

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

**2023-2032 Draft Ten Year Plan Overview  
September 1, 2021**

**St. Anselm College – Manchester, NH**

# Presentation Outline

- High Level Issues
- Funding Synopsis
- Review Strategies
- Review Program Funding Adjustments
- State of Infrastructure – Projected Outcomes
- RPC Priority Projects
- Transportation Alternatives Program (TAP)
- On-Line Survey Demo
- Hearing Logistics/Schedule

# High Level Issues

## Funding – State Impacts

- COVID - Current projections identify reductions to Turnpike, Betterment, and SB367 revenue.
  - Corresponding reductions in toll collection and gas tax revenue
  - Betterment - Reflected mostly in paving programs and SAB
  - Turnpike - Capital project delays
- **Infrastructure Investment Jobs Act (IIJA)**
  - \$1.139B (FY22 - FY26) – \$228M/year (avg.) apportionment for NH
    - Similar to Senate EPW plan – assumed for fiscal constraint
  - \$48M per year in additional funding for bridges
  - EV Infrastructure Program \$5B Nationwide (Formula)
- **Other federal aid plans (CARES, CRRSA, & ARP)**
  - \$133M in COVID relief funds across all modes of transportation

# Draft TYP (2023 – 2032) Funding

DRAFT 2023-2032 Ten Year Plan  
Total Program Dollars by FY

FY	Road and Bridge Mode							Other Modes						TYP FY Total	% of Total Program
	Highway Funded							Non-Highway Funded							
	FHWA <sup>1,2</sup>	Betterment <sup>3</sup>	SB367			Other <sup>7</sup> Matching Funds	Sub Total	Turnpike Improvement	Turnpike R&R	Rail <sup>8</sup>	Transit <sup>9</sup>	Airport			
SAB <sup>4,5,6</sup>			I-93 Debt Service	TIFIA Pledged Paving & Bridge											
2023	\$ 259.83	\$ 20.95	\$ 17.86	\$ 2.20	\$ 26.21	\$ 22.12	\$ 349.17	\$ 42.02	\$ 18.50	\$ 0.60	\$ 35.53	\$ 32.14	\$ 477.95	10.9%	
2024	\$ 249.79	\$ 20.60	\$ 8.50	\$ 2.20	\$ 22.02	\$ 3.12	\$ 306.23	\$ 46.91	\$ 14.00	\$ 0.60	\$ 31.80	\$ 35.70	\$ 435.24	9.9%	
2025	\$ 241.97	\$ 20.40	\$ 8.50	\$ 2.19	\$ 15.97	\$ 5.79	\$ 294.82	\$ 54.49	\$ 15.00	\$ 2.10	\$ 32.46	\$ 13.41	\$ 412.28	9.4%	
2026	\$ 244.68	\$ 20.15	\$ 7.79	\$ 23.41	\$ -	\$ 0.14	\$ 296.17	\$ 33.87	\$ 15.80	\$ 0.60	\$ 33.14	\$ 33.02	\$ 412.60	9.4%	
2027	\$ 244.49	\$ 19.98	\$ 7.44	\$ 23.41	\$ -	\$ 0.17	\$ 295.48	\$ 39.40	\$ 15.50	\$ 0.60	\$ 33.83	\$ 37.52	\$ 422.33	9.6%	
2028	\$ 240.86	\$ 19.78	\$ 7.09	\$ 23.41	\$ -	\$ 3.35	\$ 294.48	\$ 52.34	\$ 15.00	\$ 2.10	\$ 34.53	\$ 25.60	\$ 424.04	9.6%	
2029	\$ 241.47	\$ 19.58	\$ 6.74	\$ 23.41	\$ -	\$ 7.92	\$ 299.10	\$ 46.43	\$ 14.70	\$ 0.60	\$ 35.25	\$ 15.53	\$ 411.61	9.4%	
2030	\$ 243.04	\$ 19.38	\$ 6.44	\$ 23.41	\$ -	\$ 0.05	\$ 292.31	\$ 60.85	\$ 15.00	\$ 0.60	\$ 35.98	\$ 27.18	\$ 431.92	9.8%	
2031	\$ 238.62	\$ 19.23	\$ 6.13	\$ 23.41	\$ -	\$ 0.05	\$ 287.43	\$ 64.34	\$ 15.30	\$ 2.10	\$ 36.64	\$ 25.94	\$ 431.75	9.8%	
2032	\$ 245.38	\$ 19.05	\$ 5.83	\$ 23.41	\$ -	\$ 0.05	\$ 293.71	\$ 56.72	\$ 15.60	\$ 0.60	\$ 37.32	\$ 135.94	\$ 539.88	12.3%	
<b>Program Total</b>	<b>\$ 2,450.12</b>	<b>\$ 199.08</b>	<b>\$ 82.32</b>	<b>\$ 170.42</b>	<b>\$ 64.20</b>	<b>\$ 42.75</b>	<b>\$ 3,008.89</b>	<b>\$ 497.35</b>	<b>\$ 154.40</b>	<b>\$ 10.50</b>	<b>\$ 346.48</b>	<b>\$ 381.99</b>	<b>\$ 4,399.61</b>	<b>100.0%</b>	
% of Total Program	81.4%	6.6%	2.7%	5.7%	2.1%	1.4%	100.0%								
Revenue <sup>10</sup>	\$2,471.91	\$199.08	\$316.94			\$42.75	\$3,030.68	\$497.35	\$154.40	\$10.50	\$346.48	\$381.99	\$4,421.40		
Surplus/(Deficit)	\$21.79	\$0.00	\$0.00			\$0.00	\$21.79	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$21.79		

## Investments for all modes of transportation (\$4.4 Billion)

- Each funding category comes with its own rules for what/where you can use it
- Plan is fiscally constrained

# Funding Synopsis

**Rainbow Chart Comparison 2021-2030 to 2023-2032**

FY	Road and Bridge Mode								Other Modes					TYP FY Total
	Highway Funded								Non-Highway Funded					
	FHWA	Major Project GARVEE	Betterment	SB367			Other Matching Funds	Sub Total	Turnpike Improvement	Turnpike R&R	Rail	Transit	Airport	
SAB				I-93 Debt	TIFIA Pledged Paving & Bridge									
2023-2032 DOT Draft to GACIT	\$2,450.12	\$0.00	\$199.08	\$82.32	\$170.42	\$64.20	\$42.75	\$3,008.89	\$497.35	\$154.40	\$10.50	\$346.48	\$381.99	\$4,399.61
Difference (\$)	\$471.28	(\$134.00)	(\$41.43)	(\$18.97)	\$42.47	(\$63.36)	(\$7.94)	\$248.07	(\$22.21)	\$2.85	(\$0.06)	\$34.34	\$93.43	\$356.42
Difference (%)	24%	-100%	-17%	-19%	33%	-50%	-16%	9%	-4%	2%	-1%	11%	32%	9%
2021-2030 Approved	\$1,978.84	\$134.00	\$240.50	\$101.29	\$127.96	\$127.55	\$50.69	\$2,760.82	\$519.56	\$151.55	\$10.56	\$312.13	\$288.56	\$4,043.18

Dollars in Millions

26-Aug-21

## \$4.4 Billion Transportation Plan - \$248M (9%) increase over current TYP

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

# Funding Synopsis – Road & Bridge Mode

**Rainbow Chart Comparison 2021-2030 to 2023-2032**

FY	Road and Bridge Mode										
	Highway Funded								Non-Highway Funded		
	FHWA	Major Projects GARVEE	Betterment	SB367			Other Matching Funds	Sub Total	Turnpike Improvement	Turnpike R&R	Roads and Bridge Total
SAB				I-93 Debt	TIFIA Pledged Paving & Bridge						
2023-2032 DOT Draft to GACIT	\$2,450.12	\$0.00	\$199.08	\$82.32	\$170.42	\$64.20	\$42.75	\$3,008.89	\$497.35	\$154.40	\$3,660.65
Difference (\$)	\$471.28	\$ (134.00)	(\$41.43)	(\$18.97)	\$42.47	(\$63.36)	(\$7.94)	\$248.07	(\$22.21)	\$2.85	\$229.11
Difference (%)	24%	-100%	-17%	-19%	33%	-50%	-16%	9%	-4%	2%	24%
2021-2030 Approved	\$1,978.84	\$134.00	\$240.50	\$101.29	\$127.96	\$127.55	\$50.69	\$2,760.82	\$519.56	\$151.55	\$3,431.94

Dollars in Millions

26-Aug-21

## Road and Bridge Mode \$3.66B - \$229M Increase (24%)

- **Highway Funded** – \$3B - 82%
  - Federal, Betterment, SB367, & Other Matching Funds
- **Non-Highway funded** - \$652M - 18%
  - Turnpike (Improvements & Renewal and Replacement)

# Funding Synopsis – Other Modes

Rainbow Chart Comparison			
Other Modes			
Non-Highway Funded			
Rail	Transit	Airport	Other Modes Total
\$10.50	\$346.48	\$381.99	\$738.96
(\$0.06)	\$34.34	\$93.43	\$127.71
-1%	11%	32%	21%
\$10.56	\$312.13	\$288.56	\$611.25

Dollars in Millions 26-Aug-21

## Other Modes \$739M - \$128M Increase (21%)

- **Rail** - \$10.5M
  - No significant change
- **Transit** - \$346M – \$34M increase (11%)
  - Increase primarily from COVID relief funds
- **Airports** - \$382M – \$93M increase (32%)
  - Increase primarily from COVID relief funds

# Funding Synopsis – Highway Funded

## Rainbow Chart Comparison 2021-2030 to 2023-2032

FY	Road and Bridge Mode							
	Highway Funded							
	FHWA	Major Projects GARVEE	Betterment	SB367			Other Matching Funds	Highway Funded Total
SAB				I-93 Debt	TIFIA Pledged Paving & Bridge			
2023-2032 DOT Draft to GACIT	\$ 2,450.12	\$0.00	\$ 199.08	\$ 82.32	\$ 170.42	\$ 64.20	\$ 42.75	\$ 3,008.89
<b>Difference (\$)</b>	<b>\$471.28</b>	<b>\$ (134.00)</b>	<b>(\$41.43)</b>	<b>(\$18.97)</b>	<b>\$42.47</b>	<b>(\$63.36)</b>	<b>(\$7.94)</b>	<b>\$248.07</b>
<b>Difference (%)</b>	<b>24%</b>	<b>-100%</b>	<b>-17%</b>	<b>-19%</b>	<b>33%</b>	<b>-50%</b>	<b>-16%</b>	<b>9%</b>
2021-2030 Approved	\$ 1,978.84	134.00	\$ 240.50	\$ 101.29	\$ 127.96	\$ 127.55	\$ 50.69	\$ 2,760.82

Dollars in Millions

8/26/2021

## Highway Funded \$3.0 Billion Total - Increase \$248M (9%)

- FHWA \$471M increase ( 24%) - assumed increase in funds
- Overall reduction in investment (State) \$123M (-26% average reduction)
  - Betterment \$41M decrease (-17%) - based on forecasted revenue
  - SAB \$19M decrease (-19%) - based on forecasted revenue
  - TIFIA \$63M decrease (- 50%) - program ends in 2026



# Funding Synopsis – Non-Highway Funded

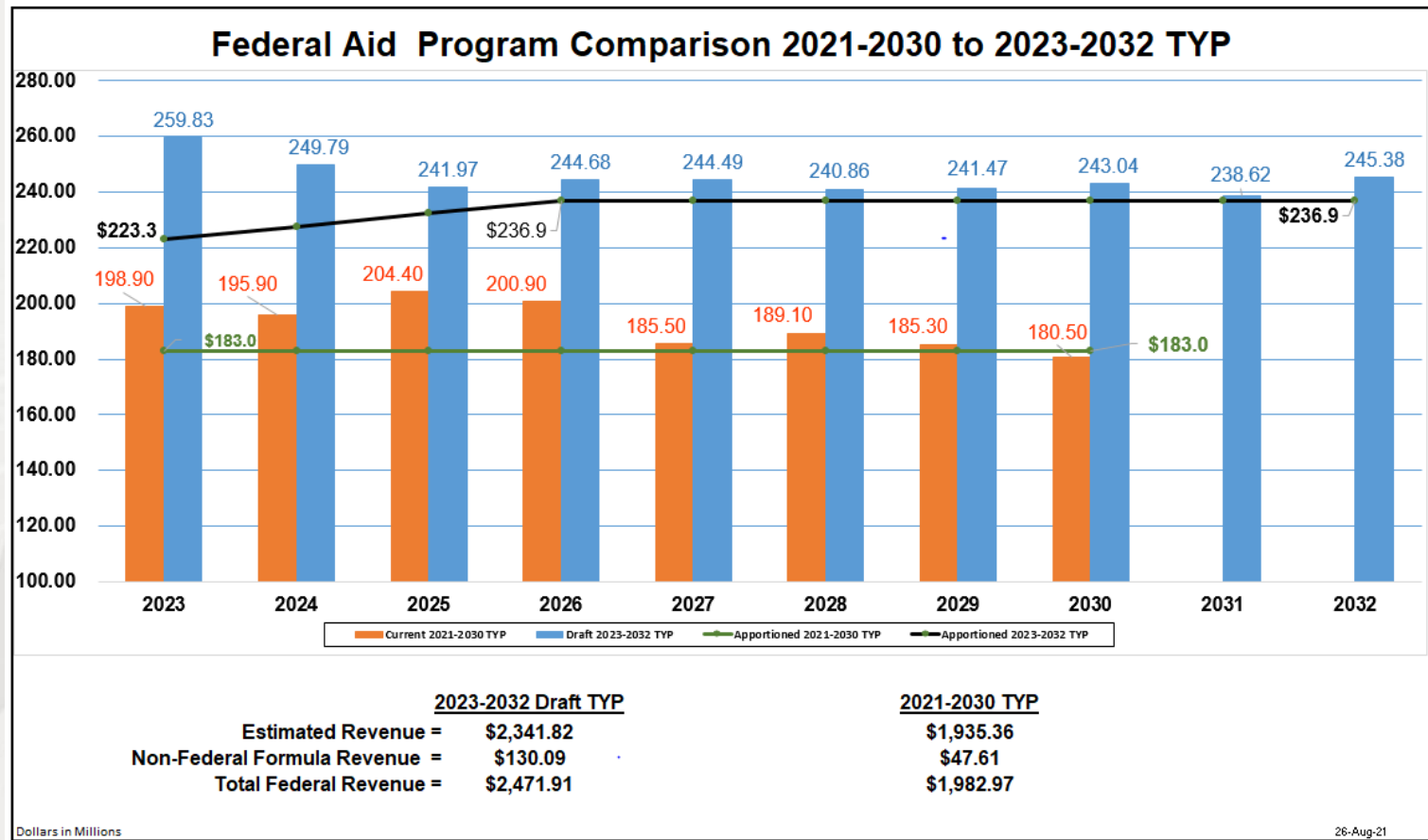
Road and Bridge Mode		Other Modes			
Non-Highway Funded					
Turnpike Improvement	Turnpike R&R	Rail	Transit	Airport	Non-Highway Funded Total
\$497.35	\$154.40	\$10.50	\$346.48	\$381.99	\$1,390.72
(\$22.21)	\$2.85	(\$0.06)	\$34.34	\$93.43	\$108.36
-4%	2%	-1%	11%	32%	8%
\$519.56	\$151.55	\$10.56	\$312.13	\$288.56	\$1,282.36

Dollars in Millions 26-Aug-21

## Non-Highway Funded \$1.39 Billion - Increase of \$108M (8%)

- Turnpike Improvements - \$22M decrease (-4%)
  - Due to decrease in forecasted revenue
- Turnpike Renewal and Replacement – No significant change

# Funding Synopsis - FHWA



## Federal Aid and Matching Funds

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

# Proposed Draft Ten Year Plan Strategies

- **Focus on Maintenance & Preservation of the existing network of roads and bridge**
- **Continue to invest in core system programs and build on our successes in road and bridge conditions statewide**
  - Pavement & Bridge preservation programs
  - Rehab/Reconstruct Red List Bridges – accelerate removal
  - Roadside assets (culverts, guardrail, pavement markings, signs)
- **Federal Re-authorization (Assume additional funds)**
  - Accelerate existing TYP projects where possible
  - Fully fund existing TYP projects
  - Convert GARVEE bonded projects to Federal Funds
  - Modify existing programs to improve projected conditions in outer years by including inflationary adjustments
  - Consider new projects in outer years to improve safety & capacity

# Program Funding Changes

## Investments based on assumed funding from Senate EPW Plan

- **Increase Paving Investment by \$168M**
  - Inflated resurfacing programs - \$78M
  - Added funds to Tier 2 resurfacing - \$50M
  - Program extension (2031-2032) - \$40M
- **Increase Bridge Investment \$169M**
  - Inflated bridge programs - \$28M
  - Added 8 bridge projects (10 bridges) - \$19M
  - Added funds for Red Listed bridges - \$122M
- **Converted GARVEE to Federal Aid (Net Increase) \$58M**
  - Project Cost (\$163M) - GARVEE Debt Service (\$105M)
- **Added Federal Off-System Bridge funds to Municipal Bridge Programs - \$22M**
- **Underfunded Projects - adds \$54M**

# Underfunded Projects

## DOT Projects

PROJECT NAME	PROJECT NUMBER	ROUTE/ROAD	IMPROVEMENT	GRAND TOTAL	ADDITIONAL FUNDS
ALBANY	29597	NH 16	Road & Bridge Reconstruct/Rehab	\$13,037,797	\$3,099,769
CHARLESTOWN	40667	NH 12	Road-Restoration/Rehabilitation	\$14,076,913	\$5,166,282
HENNIKER - HOPKINTON	40633	US 202, NH 9 &127	Safety - Intersection Improvement	\$4,486,682	\$1,563,509
HOOKSETT	29611	US 3 / NH 28	Road-Reconstruction	\$19,917,440	\$3,350,377
JEFFERSON - RANDOLPH	13602C	US 2	Road-Reconstruction	\$16,745,736	\$2,113,568
LEBANON	29612	I89	Road-Reconstruction/Bridge Maint.	\$18,133,581	\$10,776,627
PORTSMOUTH	29640	US 1	Road-Reconstruction	\$17,131,767	\$5,025,566
WALPOLE, NH - ROCKINGHAM, VT	41720	BRIDGE STREET	Bridge-Rehabilitation	\$17,708,681	\$4,246,390
WILTON - MILFORD - AMHERST - BEDI	13692D	NH 101	Road-Restoration/Rehab	\$10,225,455	\$1,056,784
WOLFEBORO	29615	NH 28	Road-Reconstruction	\$14,115,431	\$3,170,352
<b>TOTAL</b>				<b>\$145,579,483</b>	<b>\$39,569,224</b>

## RPC Priority Projects

PROJECT NAME	PROJECT NUMBER	ROUTE/ROAD	IMPROVEMENT	GRAND TOTAL	ADDITIONAL FUNDS
ALLENSTOWN	43538	MAIN ST.	Facilities for Pedestrians/Bicycles	\$ 3,687,033	\$991,923
BEDFORD	40664	US 3	Road-Reconstruction	\$ 25,251,537	\$8,830,686
BERLIN	43523	NH16	Road-Reconstruction	\$ 5,762,597	\$1,942,907
KEENE	43543	WEST ST.	Road-Reconstruction	\$ 7,110,979	\$1,925,493
PLYMOUTH	43532	NH25	Safety - Intersection Improvements	\$ 2,835,819	\$1,166,279
<b>TOTAL</b>				<b>\$44,647,964</b>	<b>\$14,857,288</b>

- Additional DOT Federal Contribution of \$54M

# Turnpike Program Changes

## Turnpike Capital Program (Reduced Forecasted Revenue)

### Delays in project advertising dates for capital projects

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

# DRAFT TYP (2023 – 2032) Funding

## DRAFT 2023 - 2032 Ten Year Plan All Funding

FISCAL YEAR	PAVEMENT	BRIDGES	MANDATED FEDERAL	ACTIVE TRANS	INDIVIDUAL PROJECTS	ROADSIDES	RAIL	TRANSIT	AIRPORTS	DEBT SERVICE	GRAND TOTAL
2023	\$ 91.07	\$ 142.39	\$ 25.22	\$ 20.46	\$ 80.51	\$ 26.71	\$ 0.60	\$ 39.28	\$ 32.14	\$ 19.57	\$ 477.95
2024	\$ 67.42	\$ 97.19	\$ 25.23	\$ 45.77	\$ 89.45	\$ 19.07	\$ 0.60	\$ 35.55	\$ 35.70	\$ 19.27	\$ 435.24
2025	\$ 83.73	\$ 77.90	\$ 25.23	\$ 34.47	\$ 100.63	\$ 19.67	\$ 2.10	\$ 36.21	\$ 13.41	\$ 18.92	\$ 412.28
2026	\$ 71.36	\$ 63.72	\$ 25.23	\$ 20.02	\$ 116.80	\$ 21.56	\$ 0.60	\$ 36.89	\$ 33.02	\$ 23.41	\$ 412.60
2027	\$ 85.37	\$ 73.33	\$ 25.28	\$ 8.84	\$ 107.49	\$ 22.80	\$ 0.60	\$ 37.69	\$ 37.52	\$ 23.41	\$ 422.33
2028	\$ 85.32	\$ 95.35	\$ 25.10	\$ 9.36	\$ 97.21	\$ 22.32	\$ 2.10	\$ 38.28	\$ 25.60	\$ 23.41	\$ 424.04
2029	\$ 100.71	\$ 117.49	\$ 25.10	\$ 9.37	\$ 57.34	\$ 23.06	\$ 0.60	\$ 39.00	\$ 15.53	\$ 23.41	\$ 411.61
2030	\$ 103.17	\$ 120.46	\$ 24.74	\$ 12.88	\$ 58.94	\$ 20.80	\$ 0.60	\$ 39.74	\$ 27.18	\$ 23.41	\$ 431.92
2031	\$ 101.80	\$ 115.86	\$ 25.44	\$ 5.23	\$ 68.28	\$ 23.31	\$ 2.10	\$ 40.39	\$ 25.94	\$ 23.41	\$ 431.75
2032	\$ 90.66	\$ 70.39	\$ 25.07	\$ 5.12	\$ 123.28	\$ 23.87	\$ 0.60	\$ 41.56	\$ 135.94	\$ 23.41	\$ 539.88
<b>TOTAL</b>	<b>\$ 880.61</b>	<b>\$ 974.07</b>	<b>\$ 251.65</b>	<b>\$ 171.52</b>	<b>\$ 899.94</b>	<b>\$ 223.14</b>	<b>\$ 10.50</b>	<b>\$ 384.59</b>	<b>\$ 381.99</b>	<b>\$ 221.60</b>	<b>\$ 4,399.61</b>
<b>% TOTAL</b>	<b>20%</b>	<b>22%</b>	<b>6%</b>	<b>4%</b>	<b>20%</b>	<b>5%</b>	<b>0%</b>	<b>9%</b>	<b>9%</b>	<b>5%</b>	<b>100%</b>

\* Dollars include indirect costs and inflation (2.8%)

\*\* Totals adjusted in individual years to account for estimated bridge work

26-Aug-21

## FY23-FY32 Estimated Program Expenditures (\$4.4B)

- Pavement (state & federal) - Averages \$88M/year
- Bridges (state & federal) - Averages \$97M/year
- Mandated Federal - Averages \$25M/year
- Active Transportation - Averages \$17M/year
- Individual Projects - Averages \$90M/year
- Roadside Projects - Averages \$22M/year
- Transit & Airports - Averages \$78M/year

# Category Expenditure Comparison

## DRAFT 2023 - 2032 Ten Year Plan All Funding

TYP	PAVEMENT	BRIDGES	I-93 Expansion	MANDATED FEDERAL	ACTIVE TRANS	INDIVIDUAL PROJECTS	ROADSIDES	RAIL	TRANSIT	AIRPORTS	DEBT SERVICE	TOTAL
2023-2032 DOT to GACIT	\$880.61	\$974.07	\$0.00	\$251.65	\$171.52	\$899.94	\$223.14	\$10.50	\$384.59	\$381.99	\$221.60	\$4,399.61
Difference (\$)	\$56.34	\$23.98	\$66.65	(\$41.80)	\$171.52	\$65.93	\$89.19	\$0.00	\$40.46	\$93.43	(\$75.96)	\$356.43
Difference (%)	7%	3%	-100%	-14%	100%	8%	67%	0%	12%	32%	-26%	9%
2021-2030 Approved	\$824.27	\$950.09	\$66.65	\$293.45	\$0.00	\$834.01	\$133.95	\$10.50	\$344.13	\$288.56	\$297.56	\$4,043.18

\* Dollars in Millions

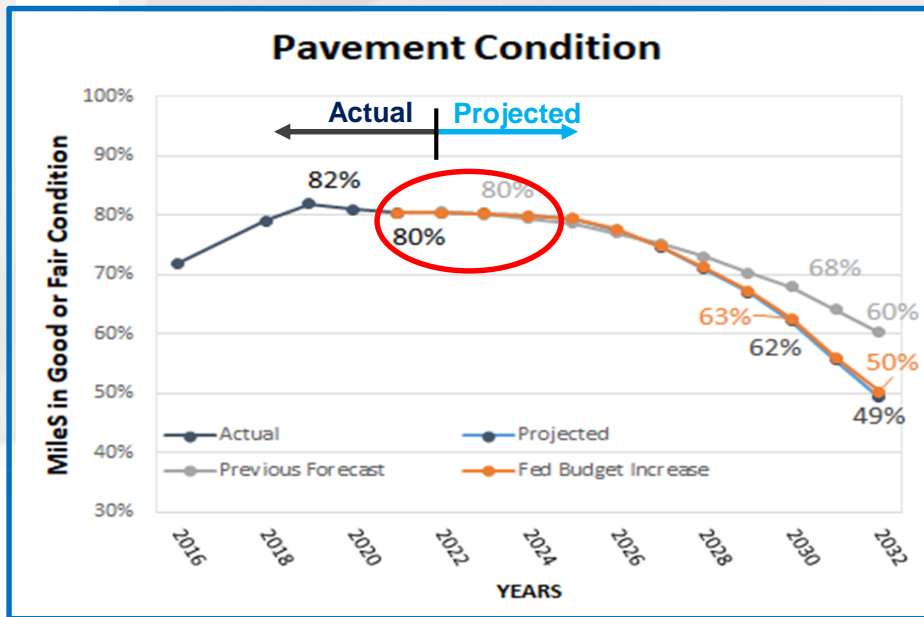
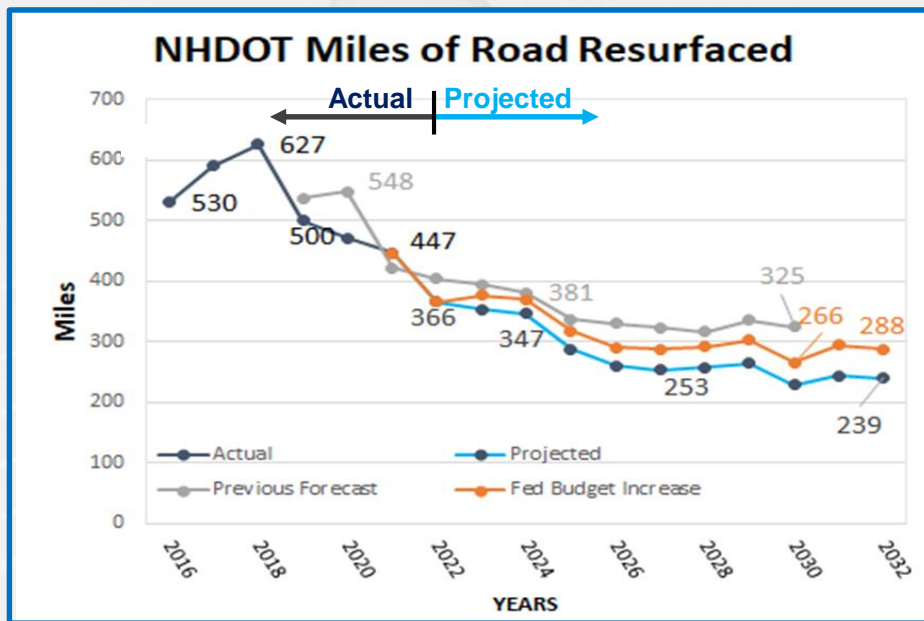
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## **\$4.4 Billion Transportation Plan - \$356M (9%) increase over current TYP**

- Pavement - \$ 6M/year on average - increase (7%)
- Bridges - \$ 2M/year on average - increase (3%)
- I-93 - Expansion is complete!!
- Active Transportation - New Category – \$172M – Includes bridge work
  - Includes mandated federal programs (TAP, CMAQ, Rec. Trails) and active transportation components in individual projects
- Individual Projects - \$ 7M/year on average - increase (8%)
- Debt Service - \$ 76M decrease (-26%)
  - 2 years less Debt service
  - GARVEE debt service paid off in 2025



# Road Condition – Projection



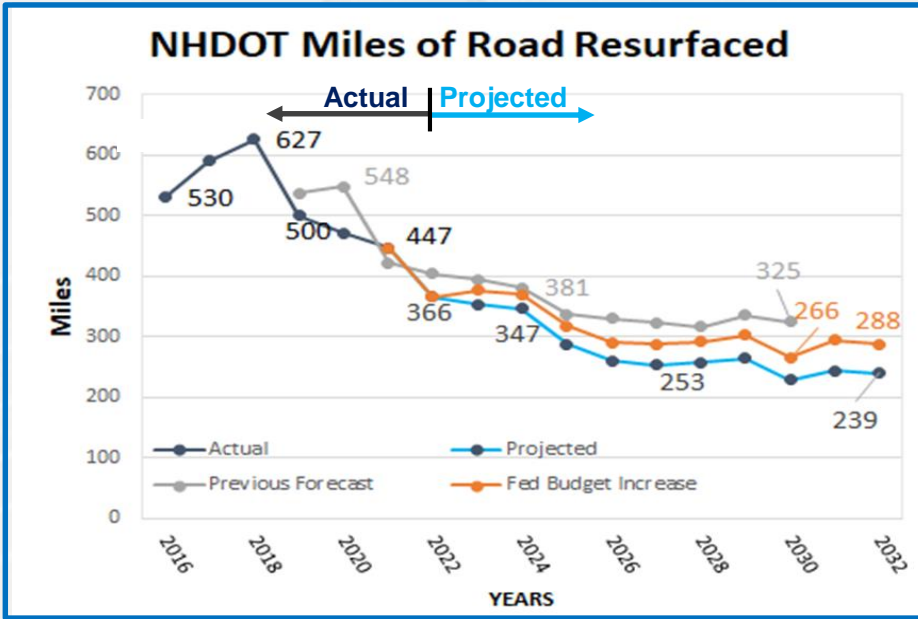
Previous Avg. Investment = \$74M

Projected Avg. Investment = \$88M

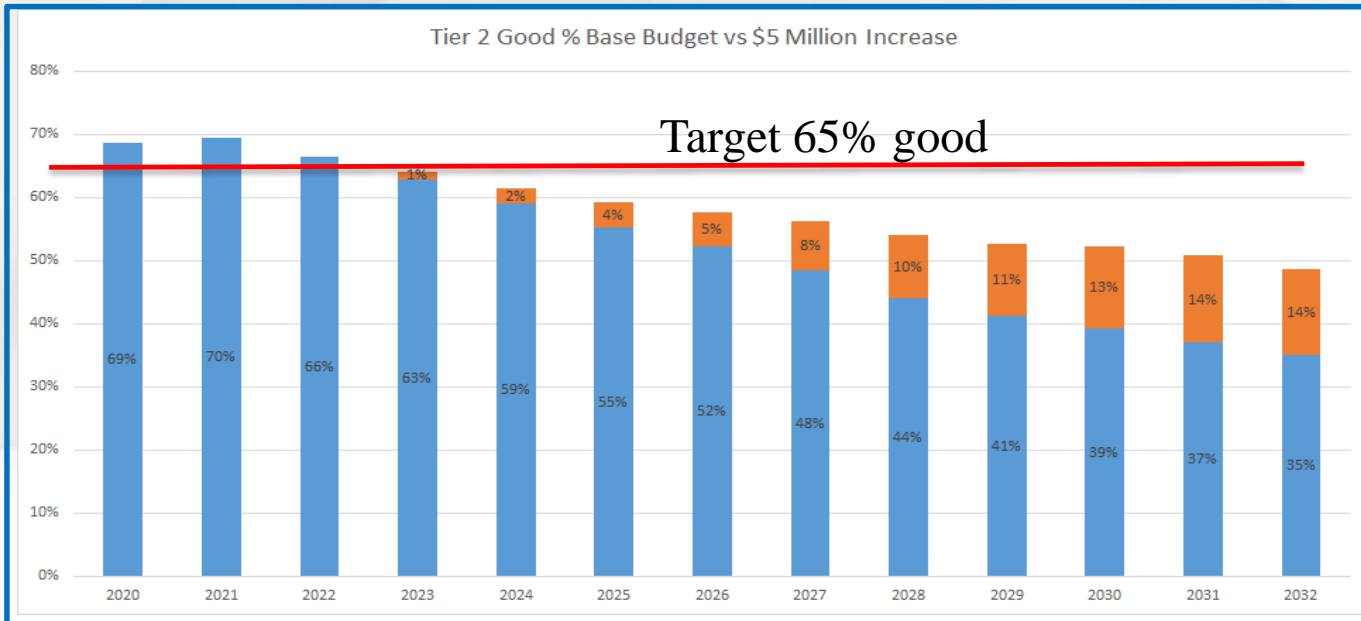
Avg. Investment = \$70M

- Overall paving miles decrease through the Draft TYP years
  - \$4M/Year decrease in state funds, Betterment and TIFIA
  - \$18M/Year federal funds used to offset decreased state funds
    - Federal funds have eligibility & improvement restrictions that reduces miles paved
    - Limited use of federal funds on Tier 3 & 4 roads that need it most
- Conditions for the next 4 years are expected to be 80% good/fair – above average
- Conditions in the later years are expected to decline by 30% to 50% good/fair

# Road Condition – Projection



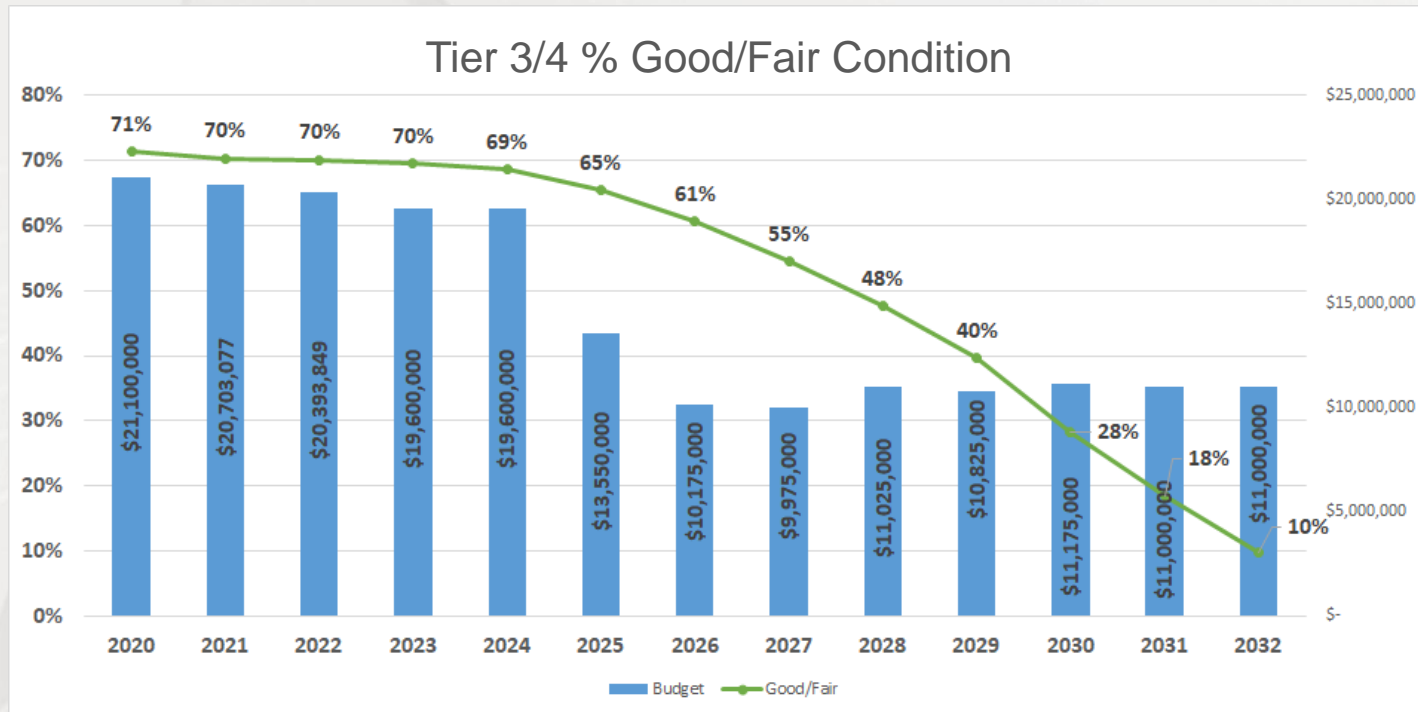
- Increased paving on Tier 2 roads
- Meeting strategy of keeping good roads good
- Overall condition of Fair/Good only changes slightly but % of good condition increases through the TYP



- Increase in % Good condition with additional federal funds

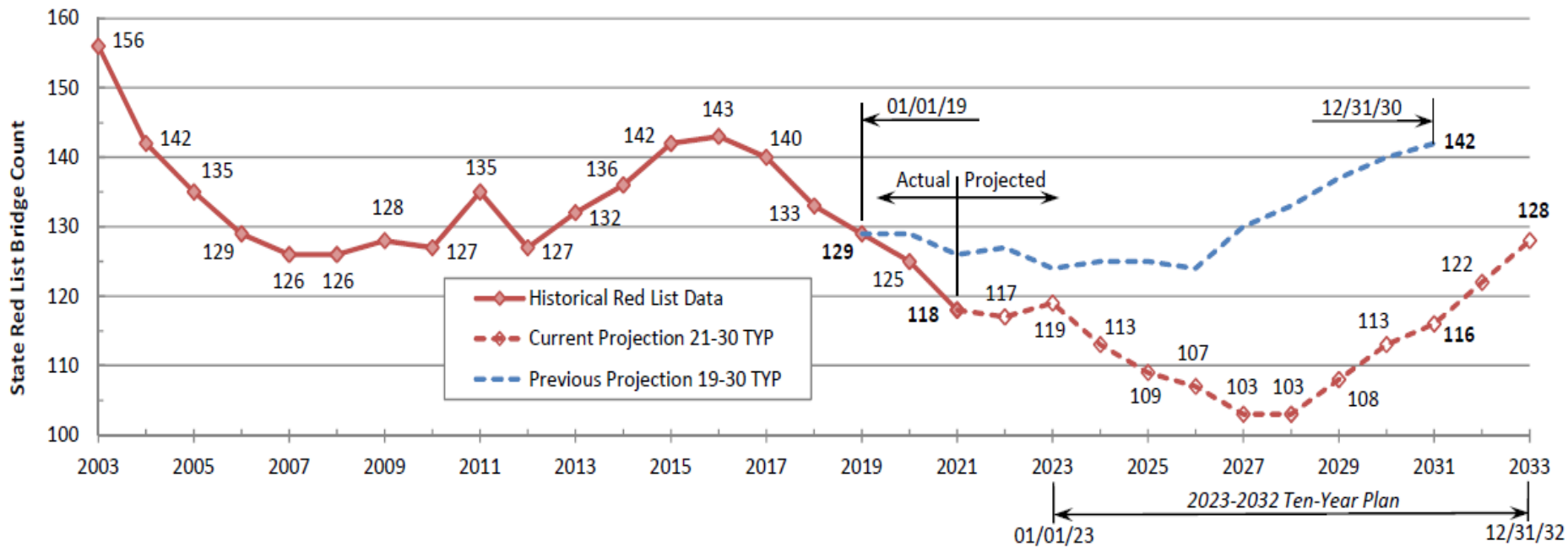
# State of Infrastructure

## Projection by Tier (Roads)



- Tier 3&4 investment average \$14M/year state funds
- 70% of Tier 3&4 roads are in fair/good condition in the early TYP years with TIFIA Pledge and Betterment funds
  - TIFIA Pledge funds end in 2026
  - Betterment funds are forecasted to be lower in the TYP outer years
- 10% of Tier 3/4 roads will be in fair/good condition in the later TYP years without additional state funds

# Red List Projections



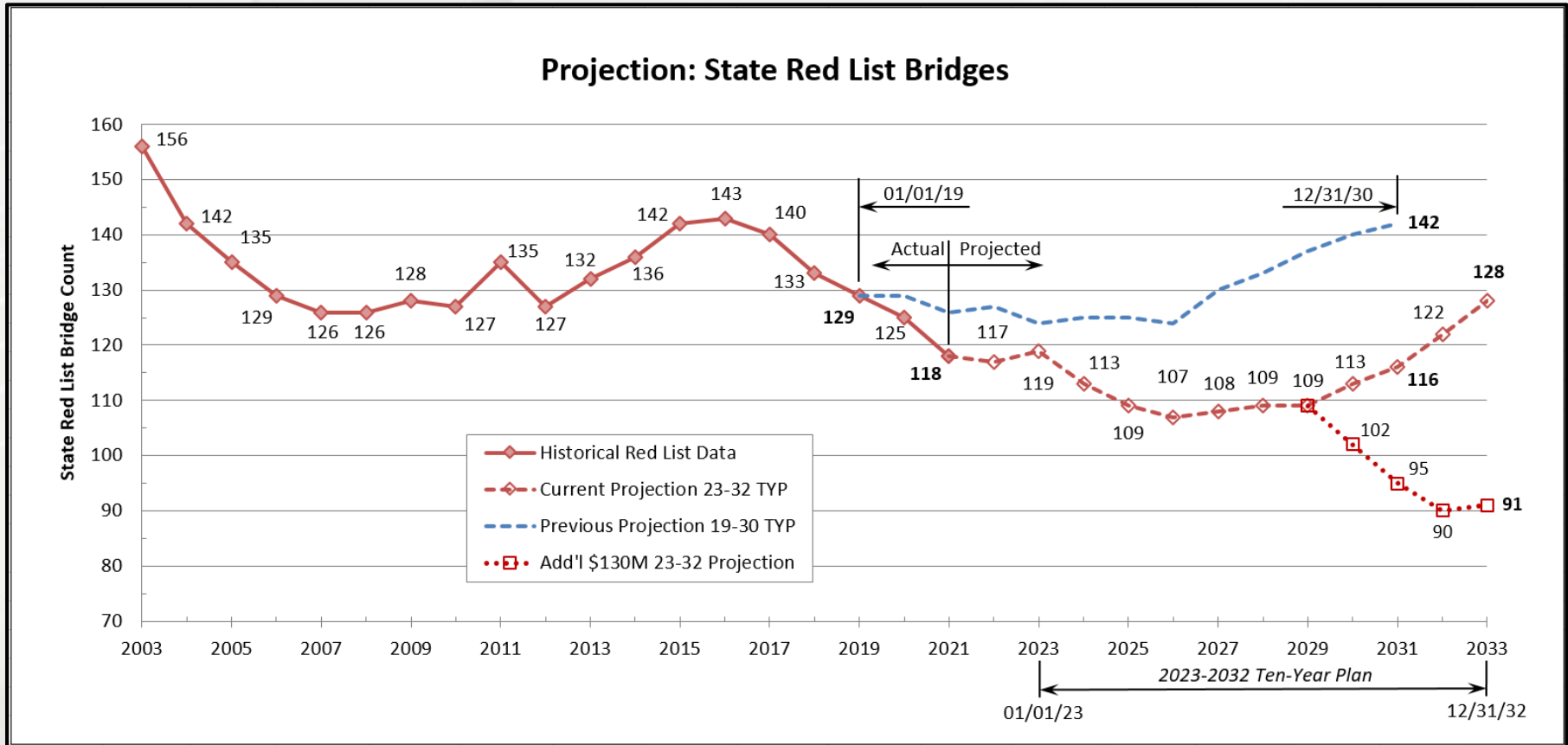
## Based on \$77m/year on average investment the number of State Red List Bridges (SRL)

- Drops to a low of 103 by 2027
- Increases to 128 by 2032
- HB1817 & SB367 investments in bridges is making a difference
- Investment in preservation is reducing the number coming on (\$17M/year)
- 113 of 118 red list bridges listed in 2021 will be addressed

- Current SRL bridge total – 118 (2021)
- Bridges added to SRL by 2030 - 168
- Bridges expected to be removed from SRL by 2032 - 158
  - 77 removed by Bridge Maintenance forces
  - 81 removed by TYP projects

# State of Infrastructure

## Bridge Condition - Projection



### Additional \$122M bridge investment

- 37 bridges expected to be removed
- 91 red list bridges remain at end of Draft TYP

# 2023-2032 TYP – RPC Priorities

## RPC Regional Priorities - 25 Projects - \$50M

### 2023-2032 TYP - RPC Allocation

Region Planning Commission	# Projects	RPC Allocation	Local Match
Central NH RPC	2	\$4,419,996	\$0
Lakes Region PC	3	\$5,109,680	\$0
North Country Council	3	\$6,106,086	\$1,152,519
Nashua RPC	7	\$6,175,897	\$1,074,725
Rockingham PC	1	\$6,673,836	\$0
Southern NH PC	2	\$8,553,635	\$0
Strafford RPC	4	\$4,901,449	\$920,519
Southwest RPC	2	\$4,289,235	\$1,422,196
Upper Valley RPC	1	\$3,267,062	\$816,766
	<b>25</b>	<b>\$49,496,876</b>	<b>\$5,386,725</b>

# 2023-2032 TYP – RPC Priorities

2023-2032 TYP RPC Priorities								
RPC	Priority	Town/City	Scope	NHDOT Estimate	First Year of COM	RPC Allocation	Local Match	
CNHRPC	1	Dunbarton	Intersection improvements to the NH 13/NH 77/Jewett Rd. (roundabout).	1,724,886	2032	\$1,724,886	\$0	
	2	Allenstown	Complete streets improvements to Main St (Suncook).	3,687,033	2032	\$2,695,110	\$0	
LRPC	1	Tilton	Supplemental funding for the TILTON 42000 project to complete intersection safety improvements (roundabout) to the main school st.	619,123	2029	\$619,123	\$0	
	2	Meredith	Intersection improvements to NH 25 & Laker Lane; True Rd.; Quarry Rd.; Patricia Shores Circle intersections. Intersections to be evaluated for COM within est. budget based on scoping during PE.	2,821,016	2032	\$2,821,016	\$0	
	3	Plymouth	Smith Bridge Rd/NH 25 intersection improvements - proposed roundabout at the NH 25/Smith Bridge Rd./NHEC utility driveway.	2,835,820	2032	\$1,669,541	\$0	
NCC	1	Gorham	Bike/Ped improvements to Main St. between US2/NH 16 intersections (to north and south).	1,942,982	2032	\$1,942,982	\$0	
	2	Whitefield	Pedestrian improvements along 116 from US 3 intersection to Morrison Elderly Housing.	1,495,933	2032	\$1,495,933	\$0	
	3	Berlin	Downtown roadway reconstruction (mill & overlay) to NH 16 from Hetchins St. to Exchange St. Includes green square area (Exchange/NH/South/Pleasant St.) Project within the Urban Compact.	5,762,597	2032	\$2,667,171	\$1,152,519	
NRPC	1	Nashua	Supplemental funding for the NASHUA 42595 project implementing pedestrian and bicycle accessibility improvements to Kinsley St.	367,352	2030	\$293,882	\$73,470	
	2	Nashua	Bridge/canal streets complete streets improvements.	2,352,672	2032	\$1,882,138	\$470,534	
	3	Nashua	NTS bus shelters and accompanying improvements.	557,000	2032	\$445,600	\$111,400	
	4	Merrimack	Replacement pedestrian bridge over Souhegan River (adjacent to FE Everett Turnpike).	1,186,000	2032	\$948,800	\$237,200	
	5	Wilton	Pedestrian bridge over Stony Brook.	910,600	2032	\$728,480	\$182,120	
	6	Regional	State highway traffic signal improvement/coordination project.	1,349,380	2032	\$1,349,380	\$0	
	7	Brookline	Reconstruction of NH 13/Rosalia Rd. intersection.	527,018	2032	\$527,018	\$0	
RPC	1	Hampton/Hampton Falls	Phase III: Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor, elevating the causeway through the marsh 2'-3' for resiliency purposes and span washouts with sections of boardwalk.	6,673,836	2032	\$6,673,836	\$0	
SNHPC	1	Bedford	Supplemental funding to the BEDFORD 40664 project - US 3 widening from Hawthorne Drive north to Manchester Airport Access Rd.	11,379,105	2026	\$3,148,419	\$0	
	2	Loadoaderry	Supplemental funding to the Loadoaderry 41593 project to construct safety & operational improvements at the intersection of NH 207/NH 200	5,405,216	2027	\$5,405,216	\$0	
SRPC	1	Barrington	Install 5 foot wide concrete sidewalks along westbound side of NH9: approximately 2,750 linear feet from Christmas Lane to Barrington Middle School. Includes ADA accessible crossings for all four legs of NH125/NH9 Intersection, and a pedestrian-activated rectangular rapid flashing beacon at the middle school.	1,219,372	2031	\$1,219,372	\$0	
	2	Farmington	New sidewalks in two separate sections that will expand the connected sidewalk network: appx 1500 ft along Elm St westbound between Main St and Lone Star Ave, and appx 910 feet along Main St northbound between Lincoln St and Webster St.	1,141,074	2032	\$912,859	\$228,215	
	3	Rochester	Widen 3,200 feet of NH11 to a four lane configuration from beginning of existing three lane section north of the Spaulding Turnpike off/on ramp, to the Rochester Toyota entrance (appx. 390 feet south of Crane Drive)	2,777,442	2031	\$2,221,954	\$555,488	
	4	Milton	Construct 2,770 linear feet of sidewalk to enhance pedestrian connectivity between the town center, school, and other community church. 1,320 feet of sidewalk on Dawson St; 1,450 feet of sidewalk on Silver St. Close heavily skewed part of northern triangle intersection of Dawson St and NH125.	684,080	2031	\$547,264	\$136,816	
SWRPC	1	Keene	Adds supplemental funding to the KEENE 41590 project to reconstruct NH 101 from the historic stone arch bridge to Branch Rd.	525,945	2027	\$525,945	\$0	
	2	Keene	Corridor improvements to West St. from intersection of NH 9/10/12 to School St.	7,110,979	2032	\$3,763,290	\$1,422,196	
UYLSRPC	1	Claremont	Main St. Phase roadway reconstruction, stormwater improvements and multi-use path construction along NH 103/12/Main St. between Citizen St. and West Side Ave project is within the Urban Compact.	4,083,828	2032	\$3,267,062	\$816,766	
<b>TOTALS</b>						<b>\$49,496,876</b>	<b>\$5,386,725</b>	

# Transportation Alternative Program (TAP)

Provides funds for transportation projects to meet non-motorized needs in the State through the design and construction of sidewalks, and on and off-road trail facilities (including abandoned rail corridors) for non-motorized forms of transportation.

## 2021 Grant Round

- \$13.4 M Total Funds (20% match required for \$10.7M Fed)
  - 4 years of funding
- \$1.25 M max funding per project
- 34 applications received requesting \$25.1M in federal funds

## Criteria

- Project Readiness and Support 13%
- Financial Readiness 15%
- Feasibility 9%
- Stress Analysis 12%
- Improve Safety Conditions 16%
- Network Connectivity 20%
- RPC Rankings 15%



# Transportation Alternative Program (TAP)

## Distribution of Applications and Proposed Awards by Regional Planning Commission and Executive Council District

	Applications		Awards			Applications		Awards	
CNHRPC	5	15%	2	15%	ECD1 - Kenney	10	29%	4	31%
LRPC	5	15%	1	8%	ECD2 - Warmington	10	29%	4	31%
NCC	4	12%	1	8%	ECD3 - Stevens	6	18%	2	15%
SWRPC	2	6%	1	8%	ECD4 - Gatsas	2	6%	1	8%
SRPC	3	9%	1	8%	ECD5 - Wheeler	6	18%	2	15%
UVLSRPC	2	6%	2	15%		34	100%	13	100%
RPC	3	9%	1	8%					
SNHPC	4	12%	2	15%					
NRPC	6	18%	2	15%					
	34	100%	13	100%					

# Transportation Alternative Program (TAP)

## Transportation Alternative Program Round 4

Pro	TAP Application ID	Sponsor Town / City	Description	Total Score	Population Region	Fed \$ Requested	Fed \$ Requested Running Sum	Notes
1	21-13TAP	Claremont	Upgrade and replace 1,400 LF of sidewalk along Broad Street. Const. 1,950 LF of pedestrian path at Manadnock Park	82.26	5,000 - 200,000	\$663,073	\$663,073	
2	21-28TAP	Nashua	Const. 10' wide multi-use path and reconstruct and existing path linking the Nashua Riverwalk with the Nashua Heritage Trail	78.92	>200,000	\$1,000,000	\$1,663,073	
3	21-07TAP	Rochester	Const. 6,400 LF of new ADA compliant sidewalk along Portland Street.	78.84	5,000 - 200,000	\$720,000	\$2,383,073	
4	21-06TAP	Warner	Const. 8' wide multi-use path for 3,750 LF along NH Route 103.	78.8	<5,000	\$840,888	\$3,223,961	
5	21-08TAP	Manchester	Const. 4,800 LF of multi-use path along Canal Street.	77.36	5,000 - 200,000	\$1,000,000	\$4,223,961	
6	21-01TAP	Laconia	Reconstruct 4,300LF of sidewalk on Elm St. to meet ADA standards, Reconstruct and widen 4,300LF on the other side of Elm St. to create a 8' wide ADA compliant multi-use path	76.4	5,000 - 200,000	\$1,000,000	\$5,223,961	
7	21-14TAP	Concord	Const. 1.79 miles of 10' wide paved multi-use path between Sewalls Falls Rd. and Boscawen Town line.	74.64	5,000 - 200,000	\$1,000,000	\$6,223,961	Project ends at town line which is a dead end. A side street exists short of the town line. Note sure of funding the trail from that point to town line
8	21-26TAP	Merrimack	Const. 3,600 LF of sidewalk along the class IV portion of the US Route 3.	73.72	>200,000	\$1,000,000	\$7,223,961	
9	21-05TAP	Waterville Valley	Reconstruct 3,406 LF of roadway to include a dedicated bike/ped lane on Valley Rd, Tecumseh Rd, and Snow's Brook Rd.	73.56	<5,000	\$824,443	\$8,048,404	Reclaim and repave portion of project is not eligible per FHWA response.
10	21-31TAP	Rye	Const. sidewalk, shoulder expansion, bike lanes and cross walks on Washington Road for 1,900 LF	72.44	5,000 - 200,000	\$740,000	\$8,788,404	Road Diets are eligible per FHWA response
11	21-15TAP	Derry	Const. 1,900 LF of Rail Trail Improvements from the existing Derry Rail Trail to the Londonderry town line.	71.9	>200,000	\$660,000	\$9,448,404	
12	21-19TAP	Keene	Const. 4,100 LF of rail trail from Eastman Avenue to the Northern side of NH Route 101.	70.76	5,000 - 200,000	\$515,280	\$9,963,684	Project dead ends and they want to build a scenic overlook. Not sure if this would be eligible under TAP. Steet connection exists prior to dead end
13	21-17TAP	Newport	Reconstruct 2,800 LF of dilapitated Pedestrian Sidewalks along NH Route 11/103	69	<5,000	\$574,400	\$10,538,084	

# Items For Discussion

- Tilton 29753 - Calef Hill Road - \$3.25M General Funds
- Portsmouth-Kittery 15731 – Port Authority functional replacement
  - \$32M total cost - \$14M assumed grant funded
- Statewide 40915 - Exit Sign Renumbering project (Tier 1)
- I-95 Portsmouth Sound Walls
  - Tentatively planned \$10M in outer years of the TYP
- Dover-Rochester-Somersworth 40599 - Spaulding Exit 10 study
  - Not currently included in Draft
- Dixville-Colebrook 40518 - Balsams, Golf Links Road
  - Not currently included in Draft
- Hudson 42108 – Circumferential Highway
  - Not currently included in Draft

# On-line Survey

- Live demo

NHDOT Planning Ahead 2032

The screenshot shows a web-based survey interface for "NHDOT Planning Ahead 2032". The interface is divided into several sections:

- Header:** "1 NHDOT Planning Ahead 2032" with a sub-header "Learn a bit about this initiative before you begin." and navigation icons (info and next).
- Left Sidebar:** "[ WELCOME ]" in a purple bar.
- Main Content Area:**
  - Section 1:** "Tell Us What You Think?" with a description of the survey's purpose and a "Next" button.
  - Section 2:** A text box explaining that NHDOT updates its Ten Year Plan (TYP) every two years and seeks public input.
  - Image:** An aerial view of a highway interchange.
  - Logo:** The New Hampshire DOT Department of Transportation logo.
- Right Sidebar:** A vertical navigation menu with five items: "2 [ PRIORITY RANKING ]", "3 [ TRADEOFFS ]", "4 [ STRATEGY RATING ]", and "5 [ WRAP UP ]".
- Bottom Right:** A share icon.

# Fall GACIT Hearing Logistics

- Hybrid hearings – In person with virtual component where possible
- Shorten presentation by DOT to allow for more public participation
- RPC presentation on priority projects and regional needs – shorten presentations

# Draft Fall 2021 GACIT Hearing Schedule

- 22 hearings tentatively scheduled statewide to hear public comments
- Due to COVID-19 concerns, masks may be required depending on town or meeting room requirements
- Recommend reducing the number of in person meetings by consolidating, co-hosting, or simply reducing the total number to meet the expectations of State law

Draft Fall 2021 GACIT Hearing Schedule				
Date	Executive Councilor and District	Town	Specific Location	Mask Requirements
9/1/2021	Full Council	Manchester time 2pm	St. Anselm's Institute of Politics 100 St. Anselm Dr Room 1000 Manchester	discretion of the party in attendance
9/21/2021	Joseph Kenney District 1	Claremont @ 2:00 PM	Claremont Savings Bank Community Ctr. Room B 152 South St	Staff required-visitors recommended
9/21/2021	Joseph Kenney District 1	Lebanon @ 7:00 PM	City Council Chambers, 51 North Park Street, Lower Level	No mask requirements/could change
9/22/2021	Ted Gatsas District 4	Londonderry @ 7:00 PM	Moosehill Room, 268B Mammouth Road Londonderry	No mask mandate
9/23/2021	Joseph Kenney District 1	Berlin @ 9:00 AM	City Hall Auditorium, 168 Main Street	no mask mandate
9/23/2021	Joseph Kenney District 1	Conway @ 3:00 PM	Meeting Room, 23 Main St	no mask requirements
9/23/2021	Joseph Kenney District 1	Laconia @ 7:00 PM	Armand A. Bolduc City Hall, 45 Beacon Street East	mask requirements
9/27/2021	Janet Stevens District 3	Epping @ 7:00 PM	Town Hall Upstairs, 21 Main Street	mask recommended but not required
9/28/2021	Ted Gatsas District 4	Manchester @ 7:00 PM	Manchester Community College 1066 Front Street Lebanon NH/Auditorium	no mask mandate however, board is considering reinstating masks
10/4/2021	Cinde Warmington District 2	Dover @ 2:00 PM	Dover City Hall Auditorium, 100 Main Avenue	no mask mandate
10/4/2021	Cinde Warmington District 2	Franklin @ 7:00 PM	Somersworth High School Memorial Drive	masks are mandatory inside school
10/5/2021	Cinde Warmington District 2	Keene @ 7:00 PM	Keene Parks Center All Purpose Room, 312 Washington St	masks required for entry and can only be removed if social distancing possible
10/6/2021	Janet Stevens District 3	Kingston @ 7:00 PM	City Hall Meeting Room, 163 Main Street	masks at discretion of group
10/7/2021	David Wheeler District 5	Jaffrey @ 7:00 PM	Fire Station Meeting and Training Room, 138 Turnpike Road	no mask mandates at this time
10/18/2021	Cinde Warmington District 2	Franklin @ 7:00 PM	Opera House, 316 Central Street	no mask mandates at this time
10/19/2021	Cinde Warmington District 2	Franklin @ 7:00 PM	NHDOT, 7 Hazen Drive, Room 114	Masks discretion of the group
10/20/2021	Janet Stevens District 3	Hampton Beach @ 7:00 PM	Seashell Ocean Front Pavilion Room 170 Ocean Blvd	no mask mandates at this time
10/21/2021	David Wheeler District 5	Nashua @ 7:00 PM	Nashua Regional Planning Commission 30 Temple St Suite 310	Masks are required in common areas of the building per building management. NRPC
10/25/2021	Joseph Kenney District 1	Lyman @ 9:00 AM	Town Hall 65 Parker Hill Road	Require masks for unvaccinated
10/25/2021	Joseph Kenney District 1	Plymouth @ 2:00 PM	Town Hall - Upstairs, 6 Post Office Square	Require masks for unvaccinated
10/25/2021	Joseph Kenney District 1	Tilton @ 7:00 PM	Police Dept EOC Community Room, 45 Sanborn Hill Road	no mask mandate
10/26/2021	Janet Stevens District 3	Derry @ 7:00 PM	Derry Municipal Center 14 Manning Street	masks not required but recommended for unvaccinated
10/28/2021	Janet Stevens District 3	Salem @ 7:00 PM	Salem High School TV Studio 44 Geremonty Drive	Masks required for entry as of 8/10

Draft - Subject to change as of 08/27/2021



**Thank You!**



# Acronyms

- TYP – Ten Year Plan
- EPW – Environmental and Public Works
- T&I - Transportation and Infrastructure
- EV – Electronic Vehicles
- SAB – State Aid Bridge Program
- ARP – American Rescue Plan
- CRRSA - Coronavirus Response and Relief Supplemental Appropriations
- STI – State Transportation Improvement Act of 2021
- COAST - Cooperative Alliance for Seacoast Transportation
- MTA – Manchester Transit Authority
- NTA – Nashua Transit Authority