



# New Hampshire Department of Transportation



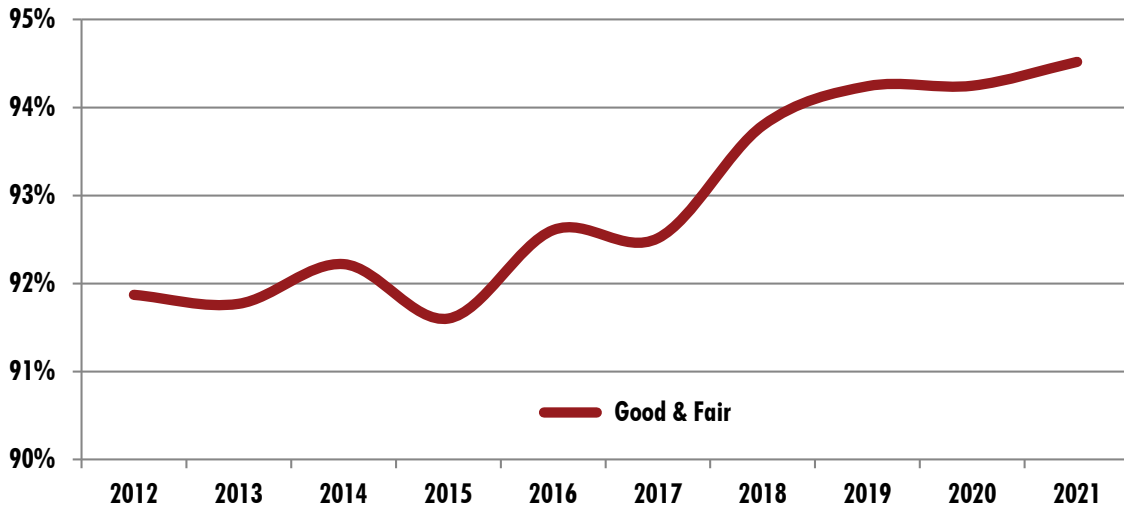
Transportation excellence enhancing the quality of life in New Hampshire

## *Annual Report*

Fiscal Year 2021

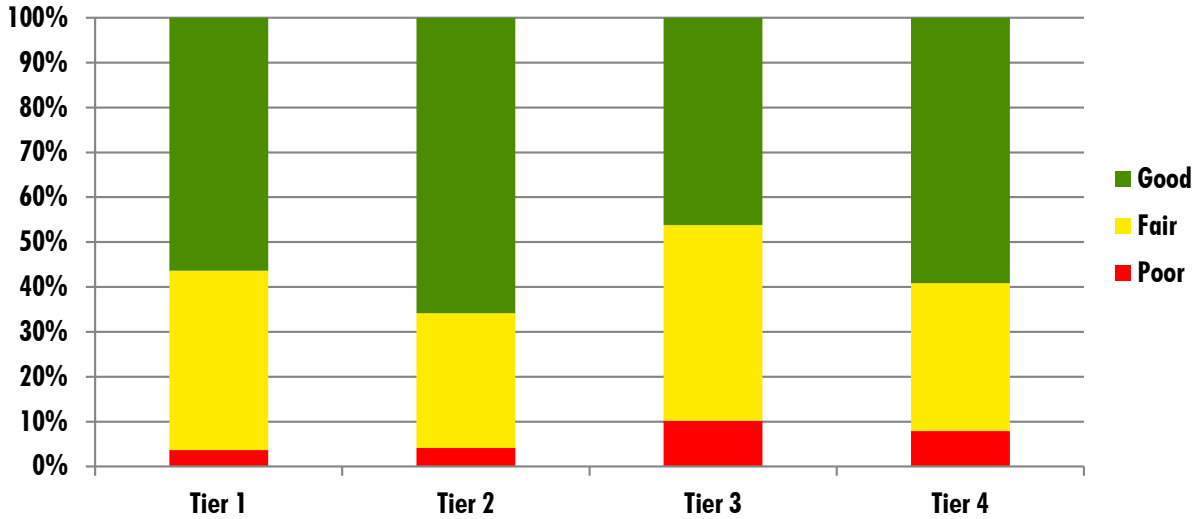
## Bridge Conditions

By Year - Good and Fair (Percentage)



\* Based on square feet of deck

By Tier (Percentage)

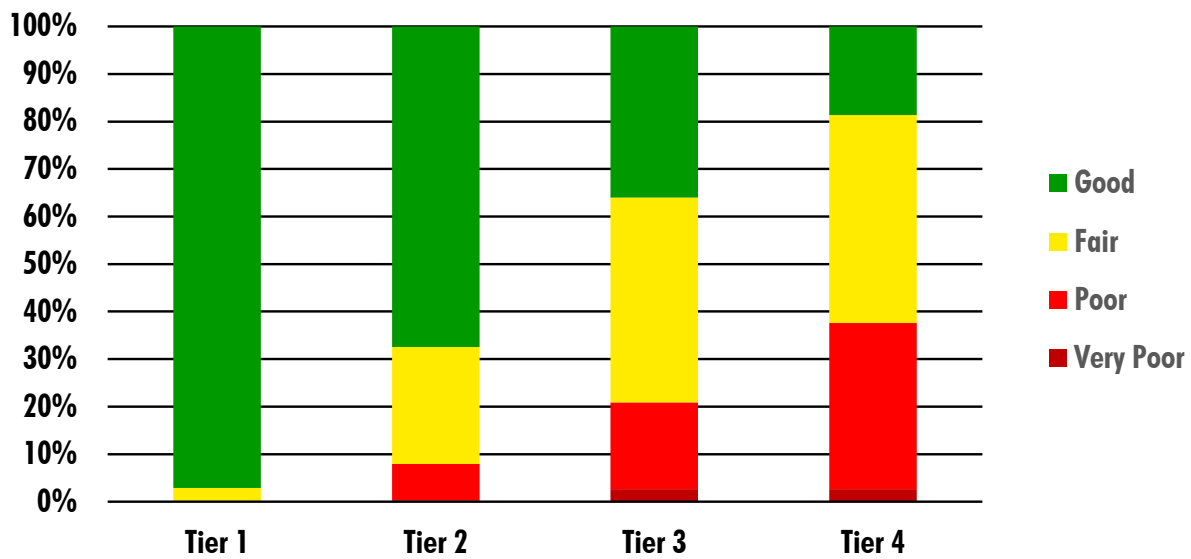


## Pavement Conditions

By Year - Good and Fair (Percentage)



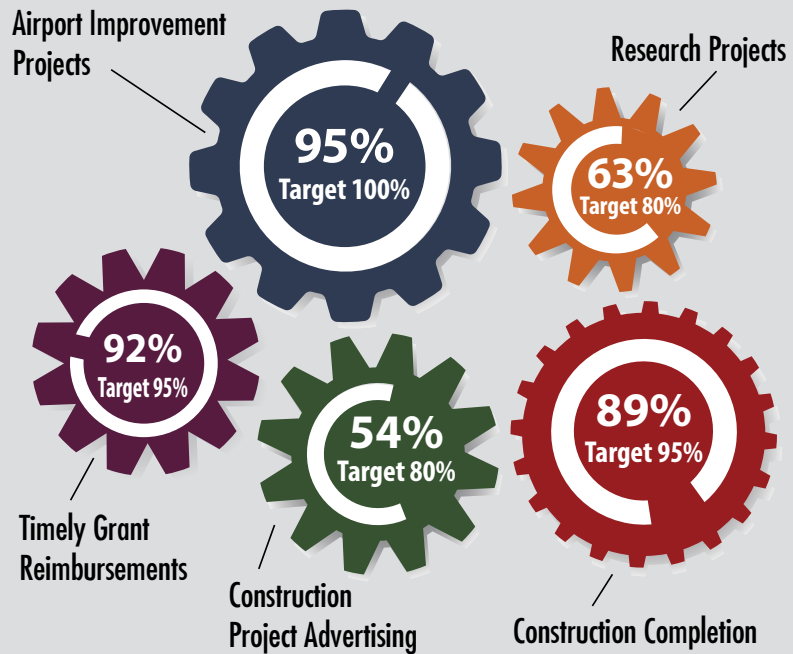
By Tier (Percentage)



## Performance Highlights

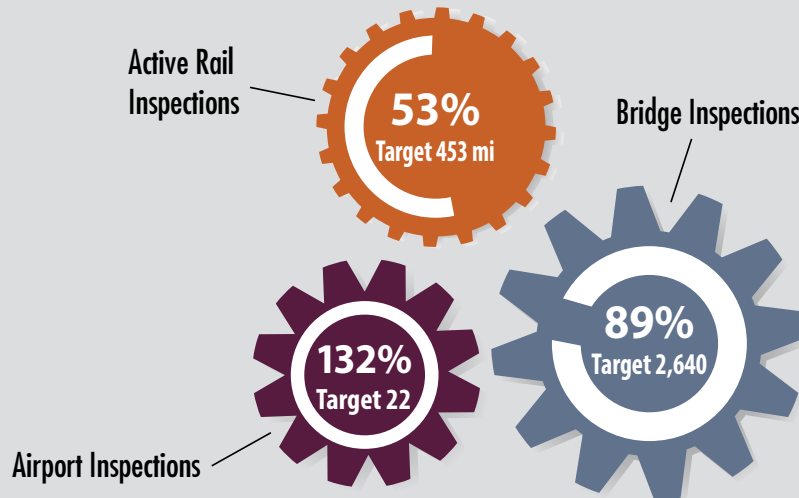
### Timeliness

The Department understands that when projects are delivered on schedule people and businesses across the state can more easily plan to accommodate them in their everyday. Timely projects also provide benefits to citizens, businesses, and tourists as quickly as possible.



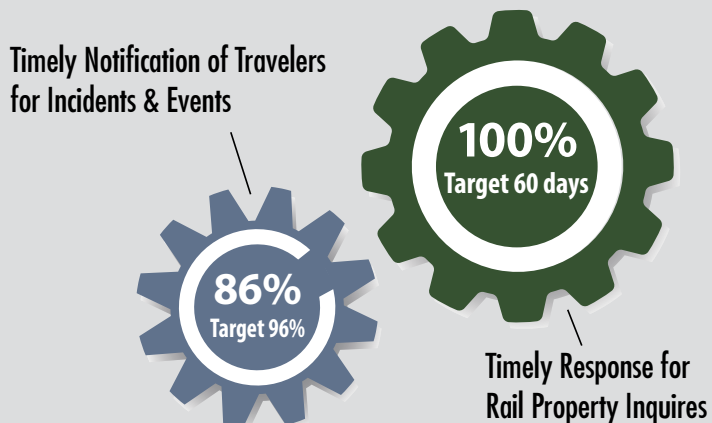
### Inspections

The Department has inspection programs in place to ensure that transportation infrastructure remains safe and that any necessary fixes can be planned for in advance.



### Customer Response

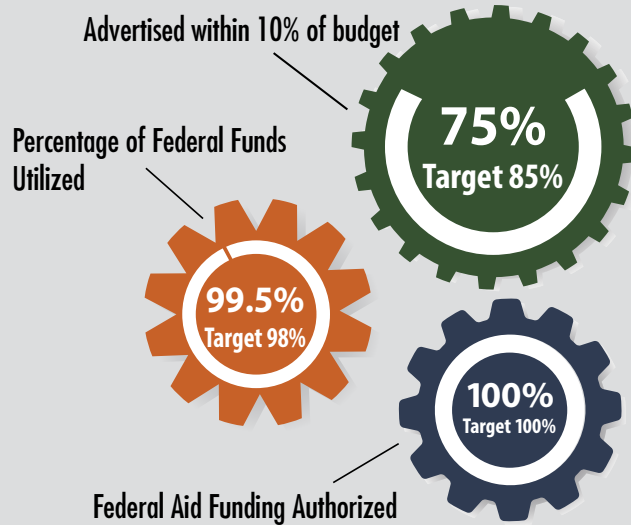
The Department works to ensure that transportation facilities remain safe, open, and that we provide timely information to travelers and businesses.



## Performance Highlights

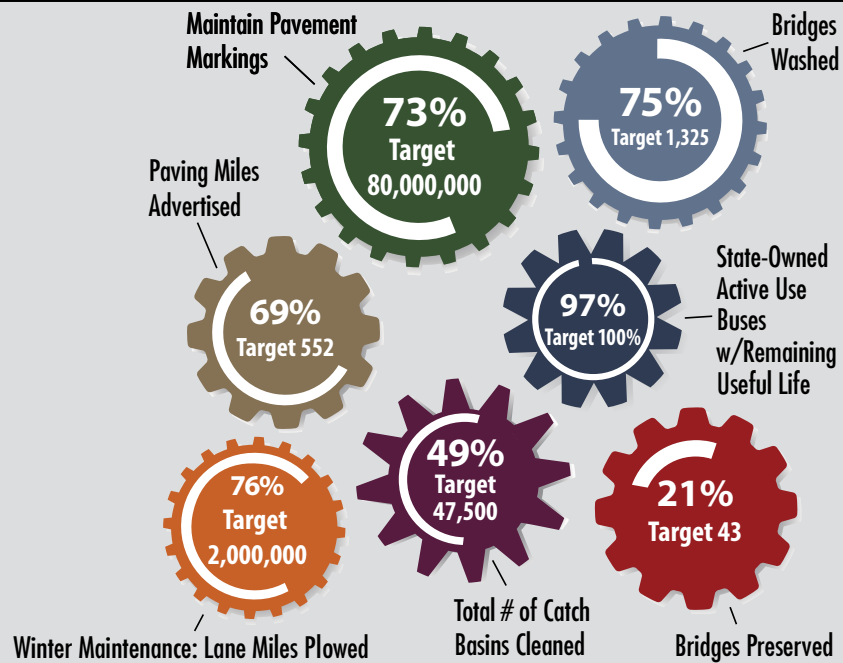
### On Budget

The Department can only invest a finite amount of capital at any given time. Maintaining accurate estimates and implementing effective funding strategies ensure that existing and future projects can be efficiently financed.



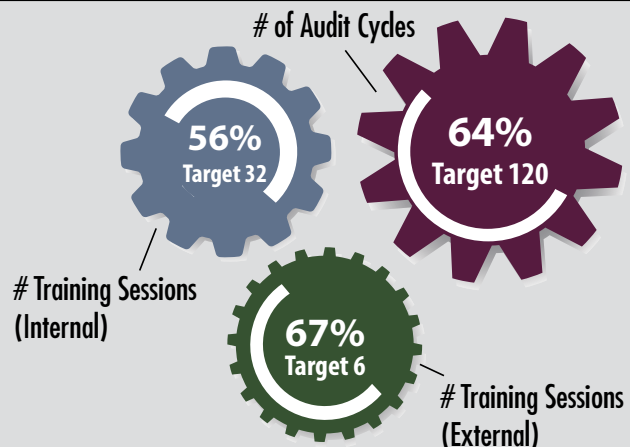
### Maintenance and Preservation

The Department works diligently to maintain the integrity of our existing infrastructure to ensure the longevity of our investments and provide the public with safe and usable travel ways.



### Other

The Department understands that transportation engineering is a field that is constantly evolving. Providing opportunities to expand our knowledge and to reflect on current processes is paramount for a healthy organization.



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



Transportation excellence enhancing the quality of life in New Hampshire

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Table of Contents

### Operating

Introduction - Citizen's Guide .....	1-5
Operating Expenses.....	6
Aeronautics, Rail & Transit	
State Bus Services & Facilities - 2050.....	7
Aeronautics - 2107 .....	8
Public Transportation (Transit)- 2916 .....	9
Railroad - 2931 .....	10
Administration	
Executive Office - 3038.....	11
Debt Service - 2938.....	12
Transfers to Other Agencies - 2939 .....	13
General Fund Overhead - 2940 .....	14
Compensation Benefits - 2941 .....	15
Asset Management, Performance and Strategies (AMPS) - 3040 .....	16
Finance & Contracts	
Finance & Contracts - 3001 .....	17
Policy & Administration	
Office of Federal Labor Compliance - 2056 .....	18
Human Resources - 3017.....	19
Employee Training - 3027 .....	20
Operations	
Winter Maintenance & Highway Maintenance - 2928, 3007 .....	21-22
Mechanical Services - 3005.....	23
Bridge Maintenance - 3008.....	24
Traffic - 3009 .....	25
Reimbursable Maintenance and Repair - 3031 .....	26
Asset Maintenance and Critical Repair - 3048.....	27
Transportation Systems Management and Operations - 3052.....	28
Inmate Maintenance Crew - 3055.....	29
Salted Wells - 3066 .....	30
Fuel Distribution - 3198 .....	31
Oversize and Overweight Permits - 5032 .....	32
Lift Bridge Operations (Bridge Maintenance) - 5034 .....	33

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

Project Development	
Planning and Community Assistance - 3021 .....	34
Highway Design - 3025 .....	35
Right-of-Way - 3028 .....	36
Environment - 3032 .....	37
Bridge Design - 3033.....	38
Materials and Research - 3034 .....	39
Construction - 3035.....	40
SPR Research (Materials and Research) - 3036.....	41
Stickney Avenue (Right of Way) - 3060 .....	42
Turnpikes System	
Administration - Support - 7022.....	43
Toll Operations - 7026, 7031, 7036 .....	44
Maintenance - 7027, 7032, 7037 .....	45
Toll Collection - 7050.....	46
Transponder Inventory Fund - 7515 .....	47
Compensation Benefits - 8117.....	48
Financial Appendix	
Expenses by Discretionary and Non-Discretionary .....	F1
Expenses by Program/Function.....	F2
Highway Fund Expenditures - Discretionary and Non-Discretionary.....	F3
Highway Fund Expenditures - Program/Function .....	F4
Highway Fund Expenditures - Program/Function Source of Funds.....	F5



## FY 2020 & 2021 Operating Results - Budgeted Account Summary

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

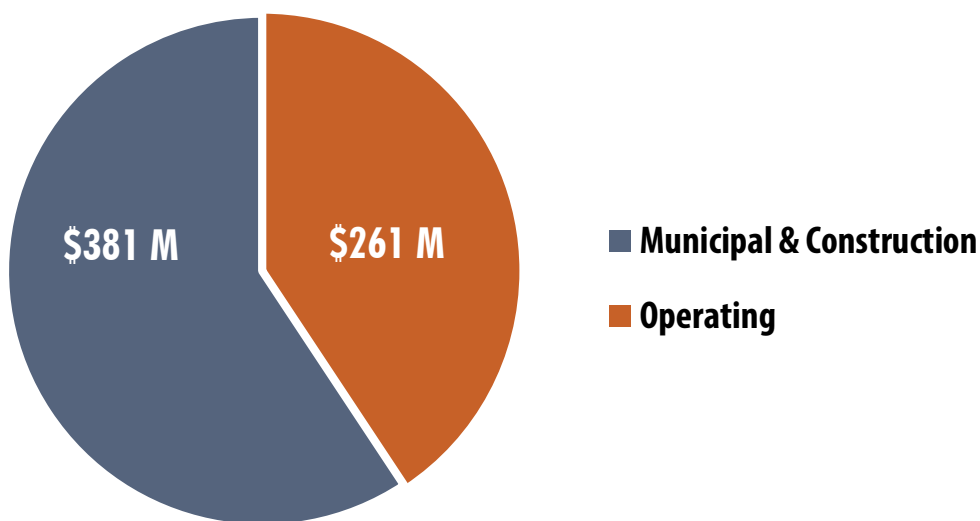
The New Hampshire transportation System is vital to New Hampshire's economic growth and prosperity. The financial value of New Hampshire's transportation system, by some estimates at replacement value, exceeds \$12 billion in roadways and \$8 billion in bridges. To assist the general public in understanding 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 understanding 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 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 1,650 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 FY21 - Total Budgeted and Non-Budgeted Expenses (includes Fund 30)



# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Transportation Finances

### Highway Funds

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:

Cost of Collection-Road Toll Bureau-Dept. of Safety (1)	0.3 cents
Block Grant Aid to Municipalities (2)	2.7 cents
Highway and Bridge Betterment (3)	2.6 cents
I-93 Debt Service/State Bridge Aid (4)	3.7 cents
Operating Costs- DOT and DOS (5)	12.9 cents

**Total Road Toll      22.2 cents**

In 2021 59% of the Highway Fund was appropriated to NHDOT, 27% to other agencies and 14% to Municipalities.

- (1) The cost of collection for the Department of Safety is no longer classified as unrestricted revenue and equates to approximately \$27.1M. Of this amount \$1.9M (0.25 cents) is for cost of collections for the Road Toll Bureau.
- (2) 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.
- (3) 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.
- (4) 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.
- (5) Accordingly, of the overall 22.2 cent/gallon NH Road Toll, 12.95 cents is available for appropriation to cover Operating Costs.

### Turnpike Funds

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

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

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 20210:

Toll Revenue	114
Other Revenue	13
Operating Expenses	49
Renewal & Replacement Expenses	9
Capital Expenses	28
Debt Service	36

- Approximately 6259% of Turnpike Revenue from the collection of tolls is paid by out-of-state visitors passing through New Hampshire.

### General Funds

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 are deposited into the General Fund (approximately \$213 thousand). In FY2018, the Legislature reduced the fee structure for most categories effective January 1, 2019 resulting in decreased revenue for FY2019, FY2020 and FY2021. Airway Toll revenues from fuel purchases (approximately \$175 thousand in FY2021) are restricted per Federal Aviation Administration (FAA) regulations as they can only be used for Aeronautic purposes. The General Fund does provide matching State funds for FAA grants for airports and for Federal Transit Administration (FTA) grants for transit projects and operations through the HB 25 Capital Budget authorized General Obligation Bonds. Debt service for these pass-through capital requests is paid by the General Fund.

### Federal Funds

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 \$196 M)
- Federal Transit Administration (FTA) – funding for transit programs, projects and providers including capital, operating and planning activities. (Approximately \$7 M)

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

- Federal Aviation Administration (FAA) – funding for planning, preservation, modernization, or expansion of eligible airport facilities. (Approximately \$18 M)
- Federal Emergency Management Administration (FEMA),
- CARES Act, and CRRSA funds – Funding for emergency declarations relative to storm damage and COVID-19 for DOT incurred expenses as well as funds directly issued to transit providers and airports. (Approximately \$34 M)

NHDOT offset Operating Costs to balance the budget using \$20 M from federal aid in FY 2021, which would otherwise go to construction programs. In addition, there are no State funds provided to match the federal aid highway program as is typical. Instead the budget relies on credits gained from Turnpike investments to meet federal matching requirements, which further diminishes the federal aid construction program.

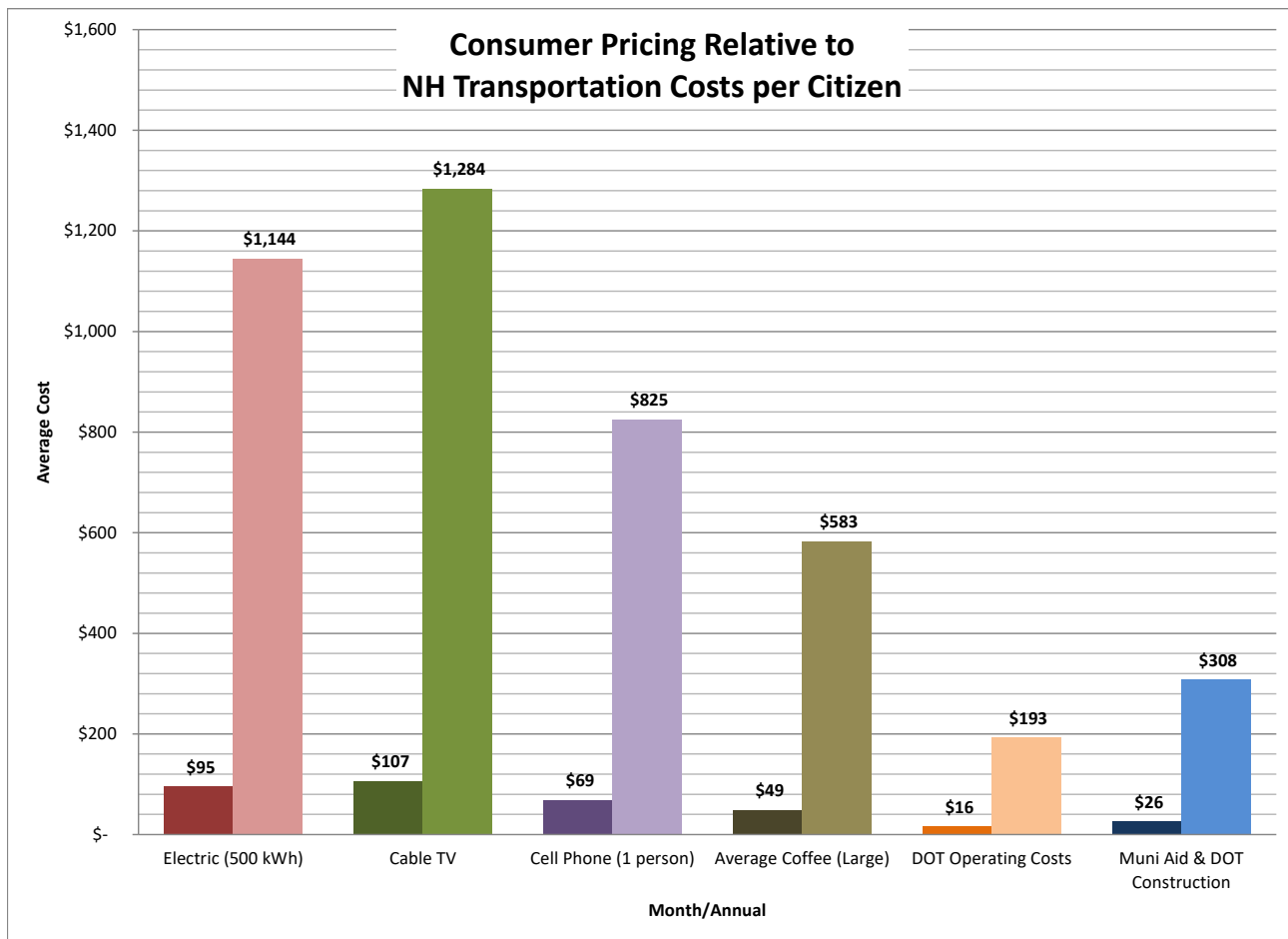
### Other Funds

Other funds are derived from a number of typically minor sources. Other funds include revenue derived from revolving funds such as for the sale of fuel to municipalities or other state agencies, railroad licensing fees, permitting fees, emergency repair funds (i.e. FEMA reimbursement), and sale of surplus land.

# FY 2020 & 2021 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 2020 & 2021 Operating Results - Budgeted Account Summary

## Operating Expenses

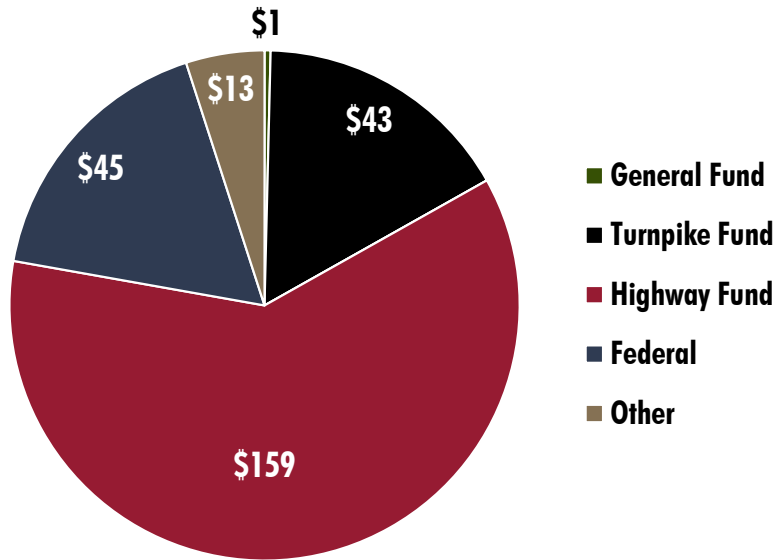
For the NHDOT, our primary responsibility is to operate and maintain the existing transportation system and to plan, engineer and oversee construction of all transportation projects. The following pages provide a detailed description of each element of service provided to NH citizens by the NHDOT and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

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

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 2021 for Operating Costs is below:

### Operating Expenses FY21 - Actual (in Millions)



Investment Levels

### Funding Sources

	Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
	\$260.8 M	\$159.1 M	\$44.8 M	\$42.7 M	\$1.1 M	\$13.1 M
	Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
	\$262.1 M	\$157.6 M	\$42.0 M	\$43.8 M	\$1.4M	\$17.3 M

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	1650	1650	1639	1639	1643	1643	1650	1650

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Aeronautics, Rail and Transit

### 2050 – State Bus Services & Facilities - Fund 010

The Bureau of Rail & Transit is responsible for oversight of seven (7) state-owned park & ride lots that have bus terminals to help facilitate intercity, commuter, and local public transit services. The seven locations are: (1) Concord: I-93 Exit 14, (2) Dover: Spaulding Turnpike Exit 9, (3) Portsmouth: I-95 Exit 3, (4) Nashua: F.E. Everett Turnpike Exit 8, (5) Londonderry: I-93 Exit 5, (6) Londonderry: I-93 Exit 4, and (7) Salem: I-93 Exit 2. These seven bus terminals/park & ride lots are managed and operated through agreements with contracted facility operators.



The Bureau is also responsible for the management and oversight of state-owned commuter coaches and state-contracted bus services. The State owns 29 commuter coaches. Twenty-four (24) coaches are utilized by Boston Express, the only state-owned bus service, and the remaining five (5) coaches are utilized by C&J Bus Lines.

This accounting unit provides funds for operating and capital projects, including the maintenance of state-owned bus terminals, procurement of commuter coaches, and operating assistance for commuter and intercity bus services. Operating assistance is provided for Boston Express bus service along the I-93 and F.E. Everett Turnpike corridors between southern NH and Boston as well as for Concord Coach Lines rural intercity bus service between northern NH and Concord.

Major accomplishments in FY 2021 included:

- The State received two (2) new commuter coaches to replace aging coaches utilized by Boston Express.
- Entered into contracts totaling more than \$21 million, consisting of Governor’s Office of Emergency Relief & Recovery (GOFERR) funds as well as CARES Act grant funding, with private commuter/intercity transportation providers to ensure the vital services connecting NH residents to locations in southern NH and Boston, as well as the broader intercity network, were able to resume after being shut down at the start of the COVID pandemic.
- Improvements and repairs to state-owned bus terminals and parking lots including drainage structures and pavement markings at various locations and an HVAC system upgrade at the Portsmouth Transportation Center.

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$7.6 M		\$7.6 M			
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$5.5 M		\$5.5 M			

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Aeronautics, Rail and Transit

### 2107 - Aeronautics - Fund 010

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	6	6	6	6	6	6	7	7

Personnel within the Bureau are responsible for the overall management of the aeronautics/airway system in New Hampshire. Assisting airports in the state with federal compliance 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 these goals, personnel communicate with airports regularly and perform 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, program administration, airport and aircraft registration, operation of state-owned navigational aids, aircraft search and rescue, and assisting in the integration of Unmanned Aircraft Systems (UAS) into the Department and the state aviation system.



Major accomplishments in FY 2021 included:

- The Department completed 22 airport safety inspections.
- Provide programmatic oversight of the FAA Airport Improvement Program (AIP), State Block Grant Program (SBGP), and CARES Act grant program. There were 75 active projects in FY 2021, of which 74 were completed on-time and on-budget.
- Management and processing of the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), Coronavirus Response and Relief Supplemental Appropriation (CRRSA) and American Rescue Plan Act (ARP Act) airport funds issued to combat the economic impacts of COVID-19 on aviation transportation.
- Registration of aircraft, airports, commercial operators and aircraft dealers.
- The hiring of a UAS Planner to oversee the regulatory actions, integration of UAS in the Department and state aviation system.

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$1.0 M				\$0.8 M	\$0.2 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$1.0 M				\$0.8 M	\$0.2 M



## FY 2020 & 2021 Operating Results - Budgeted Account Summary

### Division of Aeronautics, Rail and Transit

#### 2916 - Public Transportation (Transit) - Fund 010

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	6	6	6	6	7	7	7	7

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, procurement, and technical assistance.

Major accomplishments in FY 2021 included:



- Took delivery of 32 transit vehicles to be used by rural public transit and human services transportation providers.
- Completed a transit feasibility study for Franconia Notch State Park and delivered results to state agency leadership teams and Franconia Notch State Park Alternative Transportation Working Group.
- Commenced the NH Capitol Corridor Project Development Phase, via a contract with AECOM, Inc., that will include preliminary design & engineering, State and Federal environmental reviews, and the development of a financial plan.
- Supported NH's public transit and human service transportation providers as they continued to operate during the COVID-19 pandemic, including the disbursement of Federal recovery funds, mask distribution, and the facilitation of standing meetings to share industry best practices.
- Ridership (measured in one-way trips) on public transit, funded in-whole or in-part with FTA funding administered via this accounting unit, was:
  - 1.4 million public transit (11 public transit systems); and
  - 21,539 seniors & individuals with disabilities (including volunteer driver trips)

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$10.3 M		\$10.2 M			\$0.1 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$6.2 M		\$5.9 M		\$0.3 M	

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

### Division of Aeronautics, Rail and Transit

#### 2931 - Railroad - Fund 010

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	2	2	2	2	2	2	3	3

Personnel within the Bureau of Rail & Transit perform track inspection on behalf of, or in conjunction with, the Federal Railroad Administration (FRA) on approximately 180 miles of active state-owned railroad lines and approximately 230 miles of privately-owned railroad lines. Personnel is responsible for property management activities on approximately 500 miles of active, inactive, and abandoned state-owned railroad lines, managing railroad operating agreements for approximately 180 miles of active state-owned railroad lines, administering railroad programs and grant awards. Personnel also conduct engineering reviews and provide construction & project management oversight on state-owned railroad lines and help address railway-highway grade crossings issues statewide. Personnel work 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 2021 included:

- Reviewed and processed requests from applicants (municipalities, abutters, construction firms, utility companies, etc.) to utilize state-owned railroad property via crossing agreements, leases, dock leases, temporary use/construction agreements, or utility easements and invoiced and received payment for authorized use of state-owned railroad property.
- Supervised the completion of a large tie replacement project on the state-owned Concord to Lincoln Railroad Corridor with funding through the State Capital Budget to replace 12,500 ties.
- Provided field engineering/supervision of several projects, including the Harts Location Bridge #84.33 abutment/pier stone joint pointing project.

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M				\$0.3 M	\$0.1 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M				\$0.3 M	

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Administration

### 3038 - Executive Office - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	15	15	15	16	18	18	18	18

The Department of Transportation, shall be responsible for the following: Planning, developing and maintaining a state transportation network that provides 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).



This charge is accomplished through effective communications with our partners, strategic planning (including the development and facilitation of the Ten Year Plan), effective and efficient management of Department resources and assets, preparation of operational and capital budgets, staffing plan development, contract award approvals, public relations, constituent response, development of policies and legislation, and adjudicatory hearings.

Five workgroups, chaired by executive team members, were created to coordinate these charges:

- The Data & Systems Work Group provided direction and coordination for several large technology improvement projects including the Work Order, Fleet and Inventory software.
- The Policy & Records Work Group processed numerous new policy documents for approval with additional under review.
- The Work Order Work Group provided guidance for configuring the Work Order Fleet and Inventory system.
- The Performance Work Group continued to monitor key performance indicators across the Department.
- The Inventory Work Group continued coordination of asset inventories including pavement as-builts, guardrails, culverts and closed drainage.

Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$2.4 M	\$1.8 M	\$0.5 M			\$0.1 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$2.6 M	\$1.5 M	\$0.9 M			\$0.2 M

# FY 2020 & 2021 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, energy efficiency improvements, major software upgrades, heavy equipment 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 \$60M general obligation bond (GO) to match the Federal Aid Program and advance construction on Municipal Bridges. Debt service for the GO bond at approximately \$6M per year for 20 years since 2008 is paid out of the Highway Fund and charged to the Operating budget of the NHDOT.

The \$60M GO bonds were partially refunded in FY2015 lowering interest payments but maintaining scheduled pay-off in 2028.



Investment Levels

### Funding Sources

	Highway	Federal Aid	Turnpikes	General	Other
Actual FY21	\$11.5 M				
Actual FY20	\$10.9 M				

# FY 2020 & 2021 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, Property and Casualty Insurance and other agencies.

Major accomplishments in 2021 included:

- Migrated DOT to Microsoft Exchange On-line enabling anywhere access to email and email archives.
- Deployed Microsoft Teams and SharePoint enabling world class collaboration and productivities tools.
- In preparation for Microsoft Office 365 implementation, upgraded many Access Databases and reduced Legacy Access databases by 60% eliminating thousands of unused Access Databases.
- Completed end-to-end FE Everett Turnpike ITS (Intelligent Transportation System) network



- Implemented Roadway Data Collection with all Network Roadway data on new server.
- Change to Management Tracking System (MTS) Management Tracking System to add project providing a single source of G&C date.
- Completed automated process to load employee data directly from NHFIRST to the data warehouse enabling other DOT systems to have a common source for employee data.
- Expanded DOT backup capacity to provide adequate storage for current backup strategy and to allow for growth for increasing monthly and yearly retention.
- Implemented multiple Current Billing System improvements including getting G&C data from the data warehouse, Incorporate LPA date and rounding improvements.

Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$10.4 M	\$10.3 M				\$0.1 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$9.5 M	\$9.4 M				\$0.1 M

# FY 2020 & 2021 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), General Services for building maintenance and the Department of Administrative Services Maintenance Fund.



Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$2.5 M	\$2.5 M				
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$2.1 M	\$2.1 M				

# FY 2020 & 2021 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 FY21	Highway	Federal Aid	Turnpikes	General	Other
\$9.0 M	\$9.0 M				
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$8.9 M	\$8.9 M				

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

### Administration

#### 3040 - Asset Management, Performance and Strategies (AMPS) - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	0	0	0	0	4	5	7	7

Personnel from the Office of Asset Management, Performance & Strategy (AMPS) work to ensure that processes, systems, and information are developed and utilized to efficiently manage the State's transportation assets. Performance reporting throughout the Department is coordinated by the AMPS Office. The outcome of these efforts is information for proactive decision making, enhanced transparency, and compliance with federal regulations.

The Department utilizes a life-cycle approach for asset management that includes planning, design, construction, maintenance, and replacement.

Major accomplishments in FY 2021 included:

- Annual certification of the Transportation Asset Management Plan (TAMP) by the Federal Highway Administration
- Initial stages of configuration and implementation of the Work Order, Fleet, and Inventory System for the Department
- Configuration and use of a new Asset Analytics and Forecasting System for pavement and bridge conditions.
- Monitoring Department performance over more than 80 key performance indicators
- Ensure compliance with Federal performance measure reporting and requirements

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$0.8 M	\$0.8 M				
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$0.8 M	\$0.8 M				



## FY 2020 & 2021 Operating Results - Budgeted Account Summary

### Division of Finance

#### 3001 - Finance & Contracts - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	37	37	37	37	37	37	38	38

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 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 2021 included:

- Closed 175 projects de-obligating \$10.5M and released \$36.7M from 75 additional projects. These funds were then made available for other projects.
- Final debt service payments were made on the Turnpike 2009B Series Bond and the 2012 GARVEE Bond.
- Actively managed the Department's financial reporting, year-end activities and audit(s) of Turnpike, Highway, and Federal Funds. Specific to the Department, there were no reported material findings for FY 2021.
- Continued progress in the retooling of paper-driven processes to more streamlined electronic methods in several areas including Accounts Payable, Accounts Receivable, and Payroll functions.
- System enhancements in Federal billing, approval tracking, and reporting.



Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$2.9 M	\$1.4 M	\$0.9 M			\$0.6 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$3.1 M	\$1.4 M	\$1.1 M			\$0.6 M

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Policy and Administration

### 2056 - Office of Federal Labor Compliance - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	6	6	6	6	6	6	6	6

The Office of Federal Compliance (OFC) is responsible for ensuring that 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 also responsible for the Contractor Compliance Program (CCP), Disadvantaged Business Enterprise (DBE), and On-the-Job Training Programs (OJT), Title VI and Environmental Justice Programs, Limited English Proficiency (LEP) Programs, Internal Equal Employment Opportunity/Affirmative Action Plan, and Section 504/Title II of the Americans with Disabilities Act (ADA).



Major accomplishments in FY 2021 included:

- Conducted 38 Civil Rights Nondiscrimination/EEO training events for employees, contractors, consultants, municipalities and subrecipients.
- As part of the Department’s ADA Transition Plan, 2021 District Resurfacing Program, Statewide Resurfacing and LPA projects, 296 new curb ramps with raised-dome detectable warning devices were constructed/upgraded.
- Conducted 210 field audits on Federal-aid construction projects. Findings included additional restitution by contractors of Davis-Bacon wages for 124 workers totaling \$12,531.08
- Attained a DBE goal 3.84% for minority and women owned business contracting on Federal-aid construction projects.
- Provided small business development services to 3 disadvantaged business enterprise firms and organized 3 webinars for 294 DBE certified firms.
- Enabled a virtual training to 40 middle school and high school students through the UNH Tech Camp National Summer Transportation Institute (NSTI) Program.

### Funding Sources

Investment Levels

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M		\$0.4 M			
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M	\$0.4 M				

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	12	12	12	12	12	17	17	17

Personnel within the Bureau of Human Resources develop and implement programs that support the recruitment, selection, development, and maintenance of a workforce capable to safely, effectively and efficiently meet the mission of the Department. The Bureau has five sections; Workforce Planning and Development, Core Business Transactions, Risk Management, Occupational Safety & Health and Administration.

Collectively these sections work to: 1) provides support for recruitment, workforce planning and development activities, 2) ensure accurate and timely transactions supporting administration of the Family Medical Leave Act administration, position classification, and employee benefits, 3) guide the implementation of various state and federal rules and regulations, and 4) provide training and compliance oversight.



### Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$1.3 M	\$0.7M	\$0.5 M			\$0.1 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$1.4 M	\$0.8 M	\$0.5 M			\$0.1 M

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Policy and Administration

### 3027 - Employee Training - Fund 015

The NH DOT develops and maintains a Strategic Training Plan that is based on the goal of maintaining an effective and efficient workforce. Trainings through this funding source are based on the Plan which serves the entire organization or large groups of employees. The plan encompasses activities to enhance engagement, improve employee relations, and improve skills to meet the changing needs of New Hampshire’s transportation systems. This year has brought a transformation to more remote learning opportunities.

Major accomplishments in FY 2021 included:

- 20 new supervisors completed the State required 2 –day Foundations of Supervision course.
- 50 employees completed technical training in subject matter areas including: ROW Appraisal & Real Estate Training, Skillpath, Federal internal and External Audit, Impact of PPP Loan Forgiveness on Indirect Cost Rates, Employee Performance Evaluations, Lean Transformation, Managing at a Distance, and Microsoft Project.
- 18 NHDOT employees completed the State’s Certified Public Supervisor Program and 2 completed the Certified Public Manager Program.



- The Department completed the State requirements for Cybersecurity, Respect in the Workplace and CRASE training.
- Provided monthly Orientation for NEW full-time and part-time employees.

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M		\$0.1 M			
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$0.0 M		\$0.0 M			

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

### Division of Operations

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	686	686	684	685	685	685	688	688

Employees within the Bureau of Highway Maintenance are responsible for providing a safe and serviceable highway system for the traveling public. Highway Maintenance is comprised of 6 regional maintenance districts with 87 individual patrol sections and support facilities. Major tasks at the District level include snow and ice control, pavement repair, drainage work, vegetation control, litter pickup, and the issuance of driveway/trench permits. In addition; a headquarters section oversees the overall District work effort, operates the Department’s Fuel Distribution system, 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.

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

Major FY 2021 winter maintenance accomplishments included:

- 151,000 tons of salt, approximately 28% less than the 3-year average of 210,000 tons and 12% more than budgeted amount of 135,000 tons
- Plowing and treating more than 1.71 million lane miles, 17.7% less than a typical winter season of 2.08 million lane miles with:
  - approximately 300 state plow trucks with operators
  - approximately 350 privately owned plow trucks with operators
  - approximately 100 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.

#### Funding Sources (2928 Winter Maintenance)

Investment Levels

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$27.1M	\$27.1 M				
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$28.2 M	\$28.2 M				

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

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 and sweeping.

Major FY 2021 non-winter accomplishments included:

- More than 6,200 CY of repairs to cuts and fills
- Over 35,000 linear feet of constructing and repairing drainage systems
- More than 173 miles of cleaning and maintaining drainage through light and heavy ditching
- Repair or replacement of over 58,000 feet of guardrail
- Shoulder reconstruction for more than 1,000 lane miles
- Reconstruction of 16 lane miles of roadway
- More than 2,600 lane miles of patching
- Over 3,500 lane miles of sweeping



Investment Levels

### Funding Sources (3007 Highway Maintenance)

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$51.6 M	\$50.9 M	\$0.6 M			\$0.1 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$52.1 M	\$51.7 M				\$0.4 M

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

### Division of Operations

#### 3005 - Mechanical Services - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	79	79	78	79	79	79	80	80

Personnel at the Bureau of Mechanical Services manage the NHDOT's fleet of approximately 1,250 vehicles and equipment. An additional 1,180 +/- 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 and body work to fabrication and assembly of plow trucks and specialty equipment. The acquisition, maintenance and repair of the Department's fleet are essential to fulfilling the Department's capital and operating programs. The replacement value of the fleet exceeds \$103 million. The Bureau includes a carpenter shop, a machine shop and a rigger shop that also does snow removal for Hazen Drive and several State complexes



In 2021 the Department was appropriated \$8.89M in or 3005 Mechanical Services operating budget for equipment. The funds were used to purchase 112 fleet units ranging from plow trucks to light fleet vehicles. In addition the Department also received \$10 million through Capital appropriations for FY 20 and FY 21 which was used to purchase heavy fleet units having an expected life greater than 10 years. Finally in FY 21 the Department obtained nearly \$1.4 million from the Volkswagen Mitigation Trust which was partially matched with Capital funding. The additional Capital and VW funds were used to purchase 47 heavy & extra heavy trucks, 45 cars and trucks and 33 construction units. These units will be received, assembled and put into service in FY 2022.

#### Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$17.2 M	\$14.6 M	\$0.1 M			\$2.5 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$16.8 M	\$12.7 M				\$4.1 M

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Operations

### 3008 - Bridge Maintenance - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	81	81	81	81	81	81	81	81

The Bureaus of Bridge Maintenance and Bridge Design are responsible for approximately 2,160 State owned bridges. Employees within the Bureau of Bridge Maintenance are primarily responsible for the maintenance and repair of the state-owned highway bridges (interstate, primary, and secondary roads). The maintenance and repair work ensures that bridges remain in service for as long as possible and remain safe. In addition to maintenance and repair work, employees within the Bureau perform bridge preservation, rehabilitation, and emergency repair. Personnel maintain equipment and facilities that are required for bridge maintenance work.

Major accomplishments in FY 2021 included:

- Washed winter sand and deicing salt residue from 991 bridges | Sealed 644 bridges
- Crack sealing on 25 bridges
- Joint work on 82 bridges
- Deck repairs on 71 bridges to extend service life
- Rail repair on 18 bridges
- Rail replacement on 2 bridges
- Removal of 6 bridge from the Red List
- Preservation on 8 bridge projects
- Repaired elements on 12 bridges due to accidents
- Installed 1 Temporary Bridge
- Responded to 35 bridges in need of unplanned urgent repairs
- Assisted with inspection of truss bridges



### Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$6.6 M	\$2.8 M	\$3.2 M			\$0.6 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$7.3 M	\$2.5 M	\$4.1 M			\$0.7 M



# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Operations

### 3009 - Traffic - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	64	64	63	63	63	63	63	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 and mobility of travelers on the State's transportation system. Federal funds are used for the majority of the pavement markings on the state owned roadway network with the balance funded by the State Highway Fund. The Bureau is also working to upgrade and optimize traffic signals to reduce congestion and improve system reliability. Engineering professionals 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. Lastly, the Bureau of Traffic is responsible for regulating and maintaining records for speed limits, passing zones, intersection control (STOP and YIELD signs), and parking.

Fiscal Year 2021 accomplishments included:

- Reviewed 46 major driveway applications and more than 30 traffic studies.
- Supported nearly 270 capital projects and traffic impact mitigation projects.
- Provided more than 58 million feet of pavement markings using 186,000 gallons of paint.
- Worked on more than 10,217 traffic signs, including installation of 153 new signs, and manufactured 1,734 custom traffic signs.
- Maintained 434 traffic signals statewide, completing 975 signal work orders, including 327 at Priority Level 1 (most urgent).
- Collected and analyzed traffic data from over 2,200 locations statewide.
- Administered more than 2,200 business sign permits.



### Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$7.8 M	\$3.5 M	\$4.0 M			\$0.3 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$8.7 M	\$3.6 M	\$4.8 M			\$0.3 M

# FY 2020 & 2021 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 their 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 NASCAR Race Traffic Control when 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 items that can be addressed using these funds included:



- Traffic control for New Hampshire Motor Speedway
- Guardrail repair
- Motor vehicle accident repairs
- Plowing of state parking lots
- Storm repair to roads and bridges damaged by flooding, windy or other natural events
- Reimbursement from Maine and Vermont for bridge maintenance on shared bridges
- Repair of bridge strikes

Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M		\$0.1 M			\$0.3 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$1.4 M	\$0.2 M				\$1.2 M

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Operations

### 3048 - Asset Maintenance and Critical Repair - Fund 015

Asset Maintenance and Critical Repair activities are 100% Highway Funded. Funding is intended to help preserve, rehabilitate, address safety concerns and improve energy efficiency at the more than 700 Operations buildings - including patrol sheds, salt sheds, sand sheds, spreader racks, and garages.



Typical projects include but are not limited to: roof replacement, construction of modern safe spreader racks to hang winter maintenance material spreaders when they are not in the Department's trucks, building insulation, overhead door and window repair or replacement, furnace replacement, chimney repairs, environmental testing and mold rehabilitation.

The buildings maintained by the Division of Operations range in value from under \$2,500 to over \$11 million and have an estimated 2020 total value exceeding \$114 million. Maintenance of these buildings is critical for the efficient and cost effective management of these facilities needed to meet the Departments mission.

Major Maintenance, repair, and replacement accomplishments in FY 2021 include:

- Installation of furnaces, heating systems and outdoor wood boilers to replace internal woodstoves,
- Roofs, walls, siding, lighting, electrical systems, and water heaters repairs and replacements,
- Spreader rack construction,
- Emergency Generators,
- Gully Hill (Concord) environmental testing, and
- Software and Communication equipment repairs and replacements to maintain mission critical function

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M	\$0.3 M				
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M	\$0.3 M				

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

### Division of Operations

#### 3052 - Transportation Systems Management and Operations - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	15	15	15	16	16	16	17	17

The staff at the Bureau of Transportation Systems Management and Operations (TSMO) continues to respond to traveler delay on various highway corridors around the state due to incidents related to weather, motor vehicle crashes, construction projects, and general congestion. As the ability to expand the highway network and create additional capacity is decreasing, the need to manage the flow of traffic over the existing statewide highway system is becoming increasingly 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 vital highway network. Currently the Bureau maintains 374 ITS devices, 9 dispatch locations, 136 radio base stations, 788 mobile radios in Department vehicles, 445 portable radios and equipment at 25 radio tower sites.



Major TSMO accomplishments in FY 2021 included:

- Managed 819 unplanned transportation incidents such as motor vehicle crashes, which is a 45% decrease compared to fiscal year 2020.
- Managed 2,558 planned transportation events such as construction lane closures, which is a 35% decrease compared to fiscal year 2020.
- Engaged in over 65,452 telephone communications, which is a 4% increase compared to fiscal year 2020.
- Completed more than 497 work orders relative to ITS and radio communication, which is a 31% decrease compared to fiscal year 2020.

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$2.3 M	\$1.1 M	\$0.2 M			\$1.0 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$2.4 M	\$1.1 M				\$ 1.3 M

# FY 2020 & 2021 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 that the inmates may engage in include:



- Cleaning drainage
- Picking litter
- Building maintenance
- Tree and brush cutting & clearing
- Cutting and splitting of firewood for DOT wood boilers
- Guardrail repair
- Roadway sweeping
- Cleaning/Painting plows
- Small amount of Graffiti Removal

In addition to work funded by 3055, minimum security inmates work with bridge maintenance washing bridges and trimming brush from steep slopes around bridges. Bureau of Traffic hires inmates while in the transitional housing program to assist with pavement markings. The Department has hired several former inmates once their transitional program is complete.

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$0.0 M	\$0.0 M				
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$0.0 M	\$0.0 M				

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Operations

### 3066 - Salted Wells - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	1	1	1	1	1	1	1	1

The Well Replacement Program is for the investigation and replacement of private water supplies that may be contaminated with chlorides, due to winter maintenance. This program is administered by the Well Section within the Bureau of Highway Maintenance.

Major accomplishments in FY 2021 included:

- Met with 30+ property owners concerned that NHDOT may have contaminated their well.
- Met with 10 NHDOT employees at various patrol sheds to test, chlorinate, and shock state owned wells.
- Met with 4 property owners who had well issues in the ROW.
- Started to investigate 12 new properties with suspected salt contamination. (Yearly 144 samples)
- Continued investigation on last year's 14 complaints (Yearly samples 140)
- Closed out 3 investigations without accepting responsibility for contamination.
  - Drilled 2 new wells for property owners
  - Issued 1 damage award to property owner for water conditioner system.
  - Decommissioned 2 shallow wells and 3 drilled wells
  - Digitized three full filing cabinets of records dating back to the 1940s.
  - Met with 2 past customers and resolved their issues.
  - Worked with Drilling companies and Drill supply companies on updating pricing on materials, labor costs, and travel.



Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Operations

### 3198 - Fuel Distribution - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	6	6	6	7	7	7	7	7

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, participating municipalities, counties, school districts, and non-profits. The program operates as an enterprise fund. The current system consists of 92 available sites and distributes approximately 3.8 million gallons of diesel fuel, biodiesel fuel, compressed natural gas (CNG), and gasoline on an annual basis. Due to the pandemic and Covid-19 mitigation initiatives, we have seen a decline in fuel sales in fiscal year 2021. 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. Personnel are responsible for various fuel management related activities including ordering fuel, billing for fuel, and repairing physical infrastructure related to the fuel system.



Major accomplishments in FY 2021 include:

- Completed the RFP (Request for Proposal) process and developed a contract to employ a new vendor for a modernized Fuel Management System (FMS) to be brought online before the end of FY 2022
- Completed the tank top upgrade of the Chester fuel site
- Fuel throughput:
  - Unleaded – 2,135,479.5 gallons
  - Diesel – 1,540,243.7 gallons
  - Biodiesel – 31,990.3 gallons
  - Compressed Natural Gas (CNG) – 36,818.8 gas gallon equivalent

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$5.6 M	\$2.7 M				\$2.9 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$7.0 M	\$3.8 M				\$3.2 M

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Operations

### 5032 - Oversize and Overweight Permits - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	3	3	3	3	3	3	3	3

Employees within the Oversize and Overweight Permit Section provide over dimension and overweight permits for vehicles that are too heavy or too large to travel without restrictions on the State’s roadway and bridge network. The Department provides routine permits for vehicles meeting certain weight and size requirements and has more detailed permits that may require route surveys and bridge analysis due to the nature of the load. 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.

NHDOT Permits, a new OS/OW permitting system which went live in the summer of 2019 streamlines the OS/OW permitting process. OS/OW permits can be obtained 24 hours day, 7 days a week, and 365 days a year. Some permits are automatically issued by the permitting system depending on dimensions, weight, route, and current restrictions. The system includes automated vehicle routing capabilities to help users find the best routes for the vehicles and loads identified. Forms are also electronic in the new system and escrow accounts make the payment for permits much easier to manage.



Major accomplishments in FY 2021 included:

- Review and issuance of 49,452 permits;
- Auto-issued 22,371 (45%) permits; and
- Gross permit income of \$386,060.

Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M					\$0.2 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M					\$0.2 M



# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Operations

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	21	21	21	21	21	21	21	21

Lift bridges require regular operation to allow for the mobility of commerce on certain navigable waterways. Employees within the NHDOT work to ensure that lift bridge operations are conducted safely and in accordance with applicable federal rules and practices.

The State's Lift bridges include:

- The Memorial Bridge carries US 1 over the Piscataqua River in Portsmouth. This bridge provides a critical community link between Portsmouth, NH and Kittery, Maine and is staffed 24 hours a day, 365 days a year. This bridge was lifted 3177 times in 2021.
- The Sarah Mildred Long Bridge carries the US 1 Bypass over the Piscataqua River in Portsmouth. This bridge serves as a link between Portsmouth and Kittery. This bridge is also staffed 24 hours a day, 365 days a year. This bridge was lifted 519 times in 2021.
- 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. This bridge has a published schedule of operation in the summer and is operated with advance notice the remainder of the year.



- The Newcastle/Rye Bridge carries NH 1B over Little Harbor. This bridge provides local and tourist traffic flow between Newcastle and Rye. It opens a couple times a year to allow vessels to travel into and out of Little Harbor.
- In addition to operation of the lift bridges, the State's maintenance crew maintains and repairs the structural, electrical, and mechanical elements of the lift bridges.

Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$1.7 M	\$1.1 M				\$0.6 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$1.9 M	\$1.2 M				\$0.7 M

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Project Development

### 3021 - Planning and Community Assistance - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	30	30	30	30	27	27	27	27

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), the NH Statewide Freight Plan, 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 System (GIS), which is the basis for many required Department reports, asset inventory reporting and mapping, and asset management systems.

Major accomplishments in FY 2021 included:



- Started the update of the 2023-2032 Ten Year Plan, worked to have the 2021-2024 federal Statewide Transportation Improvement Program (STIP) approved and updated it through amendments.
- Continued an enhanced focus on asset management, performance and performance measures in coordination with the AMPS Office and the Regional Planning Commissions in NH.
- Continued the development and expansion of the use of tablet based GIS Asset Collection and management devices and software for collection of sidewalks, culverts, guardrail and other assets

- Distribution of \$35M+ in Block Grant Aid Apportionment A&B to municipalities (12% of Highway Fund revenue)
- Provided technical and funding assistance to communities in support of local project development and implementation, helping 14 locally funded federal projects to be advertised.

Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$2.7 M	\$1.7 M	\$0.9 M			\$0.1 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$2.6 M	\$1.5 M	\$1.0 M			\$0.1 M

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

### Division of Project Development

### 3025 - Highway Design - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	123	123	120	119	88	88	92	92



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 Road Safety Audits, utility relocation coordination and coordinate with public officials.

Major accomplishments in FY 2021 included:

- Highway Design Staff continued to work remotely, collaborating on complex design issues, coordinate with other bureaus throughout the Department, without loss in productivity.
- Design/Advertised 35 projects totaling \$77,400,000
  - Safety Projects 6 - \$5,100,000
  - Paving Projects 22 - \$67,800,000 (460 Miles)
  - Culvert Projects 3 - \$2,100,000
  - Misc. projects 4 – \$2,400,000
- Continued involvement in the implementation of “NH Driving Towards Zero” campaign which aims to reduce fatal and serious injury crashes.

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$7.6 M	\$1.3 M	\$5.7 M			\$0.6 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$8.3 M	\$0.3 M	\$7.4 M			\$0.6 M

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	35	35	34	34	64	64	58	58

The Bureau of Right-of-Way is responsible for acquiring temporary and permanent property rights from owners of properties impacted by Department projects. The bureau is made of 5 primary sections that perform a wide range of tasks. Survey crews are responsible for acquiring the field data at the outset of and throughout project development, construction layout, and the data acquisition of the Asset Management Program. The Land Titles section is responsible for determining and mapping the limits of the state Rights-of-Way as well as identifies property owners who have an interest in the parcels impacted by our highway projects. The Appraisal Section determines the fair market value of property rights of which the Department is acquiring or disposing. The Property Management Section coordinates the disposal of surplus property and executes Right-of-Way land-use agreements. The ROW Agents negotiate acquisitions for the project impacts with property owners. When such impact requires complete acquisitions, ROW Agents relocate the families and businesses that occupy those properties. Relocation involves coordinating of all aspects of the move to new locations.



Major accomplishments for the Bureau of Right-of-Way in FY 2021 included:

- Researched more than 427 titles, completed 41 property appraisals and 58 appraisal review assignments.
- Responded to approximately 338 non-project inquiries.
- Negotiated with 34 property owners affected by Department projects, while avoiding the use of eminent domain powers in 82% of those cases.
- Completed 28 acquisitions; 6 condemnations; relocated 11 residences and 15 businesses
- Completed sales of surplus property for a total of \$1,453,310 of revenue to the Highway Fund, Turnpike fund, and Railroad fund.

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$4.1 M	\$2.4 M	\$1.4 M			\$0.3 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$4.6 M	\$2.7 M	\$1.6 M			\$0.3 M

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

### Division of Project Development 3032 - Environment - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	17	17	16	16	16	16	22	22

The Bureau of Environment's principal role is to advance the Department's mission by evaluating transportation construction projects and maintenance activities in order to avoid, minimize, and/or mitigate impacts on natural, cultural, and socioeconomic resources. The Bureau also acts as a liaison among the Department and applicable federal, state, local, and private environmental organizations, as well as the general public. Coordinated interagency efforts address issues such as water quality, air quality, noise, wetlands, wildlife, historic resources, archeological sites, cemeteries, stonewalls, landscapes, farmlands, solid waste, contamination/hazardous waste, environmental permitting, and regulatory compliance.

Major accomplishments in FY 2021 included:

- Processed 58 Wetland/Shoreland permit actions (applications, amendments, time extensions).
- Processed \$828,841.20 in payments into the Aquatic Resource Mitigation Fund as mitigation for projects/maintenance activities.
- Managed active projects for individual compliance with water quality permits (51 Alteration of Terrain, 22 Municipal Separate Storm Sewer System, and 32 Construction General Permits).
- Processed 117 environmental documents and monitored more than 50 construction projects and maintenance activities for environmental compliance.
- Completed the State's Historic Bridge Inventory and Management Plan.



Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$2.1 M	\$1.3 M	\$0.6 M			\$0.2 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$2.4 M	\$1.5 M	\$0.7 M			\$0.2 M

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Project Development 3033 - Bridge Design - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	33	33	33	33	33	33	33	33



The Bureau of Bridge Design and Bridge Maintenance are responsible for approximately 2,161 state-owned bridges. The Bureau of Bridge Design performs: engineering and development of construction plans for bridge improvement projects for preservation, rehabilitation, or replacement; inspects all State-owned bridges and 1,688 municipal bridges in accordance with state and federal laws; 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 “Red List” of deficient state and municipal bridges.

Major accomplishments in 2021 included:

- Improvements to 37 bridges were included in 12 separate projects.
- Managed 7 consultant contracts for bridge related work, for a total consultant/vendor expenditure of \$3.5M
- Bureau personnel continued, on an ongoing basis, to perform manual reviews of all overweight permits exceeding 149,999 pounds.
- Responded to seven (7) special inspections for two (2) emergency events involving bridges:
  - 07/02/21 – Vehicle crash, Exeter Br. No. 100/099, overhead damage
  - 07/30/21 – Heavy rain event
- Performed 1,301 inspections of state bridges and 901 inspections of municipal bridges
- 9 bridges were removed from the State “Red List”, while 6 bridges were added
- 17 bridges were removed from the Municipal “Red List”, while 15 bridges were added

Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$3.6 M	\$2.6 M	\$0.8 M			\$0.2 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$3.7 M	\$2.3 M	\$1.2 M			\$0.2 M

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Project Development

### 3034 - Materials and Research - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	52	52	51	51	51	51	51	51



The Bureau of Materials & Research administers and is responsible for the Department's: ongoing Three-Year Paving Program; collection of road condition data and reporting to state and federal stakeholders; the materials quality assurance program, including maintaining a certified central testing laboratory in Concord; geotechnical program, including maintaining a rock cut inspection system; and research program. The Bureau provides engineering and testing services for Department road and bridge projects throughout the State, primarily for their design and construction, but services are also provided to maintenance forces when engineering assistance is needed for developing solutions for complex or emergency repairs

on the highway system. Bureau staff routinely provides input for: asphalt pavement treatments; roadway base design; bridge and structure foundation design; soil and rock geological and engineering evaluations; material properties, testing and quality control; and formulation of standards and specifications.

Major accomplishments in FY 2021 included:

- Responded to 128 geotechnical engineering requests and completed 300 subsurface explorations of all types in support of Department activities.
- Material tests completed at the central testing laboratory in Concord included - 436 concrete strength, 273 soil, 560 rock salt and 259 traffic paint.
- Monitored quality control and performance acceptance for 759,000 tons of asphalt pavement mix.
- Responded to 50 requests for pavement recommendations and designs from other Bureaus within the Department.
- Collected and processed 3,705 miles of existing pavement condition data on the State highway system.

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$4.4 M	\$0.7 M	\$3.2 M			\$0.5 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$4.8 M	\$0.5 M	\$3.7 M			\$0.6 M

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

### Division of Project Development

#### 3035 - Construction - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	102	102	101	101	101	101	102	102

Personnel from the Construction Bureau collaborate with private contractors to ensure that 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 their 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 any issues that come up during the construction process keeping the project moving while ensuring safety and contract compliance.



Major accomplishments in SFY 2021 included:

- Addition of 45 new construction contracts with a value of \$172M.
- Completed bridge reconstruction and rehabilitation projects in Roxbury-Sullivan, Durham, Lancaster-Guildhall Vt., Littleton, Plymouth-Campton, Ossipee, Jackson, Portsmouth-New Castle and Boscawen.
- Completed Interstate and pavement rehabilitation projects on I-93 from Salem to Manchester, on I-89 in Warner, the Spaulding Turnpike in Newington-Dover and on NH 101 in Epping-Exeter.
- Completed roadway and intersection improvement projects on NH 101 in Bedford, NH 16 in Ossipee and Dummer-Errol, NH 28 in Barnstead-Alton, NH 32 in Swanzey, NH 106 in Loudon-Canterbury, and on NH 12 in Walpole-Charlestown.
- At the end of SFY 2021 Construction personnel were providing construction oversight on 81 active contracts with a total construction value of \$500M.

Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$10.4 M	\$6.8 M	\$2.7 M			\$0.9 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$10.9 M	\$6.7 M	\$3.3 M			\$0.9 M



# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Project Development

### 3036 - SPR Research (Materials and Research) - Fund 015

Within the Bureau of Materials & Research, staff work with consultants, vendors, and researchers on a variety of projects to research innovative processes and materials with the goals of improving quality, efficiency, and safety. State Planning and Research (SPR Part 2) funding (one quarter of the 2% set aside of State Planning and Research funds apportioned to the Department from the Federal Highway Administration) is used by the Bureau to undertake this work. Bureau staff also coordinates research efforts with other states throughout the country on pooled-fund studies.



Major Accomplishments in FY 2021 included:

- Prioritized seven (7) research topics that established the 2021 SPR2 Work Program. Research topics included investigating a way to improve our Department’s practice for geotechnical site characterization, shoulder maintenance, and concrete pavement sections; monitoring the efficiency of water quality measures that require less maintenance; understanding where wildlife vehicle collisions are happening and how to mitigate that conflict; and investigating best practices for amenities located within the highway right of way.
- Partnered with UNH, PSU, USGS, and on-call consultants to investigate our Department needs.
- Invested in the Transportation Research Board’s Core Program to provide collaboration with transportation professionals from other organizations. This year’s contribution leveraged approximately \$180 in research and innovation-related activity for every \$1 we invested.
- Committed continuation funding to five (5) Transportation Pooled Fund Projects varying in participation with 41 other states.
- Engaged in regional cooperation with the other New England states for selection of research topics on data quality management for pavement conditions, addressing the critical challenge to extend service life of concrete structures, and increasing the availability of native seed and plant stock.

Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M		\$0.3 M			
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M		\$0.3 M			

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Division of Project Development

### 3060 - Stickney Avenue (Right of Way) - Fund 015

Over the last fiscal year, the Department has prioritized preparing the Stickney Avenue site for sale. With the development of the novel COVID-19 virus in March of 2020 in New Hampshire, the removal schedule for tenants, including the Department of Health and Human Services, was extended past the original June 30, 2020 deadline into FY 2021.

The Bureau of Right-of-Way made significant progress advancing the surplus sale process for Stickney Avenue this year. The Department received an offer on the property, and has executed a purchase and sale agreement. We continue to work our way through the process to convey the property to the selected buyer.



Accomplishments in FY 2021 included:

- Completed the removal of tenants in the building.
- Received an offer to purchase the property.
- Received Governor and Executive Council approval to sell the property.
- Provided a location for parking and shuttle services to state employees.
- Continued the response to the COVID-19 pandemic by providing emergency storage space to Homeland Security for PPE, and assisted with the establishment of an official drive through COVID-19 testing site through the peak of the pandemic outbreak.

Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$0.0 M					\$0.0 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M					\$0.1 M

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Turnpikes System

### 7022 - Administration-Support - Fund 017

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	35	35	35	40	41	41	42	44

The Turnpike System consists of 89 miles of limited access highway comprising a total of approximately 658 lane miles, 172 bridges, 49 interchanges, and 24 facilities. Personnel within the Bureau of Turnpikes manage the construction and renewal and replacement improvements on the system, along with the day-to-day operations, maintenance, cash toll collection, and E-ZPass Program. This organizational unit also includes payments for Highway Funded activities on the Turnpike System that are conducted by other NHDOT bureaus as well as intra-indirect costs for proportioned DOT overhead expenses and indirect costs paid to the Department of Administrative Services.



Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$9.2 M		\$0.8 M	\$8.4 M		
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$9.9 M			\$9.6 M		\$0.3 M

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

### Turnpikes System

#### 7026, 7031, 7036 – Toll Operations - Fund 017

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	121	121	121	107	107	107	101	99

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 at 9 toll plazas strive to ensure that the collection process is accurate, safe, and as convenient as possible for the users of the system. As of January 1, 2020, the Merrimack Exit 11 Toll plaza was closed for toll collection for a total of 8 Toll Plazas.



### Investment Levels

#### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$5.6 M			\$5.6 M		
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$7.6 M			\$7.6 M		

## FY 2020 & 2021 Operating Results - Budgeted Account Summary

### Turnpikes System

7027, 7032, 7037 – Maintenance - Fund 017

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	52	52	52	57	57	57	58	58

Personnel within the Bureau are responsible for operating and maintaining the System. Safety is of critical importance to personnel and to the traveling public. Also, 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. A number of activities from plowing and deicing the roads, to clearing debris in the shoulders, to maintaining and repairing guardrail are undertaken routinely.



Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$9.7 M			\$9.6 M		\$0.1 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$7.8 M			\$7.7 M		\$0.1 M

# FY 2020 & 2021 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 (ORT) System operation and maintenance. Credit card fees and bank fees are also accounted for in the toll collection operation.



Investment Levels

### Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
\$17.2 M			\$17.2 M		
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$16.9 M			\$16.9 M		

# FY 2020 & 2021 Operating Results - Budgeted Account Summary

## Turnpikes System

### 7515 - Transponder Inventory Fund - 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 the purchase of 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 FY21	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M					\$0.4 M
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$0.8 M			\$0.2 M		\$0.6 M

# FY 2020 & 2021 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 FY21	Highway	Federal Aid	Turnpikes	General	Other
\$1.9 M			\$1.9 M		
Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
\$1.8 M			\$1.8 M		



# FY 2021 Operating Results

## Expenses by Discretionary and Non-Discretionary

FY 2021 Actual (\$ millions)

Unaudited - Budgetary Description	Fund			Total All Funds	
	General 010	Highway 015*	Turnpike 017	\$	%
<b>Budgeted Operating Expenses - Discretionary</b>					
Administration - Executive Office / AMPS		\$ 3.2		\$ 3.2	
Division of Finance		\$ 2.9		\$ 2.9	
Division of Policy & Admin.		\$ 1.8		\$ 1.8	
Division of Highway Operations		\$ 77.3		\$ 77.3	
Turnpikes System			\$ 41.7	\$	
Division of Project Development		\$ 35.2		\$ 35.2	
Aero, Rail and Transit - Fund 010	\$ 19.3			\$ 19.3	
<b>Total Discretionary Operating Expenses</b>	<b>\$ 19.3</b>	<b>\$ 120.4</b>	<b>\$ 41.7</b>	<b>\$ 139.7</b>	<b>63.76%</b>
<b>Budgeted Operating Expenses - Non-Discretionary</b>					
<b>Other Non-Discretionary</b>					
Division of Highway Operations					
Winter Maintenance		\$ 43.7		\$ 43.7	
Other Highway Programs					
2939 - Transfers to Other Agencies		\$ 10.4		\$ 10.4	
2940 - General Fund Overhead		\$ 2.5		\$ 2.5	
Benefits - Fund 015					
2941 - Special Retirement Health		\$ 6.8		\$ 6.8	
2941 - Worker's Compensation		\$ 2.2		\$ 2.2	
Benefits - Fund 017					
8117 - Special Retirement Health			\$ 0.6	\$ 0.6	
8117 - Worker's Compensation			\$ 1.3	\$ 1.3	
7515 - Transponder Inventory Fund			\$ 0.4	\$ 0.4	
<b>Total Other Non-Discretionary Operating Expenses</b>	<b>\$ -</b>	<b>\$ 65.6</b>	<b>\$ 2.3</b>	<b>\$ 67.9</b>	<b>30.99%</b>
2938 - Debt Service		\$ 11.5		\$ 11.5	
<b>Total Operating Debt Service</b>	<b>\$ -</b>	<b>\$ 11.5</b>	<b>\$ -</b>	<b>\$ 11.5</b>	<b>5.25%</b>
<b>Total Non-Discretionary Operating Expenses</b>	<b>\$ -</b>	<b>\$ 77.1</b>	<b>\$ 2.3</b>	<b>\$ 79.4</b>	<b>36.24%</b>
<b>Total Budgeted Operating Expenses</b>	<b>\$ 19.3</b>	<b>\$ 197.5</b>	<b>\$ 44.0</b>	<b>\$ 219.1</b>	<b>100.00%</b>

Source: Statement of Appropriations

\* Fund 015 includes source of funds:

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

# FY 2021 Operating Results

## Expenditures by Program/Function

FY 2021 Actual (\$ millions)

Unaudited - Budgetary		Fund			Total All Funds	
AU	Description	General 010	Highway 015*	Turnpike 017	\$	%
<b>Budgeted Aeronautics, Railroad &amp; Public Transportation</b>						
<b>Aeronautics</b>						
	Operations & Maintenance					
2107, 8710	Operations & Maintenance	\$ 1.0			\$ 1.0	
<b>Total Aeronautics Operations &amp; Maintenance</b>		<b>\$ 1.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1.0</b>	<b>0.38%</b>
<b>Public Transportation</b>						
	Operations & Maintenance					
2050, 2916	Operations & Maintenance	\$ 17.9			\$ 17.9	
<b>Total Public Transportation Operations &amp; Maintenance</b>		<b>\$ 17.9</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 17.9</b>	<b>6.86%</b>
<b>Railroad</b>						
	Operations & Maintenance					
2931, 2936	Operations & Maintenance	\$ 0.4			\$ 0.4	
<b>Total Railroad Operations &amp; Maintenance</b>		<b>\$ 0.4</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 0.4</b>	<b>0.15%</b>
<b>Total Budgeted Aeronautics, Railroad and Public Transportation Exp's</b>		<b>\$ 19.3</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 19.3</b>	<b>7.40%</b>
<b>Budgeted Roads &amp; Bridges</b>						
<b>Roads &amp; Bridges</b>						
	Operations & Maintenance					
	Operations and Maintenance		\$ 121.0	\$ 41.7	\$ 162.7	
	Maintenance					
	Road Maintenance		\$ 25.9	\$ 3.1	\$ 29.0	
	Building Maintenance		\$ 6.0	\$ 0.6	\$ 6.6	
	Equipment Maintenance		\$ 4.0	\$ 0.6	\$ 4.6	
	Other Maintenance		\$ 2.5	\$ 0.9	\$ 3.4	
	3008 - Bridge Maintenance		\$ 6.6	\$	\$ 6.6	
	Winter Maintenance		\$ 43.7	\$ 4.3	\$ 48.0	
	Operations					
	3005 - Mechanical Services (less State Equip for Winter)		\$ 13.7	\$	\$ 13.7	
	3009 - Traffic Operations		\$ 7.8	\$	\$ 7.8	
	Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034		\$ 10.8	\$	\$ 10.8	
	7022 - Turnpike Administration Support		\$	\$ 9.2	\$ 9.2	
	Turnpike Toll Collections / Administration		\$	\$ 23.0	\$ 23.0	
	Division of Project Development (Engineering)		\$ 35.2	\$	\$ 35.2	
<b>Total Roads &amp; Bridges Operations &amp; Maintenance and Project Development</b>		<b>\$ -</b>	<b>\$ 156.2</b>	<b>\$ 41.7</b>	<b>\$ 197.9</b>	
<b>Debt Service</b>						
	GO Bond Debt Service		\$ 11.5	\$	\$ 11.5	
2938	GO Bond Debt Service		\$ 11.5	\$	\$ 11.5	
<b>Total Roads &amp; Bridges Debt Service</b>		<b>\$ -</b>	<b>\$ 11.5</b>	<b>\$ -</b>	<b>\$ 11.5</b>	
<b>Total Budgeted Roads &amp; Bridges and Debt Service Operating Expenses</b>		<b>\$ -</b>	<b>\$ 167.7</b>	<b>\$ 41.7</b>	<b>\$ 209.4</b>	<b>80.29%</b>
<b>Budgeted Other (Administration)</b>						
	Operations & Maintenance					
3038/3040	Executive Office / AMPS	\$	\$ 3.2	\$	\$ 3.2	
3001	Division of Finance	\$	\$ 2.9	\$	\$ 2.9	
2056/3017/3027	Division of Policy & Admin	\$	\$ 1.8	\$	\$ 1.8	
2939	Transfers to Other Agencies	\$	\$ 10.4	\$	\$ 10.4	
2940	General Fund Overhead	\$	\$ 2.5	\$	\$ 2.5	
2941	Unemployment, Workers Comp, Retiree's Health	\$	\$ 9.0	\$	\$ 9.0	
7515	Transponder Inventory Fund	\$	\$	\$ 0.4	\$ 0.4	
8117	Unemployment, Workers Comp, Retiree's Health	\$	\$	\$ 1.9	\$ 1.9	
<b>Total Budgeted Other (Administration)</b>		<b>\$ -</b>	<b>\$ 29.8</b>	<b>\$ 2.3</b>	<b>\$ 32.1</b>	<b>12.31%</b>
<b>Total Budgeted Roads &amp; Bridges, Debt Service, and Administrative Exp's</b>		<b>\$ -</b>	<b>\$ 197.5</b>	<b>\$ 44.0</b>	<b>\$ 241.5</b>	<b>92.60%</b>
<b>Total Budgeted Operating Expenses</b>		<b>\$ 19.3</b>	<b>\$ 197.5</b>	<b>\$ 44.0</b>	<b>\$ 260.8</b>	<b>100.00%</b>

Source: Statement of Appropriations

\* Fund 015 includes source of funds:

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

# FY 2021 Operating Results

## Highway Fund 15 Expenditures\* Discretionary and Non-Discretionary FY 2021 through FY 2019 Actuals (\$ millions)

Unaudited - Budgetary	FY 2021 Actual	% of Total	FY 2020 Actual	% of Total	FY 2019 Actual	% of Total
<b>Description</b>						
<b>Budgeted Operating Expenses - Discretionary</b>						
Administration (Executive Office / AMPS)**	\$ 3.2		\$ 3.4		\$ 2.5	
Division of Finance	\$ 2.9		\$ 3.1		\$ 3.2	
Division of Policy & Admin.	\$ 1.8		\$ 1.8		\$ 1.9	
Division of Highway Operations (See Below)	\$ 77.3		\$ 80.0		\$ 74.2	
3007 - Highway Maintenance (See Below)	\$ 38.4		\$ 37.7		\$ 36.0	
3007 - Road Maintenance	\$ 25.9		\$ 23.6		\$ 22.2	
3007 - Building Maintenance	\$ 6.0		\$ 7.2		\$ 6.0	
3007 - Equipment Maintenance	\$ 4.0		\$ 4.3		\$ 4.9	
3007 - Other Maintenance	\$ 2.5		\$ 2.6		\$ 2.9	
3008 - Bridge Maintenance	\$ 6.6		\$ 7.3		\$ 7.3	
3005 - Mechanical Services	\$ 13.7		\$ 12.9		\$ 7.7	
3009 - Traffic Operations	\$ 7.8		\$ 8.7		\$ 8.3	
5033 - Welcome Ctrs & Rest Area***					\$ 1.5	
Other Highway Operations: Includes 3031, 3048, 3052, 3055, 3066, 3198, 5032, 5034 (see below)	\$ 10.8		\$ 13.4		\$ 13.4	
3031 - Reimbursable Maintenance & Repair	\$ 0.4		\$ 1.4		\$ 1.4	
3048 - Maintenance - Critical Repair	\$ 0.3		\$ 0.3		\$ 0.4	
3052 - Transportation Management Center	\$ 2.3		\$ 2.4		\$ 2.2	
3055 - Inmate Maintenance Crew					\$ 0.1	
3066 - Salted Wells	\$ 0.2		\$ 0.2		\$ 0.2	
3198 - Fuel Distribution	\$ 5.7		\$ 7.0		\$ 6.8	
5032 - Oversize & Overweight Permits	\$ 0.2		\$ 0.2		\$ 0.3	
5034 - Lift Bridge Operations	\$ 1.7		\$ 1.9		\$ 2.0	
Division of Project Development**						
3021, 3025, 3028, 3032, 3033, 3034, 3035, 3036, 3037, 3060, 3375	\$ 35.2		\$ 37.8		\$ 37.8	
Division of Aero, Rail & Transit					\$ 0.1	
<b>Total Budgeted Discretionary Operating Expenses</b>	<b>\$ 120.4</b>	<b>60.96%</b>	<b>\$ 126.1</b>	<b>61.81%</b>	<b>\$ 119.7</b>	<b>58.33%</b>
<b>Budgeted Operating Expenses - Non-Discretionary</b>						
<b>Other Non-Discretionary</b>						
Division of Highway Operations						
Winter Maintenance	\$ 43.7		\$ 46.4		\$ 54.5	
Other Highway Programs						
2939 - Transfers to Other Agencies	\$ 10.4		\$ 9.5		\$ 9.0	
2940 - General Fund Overhead	\$ 2.5		\$ 2.1		\$ 2.2	
Benefits						
2941 - Special Retirement Health	\$ 6.8		\$ 7.2		\$ 7.2	
2941 - Worker's Compensation	\$ 2.2		\$ 1.7		\$ 1.7	
2941 - Unemployment Compensation						
<b>Total Budgeted Non-Discretionary Operating Exp's</b>	<b>\$ 65.6</b>	<b>33.22%</b>	<b>\$ 66.9</b>	<b>32.79%</b>	<b>\$ 74.6</b>	<b>36.35%</b>
<b>Debt Service</b>						
2938 - Debt Service	\$ 11.5		\$ 11.0		\$ 10.9	
<b>Total Debt Service</b>	<b>\$ 11.5</b>	<b>5.82%</b>	<b>\$ 11.0</b>	<b>5.39%</b>	<b>\$ 10.9</b>	<b>5.31%</b>
<b>Total Non-Discretionary Operating Expenses</b>	<b>\$ 77.1</b>	<b>39.04%</b>	<b>\$ 77.9</b>	<b>38.19%</b>	<b>\$ 85.5</b>	<b>41.67%</b>
<b>Total Budgeted Disc. &amp; Non-Disc. Operating Exp's</b>	<b>\$ 197.5</b>	<b>100.00%</b>	<b>\$ 204.0</b>	<b>100.00%</b>	<b>\$ 205.2</b>	<b>100.00%</b>
<b>Total DOT Operating Expenses</b>	<b>\$ 197.5</b>		<b>\$ 204.0</b>		<b>\$ 205.2</b>	

Source: Statement of Appropriations

\* Fund 015 includes source of funds:

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

\*\* Office of Asset Management (AMPS) was included in Project Development in FY2019; beginning in FY2020 included in Administration

\*\*\* Beginning in FY2020, Welcome Center operations funded with General Funds within Business & Economic Affairs (BEA)

# FY 2021 Operating Results

## Highway Fund 15 Expenditures\* Program/Function FY 2021 through FY 2019 Actuals (\$ millions)

Unaudited - Budgetary		FY 2021	% of	FY 2020	% of	FY 2019	% of
AU	Description	Actual	Total	Actual	Total	Actual	Total
<b>Budgeted Aeronautics, Rail &amp; Transit</b>							
Operations & Maintenance							
2049/2058/3030	Division of Aero, Rail & Transit**					\$ 0.1	
<b>Total Budgeted Aero., Railroad and Public Transportation Operating Exp's</b>		\$ -	0.00%	\$ -	0.00%	\$ 0.1	0.05%
<b>Budgeted Roads &amp; Bridges</b>							
Operations & Maintenance							
	Division of Highway Operations	\$ 121.0		\$ 126.4		\$ 128.7	
	Maintenance						
	3007 - Road Maintenance	\$ 25.9		\$ 23.6		\$ 22.2	
	3007 - Building Maintenance	\$ 6.0		\$ 7.2		\$ 6.0	
	3007 - Equipment Maintenance	\$ 4.0		\$ 4.3		\$ 4.9	
	3007 - Other Maintenance	\$ 2.5		\$ 2.6		\$ 2.9	
	3008 - Bridge Maintenance	\$ 6.6		\$ 7.3		\$ 7.3	
	Winter Maintenance	\$ 43.7		\$ 46.4		\$ 54.5	
	Operations						
	3005 - Mechanical Services	\$ 13.7		\$ 12.9		\$ 7.7	
	3009 - Traffic Operations	\$ 7.8		\$ 8.7		\$ 8.3	
	5033 - Welcome Center***					\$ 1.5	
	Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034	\$ 10.8		\$ 13.4		\$ 13.4	
	Division of Project Development (Engineering)**	\$ 35.2		\$ 37.8		\$ 37.8	
<b>Total Budgeted Roads &amp; Bridges Operations &amp; Maintenance</b>		\$ 156.2	79.09%	\$ 164.2	80.49%	\$ 166.5	81.14%
Debt Service							
2938	GO Bond Debt Service	\$ 11.5		\$ 11.0		\$ 10.9	
<b>Total Budgeted Roads &amp; Bridges Debt Service</b>		\$ 11.5	5.82%	\$ 11.0	5.39%	\$ 10.9	5.31%
<b>Total Budgeted Roads &amp; Bridges</b>		\$ 167.7	84.91%	\$ 175.2	85.88%	\$ 177.4	86.45%
<b>Budgeted Other (Administration)</b>							
Operations & Maintenance							
3038/3040	Executive Office / AMPS****	\$ 3.2		\$ 3.4		\$ 2.5	
3001	Division of Finance	\$ 2.9		\$ 3.1		\$ 3.2	
2056/3017/3027	Division of Policy & Admin	\$ 1.8		\$ 1.8		\$ 1.9	
2939	Transfers to Other Agencies	\$ 10.4		\$ 9.5		\$ 9.0	
2940	General Fund Overhead	\$ 2.5		\$ 2.1		\$ 2.2	
2941	Unemployment, Workers Comp, Retiree's Health	\$ 9.0		\$ 8.9		\$ 8.9	
<b>Total Budgeted Other Operations &amp; Maintenance (Administration)</b>		\$ 29.8	15.09%	\$ 28.8	14.12%	\$ 27.7	13.50%
<b>Total Budgeted Roads &amp; Bridges and Other (Administration)</b>		\$ 197.5	100.00%	\$ 204.0	100.00%	\$ 205.1	99.95%
<b>Total Budgeted Highway Fund</b>		\$ 197.5	100.00%	\$ 204.0	100.00%	\$ 205.2	100.00%
<b>Total DOT Operating Expenses</b>		\$ 197.5		\$ 204.0		\$ 205.2	

Source: Statement of Appropriations

\* Fund 015 includes source of funds:

Highway Funds (Unrestricted)

Federal Funds

Other Funds

\*\* Beginning in FY2020, AU 3030 Bike/Ped was moved to Division of Project Development

\*\*\* Beginning in FY2020, AU 5033 Welcome Center operations funded with General Funds within Business & Economic Affairs (BEA)

\*\*\*\* Office of Asset Management (AMPS) was included in Project Development in FY2019; beginning in FY2020 included in Administration

# FY 2021 Operating Results

## Highway Fund 15 Expenditures Program/Function by Source of Funds

Unaudited - Budgetary		FY 2021 Actual (\$ millions)							
AU	Description	Highway Funds	% of Total	Federal Funds	% of Total	Other Funds	% of Total	2021 Actual Total	% of Total
<b>Budgeted Roads &amp; Bridges</b>									
Operations & Maintenance									
	Division of Highway Operations (see below)	\$ 103.4		\$ 8.3		\$ 9.3		\$ 121.0	
	Maintenance								
	3007 - Road Maintenance	\$ 25.9						\$ 25.9	
	3007 - Building Maintenance	\$ 6.0						\$ 6.0	
	3007 - Equipment Maintenance	\$ 4.0						\$ 4.0	
	3007 - Other Maintenance	\$ 1.9		\$ 0.5		\$ 0.1		\$ 2.5	
	3008 - Bridge Maintenance	\$ 2.8		\$ 3.3		\$ 0.5		\$ 6.6	
	Winter Maintenance	\$ 43.7						\$ 43.7	
	Operations								
	3005 - Mechanical Services	\$ 11.1		\$ 0.1		\$ 2.5		\$ 13.7	
	3009 - Traffic Operations	\$ 3.5		\$ 4.0		\$ 0.3		\$ 7.8	
	Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034	\$ 4.5		\$ 0.4		\$ 5.9		\$ 10.8	
	Division of Project Development (Engineering)	\$ 16.7		\$ 15.8		\$ 2.7		\$ 35.2	
	<b>Total Budgeted Roads &amp; Bridges Operations &amp; Maintenance</b>	<b>\$ 120.1</b>	<b>75.92%</b>	<b>\$ 24.1</b>	<b>91.29%</b>	<b>\$ 12.0</b>	<b>93.02%</b>	<b>\$ 156.2</b>	<b>79.09%</b>
Budgeted Debt Service									
	2938 GO Bond Debt Service	\$ 11.5						\$ 11.5	
	<b>Total Budgeted Roads &amp; Bridges Debt Service</b>	<b>\$ 11.5</b>	<b>7.27%</b>	<b>\$ -</b>	<b>0.00%</b>	<b>\$ -</b>	<b>0.00%</b>	<b>\$ 11.5</b>	<b>5.82%</b>
	<b>Total Budgeted Roads &amp; Bridges Operating Expenses</b>	<b>\$ 131.6</b>	<b>83.19%</b>	<b>\$ 24.1</b>	<b>91.29%</b>	<b>\$ 12.0</b>	<b>93.02%</b>	<b>\$ 167.7</b>	<b>84.91%</b>
<b>Budgeted Other (Administration)</b>									
Budgeted Operations & Maintenance									
	3038 / 3040 Executive Office / AMPS	\$ 2.6		\$ 0.5		\$ 0.1		\$ 3.2	
	3001 Division of Finance	\$ 1.4		\$ 0.9		\$ 0.6		\$ 2.9	
	2056/3017/3027 Division of Policy & Admin	\$ 0.8		\$ 0.9		\$ 0.1		\$ 1.8	
	2939 Transfers to Other Agencies	\$ 10.3				\$ 0.1		\$ 10.4	
	2940 General Fund Overhead	\$ 2.5						\$ 2.5	
	2941 Unemployment, Workers Comp, Retiree's Health	\$ 9.0						\$ 9.0	
	<b>Total Budgeted Other (Administration) Operating Expenses</b>	<b>\$ 26.6</b>	<b>16.81%</b>	<b>\$ 2.3</b>	<b>8.71%</b>	<b>\$ 0.9</b>	<b>6.98%</b>	<b>\$ 29.8</b>	<b>15.09%</b>
	<b>Total Budgeted Highway Fund Operating Expenses</b>	<b>\$ 158.2</b>	<b>100.00%</b>	<b>\$ 26.4</b>	<b>100.00%</b>	<b>\$ 12.9</b>	<b>100.00%</b>	<b>\$ 197.5</b>	<b>100.00%</b>

Source: Statement of Appropriations

# Municipal Aid and Construction



# Municipal Aid and Construction - Budgeted Account Summary

## Table of Contents

Municipal Aid and Construction	
Introduction .....	49
Major Project Highlights	
Bridge Programs.....	50
I-93 Salem-Manchester.....	51
Hinsdale, NH-Brattleboro, VT Route 119 Reconstruction.....	52
I-95 High Level Bridge between Portsmouth, NH – Kittery, ME.....	53
Spaulding Turnpike Improvements in Newington-Dover .....	54
Lebanon-Hartford, I-89 NB & SB over Connecticut River.....	55
Ossipee NH Route 16 Bridge and Roadway Improvements .....	56
State and Federal Funded Municipal Aid	
Federal Local Projects (Aeronautics) - 2021 .....	57
Airway Toll (Fuel) - 2029.....	58
Railroad Revolving Loan Program Fund - 2934 .....	59
Special Railroad Fund - 2991.....	60
Apportionment A-B (Block Grant) - 2943.....	61
SPR Planning Funds - 2944 .....	62
Municipal Aid - Federal - 2945 .....	63
Municipal Fuel Distribution - 4965 .....	64
State Funded Construction	
State Aid Bridge - 1214 .....	65
State Aid Construction 2929 .....	66
Betterment - 3039 .....	67
State Bridge Construction 3897.....	68
Non Participating Construction - 3049.....	69
SB 367 Construction Investment - 8910 .....	70
Federal-Aid Funded Construction and Debt	
Consolidated Federal Aid - 3054 .....	71
TIFIA Construction - 5211 .....	72
Garvee Bond Debt - 8683 .....	73
Turnpike Funded Construction and Debt	
Renewal and Replacement - 7025 .....	74
Turnpike Debt Service - 7499.....	75
Turnpike Construction Program - 7500, 7507, 7514 .....	76
Toll Collection Equipment - 7511 .....	77
Non-Budgeted	
Non Participating I-93 - 3311 .....	78

## Municipal Aid and Construction - Budgeted Account Summary

### Financial Appendix

Expenditures for Municipal Aid & Construction Investments

- by Fund Non-Discretionary..... F6

Expenditures for Municipal Aid & Construction Investments - Program/Function.... F7

Highway Fund Expenditures for Municipal Aid and Construction Investments ..... F8

Highway Fund Expenditures for Municipal Aid and Construction Investments

- Program/Function ..... F9

Highway Fund Expenditures for Municipal Aid and Construction Investments

- Program/Function Source of Funds..... F10

### Consolidated Financial Appendix

Revenue Activity - All Funds ..... F11

Revenue Activity - Highway Fund ..... F12

All Funds Expenditures by Class ..... F13

Highway Fund Expenditures by Class..... F14

Activity Charts - All Funds Revenue and Expenses ..... F15

Activity Charts- Highway Funds Revenue and Expenditures ..... F16

Municipal Aid and Construction Investment FY 2020..... F17- F27



# Municipal Aid and Construction - Budgeted Account Summary

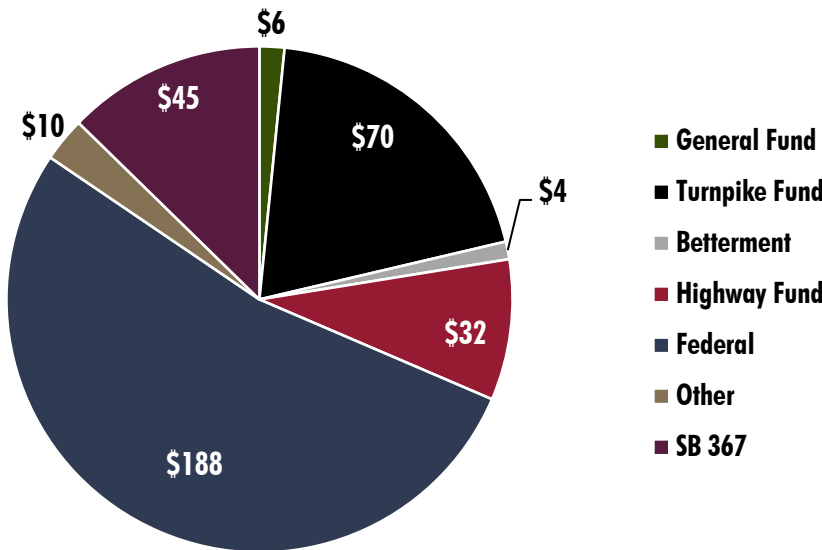
## Municipal Aid and Construction Expenses

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 Program
- State Planning And Research (SPR)
- Betterment Program
- SB 367 Construction program
- Consolidated Federal Aid Program and Municipal Aid - Federal
- GARVEE Bonded 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 2021 for Municipal Aid and Construction is below:

**Municipal Aid and Construction Expenses FY21 - Actual (in Millions) (Excludes Fund 30)**



## Funding Sources

Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$354.6 M	\$32.1 M	\$188.1 M	\$69.7 M	\$3.5 M	\$5.6 M	\$45.0 M	\$10.6 M
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$382.4 M	\$33.2 M	\$194.4 M	\$86.6 M	\$24.8 M	\$3.7 M	\$28.9 M	\$10.8 M

### Major Project Highlights

#### Bridge Programs

The NHDOT manages an inventory of 2,161 state-owned bridges across the state. To keep these bridges safe and serviceable, the NHDOT has programs to maintain, preserve, rehabilitate, and replace bridges, based on the "NHDOT Bridge Program Recommended Investment Strategy" (<https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/bridgeprogramrecommendedinvestmentstrategy.pdf>). This strategy promotes timely action to address bridge needs with the goal of keeping bridges "in a state of good repair" for the majority of their 120-year anticipated service life and getting the lowest life cycle cost for each bridge. This avoids the cost and disruption of major bridge reconstruction or replacement resulting from deferred maintenance and preservation work.



- Bridge Maintenance and Preservation Program: There were 10-contracts advertised for construction for bridge maintenance and preservation (M&P):
  - 4-contracts were designed and/or developed by Bridge Design staff, involving 14-bridges with construction costs totaling \$5.2M related to the following projects:
  - 6-contracts were designed by Consultants and managed by Bridge Design staff, involving 21-bridges with construction costs totaling \$14.1M related to the following projects:
  - Additional maintenance and preservation was performed by Bridge Maintenance personnel.
- Bridge Rehabilitation/Replacement Program: There were 2-contracts advertised for construction contracts for bridge rehabilitation and replacement:
  - 1-contract was designed and/or developed by Bridge Design staff, involving 1 bridge with construction cost totaling \$61.2M related to the following project:
    - Hindsdale, NH-Brattleboro, VT 12210C (1-bridge)
  - 1-contract was design by a Consultant and managed by Bridge Design staff, involving 1-bridge with construction cost totaling \$8.5M related to the following project:
    - Peterborough 15879 (1-bridge)

## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### I-93 Salem to Manchester

Construction on I-93 from Salem to Manchester began in 2005 and was substantially complete in December of 2020. The total construction cost for the 28 construction projects is \$523.5M.

The following are this year's highlights:

- Work on I-93 from the Massachusetts border north to Exit 1 in Salem (13933A) was completed. This work included the widening on I-93 and the construction of the last noise barriers on the corridor.
- Work on I-93 from the Kendall Pond Road overpass in Derry northerly through Exit 4 to just north of the Ash Street Bridge (14633D) was completed. This project included work on I-93, NH Route 102, the Beaver Brook culverts and the Ash Street/Pillsbury Road Bridge.
- Work on I-93 from Exit 1 to Exit 5 in Salem, Windham, Derry and Londonderry (14633J) was completed. This work included the final widening and implementation of I-93 to four lanes in each direction and included auxiliary lanes for the ramps and truck climbing lanes. Work also included the final Intelligent Transportation System devices, mile marker signs, and the completion of the pedestrian underpass in Windham.
- I-93 in Salem from the New Hampshire border with Massachusetts to the merge with I-293 in Hooksett, NH was rededicated to Alan B. Shepard, Jr. following the original 1961 dedication for his global contributions: being one of the first astronauts, and walking on the moon.



## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### Hinsdale, NH-Brattleboro, VT Route 119 Reconstruction

The Route 119 project consists of realigning NH 119 across the Connecticut River between Hinsdale, NH and Brattleboro, VT to a location downstream of the existing crossing and constructing a new single bridge approximately 1800-feet long on a combined curved/tangent alignment. The existing Route 119 utilizes a bridge to cross from the NH approach to an island and a second bridge to cross from the island to Vermont. The proposed realignment will create a new T-intersection with VT 142 approximately 950-feet south of the existing intersection with NH 119 and proceed easterly across the Connecticut River for approximately 3100-feet where it ties back into the existing NH 119 alignment. The new alignment will allow Route 119 to be high enough to cross over the railroad in Vermont, not requiring an at-grade crossing. There is a commitment to retain the existing bridges to be marginally rehabilitated as a second project and used as a bicycle/pedestrian connection.



Construction began in the summer of 2021 and will be completed in 2024. Total construction cost is \$67.2 million with Vermont providing \$16.5 million of that cost.

### Major Project Highlights

#### I-95 High Level Bridge between Portsmouth, NH – Kittery, ME

The bridge carrying I-95 over the Piscataqua River was built in 1971 and although shared with Maine, it is considered New Hampshire's largest bridge. The spans comprising the NH approach total 1,810-feet, while the spans of the truss across the River and the Maine approach spans each total 1,344-feet. The bridge, which carries more than 70,000-vehicles per day, has not received bridge preservation activities, such as deck concrete repairs and asphalt and membrane replacement, since 1988.

This project is performing deck repair work that will extend the service life of the bridge and delay the time until the entire deck must be replaced. Specific work activities include replacement of the bituminous wearing surface and waterproofing membrane, deck patching and repairs, and rehabilitation of all expansion joints. The project also includes removal and replacement of the curb, bridge railing and median barrier, as well as replacement of the bridge's drainage system.



MaineDOT is the lead agency for this \$52.9M project. NH is responsible for \$28.7M of the costs associated with this project for preservation of the 259,575 sq. ft. NH portion. The project was approved in February 2019, and work that affects SB traffic began in July 2019. Work that affects NB traffic began in December 2019. The project is expected to be completed in May 2022.

### Major Project Highlights

#### Spaulding Turnpike Improvements in Newington-Dover

Construction work continues to advance on the \$298.1 million project which includes transportation infrastructure improvements within a 3.5-mile stretch of the Spaulding Turnpike in Newington 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 experiences heavy traffic congestion, and significant peak hour delays.

When completed in 2025, 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, and reduction of five existing partial access interchanges to three full access interchanges (Exit 3, 4, and 6). The final contract will include the rehabilitation/replacement of General Sullivan Bridge for intermodal use (pedestrian, bicycle and recreational use). An environmental hearing was held in March 2021 for the General Sullivan Bridge portion of the project. The re-evaluation for this contract is anticipated to be completed in winter 2021/2022 and construction to begin in 2023/24. 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 construction (estimated at \$266 million) has been split into seven construction contracts. The contracts consist of the following:

- Construction of new Southbound Little Bay Bridge - Completed (\$57.5M)
- Newington, Spaulding Turnpike Improvements – Completed (\$47.5M)
- Rehabilitation of the Existing Little Bay Bridges - Completed (\$21.9)
- Dover, Spaulding Turnpike Improvements - Completed (\$71.2)
- General Sullivan Bridge Rehabilitation - Completion in 2025 (\$32.3)
- Newington Maintenance Facility – Completion in summer of 2022 (\$10.5M)
- Dover & Rochester Toll Improvements - Completion in fall of 2022 (\$24.8M)

### Major Project Highlights

#### Lebanon-Hartford, I-89 NB & SB over Connecticut River

The Lebanon-Hartford project will replace the deck and superstructure of the two bridges carrying I-89 NB and I-89 SB over the Connecticut River between Lebanon, NH and Hartford, VT. The existing substructures will be repaired and rehabilitated, and the bridges will also be widened to accommodate an auxiliary lane in each direction. The project also includes approximately 0.8 miles of roadway work on I-89, to include the auxiliary lanes, shoulder widening, median barrier, work on the Exit 20 and I-91 Interchange ramps, and drainage upgrades and stormwater treatment. The project is anticipated to be completed in September 2025.

The Department received a TIGER Grant for this project in the amount of \$10M. Total construction cost of the project is estimated at \$47.5 million.

The following are this year's highlights:

- New in-fill abutments were constructed between the existing abutments in both states,
- Installation of a work trestle,
- Work was started on the foundations for the in-fill piers, and
- Preparation for future roadway phasing has begun.



### Major Project Highlights

#### Ossipee NH Route 16 Bridge and Roadway Improvements

This project replaced 3 Red List bridges and rehabilitated 3.5 miles of roadway on NH 16 in Ossipee, beginning just south of the northern NH 16B intersection and proceeding north 3.5 miles to just north of Ira's Lane. The project will also reconfigured the northern intersection of NH 16 with NH 16B, and widened the shoulders across from Deer Cove Road and Newman Drew Road to improve safety.

The 396'-span Bearcamp River Bridge and 172'-span Bearcamp River flood relief structure, constructed in 1955, were replaced in their existing locations utilizing the innovative slide-in bridge construction technique. During two separate long-weekend road closures, the existing bridges were removed and the new superstructures slid into place, completing the new bridges.



The first slide, which replaced the Bearcamp River Relief Bridge, took place on the last weekend in September 2019 and the second, which replaced the flood relief structure occurred in October 2020. The first bridge slide-in replacement was completed 12 hours ahead of its 84 hour projected completion time.

This project also replaced the 62'-span bridge over the Lovell River, constructed in 1950, in its existing location while maintaining traffic through the use of a diversion bridge.

The project was completed in SFY 2021.



## Municipal Aid and Construction - Budgeted Account Summary

### State and Federal Funded Municipal Aid

#### 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 follow 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; 12 airports were eligible in FY2021. The funds provide support for airport projects relating to planning, rehabilitation, development, equipment, safety & security, and mitigation.

During FY 2021, this fund was used to flow the following funds to address the economic impact of COVID-19:

- Coronavirus Aid, Relief, and Economic Security Act (CARES Act), \$15,224,474.00
- Coronavirus Response and Relief Supplemental Appropriation (CRRSA), \$6,931,354 and
- American Rescue Plan Act (ARP Act), \$12,993,224.



#### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$11.5 M		\$11.5 M					
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$3.5 M		\$3.5 M						

## Municipal Aid and Construction - Budgeted Account Summary

### State and Federal Funded Municipal Aid

#### 2029- Airway Toll (Fuel) - Fund 010

These funds are for airport infrastructure and maintenance projects funded by the Airway Toll (Aviation Fuel Fee) collected by the Department of Safety in accordance with RSA 422:34. All revenue that is collected is credited to the Department as restricted revenue, which shall not lapse. This account was created in the 2018/2019 State budget to comply with the Federal Aviation Administration (FAA) regulation that all aviation fuel revenue collected by the state must be deposited into a dedicated account for aviation. In FY 2021 there were 24 airports eligible for these funds. The funding provides support for airport activities including planning, rehabilitation, development, equipment, safety and security, and mitigation.

In FY 2021, funding from this account was used for the Jaffrey Airfield-Silver Ranch airport to rehabilitate, mark and light the 3,000 foot runway (Runway 16/34). The runway was last reconstructed in 1961 and was in need of major reconstruction and safety improvements.



### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.2 M							
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.0 M		\$0.0 M						

## Municipal Aid and Construction - Budgeted Account Summary

### State and Federal Funded Municipal Aid

#### 2934 – Railroad Revolving Loan Program - 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 for Class III Railroads and Cog Railroads that operate in the State of New Hampshire. The loan program is administered by the New Hampshire Department of Transportation, Bureau of Rail & Transit.

(See table beginning on page F17 for additional information)

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
- Other railroad facilities



### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.2 M							
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.2 M								\$0.2 M

## Municipal Aid and Construction - Budgeted Account Summary

### State and Federal Funded Municipal Aid

#### 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 FY 2021 included:

- Replaced ties and OTM (other track materials) on the state-owned railroad lines;
- Repaired state-owned railroad corridor rail bed sections;
- Inspection and ratings of state-owned railroad bridges;
- Rebuilt and made repairs to public and private railroad crossings;
- Annual weed & brush control on active sections of state-owned railroad lines;
- Repaired state-owned railroad bridges;
- Constructed assessments of deteriorated drainage infrastructure including a replacement of a failed culvert in Northfield MP C13.44 on the active corridor.



- Conducted beaver dam removal and beaver control with Beaver Deceiver installations including in Conway at Mile Post 57.70; and
- In accordance with RSA 228:69, 1(a), reimbursed 20% of the state's receipts from each railroad operating agreement to the municipalities through which the active state-owned railroad lines pass. Municipal reimbursement totaled \$54,074.

### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.5 M							
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.5 M								\$0.5 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. In State FY2021, \$30,651,632 was distributed to the 234 municipalities throughout the state. Additional funds were also distributed with the same methodology and formula as part of 8910 SB367 Funding in the amount of \$3,957,679.



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

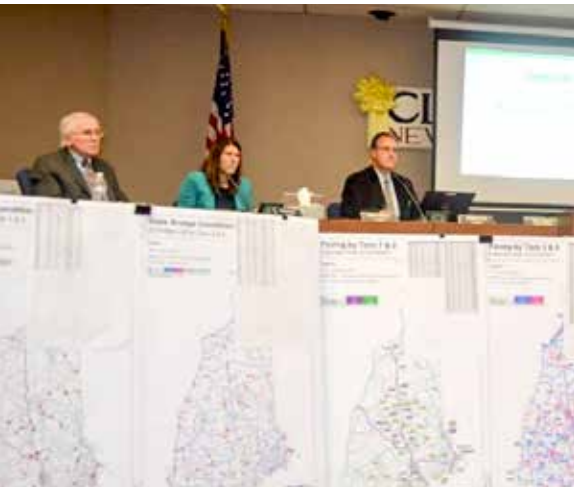
Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$31.0 M	\$31.0 M						
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$32.6 M	\$32.6 M						

# 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. Additional funds are used to leverage other federal funds that are made available to the UNH Technology Transfer Center for assistance to municipalities throughout NH to help them plan and improve local infrastructure. (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 and implementation
- 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
- Activities to develop and update the NH Ten Year Plan, Statewide Transportation Improvement Program, Bike/Ped and Transit Plan updates and others are funded by this program.

### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$5.2 M		\$5.2 M					
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$5.3 M		\$5.3 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 for local purposes. For example, a portion of bridge funds that the state receives from FHWA must be used on off system bridges (not on Federal aid system) 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 and trails to support active transportation through the community. Other locally managed projects occur on federal aid eligible roads and bridges in downtowns, in urban compact areas, and similar locations. Another source of funds is the Congestion Mitigation and Air Quality (CMAQ) Program, which makes funds available for projects that improve air quality throughout the state.

(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%. Project Sponsors pay 100% of the costs up front and then ask the Department for reimbursement of 80% of the eligible expenses.

Fourteen locally Administered projects were advertised by Municipalities for Construction in SFY 2021, which was our goal for the year.



### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$10.6 M		\$10.6 M					
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$7.3 M		\$7.3 M						

## Municipal Aid and Construction - Budgeted Account Summary

### State and Federal Funded Municipal Aid

#### 4965 – Municipal Fuel Distribution - Fund 015

Municipal Fuel provides unleaded and diesel fuel to participating municipalities, counties, schools, and non-profits. Municipalities that use the system are able to take advantage of bulk pricing, simple accounts payable invoicing, and 24/7/365 access to fuel; allowing the municipalities to reduce their infrastructure costs for fuel and reallocate resources for other needs. The current system consists of approximately 92 sites and distributes approximately 1.1 million gallons of diesel fuel and gasoline on an annual basis to municipalities, counties, schools, and non-profits. Due to the pandemic and Covid-19 mitigation initiatives, we have seen a decline in fuel sales in fiscal year 2021. The Department has a surcharge of \$0.20 per gallon for diesel and \$0.15 per gallon for unleaded to cover operating and maintenance costs through Division of Operations 3198 - Fuel Distribution - Fund 015.



#### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.9 M							
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$2.4 M								\$2.4 M



## Municipal Aid and Construction - Budgeted Account Summary

### State Funded Construction

#### 1214 – State Aid Bridge - Fund 010

This program, also known as State Bridge Aid, 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 federal aid, and in those cases the funding shares may vary. Chapter 227:2, II(b), Laws of 2017 appropriated \$6.8M from excess General Funds and Chapter 162:25, II, Laws of 2018 appropriated \$10.4M from excess General Funds.



Projects with Expenses in SFY2021:

Project Name	Project Description
Pelham 26762	Bridge Replacement –Willow St. over Beaver Brook -Br. #105/069
Lebanon 14552 River Br. # 120/115	US-4 / NH 10 (Mechanic St) Bridge Rehabilitation over Mascoma
Plaistow 23117	Bridge Replacement-Westville Road over Little River-Br. #122/072
Antrim 29468	Bridge Replacement-West Street over Great Brook-Br. #173/075
Laconia 40656	Bridge Replacement-Court Street over Durkee Brook-Br. #113/036
Manchester 15401	Bridge Replacement Over B&M RR Br. #188/092

### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$2.0 M					\$2.0 M		
Investment Levels	Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.5 M					\$1.5 M		

# Municipal Aid and Construction - Budgeted Account Summary

## State Funded Construction

### 2929 – State Aid Construction - Fund 015

This program allowed communities to apply to the NHDOT for state 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, but the roads often also have heavy local use and importance. 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 upon completion of the project.

This program was not funded in the FY18-19 Budget or thereafter. However, projects selected prior to the FY 18-19 Budget did have funds encumbered prior to, and expenditures occurred against the below project in SFY 2021:

- Wolfeboro - Reconstruct NH 28 (Center Street) from Pickering Corner to Willow Street
- Northfield - Reconstruct and reclassify Sandogardy Pond Road from NH 132 south 2.24 miles to Canterbury Town Line

(See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.1M	\$1.1 M						
Investment Levels	Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.6 M	\$0.6 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 preserving and maintaining the state system not preserved and maintained by Federal funds. The Betterment program provides funding for paving, bridge rehabilitation and for other work that improves the condition of the system. Betterment funds are distributed around the state through construction projects, work administered by the 6 highway maintenance districts, traffic 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, paint and repair NH’s non-federal aid eligible bridges.
- Drainage - materials and rented equipment to reconstruct, repair drainage structures.
- Force Account - NHDOT forces rent equipment, purchase materials, and make repairs for necessary unplanned work.
- Culvert replacement – The Department prepares and advertises contracts to repair or rehabilitate our worst culvert crossings.
- Resurfacing – new pavement on poor roads makes up more than 1/2 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.
- Pavement markings - advertise contracts to replace pavement marking symbols and words.
- Stand Alone - unforeseen emergencies that will not be refunded by FEMA or Federal Highway Administration Emergency relief funds.

### Funding Sources

Investment Levels

Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$3.6 M		\$0.1 M					\$3.5 M
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$24.8 M				\$24.8 M			

## Municipal Aid and Construction - Budgeted Account Summary

### State Funded Construction

#### 3897 – State Bridge Construction - Fund 010

Chapter 162:25, I, Laws of 2018 (HB 1817) provided excess general funds to address State-owned Red List Bridges.

The following selected bridge projects were advertised for construction:

- Hinsdale, NH-Brattleboro, VT replacement bridge over the Connecticut River
- Bartlett-Jackson 41989, NH 16 over Ellis River in Jackson and US 302 over Stony Brook in Bartlett



#### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$3.6 M						\$3.6 M	
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$2.2 M						\$2.2 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 and for the payback to FHWA for projects that have incurred expenses for Preliminary Engineering or Right of Way, but have not gone to construction within 10 years and 20 years, respectively, of the first obligation of Federal funds.

(See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M	\$0.0 M						
Actual FY20	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 and bridge projects on the state highway systems (TIFIA Pledge) as well as for local bridges under the State Bridge Aid program. SB367 also increased the funds for Block Grant Aid, as 12% of the generated revenue is distributed to municipalities through this program. SB367 is expected to sunset in 2034 when the debt service related to the I-93 improvements is fully paid for. The TIFIA Pledge for rural roads and bridges (approximately \$23M annually), funded through state fiscal year 2025, will end in 2026 when the revenue will be utilized to pay the principal portion of the debt service for the \$200 million TIFIA loan used to complete the I-93 Salem-Manchester Improvements.

Major accomplishments:

- Completed 138 miles of resurfacing on rural roads in 2019.
- 1,200 miles of resurfacing have been completed under this program since it began in 2014 totaling approximately \$89 million in expenditures.
- Advertised for construction a red list bridge which included SB367 funds (Hindsdale, NH – Brattleboro, VT), with a total construction cost of \$61.2M.
- Delivered 10 State Bridge Aid projects for communities across the State (target of 10 for the year).
- Distributed \$4.2M in Block Grant Aid to 234 municipalities throughout the State.

### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$45.0 M						\$45.0 M	
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$28.9 M						\$28.9 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 America’s Transportation Surface Act (FAST Act), which establishes targeted federal transportation funding levels and programs. The FAST Act expired in September 2020, however was extended through FY21 while a new transportation reauthorization bill was negotiated in Congress. 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) – Work ranging from preservation to rehabilitation and replacement of red-list bridges
- 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



### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$118.4 M		\$111.1 M					
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$129.2 M		\$122.9 M						\$6.3 M

## Municipal Aid and Construction - Budgeted Account Summary

### Federal Aid Funded Construction and Debt

#### 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-scaled surface transportation projects. NHDOT applied for and received \$200M in TIFIA loan funds 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 loan duration is 18 years with the first 9 years deferring principal payments. The deferment of principal payments allows the Department to pave an additional 1,100 miles and repair up to 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 77 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.

Through FY21, the Department has drawn \$191.1 million to pay for I-93 construction projects.



#### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$21.3 M		\$21.3 M					
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$33.8 M		\$33.8 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 \$80M in GARVEE bonds. In 2012 the State issued \$115M in GARVEE bonds at a 1.26% interest rate with a total duration of 7 years. The 2012 GARVEE Issue was paid off in September 2020. Principal payments on the 2010 Issue have begun and the debt is scheduled to be paid off in September 2025.

(See table beginning on page F17 for additional information)



#### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$18.8 M		\$18.8 M					
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$18.8 M		\$18.8 M						

# Municipal Aid and Construction - Budgeted Account Summary

## Turnpike Funded Construction and Debt 7025 – Renewal and Replacement - Fund 017



The

### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$19.5 M			\$19.3 M				\$0.2 M
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$24.7 M			\$24.4 M				\$0.3 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 million of bonds to support this plan. As of June 30, 2021 bonds authorized and un-issued amounted to \$50.2 million. Authorization for the issuance of these Turnpike revenue bonds is provided for in RSA 237-A:2.

On April 1, 2021, the final payment was made on the 2009B Series Bonds.

(See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$38.7 M		\$2.0 M	\$36.7 M				
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$46.8 M		\$2.4 M	\$44.4 M					

## Municipal Aid and Construction - Budgeted Account Summary

### Turnpike Funded Construction and Debt

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

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 FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$12.4 M			\$12.1 M			
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$18.5 M			\$17.4 M				\$1.1 M

# Municipal Aid and Construction - Budgeted Account Summary

## Turnpike Funded Construction and Debt 7511 - Toll Collection Equipment - Fund 017

Turnpikes



### Funding Sources

Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.6 M			\$1.6 M				
Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.4 M			\$0.4 M					

## Municipal Aid and Construction - Non-Budgeted

### 3311 – Non Participating Construction I-93 Improvements - Fund 015

This program, Non-Participating Construction for I-93 Improvements, is utilized for unanticipated activities associated with the I-93 Salem-Manchester Improvement project that are not eligible for federal reimbursement.

(See table beginning on page F17 for additional information)

		Funding Sources						
Investment Levels	Actual FY21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
		\$0.1M	\$0.1 M					
Investment Levels	Actual FY20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M							

# Municipal Aid and Construction - Budgeted Account Summary

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

FY 2021 Actual (\$ millions)

Unaudited - Budgetary Description	Fund				Total All Funds	
	General 010	Highway 015*	Turnpike 017	Capital 030**	\$	%
<b>Budgeted</b>						
2934 - Railroad Rehab Loan Revolving	\$ 0.2				\$ 0.2	
<b>Construction Debt Service</b>						
7499 - Debt Service			\$ 38.7		\$ 38.7	
8683 - Garvee Bond Debt Service		\$ 18.8			\$ 18.8	
8910 - SB367 Debt Service/Issuance Costs		\$ 2.0			\$ 2.0	
<b>Total Construction Debt Service</b>	<b>\$ 0.2</b>	<b>\$ 20.8</b>	<b>\$ 38.7</b>	<b>\$ -</b>	<b>\$ 59.7</b>	<b>16.21%</b>
<b>Municipal Aid</b>						
8910 - Municipal Bridge Program		\$ 8.8			\$ 8.8	
2943 & 8910 - Apportionment A - B (Block Grant)		\$ 35.0			\$ 35.0	
2944 - SPR Planning Funds		\$ 5.2			\$ 5.2	
2945 - Municipal Aid - Federal		\$ 10.6			\$ 10.6	
4965 - Municipal Fuel		\$ 1.9			\$ 1.9	
<b>Total Municipal Aid</b>	<b>\$ -</b>	<b>\$ 61.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 61.5</b>	<b>16.70%</b>
<b>Construction</b>						
Capital Projects - Fund 030 Bonded				\$ 26.7	\$ 26.7	
2021 & 2029 - Federal Local Proj / Airway Toll Fund (Fuel)	\$ 11.7				\$ 11.7	
2991 - Special Railroad Fund	\$ 0.5				\$ 0.5	
Turnpikes System						
7025 - Renewal & Replacement			\$ 19.5		\$ 19.5	
75XX - Construction Repair Materials			\$ 14.0		\$ 14.0	
Construction Program Funds						
2929 - State Aid Construction		\$ 1.1			\$ 1.1	
3039 - Betterment		\$ 3.6			\$ 3.6	
8910 - SB367 Capital Investment (Class 046 & 400)		\$ 30.2			\$ 30.2	
FHWA Grant Anticipation Fund						
3054 - Consolidated Federal Aid		\$ 118.4			\$ 118.4	
5211 - TIFIA Construction		\$ 21.3			\$ 21.3	
<b>Total Construction</b>	<b>\$ 12.2</b>	<b>\$ 174.6</b>	<b>\$ 33.5</b>	<b>\$ 26.7</b>	<b>\$ 247.0</b>	<b>67.08%</b>
<b>Total Budgeted Municipal Aid &amp; Const. Expenses</b>	<b>\$ 12.4</b>	<b>\$ 256.9</b>	<b>\$ 72.2</b>	<b>\$ 26.7</b>	<b>\$ 368.2</b>	<b>100.00%</b>
<b>Non-Budgeted Expenses</b>						
<b>Municipal Aid</b>						
1214 - State Aid Bridge	\$ 2.0				\$ 2.0	
1925 - Priv Intercity & Comm Bus GOFERR	\$ 7.5				\$ 7.5	
<b>Construction</b>						
3897 - State-Owned Bridge Construction	\$ 3.6				\$ 3.6	
3311 - Non Par I-93		\$ 0.1			\$ 0.1	
<b>Total Non-Budgeted Expenses</b>	<b>\$ 13.1</b>	<b>\$ 0.1</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13.2</b>	
<b>Total Municipal Aid &amp; Construction Expenses</b>	<b>\$ 25.5</b>	<b>\$ 257.0</b>	<b>\$ 72.2</b>	<b>\$ 26.7</b>	<b>\$ 381.4</b>	

Source: Statement of Appropriations

\* 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 2021 Actual (\$ millions)

Unaudited - Budgetary		Fund				Total All Funds	
AU	Description	General 010	Highway 015*	Turnpike 017	Capital 030**	\$	%
<b>Aeronautics, Railroad &amp; Public Transportation</b>							
<b>Aeronautics</b>							
2021 / 2029	Federal Local Projects / Airway Toll Fund (Fuel)	\$ 11.7			\$ 18.9	\$ 11.7	
	Capital Projects - Bonded					\$ 18.9	
<b>Total Aeronautics</b>		\$ 11.7	\$ -	\$ -	\$ 18.9	\$ 30.6	8.31%
<b>Public Transportation</b>							
	Capital Projects - Bonded				\$ 0.2	\$ 0.2	
<b>Total Public Transportation</b>		\$ -	\$ -	\$ -	\$ 0.2	\$ 0.2	0.05%
<b>Railroad</b>							
2991	Special Railroad Fund	\$ 0.5				\$ 0.5	
	Capital Projects - Bonded				\$ 1.9	\$ 1.9	
<b>Total Railroad</b>		\$ 0.5	\$ -	\$ -	\$ 1.9	\$ 2.4	0.65%
<b>Total Aeronautics, Railroad and Public Transportation</b>		\$ 12.2	\$ -	\$ -	\$ 21.0	\$ 33.2	9.02%
<b>Roads &amp; Bridges</b>							
<b>Roads &amp; Bridges Construction</b>							
2929/3039/3049	Construction Program Funds (Betterment & Non-Par)		\$ 4.7			\$ 4.7	
3054	Consolidated Federal		\$ 118.4			\$ 118.4	
5211	TIFIA Construction		\$ 21.3			\$ 21.3	
8910	SB367 Capital Investment (Class 46 & 400)		\$ 30.2			\$ 30.2	
7025	Renewal & Replacement			\$ 19.5		\$ 19.5	
75XX	Construction Repair Materials			\$ 14.0		\$ 14.0	
	Capital Projects - Bonded				\$ 5.7	\$ 5.7	
<b>Total Roads &amp; Bridges Construction</b>		\$ -	\$ 174.6	\$ 33.5	\$ 5.7	\$ 213.8	58.07%
<b>Debt Service</b>							
2934	Railroad Rehab Loan Revolving	\$ 0.2				\$ 0.2	
8683	Garvee Bond Debt Service		\$ 18.8			\$ 18.8	
8910	SB367 Debt Service/Issuance Costs		\$ 2.0			\$ 2.0	
7499	Turnpike Revenue Bond Debt Service			\$ 38.7		\$ 38.7	
<b>Total Debt Service</b>		\$ 0.2	\$ 20.8	\$ 38.7	\$ -	\$ 59.7	16.21%
<b>Total Roads &amp; Bridges Construction and Debt Service</b>		\$ 0.2	\$ 195.4	\$ 72.2	\$ 5.7	\$ 273.5	74.28%
<b>Municipal Aid</b>							
8910	Municipal Bridge Program		\$ 8.8			\$ 8.8	
2943 / 8910	Apportionment A - B (Block Grant)		\$ 35.0			\$ 35.0	
2944	SPR Planning Funds		\$ 5.2			\$ 5.2	
2945	Municipal Aid - Federal		\$ 10.6			\$ 10.6	
4965	Municipal Fuel		\$ 1.9			\$ 1.9	
<b>Total Municipal Aid</b>		\$ -	\$ 61.5	\$ -	\$ -	\$ 61.5	16.70%
<b>Total Roads &amp; Bridges Construction and Municipal Aid Expenses</b>		\$ 0.2	\$ 256.9	\$ 72.2	\$ 5.7	\$ 335.0	90.98%
<b>Total Budgeted Expenses</b>		\$ 12.4	\$ 256.9	\$ 72.2	\$ 26.7	\$ 368.2	100.00%
<b>Non-Budgeted Expenses</b>							
<b>Municipal Aid</b>							
1214	State Aid Bridge	\$ 2.0				\$ 2.0	
1925	Priv Intercity & Comm Bus GOFERR	\$ 7.5				\$ 7.5	
<b>Construction</b>							
3897	State-Owned Bridge Construction	\$ 3.6				\$ 3.6	
3311	Non-Par I-93		\$ 0.1			\$ 0.1	
<b>Total Non-Budgeted Expenses</b>		\$ 13.1	\$ 0.1	\$ -	\$ -	\$ 13.2	
<b>Total Municipal Aid &amp; Construction Expenses</b>		\$ 25.5	\$ 257.0	\$ 72.2	\$ 26.7	\$ 381.4	

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 2021 through FY 2019 Actuals (\$ millions)

Unaudited - Budgetary	FY 2021 Actual	% of Total	FY 2020 Actual	% of Total	FY 2019 Actual	% of Total
<b>Description</b>						
<b>Budgeted Debt Service</b>						
8910 - SB367 Debt Service/Issuance Costs	\$ 2.0		\$ 1.7		\$ 1.3	
8683 - Garvee Bond Debt Service	\$ 18.8		\$ 18.8		\$ 18.8	
<b>Total Budgeted Debt Service</b>	<b>\$ 20.8</b>	<b>8.10%</b>	<b>\$ 20.5</b>	<b>7.22%</b>	<b>\$ 20.1</b>	<b>7.02%</b>
<b>Budgeted Municipal Aid</b>						
8910 - Municipal Bridge Program	\$ 8.8		\$ 3.7		\$ 5.4	
2943 + 8910 - Apportionment A - B (Block Grant)	\$ 35.0		\$ 36.9		\$ 36.2	
2944 - SPR Planning Funds	\$ 5.2		\$ 5.3		\$ 5.1	
2945 - Municipal Aid - Federal	\$ 10.6		\$ 7.3		\$ 7.6	
4965 - Municipal Fuel	\$ 1.9		\$ 2.5		\$ 2.8	
<b>Total Budgeted Municipal Aid</b>	<b>\$ 61.5</b>	<b>23.94%</b>	<b>\$ 55.7</b>	<b>19.62%</b>	<b>\$ 57.1</b>	<b>19.93%</b>
<b>Budgeted Construction Funds</b>						
2929 - State Aid Construction	\$ 1.1		\$ 0.6		\$ 2.9	
3039 - Betterment	\$ 3.6		\$ 24.8		\$ 23.0	
3049 - Non-Par Construction/Reconstruction			\$ 0.1		\$ 0.1	
8910 - SB 367 Capital Investment (Class 46 & 400)	\$ 30.2		\$ 19.2		\$ 19.4	
3054 - Consolidated Federal	\$ 118.4		\$ 129.2		\$ 125.5	
5211 - TIFIA Construction	\$ 21.3		\$ 33.8		\$ 38.4	
<b>Total Budgeted Construction Funds</b>	<b>\$ 174.6</b>	<b>67.96%</b>	<b>\$ 207.7</b>	<b>73.16%</b>	<b>\$ 209.3</b>	<b>73.05%</b>
<b>Total Budgeted Municipal Aid &amp; Construction Exp's</b>	<b>\$ 256.9</b>	<b>100.00%</b>	<b>\$ 283.9</b>	<b>100.00%</b>	<b>\$ 286.5</b>	<b>100.00%</b>
<b>Non-Budgeted Expenses</b>						
1843 - I-93 Construction Project *					\$ (0.1)	
3311 - Non Par I-93	\$ 0.1				\$ 0.4	
<b>Total Non-Budgeted Expenses</b>	<b>\$ 0.1</b>		<b>\$ -</b>		<b>\$ 0.3</b>	
<b>Total Municipal Aid &amp; Construction Expenses</b>	<b>\$ 257.0</b>		<b>\$ 283.9</b>		<b>\$ 286.8</b>	

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 2021 through FY 2019 Actuals (\$ millions)

Unaudited - Budgetary		FY 2021	% of	FY 2020	% of	FY 2019	% of
AU	Description	Actual	Total	Actual	Total	Actual	Total
<b>Budgeted Roads &amp; Bridges</b>							
Construction							
2929/3039/3049	Construction Program Funds (Betterment & Non-Par)	\$ 4.7		\$ 25.5		\$ 26.0	
3054	FHWA Grant Anticipation Fund (Consolidated Fed)	\$ 118.4		\$ 129.2		\$ 125.5	
5211	TIFIA Construction	\$ 21.3		\$ 33.8		\$ 38.4	
8910	SB367 Capital Investment (Class 46 & 400)	\$ 30.2		\$ 19.2		\$ 19.4	
<b>Total Budgeted Roads &amp; Bridges Construction</b>		<b>\$ 174.6</b>	<b>67.94%</b>	<b>\$ 207.7</b>	<b>73.16%</b>	<b>\$ 209.3</b>	<b>72.98%</b>
Debt Service							
8683	Garvee Bond Debt Service	\$ 18.8		\$ 18.8		\$ 18.8	
8910	SB367 Debt Service/Issuance Costs	\$ 2.0		\$ 1.7		\$ 1.3	
<b>Total Budgeted Roads &amp; Bridges Debt Service</b>		<b>\$ 20.8</b>	<b>8.09%</b>	<b>\$ 20.5</b>	<b>7.22%</b>	<b>\$ 20.1</b>	<b>7.01%</b>
<b>Total Budgeted Roads &amp; Bridges Construction</b>		<b>\$ 195.4</b>	<b>76.03%</b>	<b>\$ 228.2</b>	<b>80.38%</b>	<b>\$ 229.4</b>	<b>79.99%</b>
<b>Budgeted Municipal Aid</b>							
2944	SPR Planning Funds	\$ 5.2		\$ 5.3		\$ 5.1	
2945	Municipal Aid - Federal	\$ 10.6		\$ 7.3		\$ 7.6	
8910	Municipal Bridge Program	\$ 8.8		\$ 3.7		\$ 5.4	
2943 / 8910	Apportionment A - B (Block Grant)	\$ 35.0		\$ 36.9		\$ 36.2	
4965	Municipal Fuel	\$ 1.9		\$ 2.5		\$ 2.8	
<b>Total Budgeted Municipal Aid</b>		<b>\$ 61.5</b>	<b>23.93%</b>	<b>\$ 55.7</b>	<b>19.62%</b>	<b>\$ 57.1</b>	<b>19.91%</b>
<b>Non-Budgeted Expenses</b>							
1843	I-93 Construction Project *					\$ (0.1)	
3311	Non-Par I-93	\$ 0.1				\$ 0.4	
<b>Total Non-Budgeted Expenses</b>		<b>\$ 0.1</b>	<b>0.04%</b>	<b>\$ -</b>	<b>0.00%</b>	<b>\$ 0.3</b>	<b>0.10%</b>
<b>Total Highway Fund Municipal Aid &amp; Construction Expenses</b>		<b>\$ 257.0</b>	<b>100.00%</b>	<b>\$ 283.9</b>	<b>100.00%</b>	<b>\$ 286.8</b>	<b>100.00%</b>

Source: Statement of Appropriations

\* I-93 Project costs funded by Garvee Bond proceeds

\*\* 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 by Source of Funds

FY 2021 Actual (\$ millions)

Unaudited - Budgetary		Highway Funds	% of Total	Federal Funds	% of Total	Other Funds	% of Total	2021 Actual Total	% of Total
AU	Description								
<b>Roads &amp; Bridges</b>									
Construction									
2929/3039/3049/8910	Construction Program Funds (Betterment, Non-Par & SB 367)	\$ 1.1		\$ 0.2		\$ 33.6		\$ 34.9	
1843/3054/3311	FHWA Grant Anticipation Fund (Consolidated Fed & I-93)	\$ 0.1		\$ 111.1		\$ 7.3		\$ 118.5	
5211	TIFIA Construction			\$ 21.3				\$ 21.3	
<b>Total Roads &amp; Bridges Construction</b>		<b>\$ 1.2</b>	<b>3.73%</b>	<b>\$ 132.6</b>	<b>79.31%</b>	<b>\$ 40.9</b>	<b>71.01%</b>	<b>\$ 174.7</b>	<b>67.98%</b>
Debt Service									
8910	SB367 (TIFIA Debt Service/Issuance Costs)					\$ 2.0		\$ 2.0	
8683	Garvee Bond Debt Service			\$ 18.8				\$ 18.8	
<b>Total Roads &amp; Bridges Debt Service</b>		<b>\$ -</b>	<b>0.00%</b>	<b>\$ 18.8</b>	<b>11.24%</b>	<b>\$ 2.0</b>	<b>3.47%</b>	<b>\$ 20.8</b>	<b>8.09%</b>
<b>Total Roads &amp; Bridges &amp; Debt Service Expenses</b>		<b>\$ 1.2</b>	<b>3.73%</b>	<b>\$ 151.4</b>	<b>90.55%</b>	<b>\$ 42.9</b>	<b>74.48%</b>	<b>\$ 195.5</b>	<b>76.07%</b>
<b>Municipal Aid</b>									
8910	Municipal Bridge Program					\$ 8.8		\$ 8.8	
2943/8910	Apportionment A - B (Block Grant)	\$ 31.0				\$ 4.0		\$ 35.0	
2944	SPR Planning Funds			\$ 5.2				\$ 5.2	
2945	Municipal Aid - Federal			\$ 10.6				\$ 10.6	
4965	Municipal Fuel					\$ 1.9		\$ 1.9	
<b>Total Municipal Aid</b>		<b>\$ 31.0</b>	<b>96.27%</b>	<b>\$ 15.8</b>	<b>9.45%</b>	<b>\$ 14.7</b>	<b>25.52%</b>	<b>\$ 61.5</b>	<b>23.93%</b>
<b>Total Highway Fund Municipal Aid &amp; Construction Expenses</b>		<b>\$ 32.2</b>	<b>100.00%</b>	<b>\$ 167.2</b>	<b>100.00%</b>	<b>\$ 57.6</b>	<b>100.00%</b>	<b>\$ 257.0</b>	<b>100.00%</b>

Source: Statement of Appropriations

# Consolidated Financial Summary

## Revenue Activity All Funds FY 2021 Actual (\$ millions)

UNAUDITED - BUDGETARY	Fund				Total
	General 010	Highway 015	Turnpike 017	Capital 030	
<b>Unrestricted:</b>					
<b>Revenue Collected by the Department of Safety (DOS):</b>					
Gasoline Road Toll		\$ 117.2			\$ 117.2
Motor Vehicle Fees		\$ 100.4			\$ 100.4
Sale of Vehicles		\$ 0.1			\$ 0.1
<b>Total Revenue Collected by DOS</b>	\$ -	\$ 217.7	\$ -	\$ -	\$ 217.7
<b>Motor Vehicle Fines (Collected by the Courts)</b>	\$ -	\$ 4.4	\$ -	\$ -	\$ 4.4
<b>Revenue Collected by the Department of Transportation (DOT):</b>					
Cash Toll Receipts - Blue Star			\$ 7.3		\$ 7.3
Cash Toll Receipts - Central			\$ 6.6		\$ 6.6
Cash Toll Receipts - Spaulding			\$ 2.4		\$ 2.4
Electronic Toll Collections - Blue Star			\$ 54.6		\$ 54.6
Electronic Toll Collections - Central			\$ 28.7		\$ 28.7
Electronic Toll Collections - Spaulding			\$ 14.4		\$ 14.4
Other Unrestricted Revenues	\$ 0.2	\$ 0.3	\$ 12.0		\$ 12.5
<b>Total Revenue Collected by DOT</b>	\$ 0.2	\$ 0.3	\$ 126.0	\$ -	\$ 126.5
<b>Total Unrestricted Revenue</b>	\$ 0.2	\$ 222.4	\$ 126.0	\$ -	\$ 348.6
<b>Restricted:</b>					
<b>Federal Funds - FHWA</b>					
Consolidated Federal Aid		\$ 116.1			\$ 116.1
Municipal Fed Aid (Construction)		\$ 10.6			\$ 10.6
Direct Labor and Overhead Allocation		\$ 20.1			\$ 20.1
Pavement Marking Program		\$ 2.5			\$ 2.5
SPR Planning & Research Funds		\$ 5.5			\$ 5.5
Bridge Rehab, Painting, Preservation and Improvements (BRPPI) - FHWA Reimbursement		\$ 1.5			\$ 1.5
TIFIA Construction Loan Proceeds		\$ 21.3			\$ 21.3
<b>Federal Funds - FAA</b>	\$ 0.3			\$ 17.9	\$ 18.2
FAA Airport Improvement	\$ 0.3			\$ 17.9	\$ 18.2
<b>Federal Funds - FTA</b>	\$ 6.5				\$ 6.5
Public Transportation Division	\$ 6.5				\$ 6.5
<b>Federal Funds - COVID/FEMA</b>		\$ 0.3			\$ 0.3
COVID FEMA		\$ 0.3			\$ 0.3
<b>Federal Funds - CARES Act</b>	\$ 29.0	\$ 1.7	\$ 1.0		\$ 31.7
CARES Act	\$ 29.0	\$ 1.7	\$ 1.0		\$ 31.7
<b>Federal Funds - CRRSA Act</b>	\$ 1.6				\$ 1.6
CRRSA Act	\$ 1.6				\$ 1.6
<b>Federal Funds - Debt Service</b>		\$ 18.8	\$ 1.9		\$ 20.7
Bonds Debt Service		\$ 18.8	\$ 1.9		\$ 20.7
<b>Total Federal Funds</b>	\$ 37.4	\$ 198.4	\$ 2.9	\$ 17.9	\$ 256.6
<b>Revolving Funds</b>					
Motor Fuel Sales		\$ 1.9			\$ 1.9
Transponder Sales			\$ 0.7		\$ 0.7
Other Revolving Funds	\$ 0.2				\$ 0.2
<b>Total Revolving Funds</b>	\$ 0.2	\$ 1.9	\$ 0.7	\$ -	\$ 2.8
<b>Private &amp; Local Funds</b>					
Lift Bridge		\$ 0.6			\$ 0.6
Consolidated Federal Aid - Local Match		\$ 5.9			\$ 5.9
Requested Maintenance/Repairs		\$ 0.9			\$ 0.9
Other Private & Local Funds	\$ 0.1		\$ 0.5		\$ 0.6
<b>Total Private &amp; Local Funds</b>	\$ 0.1	\$ 7.4	\$ 0.5	\$ -	\$ 8.0
<b>Inter / Intra-Agency Transfers</b>	\$ 0.2	\$ 2.3	\$ -	\$ -	\$ 2.5
<b>Agency Income</b>					
Highway Betterment		\$ 20.0			\$ 20.0
ROW Property Sales		\$ 1.4			\$ 1.4
VW Grant		\$ 1.1			\$ 1.1
SB367 Capital Investment		\$ 32.6			\$ 32.6
Other Agency Income	\$ 1.1	\$ 8.0	\$ 0.1		\$ 9.2
<b>Total Agency Income</b>	\$ 1.1	\$ 63.1	\$ 0.1	\$ -	\$ 64.3
<b>Total Restricted Revenue - DOT</b>	\$ 39.0	\$ 273.1	\$ 4.2	\$ 17.9	\$ 334.2
<b>Sub-Total Revenue *</b>	\$ 39.2	\$ 495.5	\$ 130.2	\$ 17.9	\$ 682.8
<b>Funding from Bond Proceeds</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Revenue - All Funds</b>	\$ 39.2	\$ 495.5	\$ 130.2	\$ 17.9	\$ 682.8

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

# Consolidated Financial Summary

## Revenue Activity - Highway Fund 015 FY 2021 - 2020 - 2019 Actuals (\$ millions)

UNAUDITED - BUDGETARY	CHG 2021 vs. 2020			CHG 2020 vs. 2019			
	FY 2021	\$	%	FY 2020	\$	%	FY 2019
<b>Unrestricted:</b>							
<b>Revenue Collected by the Department of Safety (DOS):</b>							
Gasoline Road Toll	\$ 117.2	\$ 0.5	0.4%	\$ 116.7	\$ (10.9)	-9.3%	\$ 127.6
Motor Vehicle Fees	\$ 100.4	\$ 2.3	2.3%	\$ 98.1	\$ 5.3	5.4%	\$ 92.8
Sale of Vehicles	\$ 0.1	\$ 0.1	100.0%	\$ -	\$ (0.1)	-	\$ 0.1
<b>Total Revenue Collected by DOS</b>	<b>\$ 217.7</b>	<b>\$ 2.9</b>	<b>1.3%</b>	<b>\$ 214.8</b>	<b>\$ (5.7)</b>	<b>-2.7%</b>	<b>\$ 220.5</b>
<b>Motor Vehicle Fines (Collected by the Courts)</b>	<b>\$ 4.4</b>	<b>\$ (0.3)</b>	<b>-6.8%</b>	<b>\$ 4.7</b>	<b>\$ (0.6)</b>	<b>-12.8%</b>	<b>\$ 5.3</b>
<b>Revenue Collected by the Department of Transportation (DOT):</b>							
Other Unrestricted Revenues	\$ 0.3	\$ 0.1	33.3%	\$ 0.2	\$ (0.3)	-150.0%	\$ 0.5
<b>Total Revenue Collected by DOT</b>	<b>\$ 0.3</b>	<b>\$ 0.1</b>	<b>33.3%</b>	<b>\$ 0.2</b>	<b>\$ (0.3)</b>	<b>-150.0%</b>	<b>\$ 0.5</b>
<b>Total Unrestricted Revenue</b>	<b>\$ 222.4</b>	<b>\$ 2.7</b>	<b>1.2%</b>	<b>\$ 219.7</b>	<b>\$ (6.6)</b>	<b>-3.0%</b>	<b>\$ 226.3</b>
<b>Restricted:</b>							
<b>Federal Funds</b>							
Consolidated Fed Aid (Construction)	\$ 116.1	\$ (9.6)	-8.3%	\$ 125.7	\$ 2.2	1.8%	\$ 123.5
Municipal Fed Aid (Construction)	\$ 10.6	\$ 3.3	31.1%	\$ 7.3	\$ (0.3)	-4.1%	\$ 7.6
Direct Labor and Overhead Allocation	\$ 20.1	\$ (4.7)	-23.4%	\$ 24.8	\$ 2.1	8.5%	\$ 22.7
Pavement Marking Program	\$ 2.5	\$ (0.7)	-28.0%	\$ 3.2	\$ 0.9	28.1%	\$ 2.3
SPR Planning & Research Funds	\$ 5.5	\$ (0.1)	-1.8%	\$ 5.6	\$ 0.1	1.8%	\$ 5.5
Bridge Rehab, Painting, Preservation and Improvements (BRPPI) - FHWA Reimbursement	\$ 1.5	\$ (0.7)	-46.7%	\$ 2.2	\$ 0.7	31.8%	\$ 1.5
TIFIA Construction Loan Proceeds	\$ 21.3	\$ (12.5)	-58.7%	\$ 33.8	\$ (4.6)	-13.6%	\$ 38.4
<b>Federal Funds - COVID/FEMA</b>							
COVID FEMA	\$ 0.3	\$ (0.9)	-300.0%	\$ 1.2	\$ 1.2	100.0%	\$ -
<b>Federal Funds - CARES Act</b>							
CARES Act	\$ 1.7	\$ 1.1	64.7%	\$ 0.6	\$ 0.6	100.0%	\$ -
<b>Federal Funds - Debt Service</b>							
Bonds Debt Service	\$ 18.8	\$ -	0.0%	\$ 18.8	\$ -	0.0%	\$ 18.8
<b>Total Federal Funds</b>	<b>\$ 198.4</b>	<b>\$ (24.8)</b>	<b>-12.5%</b>	<b>\$ 223.2</b>	<b>\$ 2.9</b>	<b>1.3%</b>	<b>\$ 220.3</b>
<b>Revolving Funds</b>							
Motor Fuel Sales	\$ 1.9	\$ (0.6)	-31.6%	\$ 2.5	\$ (0.4)	-16.0%	\$ 2.9
<b>Total Revolving Funds</b>	<b>\$ 1.9</b>	<b>\$ (0.6)</b>	<b>-31.6%</b>	<b>\$ 2.5</b>	<b>\$ (0.4)</b>	<b>-16.0%</b>	<b>\$ 2.9</b>
<b>Private &amp; Local Funds</b>							
Lift Bridge	\$ 0.6	\$ (0.1)	-16.7%	\$ 0.7	\$ -	0.0%	\$ 0.7
Consolidated Fed Aid (Construction) - Local Match	\$ 5.9	\$ 0.2	3.4%	\$ 5.7	\$ 0.9	15.8%	\$ 4.8
Requested Maintenance & Repairs	\$ 0.9	\$ -	0.0%	\$ 0.9	\$ (0.3)	-33.3%	\$ 1.2
Other Private & Local Funds	\$ -	\$ (0.1)	0.0%	\$ 0.1	\$ -	0.0%	\$ 0.1
<b>Total Private &amp; Local Funds</b>	<b>\$ 7.4</b>	<b>\$ 0.0</b>	<b>0.0%</b>	<b>\$ 7.4</b>	<b>\$ 0.6</b>	<b>8.1%</b>	<b>\$ 6.8</b>
<b>Total Inter / Intra-Agency Transfers</b>	<b>\$ 2.3</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 2.3</b>	<b>\$ 0.2</b>	<b>8.7%</b>	<b>\$ 2.1</b>
<b>Agency Income</b>							
Highway Betterment	\$ 20.0	\$ (0.5)	-2.5%	\$ 20.5	\$ (1.8)	-8.8%	\$ 22.3
ROW Property Sales	\$ 1.4	\$ 0.7	50.0%	\$ 0.7	\$ 0.1	14.3%	\$ 0.6
VW Grant*	\$ 1.1	\$ (2.1)	-190.9%	\$ 3.2	\$ 3.2	100.0%	\$ 1.2
SB367 Capital Investment	\$ 32.6	\$ (0.4)	-1.2%	\$ 33.0	\$ (2.8)	-8.5%	\$ 35.8
FEMA Emergency*	\$ -	\$ 0.4	0.0%	\$ (0.4)	\$ 0.4	-100.0%	\$ (0.8)
Other Agency Income	\$ 8.0	\$ (0.1)	-1.3%	\$ 8.1	\$ (0.2)	-2.5%	\$ 8.3
<b>Total Agency Income</b>	<b>\$ 63.1</b>	<b>\$ (2.0)</b>	<b>-3.2%</b>	<b>\$ 65.1</b>	<b>\$ (1.1)</b>	<b>-1.7%</b>	<b>\$ 66.2</b>
<b>Total Restricted Revenue - DOT</b>	<b>\$ 273.1</b>	<b>\$ (27.4)</b>	<b>-10.0%</b>	<b>\$ 300.5</b>	<b>\$ 2.2</b>	<b>0.7%</b>	<b>\$ 298.3</b>
<b>Sub-Total All Revenue</b>	<b>\$ 495.5</b>	<b>\$ (24.7)</b>	<b>-5.0%</b>	<b>\$ 520.2</b>	<b>\$ (4.4)</b>	<b>-0.8%</b>	<b>\$ 524.6</b>
Funding from Bond Proceeds	\$ -	\$ -	-	\$ -	\$ -	-	\$ -
<b>Total All Revenue - Highway Fund</b>	<b>\$ 495.5</b>	<b>\$ (24.7)</b>	<b>-5.0%</b>	<b>\$ 520.2</b>	<b>\$ (4.4)</b>	<b>-0.8%</b>	<b>\$ 524.6</b>

Source: Revenue Source Summary of Unrestricted and Restricted Revenues reports

\* These revenue amounts represent non-recurring revenue.

### NOTES

(1) Starting in FY 2015, SB367 generated additional Gas Tax of 4.2¢ for Construction Projects

# Consolidated Financial Summary

## All Funds Expenditures by Class FY 2021 Actual (\$ millions)

Class	Description	FY 2021 Actual				Total All Funds	
		General 010	Highway 015	Turnpike 017	Capital 030*	\$	%
<b>Public Sector Transportation Expenditures</b>							
<b>Personal Services and Benefits</b>							
010-015	Personal Services-Permanent Classified	\$ 1.0	\$ 65.7	\$ 7.3		\$ 74.0	
017	FT Employees Special Payments		\$ 0.5	\$ 0.1		\$ 0.6	
018	Overtime		\$ 6.2	\$ 0.7		\$ 6.9	
019	Holiday Pay		\$ 0.1	\$ 0.1		\$ 0.2	
050	Personal Service-Temp/Appointed		\$ 0.8	\$ 0.4		\$ 1.2	
060	Benefits	\$ 0.5	\$ 35.9	\$ 4.2		\$ 40.6	
062	Workers Compensation		\$ 2.2	\$ 1.3		\$ 3.5	
064	Ret-Pension Bene-Health Insurance		\$ 6.8	\$ 0.6		\$ 7.4	
070	In-State Travel Reimbursement		\$ 0.6			\$ 0.6	
	<b>Total Personal Services and Benefits DOT</b>	<b>\$ 1.5</b>	<b>\$ 118.8</b>	<b>\$ 14.7</b>	<b>\$ -</b>	<b>\$ 135.0</b>	<b>21.02%</b>
<b>Transfer Payments - DOT Usage</b>							
027	Transfers To DOIT		\$ 9.0			\$ 9.0	
028	Transfers To General Services		\$ 1.6			\$ 1.6	
029	Intra-Agency Transfers		\$ 0.1	\$ 2.1		\$ 2.2	
040	Indirect Costs		\$ 1.4	\$ 0.1		\$ 1.5	
089	Transfer to DAS Maint Fund		\$ 0.2			\$ 0.2	
211	Catastrophic Casualty Insurance		\$ 0.3	\$ 0.1		\$ 0.4	
404	Intra Indirect Costs	\$ 0.2		\$ 2.2		\$ 2.4	
	<b>Transfer Payments to Agencies- DOT Usage</b>	<b>\$ 0.2</b>	<b>\$ 12.6</b>	<b>\$ 4.5</b>	<b>\$ -</b>	<b>\$ 17.3</b>	<b>2.69%</b>
	<b>Total DOT Internal Expenditure</b>	<b>\$ 1.7</b>	<b>\$ 131.4</b>	<b>\$ 19.2</b>	<b>\$ -</b>	<b>\$ 152.3</b>	<b>23.72%</b>
<b>Transfer Payments - Agency/Municipal</b>							
049	Transfer to Other State Agencies		\$ 0.1	\$ 0.1		\$ 0.2	
072	Grants-Federal	\$ 28.5	\$ 14.4			\$ 42.9	
073	Grants-Non Federal	\$ 2.6	\$ 10.1			\$ 12.7	
085	Interagency Trans of Federal Funds		\$ 1.2			\$ 1.2	
407	Trans To Bd Of Tax & Land Appeals		\$ 0.1			\$ 0.1	
409	Trans To Dept Of Justice		\$ 0.9			\$ 0.9	
411	Trans To DES Dam Bureau		\$ 0.1			\$ 0.1	
414	Block Grant Apportionment A		\$ 34.6			\$ 34.6	
	<b>Total Transfer Payments - Agency/Municipal</b>	<b>\$ 31.1</b>	<b>\$ 61.5</b>	<b>\$ 0.1</b>	<b>\$ -</b>	<b>\$ 92.7</b>	<b>14.43%</b>
	<b>Total DOT Public Sector Exp &amp; Transfer</b>	<b>\$ 32.8</b>	<b>\$ 192.9</b>	<b>\$ 19.3</b>	<b>\$ -</b>	<b>\$ 245.0</b>	<b>38.15%</b>
<b>Private Sector Transportation Expenditures</b>							
<b>Contractual Services</b>							
022	Rents-Leases Other Than State	\$ 0.1	\$ 11.7	\$ 0.9		\$ 12.7	
023	Heat- Electricity - Water		\$ 1.7	\$ 1.0		\$ 2.7	
024	Maint.Other Than Build.- Grnds		\$ 0.5	\$ 1.9		\$ 2.4	
026	Organizational Dues		\$ 0.1	\$ 0.1		\$ 0.2	
039	Telecommunications		\$ 0.6	\$ 0.1		\$ 0.7	
046	Consultants	\$ 0.2	\$ 12.6	\$ 8.1		\$ 20.9	
048	Contractual Maint.-Build-Grnds	\$ 0.1	\$ 0.3	\$ 0.1		\$ 0.5	
066	Employee Training		\$ 0.1			\$ 0.1	
102	Contracts for Program Services			\$ 10.5		\$ 10.5	
103	Contracts for Operating Services	\$ 6.5	\$ 1.0	\$ 0.1		\$ 7.6	
255	Cost of Issuing Bonds		\$ 0.1	\$ 0.1		\$ 0.1	
403	Audit		\$ 0.1	\$ 0.1		\$ 0.1	
	<b>Total Contractual Services</b>	<b>\$ 6.9</b>	<b>\$ 28.6</b>	<b>\$ 23.0</b>	<b>\$ -</b>	<b>\$ 58.5</b>	<b>9.11%</b>
<b>Supplies and Materials</b>							
020	Current Expenses		\$ 29.4	\$ 4.8		\$ 34.2	
047	Own Forces Maint.-Build.-Grnds		\$ 0.3	\$ 0.1		\$ 0.4	
	<b>Total Supplies and Materials</b>	<b>\$ -</b>	<b>\$ 29.7</b>	<b>\$ 4.9</b>	<b>\$ -</b>	<b>\$ 34.6</b>	<b>5.39%</b>
<b>Equipment</b>							
030	Equipment New/Replacement	\$ 1.1	\$ 9.6	\$ 2.4		\$ 13.1	
037	Technology - Hardware		\$ 0.1			\$ 0.1	
038	Technology - Software		\$ 1.2			\$ 1.2	
	<b>Total Equipment</b>	<b>\$ 1.1</b>	<b>\$ 10.9</b>	<b>\$ 2.4</b>	<b>\$ -</b>	<b>\$ 14.4</b>	<b>2.24%</b>
<b>Capital Projects</b>							
034	Capital Projects Bonded (HB 25)				\$ 26.7	\$ 26.7	
	<b>Total Capital Projects</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 26.7</b>	<b>\$ 26.7</b>	<b>4.16%</b>
<b>Land and Property Improvements</b>							
400	Construction Repair Materials	\$ 3.8	\$ 151.5	\$ 27.9		\$ 183.2	
401	Land - Interest		\$ 8.6			\$ 8.6	
	<b>Total Land and Property Improvements</b>	<b>\$ 3.8</b>	<b>\$ 160.1</b>	<b>\$ 27.9</b>	<b>\$ -</b>	<b>\$ 191.8</b>	<b>29.87%</b>
<b>Debt Service</b>							
043-044	Debt Service Other Agencies	\$ 0.2	\$ 32.3	\$ 38.7		\$ 71.2	
	<b>Total Debt Service</b>	<b>\$ 0.2</b>	<b>\$ 32.3</b>	<b>\$ 38.7</b>	<b>\$ -</b>	<b>\$ 71.2</b>	<b>11.09%</b>
	<b>Total Expenditures with Private Sector</b>	<b>\$ 12.0</b>	<b>\$ 261.6</b>	<b>\$ 96.9</b>	<b>\$ 26.7</b>	<b>\$ 397.2</b>	<b>61.85%</b>
	<b>Total Expenditures - DOT</b>	<b>\$ 44.8</b>	<b>\$ 454.5</b>	<b>\$ 116.2</b>	<b>\$ 26.7</b>	<b>\$ 642.2</b>	<b>100.00%</b>

Source: Statement of Appropriations

\* Bonded - authorized by HB25

# Consolidated Financial Summary

## Highway Fund 15 Expenditures by Class\*

FY 2021 through FY 2019 Actuals (\$ millions)

Class	Unaudited - Budgetary Description	2021 Actual	% of Total	2020 Actual	% of Total	2019 Actual	% of Total
<b>Public Sector Transportation Expenditures</b>							
<b>Personal Services and Benefits</b>							
010-015	Personal Services-Perm. Classified	\$ 65.7		\$ 67.7		\$ 66.5	
017	FT Employees Special Payments	\$ 0.5		\$ 0.5		\$ 0.5	
018	Overtime	\$ 6.2		\$ 7.0		\$ 7.7	
019	Holiday Pay	\$ 0.1		\$ 0.1		\$ 0.1	
050	Personal Service-Temp/Appointed	\$ 0.8		\$ 1.4		\$ 1.3	
060	Benefits	\$ 35.9		\$ 40.7		\$ 40.4	
062	Workers Compensation	\$ 2.2		\$ 1.7		\$ 1.7	
064	Ret-Pension Bene-Health Insurance	\$ 6.8		\$ 7.2		\$ 7.2	
070	In-State Travel Reimbursement	\$ 0.6		\$ 0.7		\$ 0.8	
080	Out-of-State Travel Reimbursement	\$		\$ 0.1		\$ 0.1	
	<b>Total Personal Services and Benefits DOT</b>	<b>\$ 118.8</b>	<b>26.14%</b>	<b>\$ 127.1</b>	<b>26.05%</b>	<b>\$ 126.3</b>	<b>25.67%</b>
<b>Transfer Payments - DOT Usage</b>							
027	Transfers To DOIT	\$ 9.0		\$ 8.0		\$ 8.0	
028	Transfers To General Services	\$ 1.6		\$ 1.5		\$ 1.5	
029	Intra-Agency Transfers	\$ 0.1		\$ 0.1		\$	
040	Indirect Costs	\$ 1.4		\$ 1.0		\$ 1.3	
089	Transfer to DAS Maint Fund	\$ 0.2		\$ 0.2		\$	
211	Catastrophic Casualty Insurance	\$ 0.3		\$ 0.3		\$	
	<b>Transfer Payments to Agencies - DOT Usage</b>	<b>\$ 12.6</b>	<b>2.77%</b>	<b>\$ 11.1</b>	<b>2.28%</b>	<b>\$ 10.8</b>	<b>2.20%</b>
	<b>Total DOT Internal Expenditure</b>	<b>\$ 131.4</b>	<b>28.91%</b>	<b>\$ 138.2</b>	<b>28.33%</b>	<b>\$ 137.1</b>	<b>27.87%</b>
<b>Transfer Payments - Agency/Municipal</b>							
049	Transfer to Other State Agencies	\$ 0.1		\$ 0.1		\$	
072	Grants-Federal	\$ 14.4		\$ 11.6		\$ 11.8	
073	Grants-Non Federal	\$ 10.1		\$ 4.8		\$ 7.1	
085	Interagency Trans of Federal Funds	\$ 1.2		\$		\$	
407	Trans To Bd Of Tax & Land Appeals	\$ 0.1		\$ 0.1		\$ 0.1	
409	Trans To Dept Of Justice	\$ 0.9		\$ 0.9		\$ 0.8	
411	Trans To DES Dam Bureau	\$ 0.1		\$ 0.1		\$ 0.1	
414	Block Grant Apportionment A	\$ 34.6		\$ 36.5		\$ 35.8	
416	Transf to BEA (Welcome Ctrs & Rest Areas)**	\$		\$		\$ 1.5	
	<b>Total Transfer Payments - Agency/Municipal</b>	<b>\$ 61.5</b>	<b>13.53%</b>	<b>\$ 54.1</b>	<b>11.09%</b>	<b>\$ 57.2</b>	<b>11.63%</b>
	<b>Total DOT Public Sector Exp &amp; Transfer</b>	<b>\$ 192.9</b>	<b>42.44%</b>	<b>\$ 192.3</b>	<b>39.41%</b>	<b>\$ 194.3</b>	<b>39.49%</b>
<b>Private Sector Transportation Expenditures</b>							
<b>Contractual Services</b>							
022	Rents-Leases Other Than State	\$ 11.7		\$ 13.9		\$ 12.7	
023	Heat- Electricity - Water	\$ 1.7		\$ 1.9		\$ 2.1	
024	Maint.Other Than Build.- Grnds	\$ 0.5		\$ 0.6		\$ 0.6	
026	Organizational Dues	\$ 0.1		\$ 0.1		\$ 0.1	
039	Telecommunications	\$ 0.6		\$ 0.6		\$ 0.6	
046	Consultants	\$ 12.6		\$ 12.5		\$ 14.1	
048	Contractual Maint.-Build-Grnds	\$ 0.3		\$ 0.5		\$ 0.4	
066	Employee Training	\$ 0.1		\$ 0.1		\$ 0.2	
103	Contracts for Operating Services	\$ 1.0		\$ 0.2		\$ 0.2	
405	Lilac Program	\$		\$ 0.2		\$ 0.1	
406	Environmental Expense	\$		\$ 0.1		\$ 0.1	
	<b>Total Contractual Services</b>	<b>\$ 28.6</b>	<b>6.29%</b>	<b>\$ 30.7</b>	<b>6.29%</b>	<b>\$ 31.2</b>	<b>6.34%</b>
<b>Supplies and Materials</b>							
020	Current Expenses	\$ 29.4		\$ 31.9		\$ 37.6	
047	Own Forces Maint.-Build.-Grnds	\$ 0.3		\$ 0.2		\$ 0.4	
	<b>Total Supplies and Materials</b>	<b>\$ 29.7</b>	<b>6.53%</b>	<b>\$ 32.1</b>	<b>6.58%</b>	<b>\$ 38.0</b>	<b>7.72%</b>
<b>Equipment/Software</b>							
030	Equipment New/Replacement	\$ 9.6		\$ 7.9		\$ 3.1	
037	Technology - Hardware	\$ 0.1		\$ 0.2		\$ 0.2	
038	Technology - Software	\$ 1.2		\$ 1.2		\$ 1.2	
	<b>Total Equipment</b>	<b>\$ 10.9</b>	<b>2.40%</b>	<b>\$ 9.3</b>	<b>1.91%</b>	<b>\$ 4.5</b>	<b>0.91%</b>
<b>Land and Property Improvements</b>							
400	Construction Repair Materials	\$ 151.5		\$ 184.3		\$ 186.6	
401	Land - Interest	\$ 8.6		\$ 7.8		\$ 6.4	
	<b>Total Land and Property Improvements</b>	<b>\$ 160.1</b>	<b>35.23%</b>	<b>\$ 192.1</b>	<b>39.37%</b>	<b>\$ 193.0</b>	<b>39.23%</b>
<b>Debt Service</b>							
043 / 044	Debt Service Other Agencies	\$ 32.3		\$ 31.4		\$ 31.0	
	<b>Total Debt Service</b>	<b>\$ 32.3</b>	<b>7.11%</b>	<b>\$ 31.4</b>	<b>6.44%</b>	<b>\$ 31.0</b>	<b>6.30%</b>
	<b>Total DOT Expenditures with Private Sector</b>	<b>\$ 261.6</b>	<b>57.56%</b>	<b>\$ 295.6</b>	<b>60.59%</b>	<b>\$ 297.7</b>	<b>60.51%</b>
	<b>Total Public and Private Sector - DOT Fund 015</b>	<b>\$ 454.5</b>	<b>100.00%</b>	<b>\$ 487.9</b>	<b>100.00%</b>	<b>\$ 492.0</b>	<b>100.00%</b>

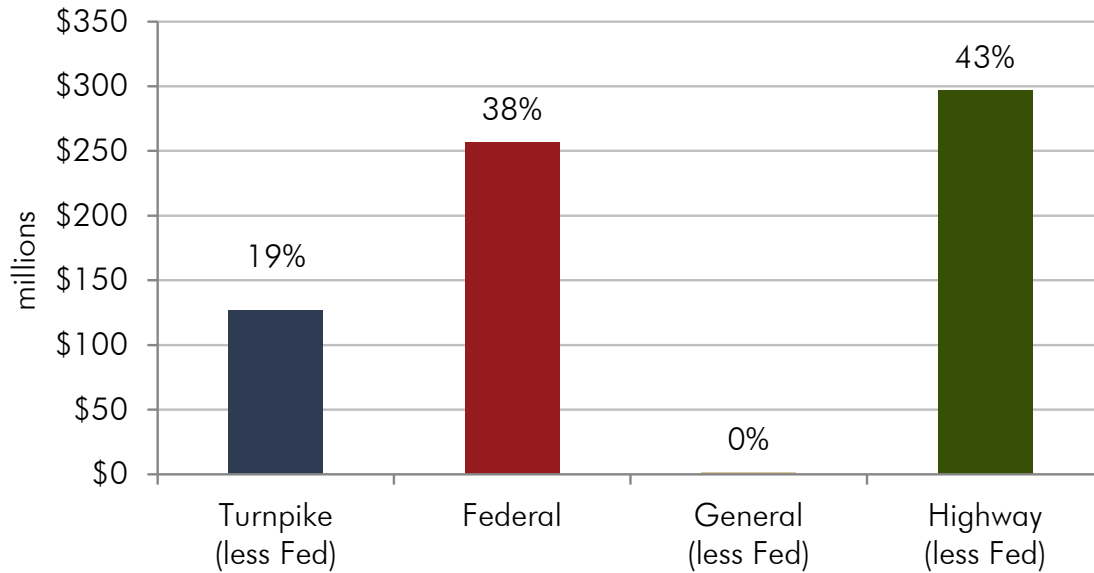
Source: Statement of Appropriations

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

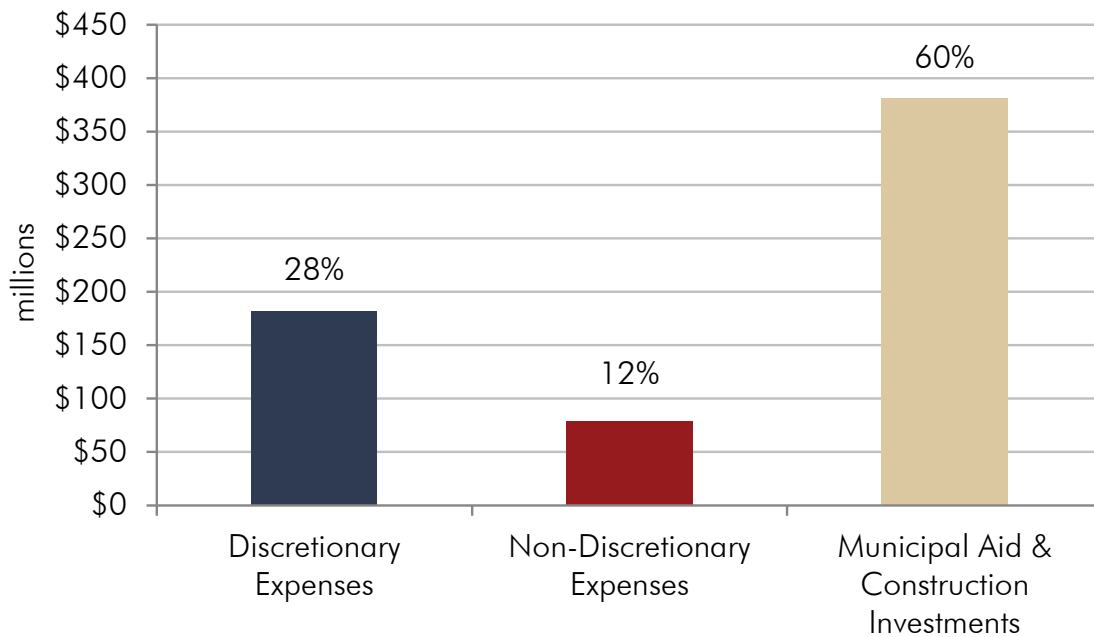
\*\* Beginning in FY2020, Welcome Center operations funded with General Funds within Business & Economic Affairs (BEA)

# Consolidated Financial Summary

## All Funds Revenue - \$683 M



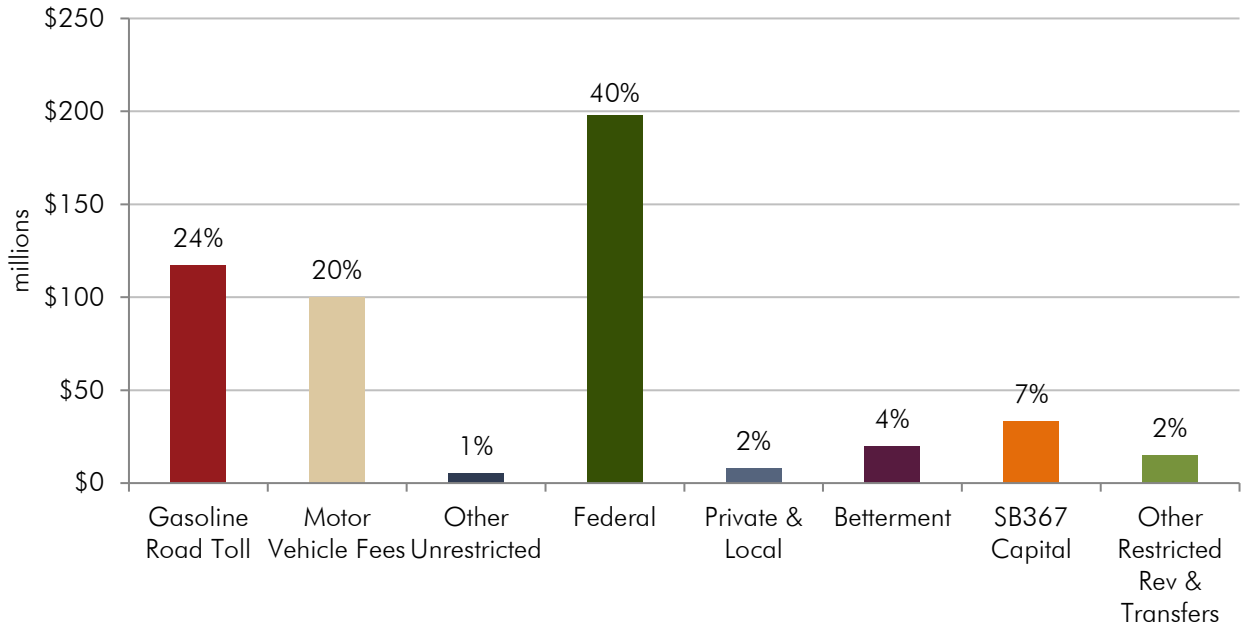
## All Funds Expenses - \$642 M



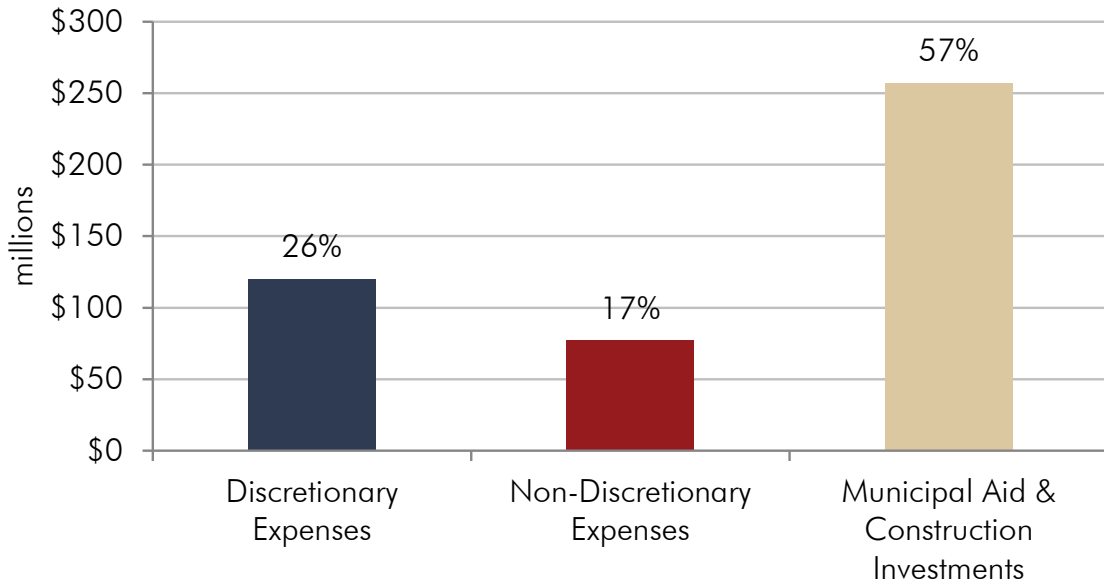


# Consolidated Financial Summary

## Highway Funds Revenue - \$496 M

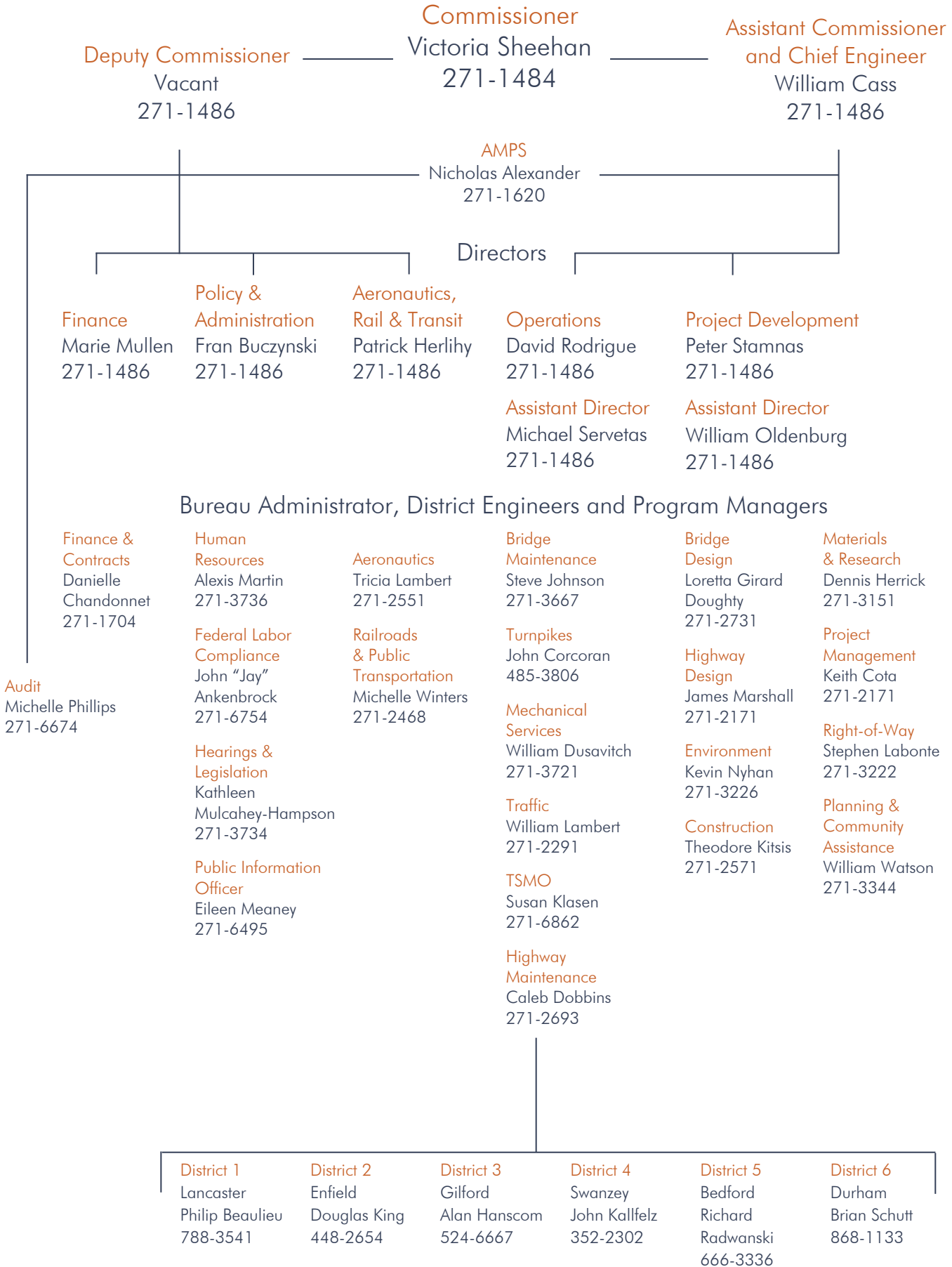


## Highway Funds Expenditures - \$454 M



# Organization Chart

(as of June 30, 2021)



















Municipal Aid and Construction Investment by Project/Location Fiscal Year 2021

Project Name	Project Number	Route / Road	Unrestricted Highway		Restricted Highway		Restricted General	Federal Aid				Other	Turnpike			General			Capital	Project Total	
			Block Grant	State Aid Construction	Betterment	SB367 Construction	Municipal Aid Airports	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning	Non Par Construction	COVID Relief Funds	I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	Municipal Bridge	State Bridges	Railroad		Bond Funded Projects
WILMOT	24834	BLOCK GRANT AID	73,039.67			9,430.74														82,470.41	
WILTON	24834	BLOCK GRANT AID	109,998.86			14,202.84														124,201.70	
WILTON	26201	STAGE COACH ROAD				327,977.52														327,977.52	
WILTON	42747	NH 31							92,861.21											92,861.21	
WILTON - MILFORD - AMHERST - BEDFORD	13692	NH 101							(740.00)											(740.00)	
WINCHESTER	23738	GUNN MOUNTAIN ROAD				(338.01)			(8,197.17)											(8,535.18)	
WINCHESTER	24834	BLOCK GRANT AID	121,855.85			15,733.78														137,589.63	
WINDHAM	24834	BLOCK GRANT AID	297,500.90			38,412.74														335,913.64	
WINDHAM	41632	CASTLE HILL ROAD OVER BEAVER BROOK				365,842.76														365,842.76	
WINDSOR	24834	BLOCK GRANT AID	3,749.94			484.18														4,234.12	
WOLFEBORO	16107	NH 28		749,059.91																749,059.91	
WOLFEBORO	24834	BLOCK GRANT AID	155,683.01			20,101.49														175,784.50	
WOODSTOCK	24834	BLOCK GRANT AID	25,777.30			3,328.31														29,105.61	
WOODSTOCK	27713	NH ROUTE 175				45,910.63														45,910.63	
WOODSTOCK	42534	NH 175							47,932.90											47,932.90	
WOODSTOCK	42576	NH ROUTE 112							813,228.51											813,228.51	
<b>Total by Program for Fiscal Year 2021</b>			<b>31,051,632.00</b>	<b>1,077,268.47</b>	<b>3,591,999.02</b>	<b>44,963,710.02</b>	<b>202,173.00</b>	<b>118,383,426.95</b>	<b>10,582,367.54</b>	<b>5,231,737.22</b>	<b>9,050.13</b>	<b>18,967,524.85</b>	<b>40,293,536.63</b>	<b>19,465,166.03</b>	<b>51,045,024.26</b>	<b>1,660,755.27</b>	<b>2,014,670.61</b>	<b>3,529,819.82</b>	<b>724,242.58</b>	<b>26,661,665.64</b>	<b>379,455,770.04</b>

**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:** To increase safety, reliability and multimodal travel options that link rural and urban communities through an interconnected highway network, airport system, transit, rail and active transportation services. To be stewards of New Hampshire's transportation system, providing increased mobility, encouraging smart growth and supporting economic development. To further reduce transportation's impact on the State's natural, cultural and social resources, ensuring that transportation enhances the quality of life in New Hampshire. To secure dedicated and sustainable revenue streams for transportation that will allow the Department to plan and deploy its diverse human and financial resources effectively, ensuring the system is maintained in a good state of repair. To embrace innovation in planning, designing, constructing, operating and maintaining the transportation system, increasing efficiency, enhancing safety, and meeting the Transportation needs of the future.

## **Christopher T. Sununu, Governor**

### Executive Councilors:

Michael J. Cryans - District 1

Andru Volinsky - District 2

Russell E. Prescott - District 3

Theodore L. Gatsas - District 4

Debora B. Pignatelli- District 5

New Hampshire Department of Transportation  
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