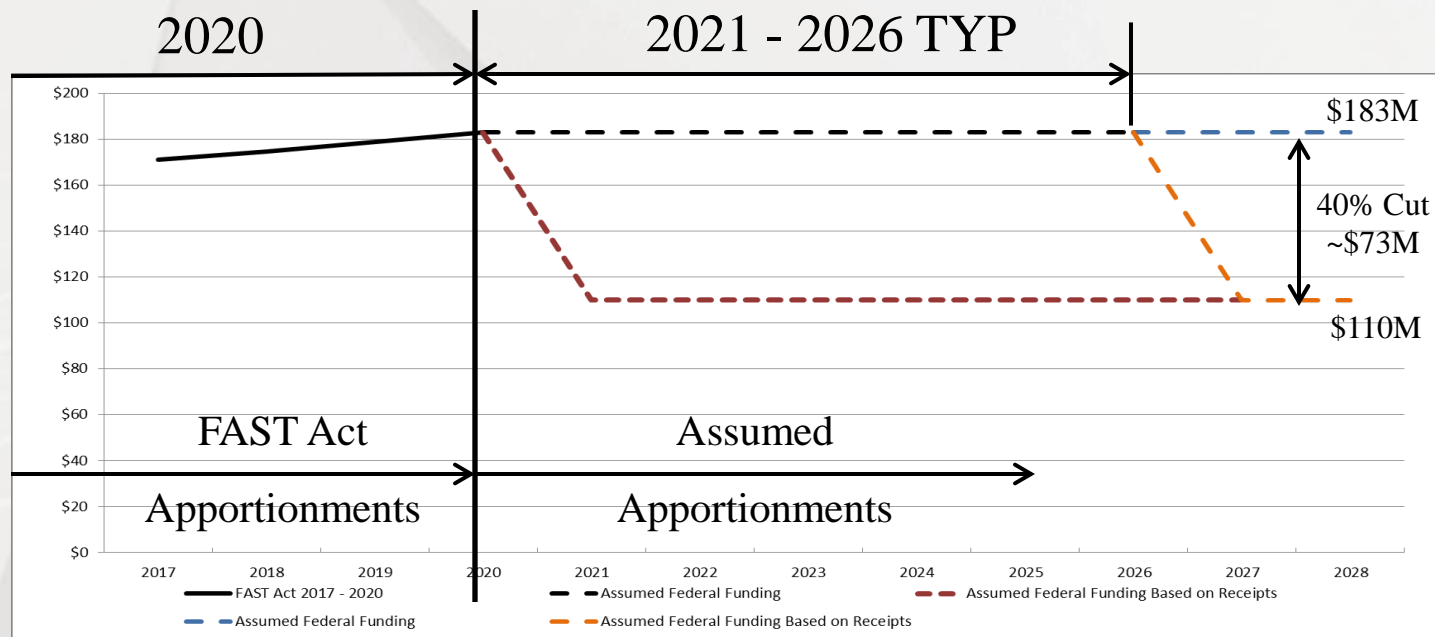
Above photos depict a bridge in Lancaster on Tier 2 Roadway – listed as Priority #4 on State's Red-List Bridges

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

Proposed Draft Ten Year Plan Strategies

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



- 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
- Recently (3/21/18) Congress passed & President signed Omnibus package that included funding at Fast Act apportioned levels for FFY-18 (\$174.7M)

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

- **Assume Level Formula Federal Funds – Projects programmed at average of \$183 M/year**
 - Maintain & extend all existing programs by 2 years
 - Include \$12M/yr. (federal funds) 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 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
 - Include \$50M for RPC projects in 2027/2028 (\$25M/yr.)

Draft 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

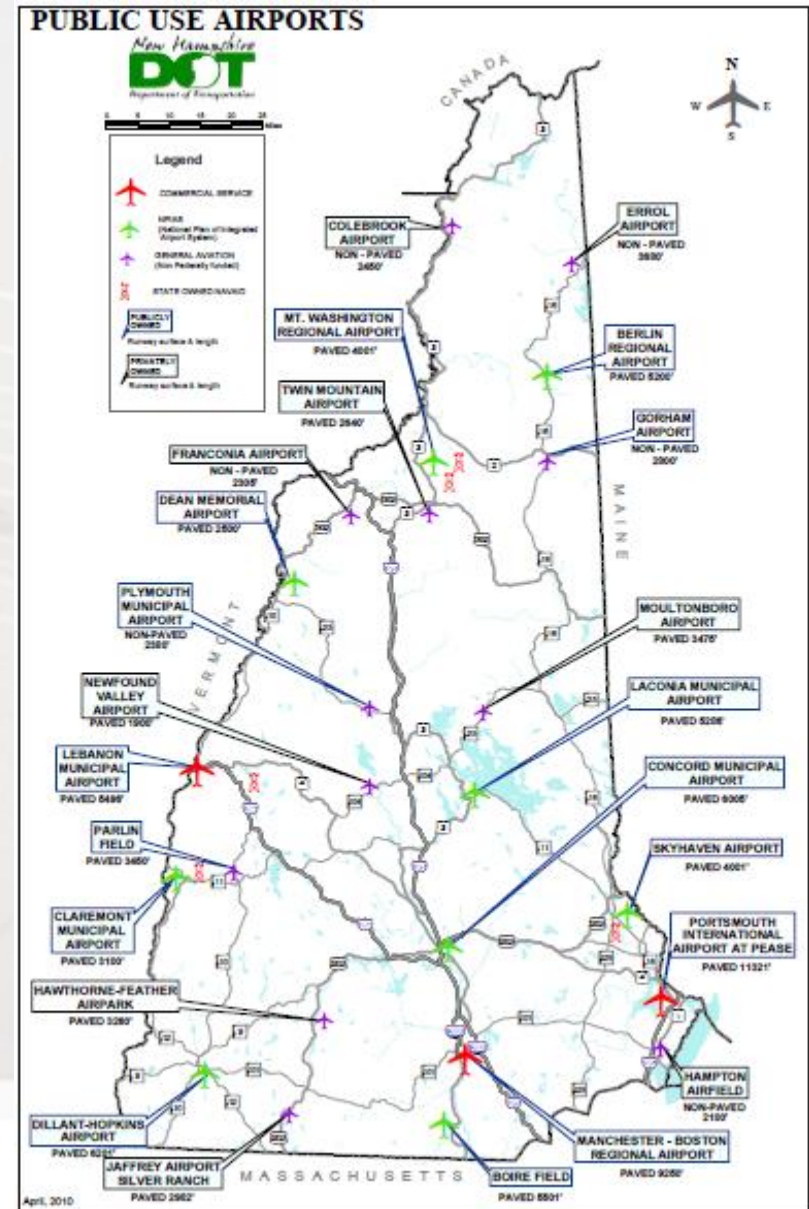
Airport Funding (FAA): averages \$26 M/year

Airport Funding

- Total of \$256M programmed in draft TYP (avg. \$25.6M/yr)
- Funding primarily Federal Aviation Administration (FAA)
 - Grants Based (Discretionary, Entitlement & State Apportionment)
 - Formula Apportionment
 - Based on FAA Designated Priorities Nationally & Regionally
- Funding restricted for planning studies, preservation, modernization, or expansion of eligible airport facilities.
Funding cannot be transferred to other transportation modes.
- NH eligible public-use airports, typically 90% FAA funds, 5% State funds & 5% local funds
- 12 Project Locations in draft TYP

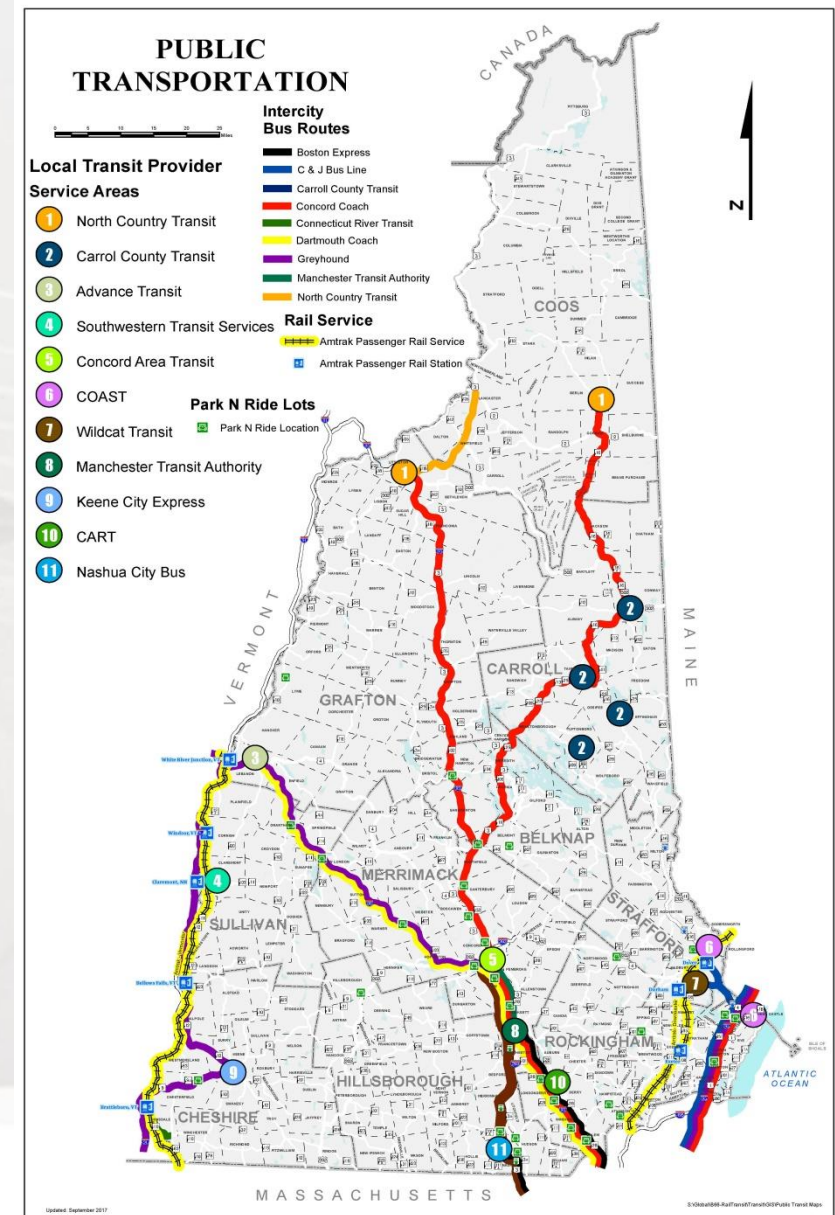
Airport Locations

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



Transit Funding

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



Draft 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 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 ^{1,4,5}	TIFIA Financing I-93	Connecticut River Bridge GARVEE	Betterment ²	SB367			SAH ²	Other ³ Matching Funds	Sub Total	Turnpike ⁷ Improvement	Turnpike R&R	Rail ⁵	Transit ⁶	Airport		
SAB ²					I-93 Debt Service	TIFIA Pledged Paving & Bridge											
2019	\$ 182.41	\$ 5.74	\$ 20.72	\$ 22.30	\$ 8.77	\$ 1.35	\$ 19.90	\$ 1.23	\$ 11.43	\$ 273.84	\$ 25.45	\$ 14.30	\$ 2.10	\$ 29.33	\$ 31.10	376.12	10.0%
2020	\$ 185.56	\$ 5.89	\$ 25.09	\$ 22.43	\$ 10.72	\$ 1.86	\$ 22.75	\$ -	\$ 15.43	\$ 289.73	\$ 40.90	\$ 12.30	\$ 0.60	\$ 29.76	\$ 52.98	426.27	11.4%
2021	\$ 186.43	\$ -	\$ 20.16	\$ 22.43	\$ 8.50	\$ 2.15	\$ 20.18	\$ -	\$ 4.44	\$ 264.29	\$ 58.84	\$ 13.20	\$ 0.60	\$ 29.46	\$ 25.92	392.30	10.5%
2022	\$ 185.94	\$ -	\$ -	\$ 22.43	\$ 10.92	\$ 2.20	\$ 19.95	\$ -	\$ 2.15	\$ 243.58	\$ 47.09	\$ 13.90	\$ 2.10	\$ 32.00	\$ 14.66	353.32	9.4%
2023	\$ 186.36	\$ -	\$ -	\$ 22.43	\$ 13.54	\$ 2.20	\$ 19.01	\$ -	\$ 1.43	\$ 244.97	\$ 49.77	\$ 14.40	\$ 0.60	\$ 30.82	\$ 27.78	368.34	9.8%
2024	\$ 185.78	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 2.20	\$ 21.48	\$ -	\$ 1.24	\$ 241.62	\$ 48.40	\$ 13.30	\$ 0.60	\$ 31.49	\$ 18.20	353.61	9.4%
2025	\$ 185.50	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 2.19	\$ 17.39	\$ -	\$ 2.95	\$ 238.96	\$ 54.20	\$ 13.60	\$ 2.10	\$ 34.23	\$ 20.40	363.49	9.7%
2026	\$ 184.74	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 23.41	\$ -	\$ -	\$ 0.55	\$ 239.63	\$ 59.40	\$ 13.80	\$ 0.60	\$ 33.60	\$ 23.36	370.39	9.9%
2027	\$ 185.86	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 23.41	\$ -	\$ -	\$ 0.19	\$ 240.38	\$ 51.80	\$ 14.10	\$ 0.60	\$ 39.16	\$ 21.54	367.59	9.8%
2028	\$ 185.15	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 23.41	\$ -	\$ -	\$ 1.77	\$ 241.25	\$ 61.40	\$ 14.40	\$ 2.10	\$ 34.19	\$ 20.18	373.52	10.0%
Program Total	1,853.73	11.64	65.96	224.13	94.94	84.36	140.66	1.23	41.60	2,518.25	497.25	137.30	12.00	324.03	256.11	3,744.95	100.0%
% of Total Program	73.6%	0.5%	2.6%	8.9%	3.8%	3.3%	5.6%	0.0%	1.7%	100.0%							
Revenue ⁸	\$1,853.01	\$11.64	\$65.96	\$224.13	\$325.57			\$1.23	\$41.60	\$ 2,523	\$ 497.25	\$ 137.30	\$ 12.00	\$ 324.03	\$ 256.11	\$ 3,749.83	
Surplus/(Deficit)	(\$0.72)	\$0.00	\$0.00	\$0.00	\$5.61			\$0.00	\$0.00	\$ 4.88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4.88	
					\$4.88												

- Notes:
- 1- I-93 Payments based on GARVEE Bonds and Debt Service are Included
 - 2- Betterment program maintained at current budget levels, SAB program includes local match and SAH program includes carryover 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 \$1.15 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 Revenue based on FAST Act anticipated apportionments through 2020 and level funded there after.

~ Dollars include indirect costs and inflation (2.55%)

Dollars in Millions

Date 3-20-18

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

Draft Ten Year Plan 2019-2028 Scenarios																
Average Ten Year Expenditures By TYP	Highway and Bridge										Other Modes					TYP FY Total
	Highway Funded										Non-Highway Funded					
	FHWA	TIFIA Financing I-93	Connecticut River Bridge GARVEE	Betterment	SB367			SAH	Other Matching Funds	Sub Total	Turnpike Improvement	Turnpike R&R	Rail	Transit	Airport	
Current draft PW&H Committee to Senate Finance Committee	1,853.73	11.64	65.96	224.13	94.94	84.36	140.66	1.23	41.60	2,518.25	497.25	137.30	12.00	324.03	256.11	3,744.95
Governor's Draft to Legislature January 16, 2018	1,853.03	11.64	65.96	224.13	94.94	84.36	140.66	5.79	41.60	2,522.10	493.55	137.30	12.00	324.03	256.11	3,745.10
GACIT Draft to Governor (With Toll Increase) December 20 2017	1,853.01	11.64	65.96	224.13	94.94	84.36	144.51	5.79	40.74	2,525.08	753.84	137.30	12.00	324.03	256.11	4,008.37
DOT Draft to GACIT August 23, 2017	1,854.20	11.64	61.37	224.19	94.94	84.36	140.66	5.79	37.89	2,515.04	493.55	137.30	12.00	324.03	256.11	3,738.03
17-26 TYP Approved June 23, 2016	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

~ Dollars include indirect costs and inflation (2.55%) Dollars in Millions Date 3-20-18

- Draft TYP total shows an overall \$8M reduction from the current plan
- Highway Funded (state & federal) – Average \$252M per year for current draft compared to average \$270M in the current plan (\$178M decrease)
- Turnpike Funded – Average \$63M per year for TRR & Tpk Capital for current draft compared to \$46M in the current plan (\$170M increase)
 - \$17M/year reduction in debt service payments → increase in capital program

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	85.63	26.15	30.04	66.01	8.54	2.10	29.80	31.10	20.55	376.12
2020	74.85	104.51	26.88	31.74	65.73	8.26	0.60	29.76	52.98	22.66	417.97
2021	80.70	102.75	11.00	33.02	76.41	8.52	0.60	29.46	25.92	28.12	396.50
2022	78.53	70.50	16.50	32.47	74.19	8.52	2.10	32.00	14.66	27.96	357.42
2023	76.10	78.31	0.00	32.47	86.06	8.52	0.60	30.82	27.78	27.68	368.34
2024	75.04	57.54	0.00	32.47	102.38	8.52	0.60	31.49	18.20	27.37	353.61
2025	87.25	57.77	0.00	32.47	93.73	8.52	2.10	34.23	20.40	27.03	363.49
2026	82.28	62.89	0.00	32.12	93.51	10.52	0.60	33.60	23.36	31.51	370.39
2027	71.88	69.87	0.00	32.14	90.37	10.52	0.60	39.16	21.54	31.51	367.59
2028	72.18	74.34	0.00	32.14	93.62	13.27	2.10	34.19	20.18	31.51	373.52
Total	774.99	764.13	80.53	321.07	842.02	93.68	12.00	324.51	256.11	275.92	3744.95
% Grand Total	20.7%	20.4%	2.2%	8.6%	22.5%	2.5%	0.3%	8.7%	6.8%	7.4%	100.0%

~ Dollars include indirect costs and inflation (2.55%) 03/20/18

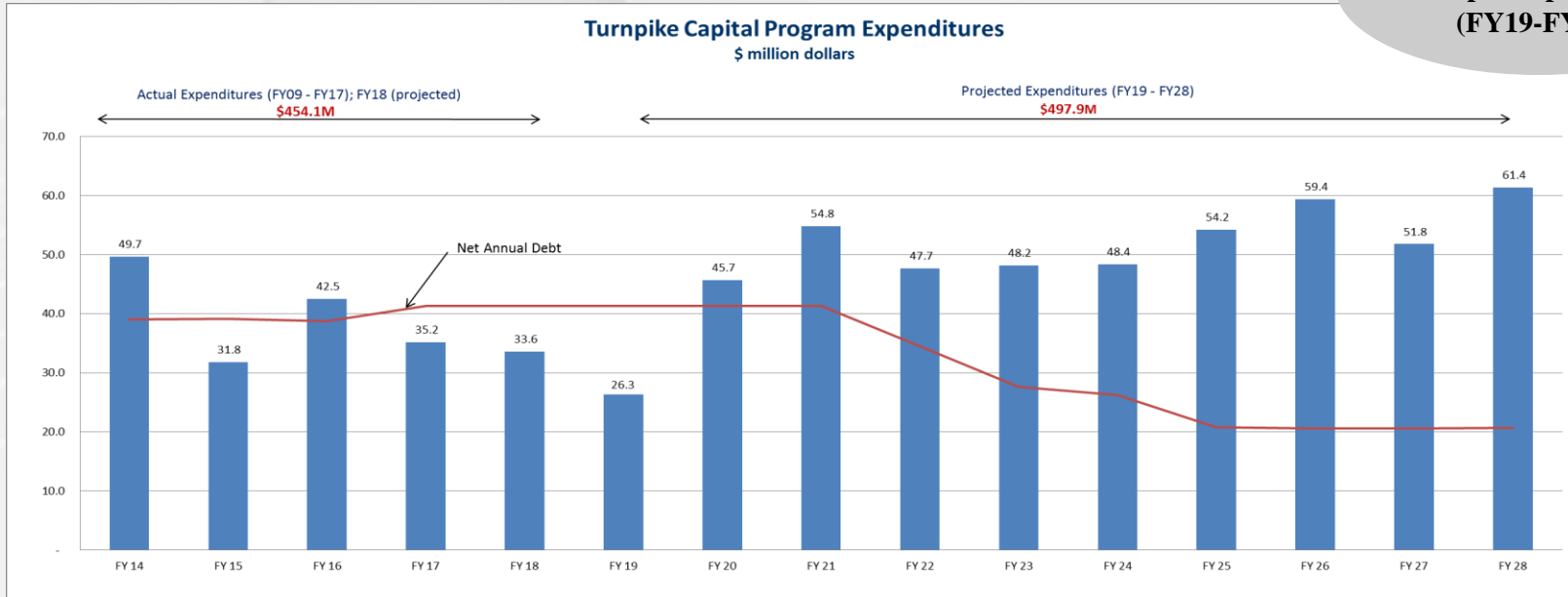
- **FY17-FY26 Estimated Program Expenditures**

- Pavement (state & federal) – averages \$78M per year
- Bridges (state & federal) – averages \$76M per year
- I-93 Expansion - \$80M through 2022
- Mandate Federal – averages \$32M per year
- Individual Projects- \$843M over ten-year period
- Transit & Airports - \$592M over ten-year period
- Total Program - \$3.74 Billion

Turnpike System Capital Program

Under Current Toll Structure

**\$498M 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): **2021 - 2025**
- Manchester Exit 7 Reconstruction (\$52M): **2024 - 2026**
- Manchester Exit 6 Improvements & FEET Widening (\$99M): **2025 - 2028**
- *Bow-Concord: I-93 Widening (I-89 to I-393) (\$132M): **2027 - 2033**

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

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

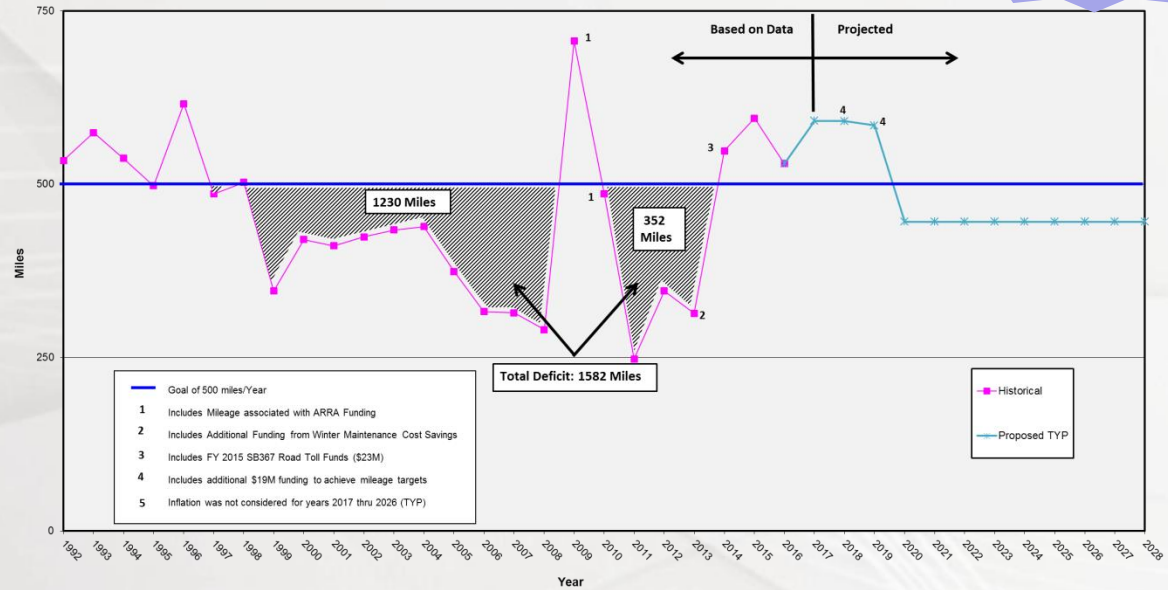
A Look Ahead – Road Condition

Projected values do not include crack seal mileage

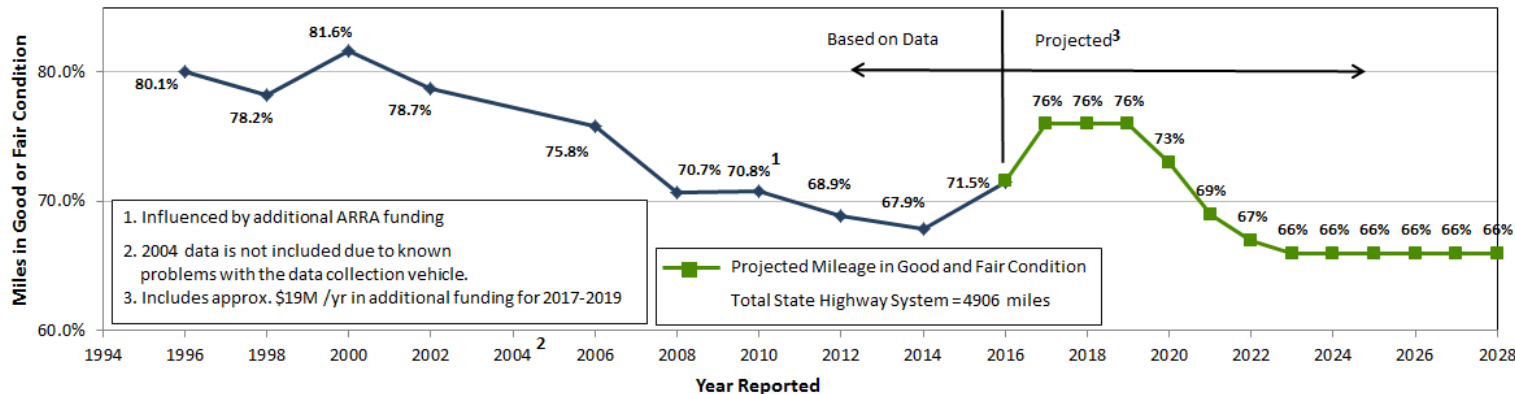
Based on current level of investment in the TYP

- 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.

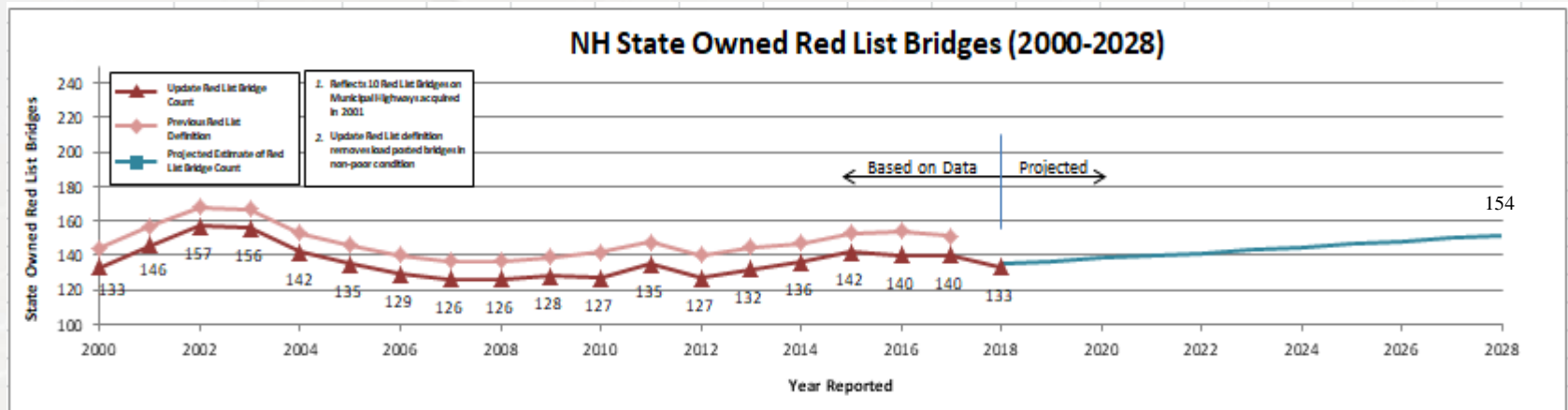
NHDOT Miles of Road Resurfaced
1992 to 2016 Actual; 2017 to 2028 Proposed⁵



NH Pavement Condition
1996 to 2028



A Look Ahead – State Bridge Condition 2018



State-Owned Counts	2010	2011	2012	2013	2014	2015	2016	2017	2018
Poor Count ("4" or less)	127	135	127	132	136	142	140	140	133
Fair Count("5")	254	261	267	271	286	295	295	300	305
Fair Count("6")	527	522	517	508	517	506	535	544	561
Good Count ("7" or greater)	1189	1191	1206	1216	1193	1194	1163	1150	1137
Black (non-hwy/closed)	30	27	26	26	23	23	23	24	25
Total State-Owned Count	2127	2136	2143	2153	2155	2160	2156	2158	2161

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 8 years ago
- 135 of 140 red list bridges listed in 2017 will be addressed

- Current SRL bridge total – **133** (2018)
- Bridges added to SRL by 2028 - **244**
 - Approx. 80% of bridges rated “5” are expected to come on SRL over 10 Year period
- Bridges expected to be removed from SRL by 2028 - **223**
 - **121** removed by Bridge Maintenance forces
 - **102** removed by TYP projects

Unfunded Needs

- **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**

GACIT Hearings

Comments/General Themes

- **Transportation Alternatives**
 - Increase funding for transit & support for commuter rail
 - Better connectivity for bikes/peds & invest in rail-trails
- **Infrastructure – Individual Projects**
 - Increase funding for roads and bridges
 - Intersection and safety improvements
 - Accelerate Turnpike projects, Tpk extension, AET
- **Soundwalls – Noise Abatement**
- **Transportation Planning Efforts**
 - Support for corridor studies
 - Utilize Complete Streets approach

Project Change Summary

PROJECT CHANGE	RECOMMENDATIONS	IMPACTS
Bedford 41859 Corridor study of NH 114 from NH114/NH101 intersection in Bedford to NH114/NH114A in Goffstown	Add corridor study to TYP (Funding from Corridor study programmatic \$350,000)	\$ -
Bedford - Merrimack Project 16100 - Improvement to Bedford Mainline Toll Plaza to Institute Open Road Tolling (TPK Capital Program)	Change scope: to include Institute Open Road Tolling or All Electronic Tolling Push funding from FY19-FY20	\$ -
Connecticut River Bridges - GARVEE Debt Service (Updated)	Recommended - Reduce Debt Service in FY20 by \$6M, FY21-FY28 increased by \$0.5-\$0.9/yr	\$ (210,107)
Conway 40018 - Reconstruct NH 16 from Olympic Lane East to Village lane	Replace SAH funds with Federal Aid (\$702,211)	\$ -
Conway 40638 NH16, NH 113 and NH 153 Project - Revise scope of Roundabout Project to intersection improvements for NH 16/NH 153 and NH 16/NH 113. Align schedule with Conway project 40018.	Project 40638 - Reduce scope to intersection improvements (\$3M) advance Project from FY25 to FY19 Move Const to FY19 (\$3M), ROW (\$200k) to FY19 & PE (\$400k) to FY18	\$ (1,548,097)
Dover Rochester 29440 - Improvements to Dover & Rochester Toll Plazas	Change scope to construct AET. Reduce construction funding from \$37.4M to \$11.0M	\$ (26,400,000)
Epping 29608 - NH125 improvements from NH 27 to NH 87- Congestion and safety issues north from the junction of NH101 interchange - Extend the study area south to NH101 interchange	Extend limits south to NH101 - no funding increase	\$ -
Epping 40643 -Signal coordination are in same area as Project 29608 - Projects should be coordinated.	Combine project 40643 into 29608 and advance funding 3 years from FY25 to FY22	\$ -
Hampton Project 26485 - Hampton Branch rail corridor -Request to retain funding in Draft Ten Year Plan to continue negotiations with Pan AM	Roll CMAQ forward from FY18 to FY19	\$ 990,000

Project Change Summary

PROJECT CHANGE	RECOMMENDATIONS	IMPACTS
Hampton Project 40797 - Increase funding for Ocean Blvd. project extend limits	Cash Flow PE 2021-2022 over 4 yrs FY19 - FY22 Combine project 29609 (Eng Study) add FY 18 funds	\$ (22,692)
Henniker-Hopkington 40633 - Rte 9 Intersection improvements	Advance Funding 1 year from FY26 to FY25	\$ (24,893)
Hooksett Project 24862 - Reconstruct and widen NH 3A from Commerce Road to Goonan Road	Remove - No available funding in SAH	\$ (1,261,980)
Laconia 24181 - Centenary Ave - Adjust estimate to better match description of work	Timber Bridge removal - reduction in FY25	\$ (1,223,923)
Laconia 40656 Court St and Project 26706 Academy St (SAB program) - swap years	Swap years - \$ adjusted in SAB Program	\$ -
Lebanon 40794 - Reconstruct Mechanic St/High St/Mascoma - \$2.8M set aside for improvement based on recommendations from the corridor study to be completed this Fall.	Add PE \$330,000 FY18 Add ROW \$113,580 FY19 & Add Const \$2.635M based on approved TYP - delay Const 1 year from FY19 to FY20	\$ 287,320
Londonderry Project -Intersection safety improvement NH28/Stonehenge Road. The Town of Londonderry will approximately fund this project with 50% State/50% Town	Town is willing to fund 50% of project or \$870k total. Federal PE-\$150k (FY19), ROW-\$5k(FY19), CON-\$700k(FY20)	\$ 855,000
Madison-Conway 11339J - Conway Bypass, Southern Section (Earth work)	Fund project with \$1 in FY28 as a placeholder & show future year dollars	\$ 1
Madison-Conway 11339T - Conway Bypass, Southern Section (Construct Bridge over Pequewket Brook and NH113)	Fund project with \$1 in FY28 as a placeholder & show future year dollars	\$ 1
Madison-Conway 11339U - Conway Bypass, Southern Section (Final Construction)	Fund project with \$1 in FY28 as a placeholder & show future year dollars	\$ 1
Manchester 16099A - Reconstruct and widen of Exit 6 on the Turnpike	Advance construction funding one year from FY26 to FY25 including future years	\$ 30,000,000

Project Change Summary

PROJECT CHANGE	RECOMMENDATIONS	IMPACTS
Milford 41587 - Rehabilitation of Swing Bridge	Advance Const 3 years from FY28 to FY25, PE & ROW to FY20 Town needs to provide local match	\$ (66,581)
Nashua-Merrimack-Bedford-Manchester Project 13761 - F.E.E. Turnpike widening	Advance construction funding one year from FY22-FY26 to FY21-FY25	\$ -
Nashua 40818 - Design and Financial Plan for rail expansion from Nashua to Concord. Concord Capitol Study	Change Project name to Nashua-Manchester-Concord Change Scope to - Design, Env Review, and financial Plan for rail and bus service with parking facilities	\$ 4,000,000
Program (Statewide Programmatic) FTA5307	Reduce Boston UZA (FTA5307) Programmatic	\$ (4,000,000)
Newington-Dover 11238S - General Sullivan Bridge Rehabilitation	Scope Change to remove superstructure and provide the most cost effective bicycle/pedestrian connection	\$ -
Plymouth - Highland St Project - Intersection improvements - Town to make match (Local road -Fed-Aid eligible)	Advance Const 2 years from FY27 to FY25, ROW to FY24, & PE to FY 22 Town needs to provide local match	\$ (90,687)
Portsmouth 27690 - Advance Red List Bridge US1 over Hodgson Brook	Advance Const from FY19 to FY18	\$ (1,466,465)
Public Private Partnership (P3) - Consultant services for evaluation of P3 Requests for Information (Rfi) to support development of ranking criteria	Add to Ten Year Plan FY19 & FY20 Statewide 41863	\$ 100,000
Rockingham Regional Priority Projects - Replace Hampton (41584) \$7.6M with 3 projects totaling \$6.5 M and a request by Rockingham RPC New Castle/Rye 41713 \$2.8M Stratham 41711 (Bunker Hill/RtK 108) \$1.3M Hampstead 41717 \$2.4M Seabrook 41712 \$2.8M (4-Lane Proposal) Local match by town \$1.4 M	Recommendation to replace Hampton 41584 @ \$7.6M with 3 projects totaling \$6.5M in 2028 1) New Castle/Rye \$2.8M 2)Stratham (Bunker Hill/RtK 108) \$1.3M 3) Hampstead \$2.4M And Add Seabrook with 50% Match from Town or \$1.4M total. Federal PE-\$150k(FY19), ROW- \$100k(FY20), CON-\$1.15M(FY21)	\$ 300,000

Project Change Summary

PROJECT CHANGE	RECOMMENDATIONS	IMPACTS
Statewide Corridor study Program (New)	\$700,000 per year to fund 2 studies (FY 21 to FY 28)	\$ 5,600,000
Funding Source: Flexing CMAQ to STBG-Flexible (\$700,000 /year)	Flexed CMAQ Funds (FY 21 to FY 28)	\$ (5,600,000)
Tilton Project 29753 - Reconstruct intersection of US-302 (Meadow St), Bridge Street, and Saranac St - safety improvement	Remove - No available funding in SAH	\$ (2,593,170)
Walpole-Charlestown 14747 - From North Walpole reconst to NH 12A in Charlestown, add Shoulders, Improve drainage, Relocate RR	Remove "Relocate RR" from scope	\$ -
Windham 40663 - NH 111 Corridor Engineering Study from Wall St intersection to Lowell Rd / Hardwood Rd intersection	Change scope "to Ledge Road/London Bridge Road intersection" to extend project limits	\$ -
Total Impact		\$ (2,376,272)

THANK YOU

QUESTIONS & COMMENTS