

New Hampshire Department of Transportation



OUR MISSION

*Serving and connecting New Hampshire
through transportation*

OUR VISION

*A safe, reliable, connected, and multimodal
transportation system, effectively managed by
a dedicated and skilled workforce*



[Town]
[Date]

Governor's Advisory Commission on Intermodal Transportation

Comments



Website

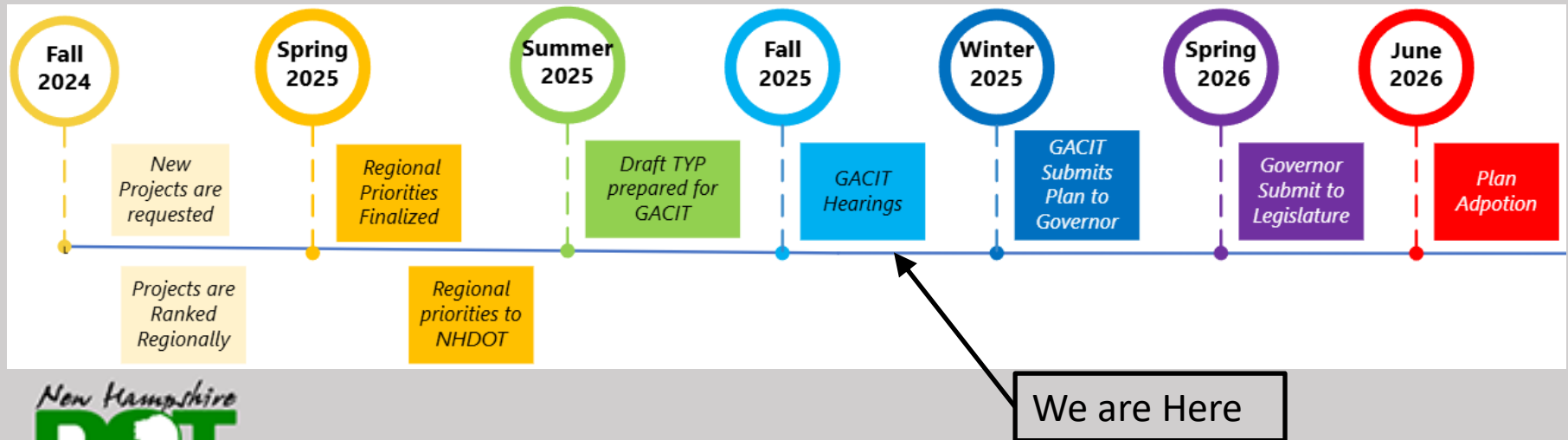


2027-2036 Draft Ten Year Plan Overview Fall Public Hearings



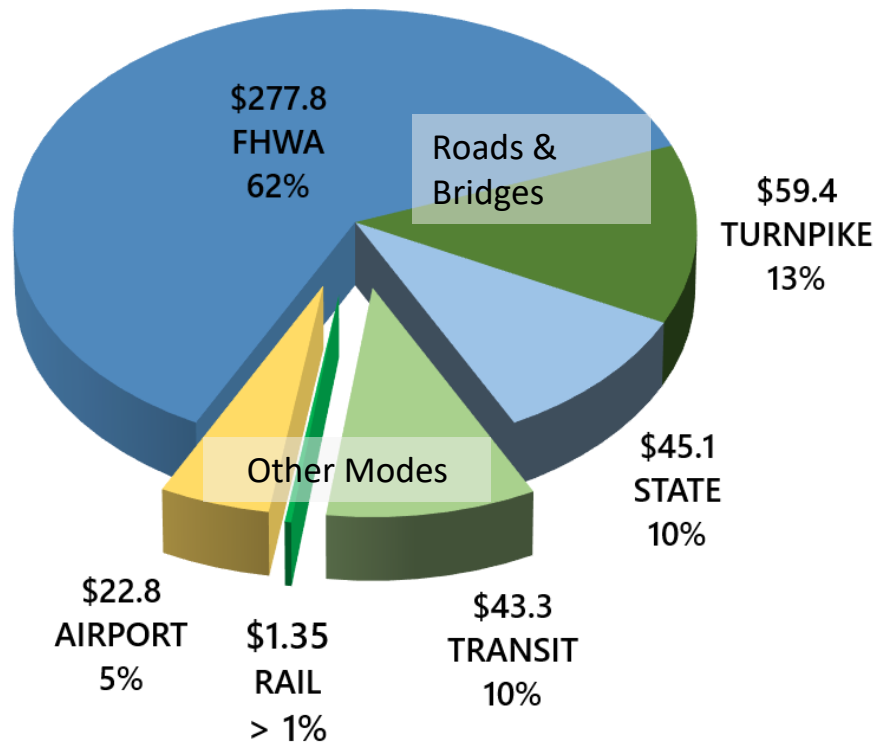
Presentation Outline

- Funding Overview
- Draft Ten Year Plan Strategies
- Transportation Alternatives Program (TAP)
- Regional Planning Priorities
- Feedback & Questions



Funding Overview

2027-2036 Ten Year Plan Funding Transportation Investments - \$4.5B Plan

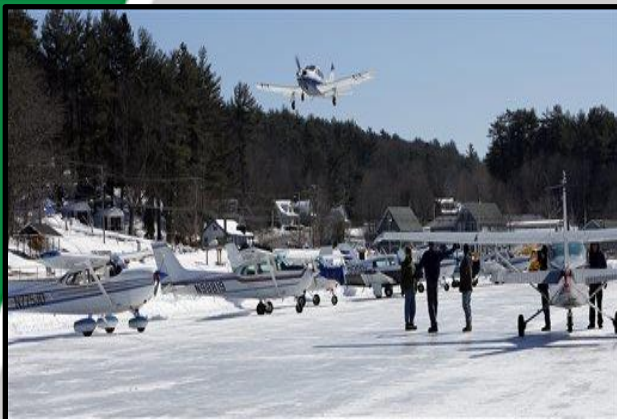


Dollars in Millions

Average Annual Dollars/Year

Amounts in Millions of Dollars

Other Modes of Transportation



Funding Sources:

FAA-State-Local
Avg. \$22.8M/yr.



Funding Sources:

State
Avg. \$1.35M/yr.



Funding Sources:

FTA-State-Local
Avg. \$43.3M/yr.

Funding Sources:

- Federal funding is the largest source for Aviation and Transit. No federal funding for Rail.
- Have defined eligibility use
- Transfers to other modes are not allowed
- Local & State funding is used for federal match

Federal – State - Turnpike

- Revenue is relatively flat and lower than previous projections
- Project and Operating Costs are going up
 - Escalation and inflation
 - Federal and Turnpike project costs exceed revenue
- State Revenue is reallocated to pay the I-93 Loan
 - Reduction of State funds for Preservation and Maintenance
- Reduction in number of projects and no new projects to be fiscally constrained

Review Highway Funding Strategies

1. Focus on Maintenance & Preservation

- Pavement Condition
 - Meeting our goals and nearly eliminating very poor roads
 - Maintaining roads in good/fair condition
- Red Listed Bridges
 - Meeting our goals to remove bridges from the Red List
 - Downward trend in the # of Red Listed Bridges through Maintenance and Preservation projects

2. Continue to invest in core system programs and build on our successes in road and bridge conditions statewide

- Maintain Core Mission objectives – Paving, bridges, guardrail, culverts, safety, etc. level fund at \$150M/year

Draft Ten Year Plan (2027-36) Strategies

Funding – State

- Current projections identify reductions to Betterment, and SB367 (4.2 cent) revenue
- SB367 Revenue Directed to Debt Service Payments
 - \$20M/yr reduction in paving and bridge aid
 - Reduced funding available for Tier 3-4 (rural) paving
 - Decreased funding available for rural bridges
- Loss of SB367 State funds replaced with Fed funds
 - Reallocate Fed funds of \$13.2M/yr from projects to paving
 - Utilize available federal off-system bridge to offset loss of SB367 for rural state bridges, \$3.2M/yr

Draft Ten Year Plan (2027-36) Strategies

Funding – Federal

- Assume level Federal Revenue 2027-2036 - \$235M/year
- Increased project inflation from 3.7% to 4.4% per year
 - Adds \$93M to this plan
- Indirect Cost Rate increased from 10% to 12%
 - Adds \$47M to this plan
- 22 projects moved into this plan from the prior plan
 - Adds \$130M in projects to this plan
- Overall project costs have increased

**Based upon the above the TYP is currently
overprogrammed by ~\$400M**

Draft Ten Year Plan (2027-36) Strategies

Funding – Federal

- Existing Plan (2025-34)
 - Preservation/Maintenance/Mandated Programs - \$1.359B
 - Bridges (On Red List) - \$156M
 - Bridges (Not on Red List) - \$178M
 - Individual (LPA) Projects - \$85M
 - Individual (DOT) Projects (88 projects) - \$684M

Draft Ten Year Plan (2027-36) Strategies

Funding - Federal

Individual (DOT) Projects (88 projects) - \$684M

- Fiscal Constraint Strategies
 - Delay or remove TYP projects totaling \$300M
 - All projects were assessed based on Merit (most benefit to network, safety, etc.) and Risk (financial)
 - Based on their score, projects were then listed as:
 - **In** = Fully funded (at current costs)
 - **Delay** = PE & ROW funded (CON funds removed)
 - **Out** = Project is being removed

Draft Ten Year Plan (2027-36) Strategies

Funding - Federal

Individual (DOT) Projects (88 projects) - \$684M

IN: 39 projects - \$ 350M

DELAY: 15 projects - \$ 29M (PE & ROW Included)
\$ 199M (CON Removed)

OUT: 34 projects - \$ 106M

Individual Projects Remaining - 39

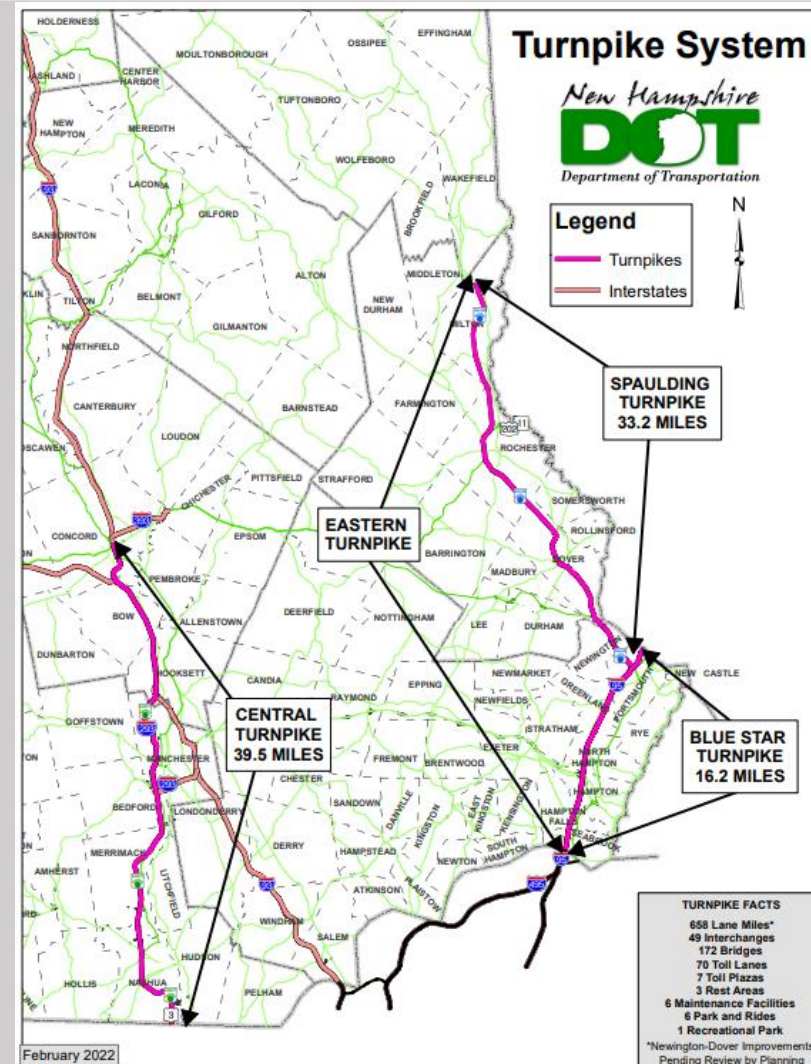
Individual Projects Removed or Delayed - 49

Suspend adding new projects into FY 35-36 of TYP
(Typically, \$30M/yr)

Draft Ten Year Plan (2027-36) Strategies

Turnpike System

- Enterprise system supported by toll collection
- Blue Star (I-95) MA to ME – 16.2 Miles
- Spaulding (NH 16) Portsmouth to Milton – 33.2 Miles
- Central (FEET) MA to Concord – 39.5 Miles



Draft Ten Year Plan (2027-36) Strategies

Funding – Turnpike

- Actual revenue is lower than projected from the previous plan and approximately flat.
- Operating costs increasing much faster than revenue
- Turnpike Rehabilitation & Reconstruction (R&R) Program has increased to meet Maintenance and Preservation needs
- Reduced Capital Program funding to stay fiscally constrained

Draft Ten Year Plan (2027-36) Strategies

Funding - Turnpike Capital Program

- Reduced Capital Program funding to stay fiscally constrained
 - Nashua-Merrimack-Bedford
 - Extended completion date for FEET widening
 - Bow-Concord (I-93)
 - No ability to fund construction (Turnpike or Federal)
 - Fund Design through Public Hearing
 - Rehab/Preserve Red Listed bridges (Federal) ~\$75M
 - Manchester (I-293) Exit 6 & 7
 - No ability to fund construction
 - Fund Design through Public Hearing
 - Manchester Exit 6 SB On Ramp Reconstruction (Federal)

Draft Ten Year Plan (2027-36) Strategies

- Feedback from the last TYP cycle shows these projects are needed to address:
 - Safety
 - System Needs
 - Economy of the State
- With a Revenue Enhancement the Plan would include:
 - Construct Bow-Concord
 - Construct Manchester Exit 6 & 7
 - Add Safety Projects
 - Hampton I-95 AET
 - Address citizen noise complaints
 - Type II Soundwall Program

Draft Ten Year Plan (2027-36) Strategies

Recent History

- 2007 – Last systemwide toll increase.
- 2014 - Ramp Toll in Bedford Removed
- 2022 – Ramp Toll in Merrimack Removed
- Current Toll Revenue is below Pre-Pandemic levels

A Toll Increase is needed to move projects forward:

- \$1 at all major plazas (Hampton, Bedford, Hooksett)
- NH would still be the 26 out of 32 for lowest toll rate/mile (currently 32nd)

Transportation Alternative Program (TAP)

Provides resources for a variety of smaller-scale non-motorized active transportation projects including pedestrian facilities, bicycle facilities, rail trail improvements, and safe routes to school projects.

2024-2025 TAP Grant Round

- Approximately \$33M in total funds available
- 30 applications received requesting \$50.4M in total funds
- NHDOT will be putting forward 17 projects (\$33M) into the Draft 2027-2036 Ten Year Plan

Regional Planning Priorities

RPC Presenter Information

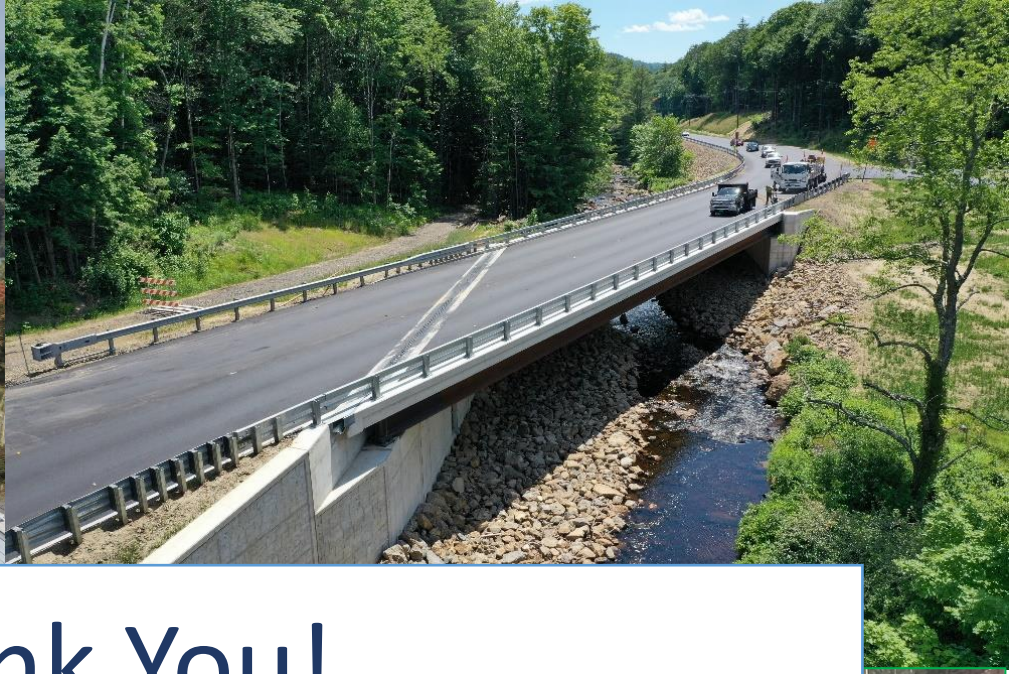
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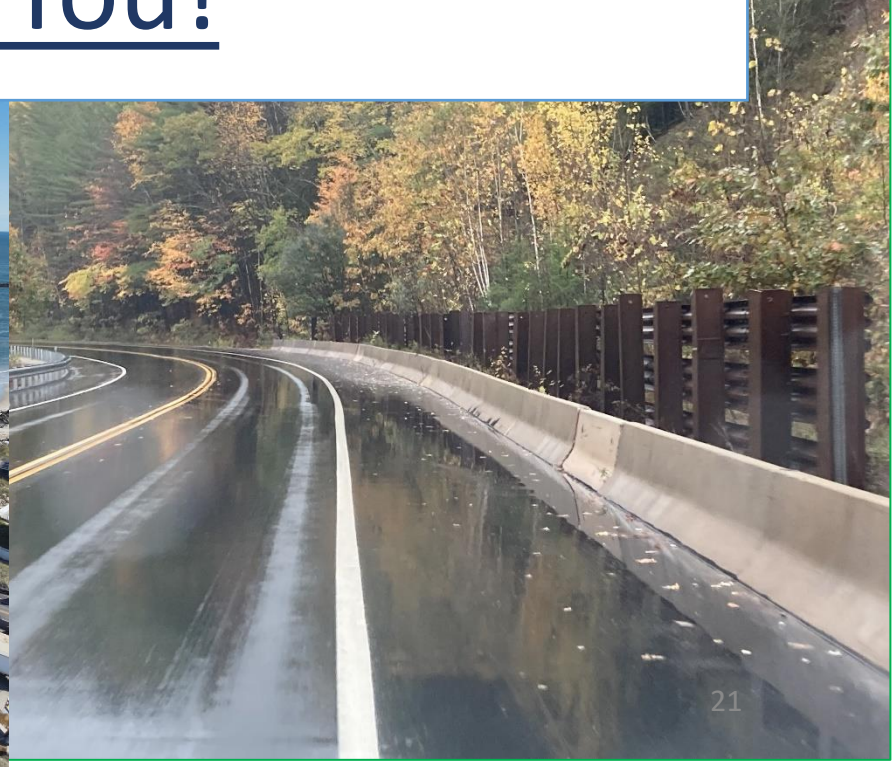
RPC/MPO

Feedback Please

- Do we have our priorities right?
 - Maintenance and Preservation being the top priority.
- Are there questions on our approach to remove projects?
- Are there concerns with a toll increase to support Turnpike projects?
- Other comments?



Thank You!



Public Comments

Send Written Comments To:

William E. Watson, P.E. Administrator
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
7 Hazen Drive P.O. Box 483 Concord, NH 03302-0483

Or

William.E.Watsonjr@dot.nh.gov

Comments should be received no later than
November 3, 2025



Comments

