

2023-2032 Draft Ten Year Plan Overview

ACEC/NHDOT Partnering Meeting Virtual – 10/29/21



Please Take Our Online Survey – NHDOT Planning Ahead 2032

<https://metroquestsurvey.com/a8b5>

Ten Year Plan Website – NH Department of Transportation

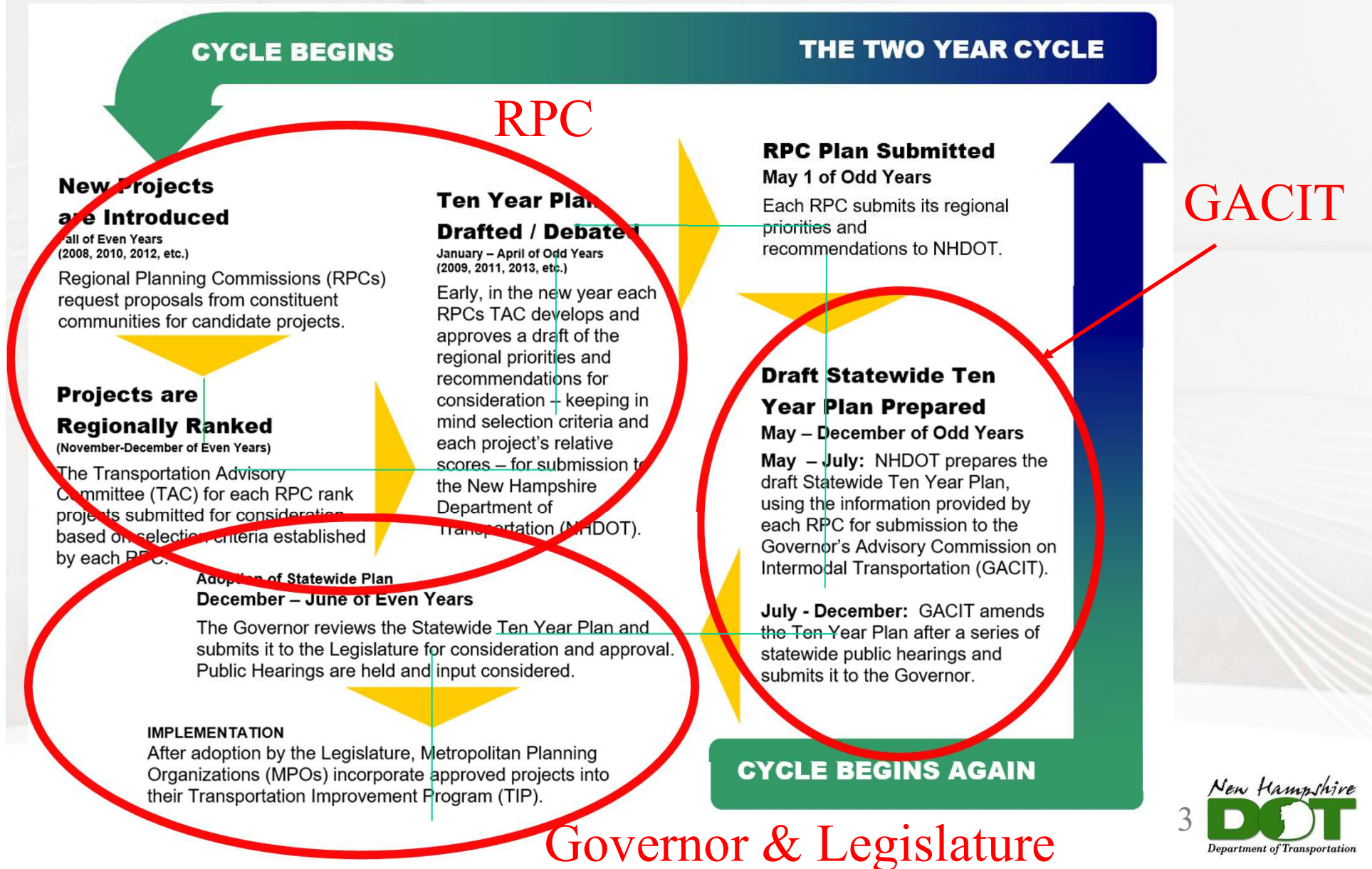
<https://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm>



Presentation Outline

- TYP Process
- Funding
- Strategies
- Program Funding Adjustments
- State of Infrastructure – Projected Outcomes

Ten Year Plan Process



High Level Funding Summary

State Funding Reduced

- COVID - Current projections identify reductions to Turnpike, Betterment, and SB367 revenue.
 - Betterment/SB367 – Reduced gas tax revenue
 - Affects paving programs and SAB
 - Turnpike program – Reduced traffic and toll collection
 - Affects 5 Capital projects - delays 2 - 4 years

Federal Funding Increased

- Infrastructure Investment Jobs Act (IIJA)
 - \$1.139B (FY22 - FY26) – \$228M/year (avg.) apportionment for NH
 - Similar to Senate EPW plan – assumed for fiscal constraint
 - \$242M Advance General Fund Appropriations for NH
 - \$45M/Year in additional funding for bridges
 - \$3.4M/Year EV Infrastructure Program
- Other federal aid plans (CARES, CRRSA, & ARP)
 - \$133M in COVID relief funds across all modes of transportation

Strategies

- **Focus on Maintenance & Preservation of the existing network of roads and bridges**
- **Continue to invest in core system programs and build on our successes in road and bridge conditions statewide**
- **Dedicate \$50M to RPC Priority Projects**
- **Federal Re-authorization (Assume additional funds)**
 - Accelerate existing TYP projects where possible
 - Fully fund scope constrained TYP projects
 - Convert GARVEE bonded projects to federal aid funds
 - Modify existing programs to improve projected conditions in outer years by including inflationary adjustments
 - Consider new projects in outer years to improve safety & capacity
- **Continue to invest in other essential modes of transportation**
 - Transit, Rail, Airports, and Active Transportation

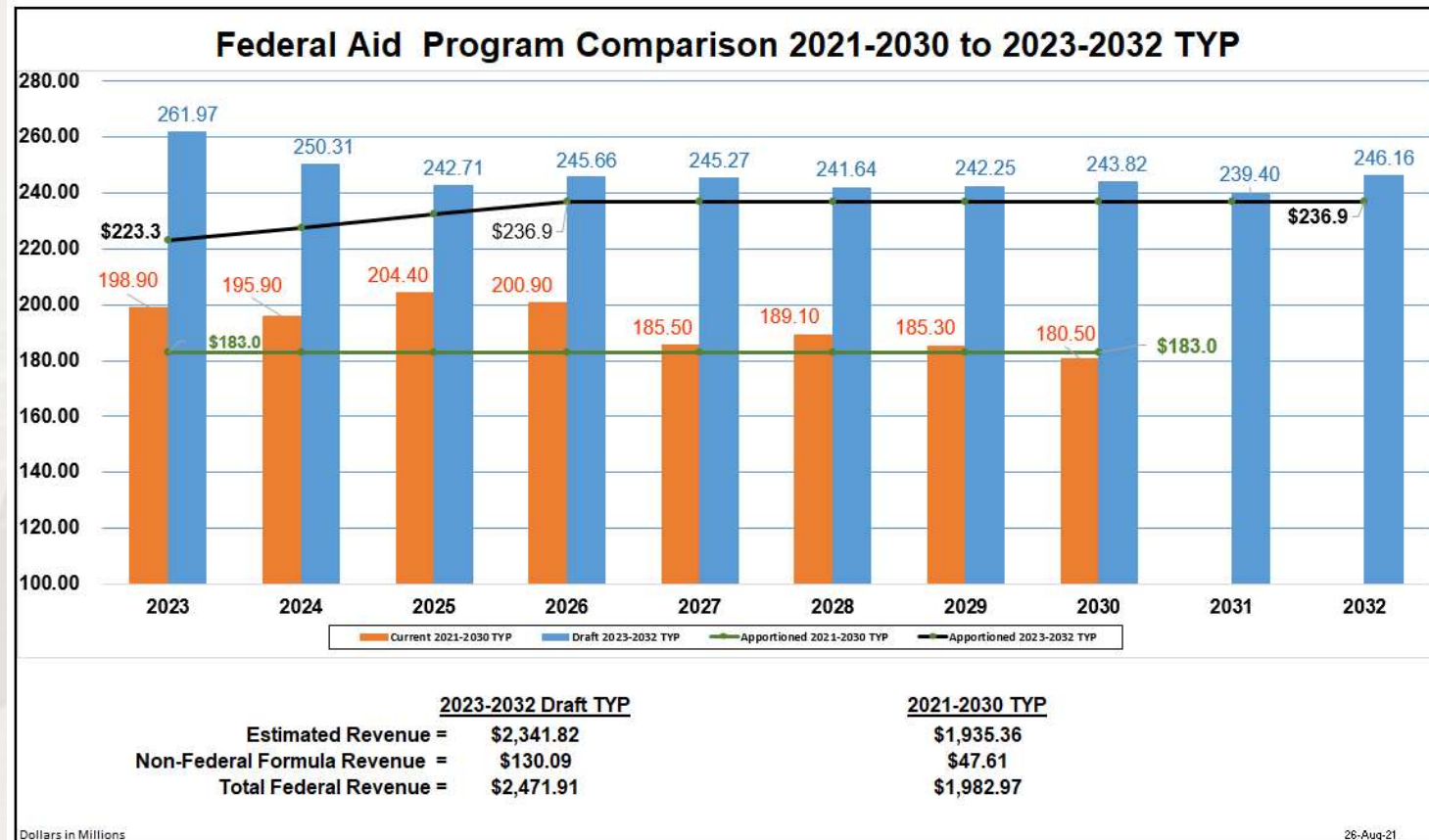
Funding Synopsis

DRAFT 2023-2032 Ten Year Plan Total Program Dollars by FY														
FY	Road and Bridge Mode										Other Modes			
	Highway Funded							Non-Highway Funded			Non-Highway Funded			% of Total Program
	FHWA ^{1,2,3}	Betterment ⁴	SB367		TIFIA Pledged Paving & Bridge	Other ⁸ Matching Funds	Sub Total	Turnpike Improvement	Turnpike R&R	Rail	Transit ⁵	Airport	TYP FY Total	
2023	\$ 264.70	\$ 20.95	\$ 18.16	\$ 2.20	\$ 24.74	\$ 24.50	\$ 355.24	\$ 42.02	\$ 18.50	\$ 0.60	\$ 38.43	\$ 32.14	\$ 486.92	13.9%
2024	\$ 253.05	\$ 20.60	\$ 8.50	\$ 2.20	\$ 20.64	\$ 2.27	\$ 307.26	\$ 49.01	\$ 14.00	\$ 0.60	\$ 34.76	\$ 35.70	\$ 441.34	9.9%
2025	\$ 245.44	\$ 20.40	\$ 10.67	\$ 2.19	\$ 14.34	\$ 3.74	\$ 296.79	\$ 55.03	\$ 15.00	\$ 2.10	\$ 35.48	\$ 13.41	\$ 417.81	9.1%
2026	\$ 244.87	\$ 20.15	\$ 6.09	\$ 23.41	-	\$ 0.14	\$ 294.66	\$ 39.45	\$ 15.80	\$ 0.60	\$ 36.22	\$ 33.02	\$ 419.76	9.1%
2027	\$ 245.15	\$ 19.98	\$ 5.74	\$ 23.41	-	\$ 0.30	\$ 294.57	\$ 44.57	\$ 15.50	\$ 0.60	\$ 36.97	\$ 37.52	\$ 429.72	9.1%
2028	\$ 241.52	\$ 19.78	\$ 5.39	\$ 23.41	-	\$ 3.35	\$ 293.44	\$ 52.34	\$ 15.00	\$ 2.10	\$ 37.73	\$ 25.60	\$ 426.20	9.1%
2029	\$ 242.13	\$ 19.58	\$ 5.04	\$ 23.41	-	\$ 11.27	\$ 301.42	\$ 46.43	\$ 14.70	\$ 0.60	\$ 38.51	\$ 15.53	\$ 417.19	9.1%
2030	\$ 243.70	\$ 19.38	\$ 4.74	\$ 23.41	-	\$ 0.05	\$ 291.27	\$ 60.85	\$ 15.00	\$ 0.60	\$ 39.31	\$ 27.18	\$ 434.21	9.8%
2031	\$ 242.28	\$ 19.23	\$ 4.43	\$ 23.41	-	\$ 0.05	\$ 289.39	\$ 64.34	\$ 15.30	\$ 2.10	\$ 40.04	\$ 25.94	\$ 437.11	9.8%
2032	\$ 242.38	\$ 19.05	\$ 4.13	\$ 23.41	-	\$ 0.05	\$ 289.01	\$ 56.72	\$ 15.60	\$ 0.60	\$ 40.78	\$ 15.94	\$ 538.65	2.1%
Program Total	\$ 2,465.21	\$ 199.08	\$ 72.89	\$ 170.42	\$ 59.72	\$ 45.71	\$ 3,013.04	\$ 510.75	\$ 154.40	\$ 10.50	\$ 378.23	\$ 381.99	\$ 4,448.91	100.0%
% of Highway Funded	81.8%	6.6%	2.4%	5.7%	2.0%	1.5%	100.0%							
% of TYP Funds	55.4%	4.5%	1.6%	3.8%	1.3%	1.0%		11.5%	3.5%	0.2%	8.5%	8.6%	100.0%	
Revenue ¹⁰	\$2,471.91	\$199.08	\$303.04		\$45.71		\$3,019.74	\$510.75	\$154.40	\$10.50	\$378.23	\$381.99	\$4,455.61	
Surplus/(Deficit)	\$6.70	\$0.00	\$0.00		\$0.00		\$6.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.70	

\$4.4 Billion Transportation Plan - \$406M (10%) increase over current TYP

- Road and Bridge mode – \$ 3.7B (83%) of total plan
- Other modes – \$739M (17%) of total plan
- FHWA category is the largest funding source in the TYP
 - 81% of Highway Funded categories
 - 56% of total TYP funding
 - Use prohibited for operations & maintenance

Funding Synopsis – Federal Aid Program (FHWA)



Federal Aid and Matching Funds

- FHWA an average of \$47M/year increase (24%)
- Primary source of federal matching fund (20%) is turnpike toll credits (Using federal apportionment dollars for match)

Program Funding Adjustments

Investments based on assumed funding from Senate EPW Plan

- **Increase Paving Investment by \$164M**
 - Inflated paving programs to account for inflations and added funds to meet paving targets for miles paved and condition
- **Increase State Bridge Investment \$169M**
 - Inflated bridge programs to account for inflations and added funds to continue our maintenance and preservation programs and accelerate removal of red list bridges
- **Convert GARVEE bonding to federal aid (Net Increase) \$58M**
 - Project Cost (\$163M) - Debt Service (\$105M)
- **Fully Fund Scope Constrained Projects - add \$54M**

Non-Highway sources federal funding adjustments - pending

- **Federal Railroad Administration (FRA)**
- **Federal Transit Administration (FTA)**
- **Federal Aviation Administration (FAA)**

Program Funding Adjustments

Turnpike Capital Program (Reduced Forecasted Revenue)

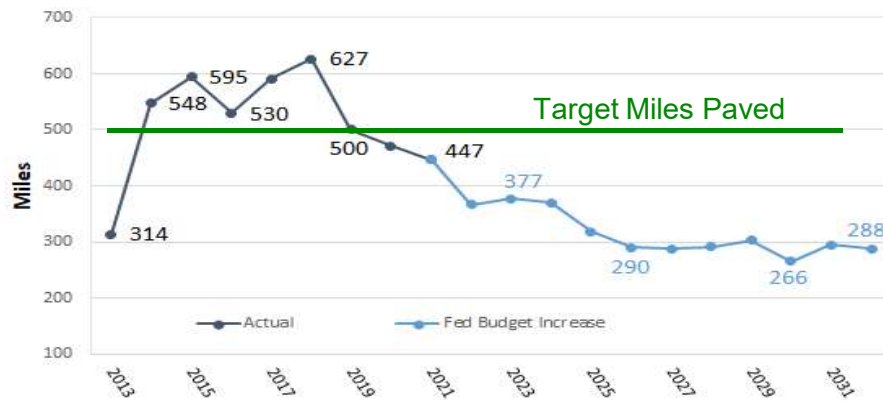
Delays in project advertising dates for capital projects

- General Sullivan Bridge Rehabilitation (\$33M) - delayed 2 yrs 2024-2026
- FEET Widening, Nashua-Bedford (\$172M) - completion delayed 3 yrs 2022-2028
- Manchester Exit 7 Reconstruction (\$53M) - delayed 3 yrs 2027-2029
- Manchester Exit 6 Reconstruction (\$106M) - delayed 4 yrs 2029-2032
- Bow-Concord I-93 Widening, I-89 to I-393 (\$152M) - delayed 2 yrs 2028-2032
 - Only includes Tpk. portion (south of Exit 14)
 - Total Estimated completion cost \$375M, completion 2033

State of the Infrastructure –

Road & Bridge Condition Projections

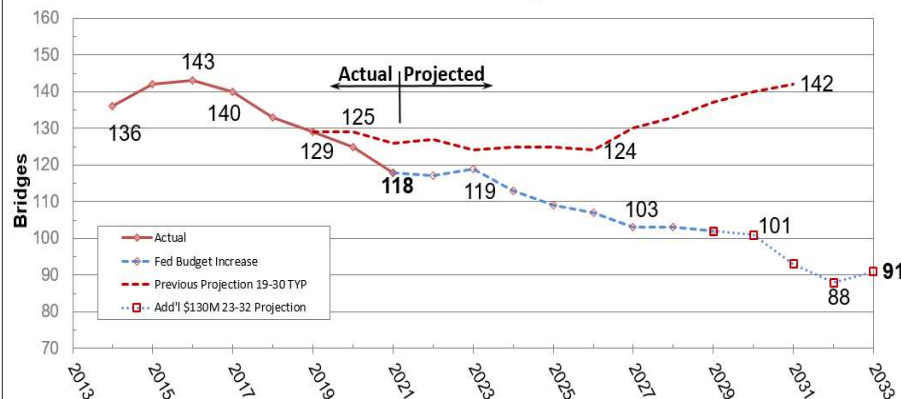
NHDOT Miles of Road Resurfaced



Increase Paving Investment by \$164M

- Overall paving miles decrease through the Draft TYP years (\$88M/yr. Average)
- Conditions for the next 4 years are expected to be 80% good/fair – above average
- Overall conditions in the later years are expected to decline by 30% to 50% good/fair
- Tier 3 /4 roads are expected to decline the most with anticipated decreases in state funds

State Red List Bridges



Additional \$169M State Bridge Investment

- Project the number of Red List bridges to be reduced by 27 bridges by 2032 (\$82M/yr. Average)
- 91 red list bridges remain at end of Draft TYP

State Bridge Aid Program

- Provides state funds to municipalities for bridges
- 223 bridges on the municipal red list
- 113 bridges enrolled currently through 2029 (65 Red Listed)
- Average cost per municipal bridge \$1.4M
- \$8.5M total per year, 20% match req'd by municipality through 2025 and projected to decline to \$4M by 2032
- Recommended using federal off-system bridge funds to offset SB367 revenue reduction for Municipal bridges (\$3.2M/year)
- Expect to conduct a solicitation to add new projects to the State Bridge Aid program in the future in the next Ten Year Plan update (to be added after 2029)

SB367 Waterfall / TIFIA Debt Service

Fiscal Year	\$0.042 Dedicated Road Toll Increase ¹	Municipal Block Grant Aid Revenue)	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing ² for I-93	State Aid for Municipal Bridges	DOT Operating Budget	from savings ⁴	TIFIA Pledged Paving and 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 Actual	\$34,974,610	\$4,162,427	\$473,303	\$6,800,000	\$8,300,000	\$4,000,000	\$19,238,880
2018 Actual	\$35,358,920	\$4,196,953	\$735,276	\$6,800,000	-		\$23,626,691
2019 Actual	\$35,808,375	\$4,243,070	\$1,297,686	\$6,800,000	-		\$23,467,619
2020 Actual	\$32,980,660	\$4,297,005	\$1,673,067	\$6,800,000	-		\$20,210,589
2021 Projected	\$31,208,756	\$3,957,679	\$2,006,350	\$6,800,000	-		\$18,444,727
2022 Budget	\$32,812,500	\$3,745,051	\$2,215,000	\$6,800,000	-		\$20,052,449
2023 Budget	\$33,222,656	\$3,937,500	\$2,215,000	\$6,800,000	-		\$20,270,156
2024	\$32,890,429	\$3,986,719	\$2,215,000	\$6,800,000		TIFIA Pledge for Bridge & Paving Ends 2025	\$19,888,711
2025	\$32,528,635	\$3,946,852	\$2,215,000	\$6,800,000			\$19,566,783
2026	\$32,203,348	\$3,903,436	\$23,425,706	\$4,874,206			\$0
2027	\$31,881,315	\$3,864,402	\$23,425,706	\$4,591,207			\$0
2028	\$31,562,502	\$3,825,758	\$23,425,706	\$4,311,038	-		\$0
2029	\$31,246,877	\$3,787,500	\$23,425,706	\$4,033,671	-		\$0
2030	\$30,965,655	\$3,749,625	\$23,425,706	\$3,790,324	-		\$0
2031	\$30,686,964	\$3,715,879	\$23,425,706	\$3,545,379	-		\$0
2032	\$30,410,781	\$3,682,436	\$23,425,706	\$3,302,640	-		(\$0)
2033	\$30,137,084	\$3,649,294	\$23,425,706	\$3,062,084	-		\$0
2034	\$29,865,850	\$3,616,450	\$23,425,706	\$2,823,694	-		\$0
2035	\$0	\$0	\$0	\$0	-	-	\$0
TOTAL	\$649,750,393	\$74,386,145	\$226,261,389	\$111,451,830	\$16,600,000	4,000,000.00	\$225,051,028

¹ - FY2022 and FY2023 Enacted Budget (CH 91 L of 21); FY2024 - FY2034 % reductions provided by Cambridge Systematics as part of the Road Usage Fee Study.

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 \$20,000 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.

Projects for Discussion/Feedback

- Statewide 40915 - Exit Sign Renumbering project (Tier 1)
- I-95 Portsmouth Sound Walls
- Dover-Rochester-Somersworth 40599 - Spaulding Exit 10 study
- Dixville-Colebrook 40518 - Balsams, Golf Links Road
 - Not included in Draft
- Hudson 42108 – Circumferential Highway
 - Not included in Draft
- Walpole Rockingham 41720 - Vilas Bridge, NH 50% Funded

Please Take Our Online Survey

NHDOT Planning Ahead 2032

1 NHDOT Planning Ahead 2032
Learn a bit about this initiative before you begin.

[WELCOME]

Tell Us What You Think?

The purpose of this survey is to gather information about what is important to you regarding the transportation system in New Hampshire. The survey information will be collected by the NH Department of Transportation (DOT) and shared with NH Executive Councilors and other elected officials during the development of the Department's 10 Year Transportation Plan (2023-2032). **For more detail click on the bullets below.**

→ Next

Every two years NHDOT prepares an update to the Ten Year Plan (TYP) for approval by the NH Legislature & Governor. This involves getting input from many people, including YOU about how New Hampshire will invest in the transportation system. Planning the transportation system requires reliable data to make informed decisions, including data about what is important to you. **Next bullet.**

New Hampshire
DOT
Department of Transportation

2 [PRIORITY RANKING]

3 [TRADEOFFS]

4 [STRATEGY RATING]

5 [WRAP UP]



<https://metroquestsurvey.com/a8b5>



Questions?

