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Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

June 2, 2020

His Excellency, Governor Christopher T. Sununu
and the Honorable Council
State House
Concord, New Hampshire 03301

Re: FY 2019 NH Department of Transportation Annual Report

Dear Governor Sununu and Council Members:

Pursuant to RSA 20:6 and 228:41, this agency is submitting the New Hampshire Department of Transportation's Annual Report for the Fiscal Year ending June 30, 2019.

Sincerely,

A handwritten signature in dark ink, appearing to read "Victoria F. Sheehan".

Victoria F. Sheehan
Commissioner

Attachment



New Hampshire
Department of Transportation



Transportation excellence enhancing the quality of life in New Hampshire

Annual Report

Fiscal Year 2019

Letter from the Commissioners

The NHDOT Annual Report for FY 19 is an opportunity to highlight many of the accomplishments and the performance of the New Hampshire Department of Transportation in delivering on the Agency mission of transportation excellence to citizens and travelers, enhancing quality of life in New Hampshire. As steward of nearly 4,600 miles of State Highways, 2,150 bridges, and administrator of transit and aeronautics funding programs, the Department continues to seek out opportunities to become more efficient, utilize innovation and work with community and stakeholder partners to provide a transportation network that supports all users and needs.

This report reflects NHDOT's commitment to transparency and accountability. Within the pages of this report is a clear demonstration of the effective use and application of taxpayer dollars. The organization of the report and the information included is as follows:

- A summary and highlights of the Department and Transportation System performance measures.
- An Operating budget section, which includes all aspects of running the agency including personnel staffing, maintenance, design, fleet management and administrative costs. This includes a brief explanation of the various sources of funds that support NHDOT efforts, where the funds come from and how they are used.
- A Municipal Aid and Construction section, which reflects financial resources provided to Cities and Towns and construction of transportation improvements; including summaries of major program and project highlights.
- Annual expenditures are summarized within each section by division, program and work unit, along with accompanying performance measures and major accomplishment highlights.
- Detailed Financial Appendices summarize the expenditures by various programs, functions and source of funds.

In the **Division of Operations**, the Department's commitment to winter maintenance was displayed as crews kept up with the third worst winter in the last 50 years, despite shortages in personnel and equipment. District 2 and Bridge Maintenance forces were recognized with appreciation by the Town of Orange and adjacent property owners for their efforts to rebuild and restore Cardigan Mountain Road following storm damage and a major culvert washout, as a result of a July weather event. The Division also worked to develop a procedure to efficiently and effectively capture, document, and respond to a variety of roadway safety concerns, as well as to improve and streamline the Driveway permitting process. Another priority area has been addressing the deteriorating condition of the vehicle fleet, as 138 fleet units were replaced, including 62 heavy & extra heavy trucks, 27 front end loaders, 10 graders, 10 salt spreaders, and several large specialty trucks.

The **Division of Aeronautics, Rail, and Transit** enhanced mobility options for the traveling public by managing and distributing federal funding that provided over 1.6 million one-way trips on rural public transit, specialized transit, and intercity/commuter bus in 2019. The Boston Express service alone provided over 600,000 of those trips. The Division also distributed Airway

Toll revenue (\$235,000) for multiple projects under the newly established Airport Improvement and Maintenance (AIM) Program for five open to the public airports in New Hampshire that are not eligible to receive federal funding as well as oversaw a record year for Alton Ice runway.

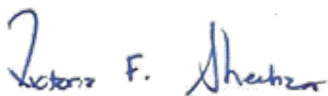
The **Division of Policy and Administration** enhanced “STEM” (Science, Technology, Engineering and Math) efforts through providing opportunities to a record number of interns from locations all over the United States to participate in several transportation-related programs. In addition, “STEM” outreach continued at the high school level with many schools participating in a Federally Sponsored “Bridge Building Competition”; as well as through the “National Summer Transportation Institute” (NSTI) in partnerships with UNH to provide female and disadvantaged youth opportunities to participate in a variety of “STEM” transportation activities in one and two-week “camp” settings.

The **Division of Project Development** administered a very robust construction program with continued focus on preservation and maintenance of the existing transportation system. This effort is yielding dividends as shown by the improvement in overall bridge and pavement conditions. The Division advertised 78 construction projects totaling \$234,000,000, resurfaced 560 miles of roadway, and removed 10 state owned bridges from the red list. Additionally major construction projects are nearing completion including the Spaulding Turnpike reconstruction in Newington-Dover where the 3rd NB lane was opened on the bridge crossing Little Bay, alleviating the bottleneck and congestion; the widening of I-93 between Salem and Manchester where the final projects to complete the project were initiated; and replacement of the Woodbury Avenue Bridge over the US 1 Bypass which marked the completion of a program that repaired or replaced 7 bridges along the US 1 Bypass Corridor.

The **Division of Finance** ensured sound financial management and administration of the Department’s approximately \$650 Million annual budget. The Division was instrumental in securing a very successful refunding of Turnpike bonds yielding a savings of approximately \$11 million and an Interest Cost of 1.58%.

As you review the accomplishments of the past year, we hope you will keep in mind the dedicated men and women at NHDOT it is their dedication to service that keeps New Hampshire’s travelers moving safely, day in and day out throughout the year, no matter what. Their commitment to improving transportation and getting the job done extends through all the Department.

Sincerely,



Victoria F. Sheehan
Commissioner



William J. Cass, P.E.
Assistant Commissioner

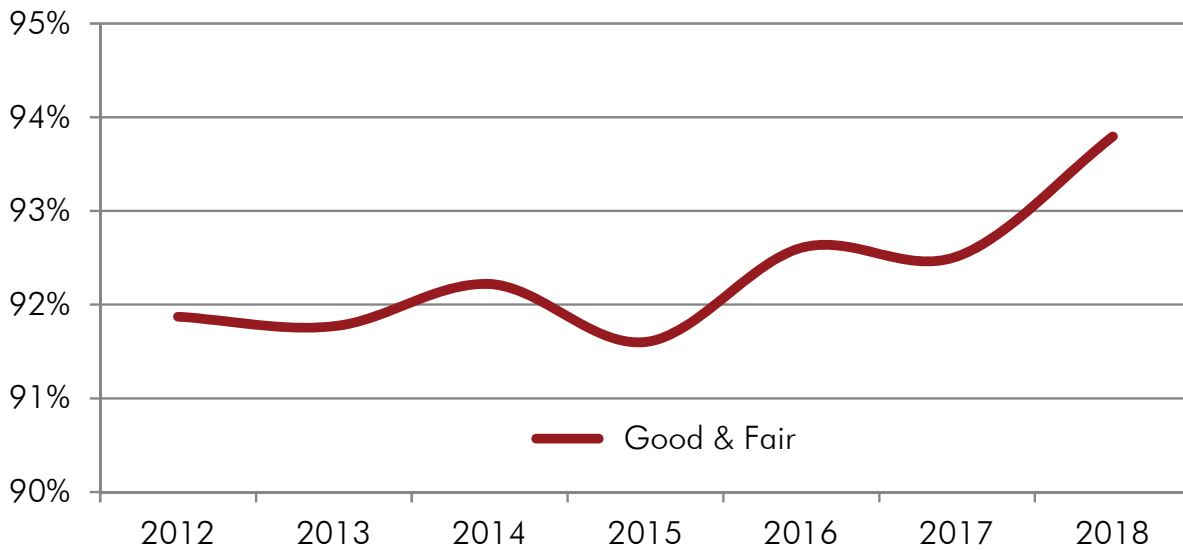


Christopher M. Waszczuk, P.E.
Deputy Commissioner

FY 2019 Annual Report

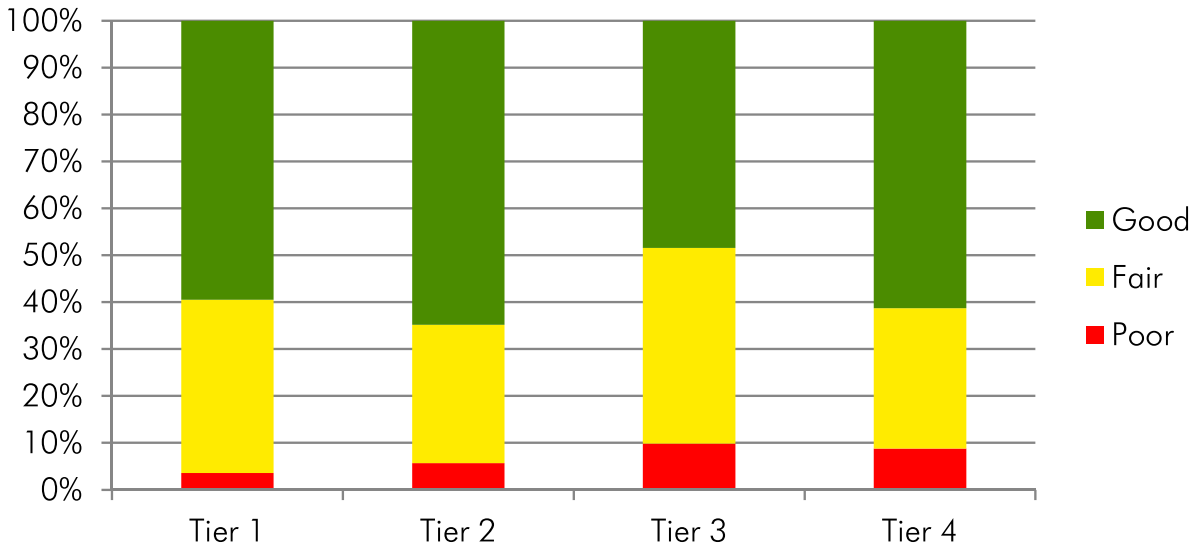
Bridge Conditions

By Year - Good and Fair (Percentage)



* Based on square feet of deck

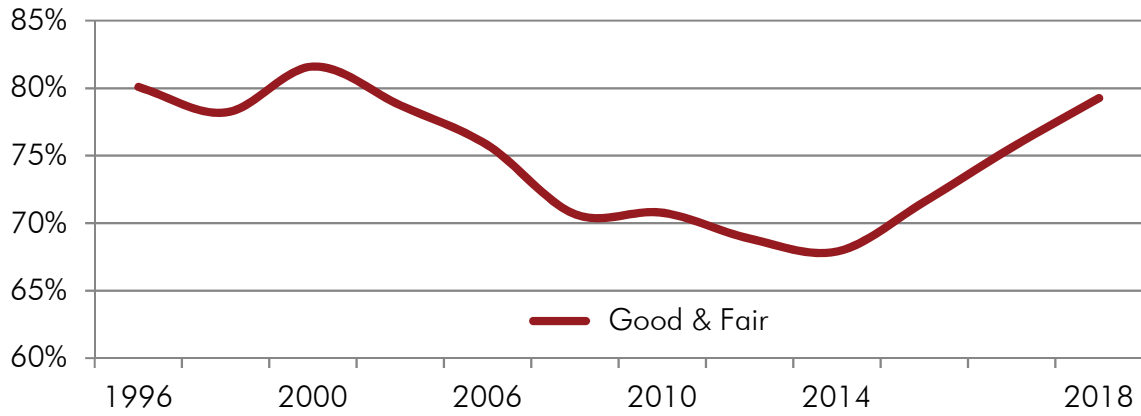
By Tier (Percentage)



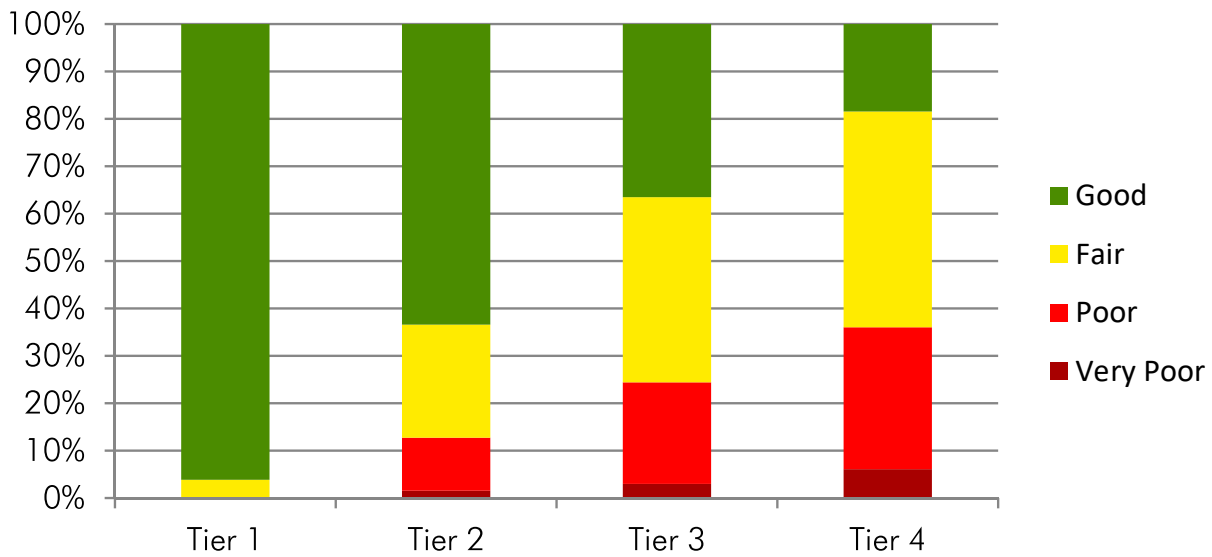
FY 2019 Annual Report

Pavement Conditions

By Year - Good and Fair (Percentage)



By Tier (Percentage)

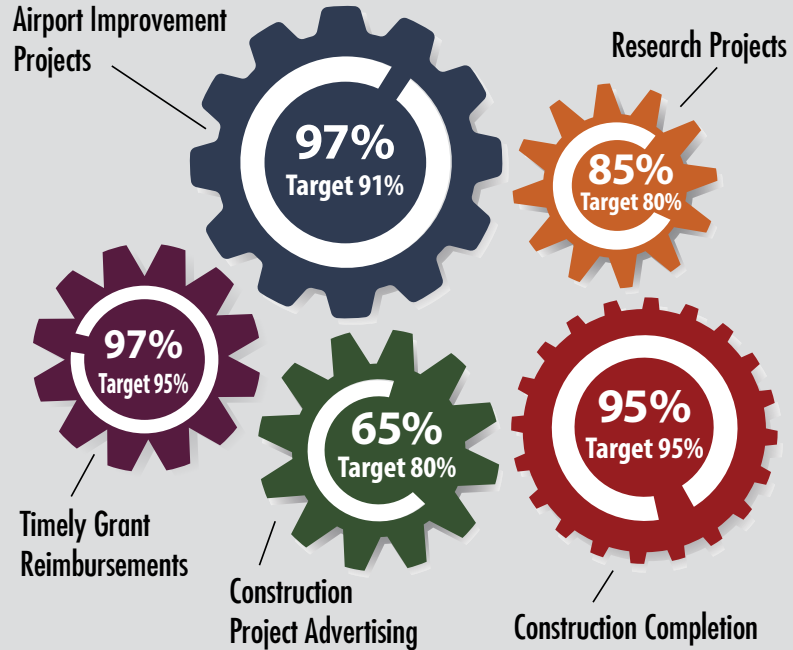


FY 2019 Annual Report

Performance Highlights

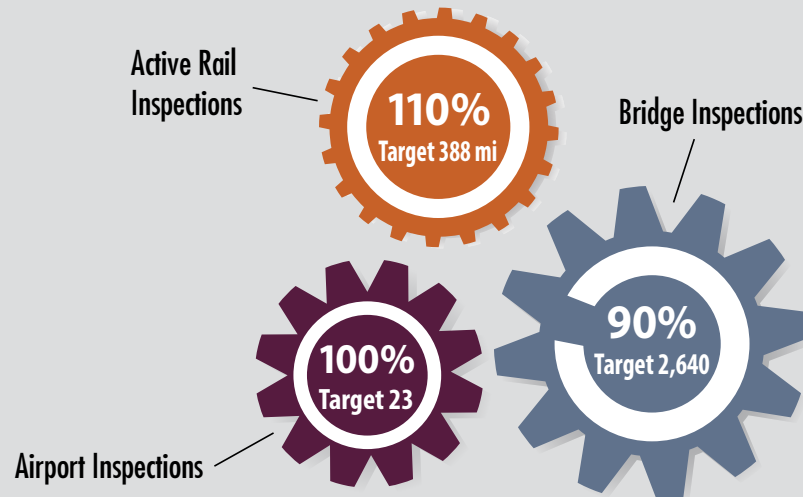
Timeliness

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

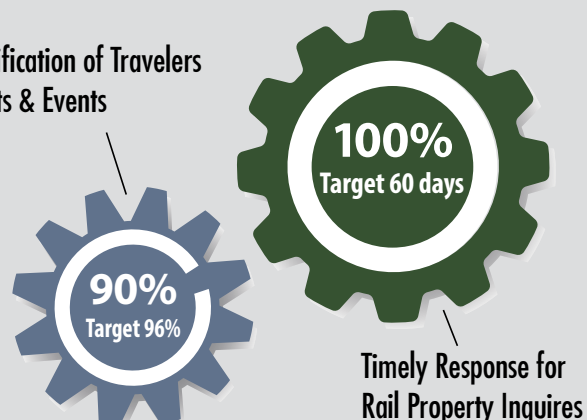
The Department has inspection programs in place to ensure that transportation infrastructure remains safe and that any necessary fixes can be planned for in advance.



Customer Response

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

Timely Notification of Travelers for Incidents & Events

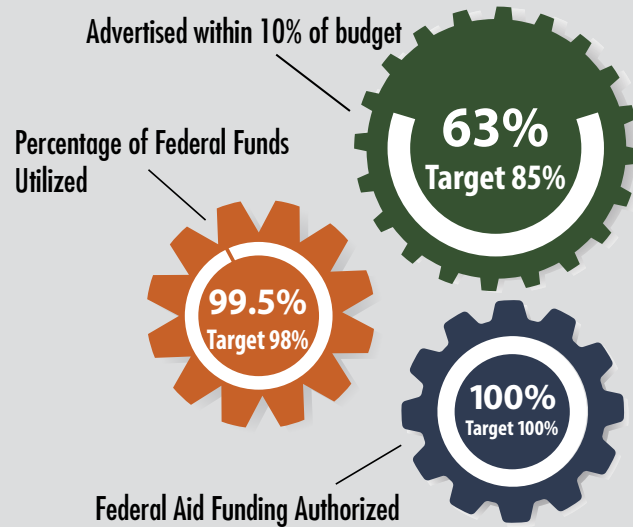


FY 2019 Annual Report

Performance Highlights

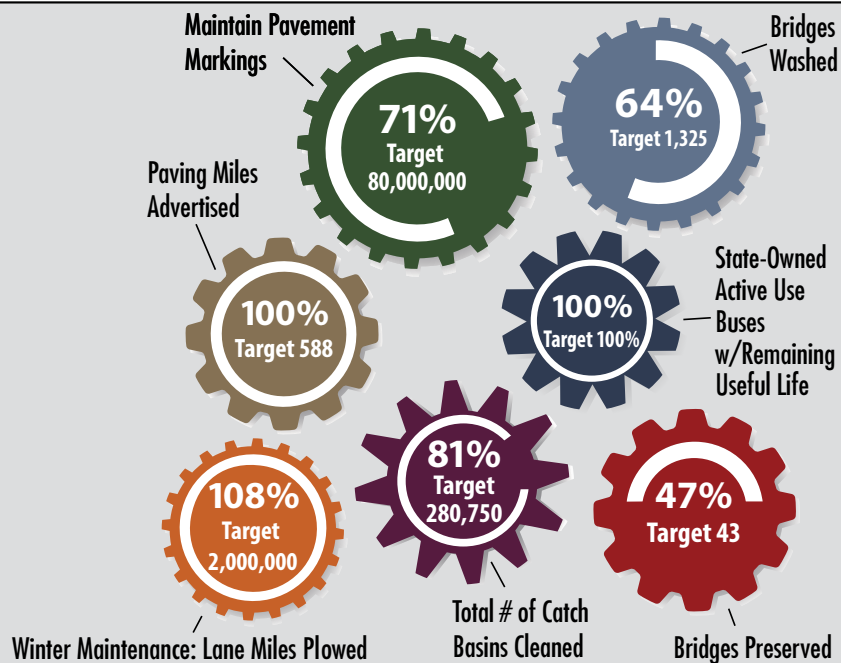
On Budget

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.



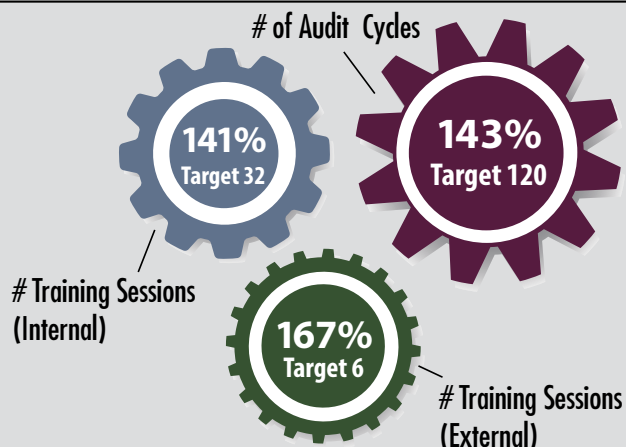
Maintenance and Preservation

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 2018 & 2019 Operating Results - Budgeted Account Summary

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

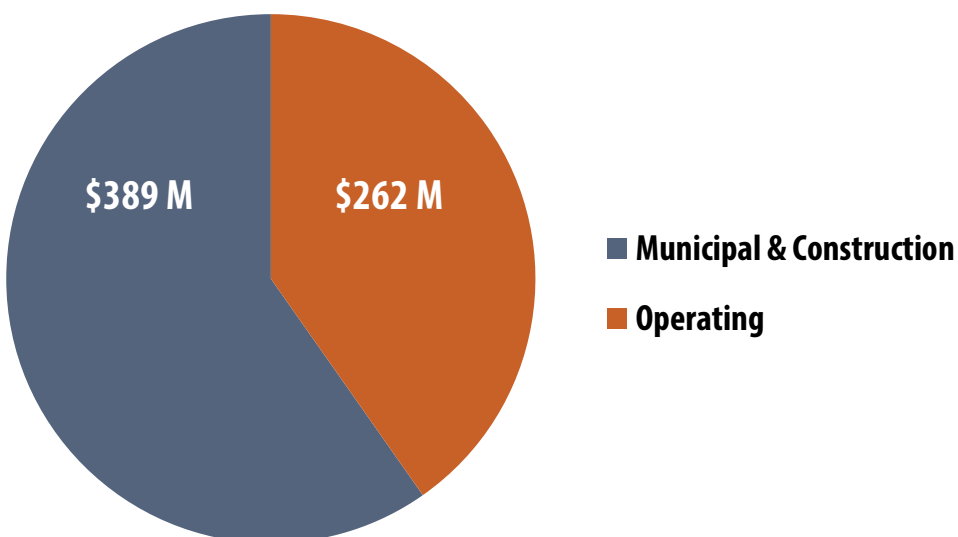
The New Hampshire transportation System is vital to New Hampshire's economic growth and prosperity. The financial value of New Hampshire's transportation system, by some estimates at replacement value, exceeds \$12 billion in roadways and \$8 billion in bridges. To assist the general public in understanding 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 1,640 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 FY19 - Total Budgeted and Non-Budgeted Expenses



FY 2018 & 2019 Operating Results - Budgeted Account Summary

Transportation Finances

Highway Fund

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 2019 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 \$26.2M. Of this amount \$2.2M (0.3 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, 12.9 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 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

FY 2018 & 2019 Operating Results - Budgeted Account Summary

paid for toll violations. Turnpike funds can ONLY be used on the Turnpike System. Below is key financial information for fiscal year 2019:

Toll Revenue	\$133
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Debt Service	43

- Approximately 57% 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 \$567 thousand). In FY2018, the Legislature reduced the fee structure for most categories effective January 1, 2019 resulting in decreased revenue for FY2019. Airway Toll revenues from fuel purchases (approximately \$250 thousand) 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 are 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 \$182 M)
- **Federal Transit Administration (FTA)** – funding for transit programs, projects and providers including capital, operating and planning activities.(Approximately \$12 M)
- **Federal Aviation Administration (FAA)** – funding for planning, preservation, modernization, or expansion of eligible airport facilities. (approximately \$10 M)

FY 2018 & 2019 Operating Results - Budgeted Account Summary

- **Federal Emergency Management Administration (FEMA)** – Funding for emergency declarations relative to storm damage (\$0 M)

NHDOT offset Operating Costs to balance the budget using \$30 M from federal aid in FY 2019, 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

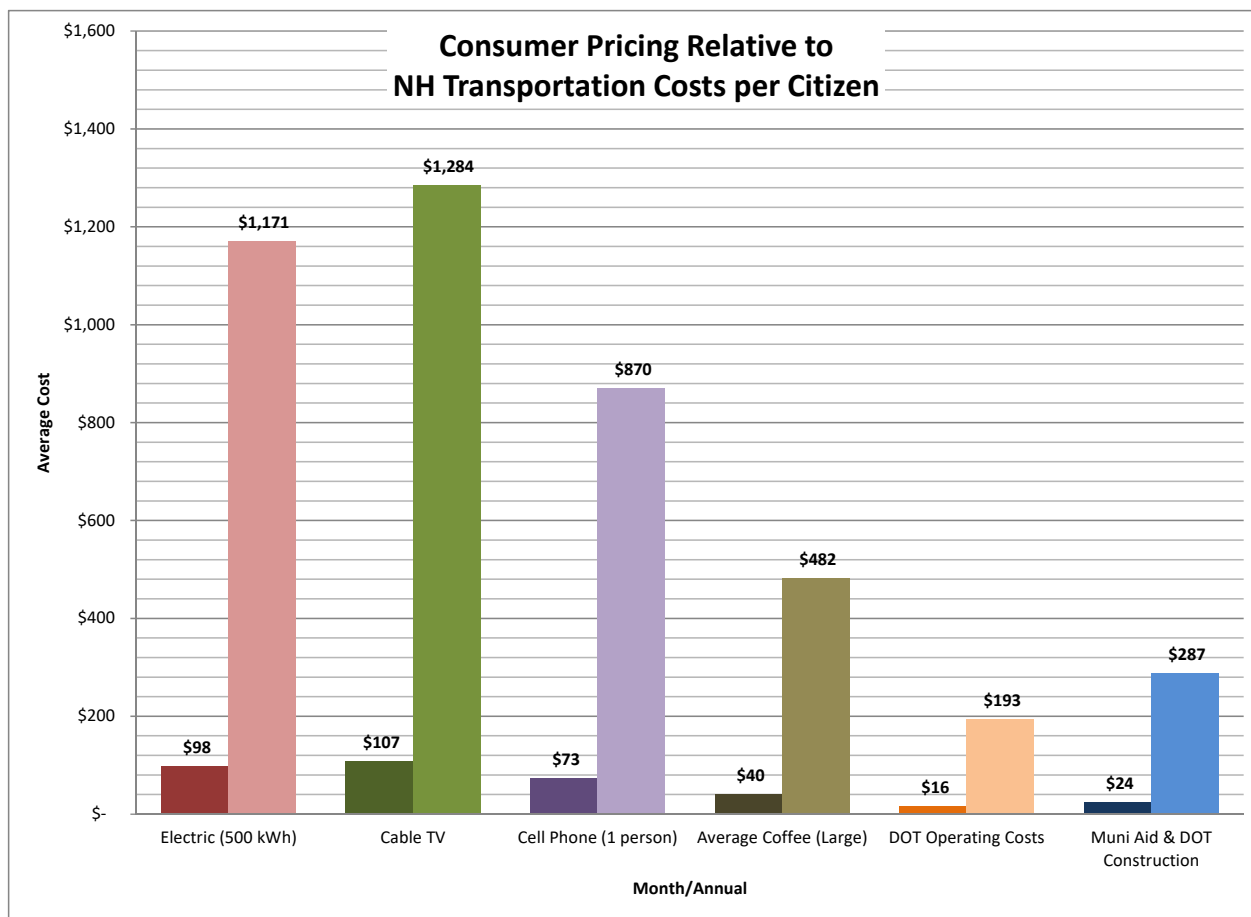
Other funds are derived from a number of typically minor sources. Other funds include revenue derived from revolving funds such as for the sale of fuel to municipalities or other state agencies, railroad licensing fees, permitting fees, emergency repair funds (i.e. FEMA reimbursement), and sale of surplus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

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.

FY 2018 & 2019 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 2018 & 2019 Operating Results - Budgeted Account Summary

Operating Expenses

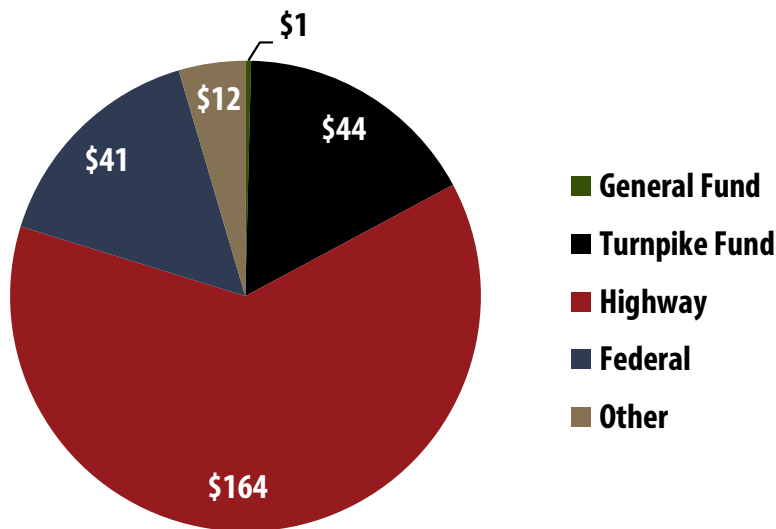
For the NHDOT, our primary responsibility is to operate and maintain the existing transportation system and to plan, engineer and oversee construction of all transportation projects. The following pages provide a detailed description of each element of service provided to NH citizens by the NHDOT and 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 2019 for Operating Costs is below:

Operating Expenses FY19 - Actual (in Millions)



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$262.1 M	\$166.7 M	\$39.8 M	\$42.9 M	\$0.8 M	\$11.9 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$262.1 M	\$159.7 M	\$42.3 M	\$40.9 M	\$1.1 M	\$18.1 M

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	1727	1650	1650	1639	1639	1643	1643

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Aeronautics, Rail and Transit

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 projects. 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 FY2019. The funds provide support for airport projects relating to planning, rehabilitation, development, equipment, safety & security, and mitigation.



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.0 M		\$0.0 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.0 M		\$0.0 M			

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Aeronautics, Rail and Transit

2029- Airway Toll (Fuel) - Fund 010

These funds are for airport improvement 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 newly 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 2019, 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. The funds are currently funding the Airport Improvement and Maintenance Program (AIM).

There are 6 projects that were planned for the AIM program to utilize a portion of the revenue collected. The projects include the following:



- Franconia Airport - Airport runway turf maintenance and improvement
- Franconia Airport - Runway 35 tree and brush removal (airspace obstruction removal)
- Hampton Airport - Grade and pave taxilanes, and improve airport drainage
- Parlin Field (Newport) - Acquire snow removal equipment
- Plymouth Airport - Tree removal project on airport (airspace obstruction removal)
- Twin Mountain Airport – Runway 9-27 pavement maintenance

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.0 M		\$0.0 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.0 M		\$0.0 M			

FY 2018 & 2019 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 33 commuter coaches. Twenty-five (25) coaches are utilized by Boston Express, the only state-owned bus service, and the remaining eight (8) 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, commuter coaches, and bus services.

Major accomplishments in FY 2019 included:



- Boston Express, the state-contracted bus service, reported record ridership of over 630,000 passengers, an increase of 4% from the previous fiscal year.
- The State received six (6) new replacement commuter coaches and ordered an additional eight (8) for use by Boston Express.
- Received Governor & Executive Council approval for continued operating and capital assistance for Boston Express through December 31, 2023.
- Entered into an agreement with C&J Bus Lines for repairs and upgrades to state-owned assets at the state-owned Portsmouth Transportation Center.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$3.2 M		\$3.2 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M		\$0.2 M		\$0.1 M	

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Aeronautics, Rail and Transit

2107 - Aeronautics - Fund 010

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	6	6	6	6	6	6	6

Personnel within the Bureau are responsible for the overall management of the aeronautics/airway system in NH. Assisting airports in the state to comply with federal requirements 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).

Major accomplishments in FY 2019 included:

- The Department completed 23 airport safety inspections.
- Provide programmatic oversight of the FAA Airport Improvement Program (AIP) Block Grant Program. There were 41 projects that closed on-time and on-budget, including:
 - Concord Municipal Airport – taxiway improvements
 - Laconia Municipal Airport – taxiway and drainage improvements
 - Manchester-Boston Regional Airport - 3 projects to address Runway incursion
- Registration of aircraft, airports, commercial operators and aircraft dealers.
- Completed a study to research the benefits for using UAS.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$1.0 M				\$0.6 M	\$0.4 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.9 M				\$0.7 M	\$0.2 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Aeronautics, Rail and Transit

2916 - Public Transportation (Transit) - Fund 010

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	6	6	6	6	6	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 provide oversight and coordination of various federal and state programs for transit. Activities include grant and financial management, outreach, compliance, education, procurement, and technical assistance.

Major accomplishments in FY 2019 included:



- Continued to facilitate a multi-year statewide strategic transit assessment study to inventory and assess the needs of NH's public transit systems and intercity bus transportation network, including park and rides. The study will be completed in FY 2020.
 - Took delivery of nine (9) transit vehicles to be used by rural public transit and specialized transit providers.
 - Awarded discretionary grant from FTA to incorporate Regional Coordinating Council (RCC) model into state's 2-1-1 system, with the goal of improving ease-of-access to transportation services for seniors and individuals with disabilities.
- Ridership (measured in one-way trips) on public transit, funded in-whole or in-part with FTA funding administered via this accounting unit, was:
- 3,309,109 public transit (11 public transit systems)
 - 16,295 intercity bus (Concord Coach's subsidized North Country routes only)
 - 45,684 seniors & individuals with disabilities (including volunteer driver trips)

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$8.5 M		\$8.4 M			\$0.1 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$12.0 M		\$11.8 M			\$0.2 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Aeronautics, Rail and Transit

2931 - Railroad - Fund 010

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	2	2	2	2	2	2	2

Personnel within the Bureau of Rail & Transit perform track inspection on behalf of, or in conjunction with, the Federal Railroad Administration (FRA) on approximately 200 miles of active state-owned railroad lines and approximately 240 miles of privately-owned railroad lines. Personnel are also responsible for property management activities on all state-owned railroad lines, administering railroad programs & grant awards, and managing operating agreements on state-owned active railroad lines. 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 2019 included:

- Inspected 426 miles of state-owned and privately-owned railroads, exceeding our annual target of 388 inspection miles.
- Averaged only 32 days, compared to target average of 60 days, to provide a formal decision (yes or no) to an applicant who has requested to utilize state-owned railroad property.
- Responded to and investigated railroad accidents and incidents on state-owned and privately-owned railroad lines.
- Reviewed and assisted in the design of at-grade railroad crossings, including Route 302 in Bartlett.
- Managed State Capital funded contracts for improvements on privately-owned railroad lines in Strafford, Carroll, and Coos counties.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M				\$0.2 M	
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M				\$0.2 M	

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Aeronautics, Rail and Transit

2936 – Reimbursable Maintenance and Repair FEMA - Fund 010

Reimbursable Maintenance and Repair is for the services that the Department provides where reimbursement is expected for expended work efforts, specifically in relation to the Federal Emergency Management Agency (FEMA). The Department charges to this account when repairing damage from a disaster that NHDOT expects to be reimbursed by FEMA.

Major accomplishments in FY 2019 included:

- Storm repairs to railroads damaged in Grafton and Carroll counties.



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.0 M					
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M					\$0.2 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Aeronautics, Rail and Transit

3030 – Rideshare & Bicycle/Pedestrian Program (Rail & Transit) - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	3	2	2	2	2	2	2

Personnel from the Bureau of Rail & Transit work with project managers, engineers, and advocacy groups to help ensure that pedestrians and bicyclists have safe and equitable access to transportation opportunities in New Hampshire. Within the Department, the bicycle and pedestrian section advances planning and design for accessible pedestrian, transit and bicycle facilities and promotes pedestrian and bicycle access throughout the State by partnering with advocacy groups and local law enforcement to conduct field reviews and educational outreach. Statewide, the Section promotes and distributes regional and statewide bicycle maps, safety materials, and innovative design guidance selected from authoritative sources. Personnel also direct engineering functions on rail-trails and work with the Department of Natural & Cultural Resources' Trails Bureau on the management and coordination of recreational rail-trails on state-owned abandoned rail corridors.



Major accomplishments in FY 2019 included:

- Entered into a multi-year agreement for the development of a Statewide Pedestrian and Bicycle Transportation Plan and Limited Economic Impact Study to assess pedestrian and bicycle transportation infrastructure, practices, policies and needs and to identify opportunities for improvement.
- Provided transportation facility design recommendations including recommended improvements to non-motorized facilities. This included the rehabilitation of State-maintained trails in Bow and Concord along I-89.
- Facilitated the installation of beaver deceivers, along a state-owned rail trail near Clark Brook in Londonderry, to address chronic flooding issues.
- Received a discretionary Federal Highway Administration grant and worked with the NHDOT Complete Streets Advisory Committee to develop a pedestrian-focused safety public service announcement for radio broadcast.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M	\$0.1 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Administration

3038 - Executive Office - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	16	15	15	15	16	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.

Major Accomplishments of each workgroup for FY 2019 included:

- Provided guidance for new systems and upgrades, including: 1) Work Order, Fleet and Inventory, 2) timekeeping and accomplishments, 3) asset management analytics, 4) pavement data collection, 5) CORS network P3, 6) Fuel software and 7) various other software requests.
- Continued coordination of the culvert and closed-system drainage inventory program.
- Compiled, tracked and reported on Agency Performance measures.
- Reviewed over 50 new and revised policies for the Department.
- Provided guidance for the Work Order, Fleet, and Inventory system.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$2.5 M	\$1.7 M	\$0.7 M			\$0.1 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$2.3 M	\$1.4 M	\$0.7 M			\$0.2 M

FY 2018 & 2019 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 2010 is paid out of the Highway Fund and charged to the Operating budget of the NHDOT.



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$10.9 M	\$10.9 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$12.3 M	\$12.3 M				

FY 2018 & 2019 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, and other agencies.



Major accomplishments in 2019 included:

- Implemented a new Intelligent Transportation Systems (ITS) software solution in a hosted environment providing greater capabilities, better user experience, and enhanced management of ITS devices.
- Upgraded bridge management software, including multiple bug fixes and improvements to the inspections area.
- Upgraded fuel distribution software and servers.
- Implemented Airport IQ Phase 3, Upgrade to latest version of Access, Modifications to reflect statutory changes and other enhancements.
- Upgrade MATS to version 12.6.1, Upgraded to current software version Added features and bug fixes.
- Implemented new over size and weight system as a hosted system. Provides enhanced user experience and greater efficiency for office staff.
- Updated and migrated over 200 Microsoft Access database solutions to Microsoft Access 2016.
- Upgraded to a new mobile device management solution providing better performance, reliability and improved user experience.
- Significantly improved network bandwidth to district offices using high speed Carrier Ethernet. In addition added Wireless capability at district offices.
- Acquired and implemented a very large storage environment, especially tailored for large data files such as used for road data.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$9.0 M	\$8.9 M				\$0.1 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$7.8 M	\$7.7 M				\$0.1 M

FY 2018 & 2019 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) and General Services for building maintenance.



Investment Levels

Funding Sources					
Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$2.2 M	\$2.2 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$2.5 M	\$2.5 M				

FY 2018 & 2019 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 FY19	Highway	Federal Aid	Turnpikes	General	Other
\$8.9 M	\$8.9 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$9.9 M	\$9.9 M				

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Finance

3001 - Finance & Contracts - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	36	37	37	37	37	37	37

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 2019 included:

- De-obligated in excess of \$22M in Federal Funds through the closure of approximately 81 completed projects. These timely de-obligated funds were then made available for other projects.
- Financial Reporting reduced the timeframe to produce Turnpike monthly financial statements by 14% over fiscal year 2018.
- Actively managed the Departments 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 2018.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$3.1 M	\$1.8 M	\$0.9 M			\$0.4 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$3.1 M	\$1.9 M	\$1.0 M			\$0.2 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Policy and Administration

2056 - Office of Federal Labor Compliance - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	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, Disadvantaged Business Enterprise Program (DBE), On-the-Job Training Programs (OJT), Title VI and Environmental Justice Programs, Limited English Proficiency Programs, Internal Equal Employment Opportunity/ Affirmative Action Plan, and Section 504/Title II of the Americans with Disabilities Act (ADA).

Major accomplishments in FY 2019 included:

- Conducted 45 Civil Rights Nondiscrimination/EEO trainings for 865 employees, contractors, consultants, municipalities and subrecipients.
- As part of Department's ADA Transition Plan 427 tip downs with raised domes were installed statewide and 16 additional barriers were removed.
- Conducted 141 field audits on Federal-aid construction projects. Findings included additional restitution by contractors of Davis-Bacon wages for 35 workers totaling \$1,942.
- Exceeded the Department's DBE goal by obtaining 5.86% for minority and women owned business contracting on Federal-aid construction projects.
- Provided small business development, education and training services to 29 women and minority owned firms.
- Nearing completion in the development of software for civil rights reporting requirements relating to payroll information and DBE.



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M	\$0.4 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.5 M	\$0.5 M				

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Policy and Administration

3017 - Human Resources - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	12	12	12	12	12	12	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.



The Workforce Development section provides support for recruitment, workforce planning and development activities. The purpose of the Core Business Transactions section is to ensure accurate and timely transactions supporting HRIS and recordkeeping activities, Family Medical Leave Act administration, position classification, and employee benefits. The Risk Management Section develops processes that guide the implementation of various state and federal rules and regulations, as well as complaint and investigation procedures. The Occupational Safety & Health Section is responsible for providing training and compliance oversight.

The Administration section is responsible for reception of the headquarters building, personnel file management, as well as other related administrative functions.

Major accomplishments in FY 2019 included:

- Enhanced Workforce outreach activities by attending 35 career and education fairs.
- Enhanced the Department's Internship program attracting 31 interns.
- Processed 4,650 applications, 4,000 personnel transactions, and 281 FMLA cases.
- Conducted 167 safety audits with an overall compliance rating of 93%.
- Conducted 375 wellness events/opportunities with an employee participation rate of 71%.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$1.3 M	\$1.0 M	\$0.3 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.9 M	\$0.6 M	\$0.3 M			

FY 2018 & 2019 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.

Major accomplishments in FY 2019 included:

- 44 new supervisors completed the State required 2-day Foundations of Supervision course. NHDOT enhances the state issued course materials with information specific to agency needs.
- 329 employees completed technical training in subject matter areas including: Construction Zone Safety, Geometric Design: Applying Flexibility and Risk Management, Appraisal Federal-Aid Highway, Basic Relocation Under the Uniform Act, Hydraulic Design of Safe Bridges, Bridge Management Fundamentals, and Construction of Mechanically Stabilized Earth Walls.
- 13 NHDOT employees completed the State's Certified Public Supervisor Program and 4 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 to welcome them into the Department and provide information on the Department's goals and mission.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M		\$0.1 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M		\$0.1 M			

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Policy and Administration

5031 - Office of Stewardship and Compliance - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY19	FY18	FY19
	11	8	8	8	8	8	0

In FY 2019, the Office of Stewardship and Compliance was reorganized. The Occupational Health and Safety activities were transferred to the Bureau of Human Resources (AU 3017) and Environmental Support and Compliance was consolidated in the Bureau of Environment (AU 3032).



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.0 M	\$0.0 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.6 M	\$0.6 M				

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Operations

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

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	728	686	686	684	685	685	685

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 2019 winter maintenance accomplishments included:

- 226,207 tons of salt, approximately 27% more than the typical 178,000 tons and 67% more than budgeted amount of 135,000 tons (due to the unusually active winter)
- Plowing and treating more than 2.16 million lane miles, 4.5% more than a typical winter season of 2.07 million lane miles with:
 - approximately 300 state plow trucks with operators
 - approximately 350 privately owned plow trucks with operators
 - approximately 120 state pick-up trucks with operators
 - approximately 100 other pieces of equipment including loaders and graders that load salt and or sand, plow snow, push back banks, clear intersections, open drainage, etc

Investment Levels

Funding Sources (2928 Winter Maintenance)

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$34.9 M	\$35.7 M				-\$0.8 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$33.0 M	\$31.6 M				\$1.4 M

FY 2018 & 2019 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 2019 non-winter accomplishments included:

- More than 8,000 CY of repairs to cuts and fills
- Over 52,000 linear feet of constructing and repairing drainage systems
- More than 196 miles of cleaning and maintaining drainage through light and heavy ditching
- Repair or replacement of over 50,000 feet of guardrail
- Shoulder reconstruction for more than 1,200 lane miles
- Reconstruction of 12 lane miles of roadway
- More than 9,000 lane miles of patching
- Over 3,000 lane miles of sweeping



Investment Levels

Funding Sources (3007 Highway Maintenance)

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$51.8 M	\$51.8 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$50.3 M	\$50.2 M				\$0.1 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Operations

3005 - Mechanical Services - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	82	79	79	78	79	79	79

Personnel at the Bureau of Mechanical Services manage the NHDOT's fleet of approximately 1,237 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 \$95 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.



The Department was appropriated \$1.9 million and purchased 61 light fleet units. An additional \$10 million was obtained through Capital appropriation and will be used to purchase heavy fleet units having an expected life greater than 10 years. In addition, the Department successfully obtained nearly \$900K from the State and Federal Diesel Emission Reduction Assistance programs, \$3.2 million from the Volkswagen Mitigation Trust all of which was partially matched with Capital funding. In total, 62 heavy & extra heavy trucks, 27 front end loaders, 4 graders and 10 salt spreaders have been purchased and are in the process of assembly or delivery.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$11.6 M	\$10.5 M	-\$0.2 M			\$1.3 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$13.3 M	\$11.3 M	\$0.8 M			\$1.2 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Operations

3008 - Bridge Maintenance - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	82	81	81	81	81	81	81

The Bureau of Bridge Maintenance and Bridge Design are responsible for about 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 2019 included:

- Washed winter sand and deicing salt residue from 874 bridges | Sealed 405 bridges
- Crack sealing on 54 bridges | Joint work on 75 bridges
- Deck repairs on 72 bridges to extend service life
- Rail repair on 15 bridges | Rail replacement on 4 bridges
- Rehabilitation of 6 Red List bridges | Preservation on 20 bridge projects
- Repaired elements on 14 bridges due to accidents | Responded to 2 significant emergency projects
- Responded to 63 bridges in need of unplanned urgent repairs
- Assisted with inspection of truss bridges



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$7.2 M	\$3.1 M	\$3.3 M			\$0.8 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$7.1 M	\$2.9 M	\$3.3 M			\$0.9 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Operations

3009 - Traffic - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	70	64	64	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 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 2019 accomplishments included:

- Reviewed 43 major driveway applications and more than 63 traffic studies.
- Supported nearly 220 capital projects and traffic impact mitigation projects.
- Provided more than 57 million feet of pavement markings using 184,000 gallons of paint.
- Worked on more than 9,063 traffic signs and manufactured 1,475 custom traffic signs.
- Routine maintenance and service to 443 traffic signals.
- Collected and analyzed traffic data from over 2,200 locations statewide.
- Administered more than 3,300 business sign permits.
- Successfully initiated a partnership with Department of Corrections to utilize vetted inmates in the Transitional Workforce Program to supplement permanent employees for specific duties.



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$8.3 M	\$4.4 M	\$3.6 M			\$0.3 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$8.2 M	\$4.8 M	\$3.2 M			\$0.2 M

FY 2018 & 2019 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 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 Traffic control for the NASCAR Race and 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 accomplishments in FY 2019 included:



- Traffic control for New Hampshire Motor Speedway
- Guardrail repair
- Motor vehicle accident repairs
- Plowing of state parking lots
- Extensive storm repair to roads and bridges damaged in Districts 1 and 2
- Reimbursement from Maine and Vermont for bridge maintenance on shared bridges
- Repair of several bridge strikes

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$1.4 M		\$1.4 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$5.2 M		\$2.0 M			\$3.2 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Operations

3048 - Asset Maintenance & 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: new roofs, construction of modern safe spreader racks to hang our winter maintenance spreaders, building insulation, overhead door and window repair or replacement, furnace replacement, chimney repairs, environmental testing and mold rehabilitation. These Operation's buildings range in value from under \$2,500 to over \$11 million and have an estimated 2019 total value exceeding \$114 million.

Major Maintenance, repair, and replacement accomplishments in FY 2019 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,
- Cooling Towers ,
- Emergency Generators,
- Gully Hill (Concord) environmental testing, and
- Communication equipment repairs and replacements

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M	\$0.4 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.5 M	\$0.5 M				

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Operations

3052 - Transportation Systems Management and Operations - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	17	15	15	15	16	16	16

The staff at the Bureau of Transportation Systems Management and Operations (TSMO) continues to respond to the marked growth in traveler delay on various highway corridors around the state due to incidents related to weather, traffic accidents, construction projects, and general traffic 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 327 ITS devices, 8 dispatch locations, 130 radio base stations, 780 mobile radios in Department vehicles, 450 portable radios and equipment at 25 radio tower sites.



Major TSMO accomplishments in FY 2019 include:

- Managed 1,996 unplanned transportation incidents such as motor vehicle crashes, which is a 6% increase compared to fiscal year 2018.
- Managed 3,954 planned transportation events such as construction lane closures, which is a 27% increase compared to fiscal year 2018.
- Engaged in over 49,746 telephone communications, which is a 60% increase compared to fiscal year 2018.
- Completed more than 549 work orders relative to ITS and radio communication.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$2.2 M	\$1.3 M				\$0.9 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$1.9 M	\$1.2 M				\$0.9 M

FY 2018 & 2019 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 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

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M	\$0.1 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M	\$0.1 M				

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Operations

3066 - Salted Wells - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	1	1	1	1	1	1	1

The Well Replacement Program is for the investigation and replacement of private water supplies contaminated with chlorides and is administered by the Well Section within the Bureau of Highway Maintenance.

Major accomplishments in FY2019 included:

- Meetings with citizens who are concerned that their well may be contaminated
- Tested 7 new complaint sites
- Sampled approximately 165 potentially contaminated wells (year-long monitoring process)
- Provided replacement well construction for 10 contaminated wells
- Provided 4 damage award filtration systems or connecting to public water supplies
- Decommissioned 12 wells
- Installed 1 sleeve guard to limit well contamination



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Operations

3198 - Fuel Distribution - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	6	6	6	6	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 4.4 million gallons of diesel fuel, biodiesel fuel, compressed natural gas (CNG), and gasoline on an annual basis. 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 2019 include:

- Automated 10 manual sites bringing the total of automated sites to 67
- Started reconstruction of the Merrimack and Lisbon sites
- Completed design and given NHDES approval to construct new Dixville site



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$6.8 M	\$3.4 M				\$3.4 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$7.6 M	\$4.0 M				\$3.6 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Operations

5032 - Oversize and Overweight Permits - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	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 went live in the summer of 2019. NHDOT Permits 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 will be 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. Development, implementation, and maintenance of NHDOT Permits was partially funded by a \$2,000,000 capital project authorized in 2015.

Major accomplishments in FY 2019 included:

- Review and issuance of over 42,632 permits

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M					\$0.3 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M					\$0.3 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Operations

5033 - Welcome Centers and Rest Areas - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	0	0	0	0	0	0	0

The Department of Transportation currently funds the construction, maintenance, repair and operations of 12 year round, and 4 closed Highway and Turnpike funded Welcome Information Centers. This accounting unit funded the operations of the 9 year round and 4 closed Highway funded Centers.

The day to day operation of the Rest Areas and Welcome Centers which serves, according to a recent Study, over 7 million visitors per year, was legislatively assigned to the Department of Business and Economic Affairs. Currently the Division of Operations serves as a "pass through" to move the money from the Highway Fund to Department of Business and Economic Affairs for the day to day operation.

Limited assistance with summer and winter maintenance on the buildings and grounds is provided by NHDOT Operations from the Bureau of Traffic and the District maintenance forces where the Rest Areas or Welcome Centers are located and is paid for from their respective Bureau budgets.



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$1.5 M	\$1.5 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$1.3 M	\$1.3 M				

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Operations

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

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	22	21	21	21	21	21	21

Lift bridges require regular operation to allow for the mobility of commerce on certain navigable waterways. Employees within 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.
- 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.
- 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 FY19	Highway	Federal Aid	Turnpikes	General	Other
\$2.0 M	\$1.3 M				\$0.7 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$1.7 M	\$1.1 M				\$0.6 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Project Development

3021 - Planning and Community Assistance - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	27	30	30	30	30	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 2019 included:

- Started the update of the 2021-2030 Ten Year Plan, managed amendments to the 2017-2020 approved federal Statewide Transportation Improvement Program (STIP), and updated the STIP to include 2019-2022.
- Continued an enhanced focus on asset management, performance and performance measures in coordination with the AMPS Office and the Regional Planning Commissions in NH.
- Developed and expanded the use of tablet based GIS Asset Collection and management devices and software for collection of sidewalks, culverts, guardrail and other important assets.
- Distribution of \$64M+ in Block Grant Aid to municipalities (12% of Highway Fund revenue).
- Provided technical and funding assistance to communities in support of local project development and implementation.
- Implemented the 2019 State Planning and Research (SPR) Work Program including Unified Planning Work Programs with the nine Regional Planning Commissions.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$2.7 M	\$1.8 M	\$0.8 M			\$0.1 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$2.4 M	\$1.4 M	\$0.9 M			\$0.1 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Project Development

3025 - Highway Design - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	128	123	123	120	119	88	88

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 2019 included:



- Design/Advertised 55 projects totaling \$151,600,000
 - Safety Projects 11 - \$10,000,000
 - Paving Projects 29 - \$91,700,000
 - Culvert Projects 7 - \$4,000,000
 - Emergency Projects 2 - \$3,600,000
 - Major Projects 4 - \$41,100,000
 - Misc Projects 2 - \$1,200,000
- Continued involvement in the implementation of the "NH Driving Towards Zero" campaign, which aims to reduce fatal and serious injury crashes.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$7.9 M	\$0.9 M	\$6.4 M			\$0.6 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$7.7 M		\$7.1 M			\$0.6 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Project Development

3028 - Right-of-Way - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	34	35	35	34	34	64	64

The Bureau of Right-of-Way is responsible for acquiring temporary and permanent property rights from owners of properties impacted by Department projects. The Survey and Mapping Section is comprised of Topographic and Geodetic Survey crews located throughout the state and the Land Titles Section. The Topographic Survey Crews are responsible for acquiring the field data at the onset of projects, construction layout and the data acquisition of the Asset Management Program.



The Land Titles section identifies individuals who have an interest in the impacted parcels and determines the limits of the Rights-of-Way as well as any boundary-related issues. They are then tasked with creating Right-of-Way plans with this data. The Appraisal Section determines the Fair Market Value of property rights that the Department is acquiring. The Property Management section processes requests for the sale, lease, and management of DOT properties. ROW Agents are responsible for meeting with property owners and presenting the appraised values and associated negotiations.

Major accomplishments in the Bureau of Right-of-Way for FY 2019 included:

- Seven Public Hearings on proposed projects were conducted.
- Researched more than 911 titles for Department projects and completed 57 property appraisals.
- Responded to approximately 570 non-project inquiries.
- Negotiated with 107 property owners affected by Department projects, while avoiding the use of eminent domain powers in 95% of those cases.
- Completed sales of surplus property for a total of \$342,700 of revenue to the Highway Fund.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$4.8 M	\$2.0 M	\$2.4 M			\$0.4 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$4.4 M	\$2.4 M	\$1.7 M			\$0.3 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Project Development

3032 - Environment - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	17	17	17	16	16	16	16

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 2019 included:

- Processed 57 Wetland/Shoreland permit actions (applications, amendments, time extensions).
- Processed approximately \$1.5M in payments into the Aquatic Resource Mitigation Fund as mitigation for projects/maintenance activities.
- Fifty six (56) active projects managed for individual compliance with water quality permits (Alteration of Terrain, Municipal Separate Storm Sewer System, Construction General Permit, and Water Quality Certification).
- Processed 83 environmental documents and monitored 52 construction projects for environmental compliance.
- Developed a Stormwater Management Plan pursuant to the EPA's 2017 Municipal Separate Storm Sewer System permit.
- Collaborated with the NHDES Coastal Program to develop a programmatic approach to Coastal Zone Consistency Findings.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$2.1 M	\$1.5 M	\$0.5 M			\$0.1 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$1.7 M	\$1.1 M	\$0.5 M			\$0.1 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Project Development

3033 - Bridge Design - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	34	33	33	33	33	33	33



The Bureau of Bridge Design and Bridge Maintenance are responsible for approximately 2,160 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 FY 2019 included:

- Improvements to 29 bridges were included in 16 separate projects advertised in State fiscal year 2019 totaling \$93 M in construction (this includes 9 Red List bridges).
- Managed 31 design related consultant contracts for a total contract authority of \$4 M.
- Completed 1,123 bridge reviews for overweight permits and 8,080 audits.
- Bureau personnel were activated 8 times for emergency response due to vehicle impacts including the Honeymoon Covered Bridge (NH 16A) in Jackson (twice), the Cornish-Windsor Covered Bridge (twice), at I-93 over NH 18 in Littleton, at Brookdale Road over I-93 in Salem, at Rowell's Covered Bridge in Hopkinton, and at Hoit Road over I-93 in Concord.
- During the calendar year ending December 31, 2018 the following efforts were completed:
 - Performed 1,401 inspections of state bridges and 1,044 inspections of municipal bridges
 - 17 bridges were removed from the State "Red List", while 13 bridges were added
 - 18 bridges were removed from the Municipal "Red List", while 7 bridges were added

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$3.6 M	\$2.2 M	\$1.2 M			\$0.2 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$3.5 M	\$2.1 M	\$1.2 M			\$0.2 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Project Development

3034 - Materials and Research - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	54	52	52	51	51	51	51

The Bureau of Materials & Research administers and is responsible for the Department's: Pavement Management System; the Materials Quality Assurance Program including maintaining a certified central testing laboratory in Concord; the Geotechnical Program including maintaining a rock cut inspection system; and the Research Program under Accounting Unit 3036. 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 2019 included:

- Responded to 222 geotechnical engineering requests and completed 722 subsurface explorations of all types in support of Department activities.
- Material tests completed at the central testing laboratory in Concord included - 2,560 concrete strength, 86 soil, 773 rock salt, 294 traffic paint, 787 asphalt binder, and 402 emulsion samples.
- Monitored quality control and performance acceptance for 880,000 tons of asphalt pavement mix.
- Collected and processed 2,254 miles of existing pavement condition data on the State highway system.
- Tested Retroreflectivity on 42 Projects.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$5.1 M	\$1.4 M	\$3.4 M			\$0.3 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$4.9 M	\$0.7 M	\$3.9 M			\$0.3 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Project Development

3035 - Construction - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	103	102	102	101	101	101	101

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; they help keep the project moving while ensuring safety and contract compliance.

Major accomplishments in FY 2019 included:

- Addition of 69 new construction contracts with a value of \$199M
- Completed bridge rehabilitation on projects in Tilton, Acworth, East Kingston, Tamworth, and Stewartstown
- Completed pavement rehabilitation of I-93 in Canterbury, Northfield, Thornton, and Woodstock
- Completed roadway and intersection improvements on US 3 and NH 25 in Meredith
- Provided construction oversight for all Major Projects
- At the end of FY 2019 personnel provided construction oversight on 107 active contracts with a total construction value of \$608M



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$10.7 M	\$6.8 M	\$3.0 M			\$0.9 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$10.4 M	\$5.9 M	\$3.2 M			\$1.3 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Project Development

3036 - SPR Research (Materials & Research) - Fund 015

Within the Bureau of Materials & Research, the Bureau 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 (Part 2) funding, which is a small portion of the Federal Highway Aid provided to the Department, is utilized by the Bureau to undertake this work. The Bureau staff also coordinates research efforts with other states throughout the country on pooled-fund studies.



Major Accomplishments in FY 2019 included:

- Prioritized eight (8) research topics that established the 2019 SPR2 Work Program. Research topics included investigating a way to improve our Department's practice for determining the infiltration characteristics of soils used for designing stormwater best management practices (BMPs); monitoring and identifying the benefits of natural instream structures to replace conventional armoring for stream banks; and conducting rockfall experiments with a smart rock (sensor system equipped with accelerometer and gyroscope) to calibrate a model for rockfall simulation.
- Committed continuation funding to three (3) Transportation Pooled Fund Projects varying in participation with 42 other states and one new TPF for a 'Connected Vehicle Study'.
- Released the NHDOT's Decade of Innovation Viewer to provide information on the Department's innovative initiatives that have been put into practice statewide. The viewer is available on the Department's website under the Project Center menu.
- Partnered with the other New England states in a regional selection of research topics on bridges and erosion modeling.
- Submitted implementation plans to FHWA for eight (8) Every Day Counts Round 5 (EDC5) innovations. The selected innovations will be implemented at various stages over the next two (2) years.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M		\$0.4 M			
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.6 M		\$0.6 M			

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Project Development

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

Personnel within the Bureau of ROW manage the Stickney Avenue facility in Concord. The Bureau uses a property management company to perform the maintenance and oversee the complex. The budget is self-funded and based upon the lease amounts collected from two State agencies leasing space from the DOT at this facility. The facility will not be offering storage space after December 31, 2019 except for the remaining two lease tenants whose leases expire on June 30, 2020. Once vacant, the Department will no longer have self-funding resources to pay for ongoing expenses such as the fire alarm system required by the City of Concord, utilities such as gas and electricity, or the decommissioning of the two boilers in the main building. The Department intends to move forward with an extensive hazardous waste assessment, so disposal options can be further considered depending upon available funding. This is the former site of the Bureau of Materials and Research, and the Bureau of Mechanical Services.



Accomplishments in 2019:

- There are seven (7) State agencies and several DOT Bureaus utilizing space at this facility.
- ROW personnel responded to approximately five (5) maintenance requests, 1 of which was an emergency.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M					\$0.1 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M					\$0.1 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Division of Project Development

3375 - Asset Management, Performance and Strategies (AMPS) - Fund 015

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	0	0	0	0	0	4	5

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. The current focus is on bridges, pavements, and culverts & closed drainage systems.

Major accomplishments in FY 2019 included:

- Completion of the Asset Management Plan for Pavement and Bridges on the National Highway System and submission to the Federal Highway Administration.
- Development and publication of a Request For Proposals for an integrated Work Order, Fleet, and Inventory system for the Department.
- Continued coordination of the culverts and closed drainage system (CCDS) asset collection program.
- Maintenance, support, and enhancement of a decision support tool to identify priorities for investments in bridges.
- Continued enhancements to the bridge & pavement management systems.
- Monitoring Department performance over more than 80 key performance indicators.
- Ensure compliance with Federal performance measure reporting and requirements.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$0.5 M	\$0.5 M				
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M	\$0.4 M				

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Turnpikes System

2055 - Welcome Centers and Rest Areas - Fund 017

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	0	0	0	0	0	0	0

The operation of the rest areas throughout the state was legislatively assigned to the Department of Business and Economic Affairs (DBEA). Three of these rest areas are located on the Turnpike System on I-93 Northbound (NB) and Southbound (SB) in Hooksett and on I-95 NB in Seabrook. The Bureau of Turnpikes continues to have responsibility for the facilities maintenance of the Seabrook facility as part of the construction program. Bureau of Turnpikes' staff was heavily involved with the redevelopment of the Hooksett Rest Areas on I-93 which have been a highlight of public-private partnerships in the State.

In FY14, a unique 35-year ground lease contract was executed in a public-private partnership between the State and a private group, which required the developer/operator to design, build, finance, maintain, and operate the Hooksett Welcome Center facilities (with the exception of the new Liquor and Wine Outlet stores that are owned and operated by the NH Liquor Commission). Construction on both the Northbound (NB) and Southbound (SB) sites began in October 2013 and were completed in 2015 with annual visitors currently exceeding 3.9 million per year. DBEA will continue to staff and operate the Visitor Centers that are located in each Hooksett facility.



FY 19 Hooksett Facilities - North and South combined (figures rounded)

- 8,114,000 gallons of fuel sold
- \$8,673,000 in food sales
- \$10,787,000 in sales at convenience stores
- The vendor has incurred receipts resulting in \$1,016,000 in rent/lease fees to the Turnpike System.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$1.0 M			\$1.0 M		
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.9 M			\$0.9 M		

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Turnpikes System

7022 - Administration-Support (Turnpikes) - Fund 017

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	36	35	35	35	40	41	41

The Turnpike System consists of 89 miles of limited access highway comprising a total of approximately 658 lane miles, 172 bridges, 49 interchanges, and 26 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.

Major accomplishments in FY 2019 included:

- Financial section has produced 4,175 account receivable transactions, 6,214 account payable transactions and conducted 35,923 personnel audits on toll staff.
- R & R Projects Advertised included:
 - Two Resurfacing projects in excess of \$7.9 million construction cost.
 - Turnpikes Administration Building Renovations (\$3.2 million).
- Asset Management
 - Mapped Turnpike curbing in preparation of MS4 requirements.
 - SADES Culverts and Closed drainage completed collection effort is approximately 19%.
- Safety and Environmental
 - Updated procedures relating to injury and incident reporting.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$9.1 M			\$9.1 M		
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$9.0 M			\$9.0 M		

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Turnpikes System

7026, 7031, 7036 – Toll Operations (Turnpikes) - Fund 017

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	133	121	121	121	107	107	107

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.



Major accomplishments in FY 2019 include:

- Processed 23.7 million in cash transactions.
- Developed internal AET transition plan for Dover/ Rochester plazas.
- Began our Speed Control project effort at our plazas by hiring State Police to enforce Speed Limit within the plaza area. This project is tracking data prior to and after State Police enforcement at various time periods.

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$8.6 M			\$8.6 M		
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$8.2 M			\$8.2 M		

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Turnpikes System

7027, 7032, 7037 – Maintenance (Turnpikes) - Fund 017

Authorized Positions	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	52	52	52	52	57	57	57

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.

Major accomplishments in FY 2019 included:

- Maintained more than 2,182 feet of drainage | Repaired /replaced more than 6,515 feet of guardrail
- Cleared 1.6 acres of brush and trees | Mowed more than 1,327 shoulder miles



- Plowed and treated approximately 227,000 lane miles during 23 storm events throughout the winter season
- Motorist Safety Patrol made more than 3,313 stops including assistance to travelers, responding to minor incidents, and traffic control
- Cleaned more than 4,091 catch basins and manholes
- 6,820 SF of Graffiti Removal | 647 Miles of Sweeping completed
- To meet Fire code, construction of sleeping quarters in Nashua, Merrimack, and Hooksett sheds

Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$7.7 M			\$7.6 M		\$0.1 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$8.6 M			\$8.5 M		\$0.1 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Turnpikes System

7050 – Toll Collection (Turnpikes) - 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.

Major accomplishments in FY 2019 included:

- Processed more than 99 million E-ZPass transactions
- Serviced 617,241 NH E-ZPass accounts including 821,740 transponders
- Issued 2,009 DMV holds from NH, ME and MA, and collected \$452,212 in tolls and fees related to DMV holds
- Continued design and implementation of E-ZPass Back Office System with Cubic
- E-ZPass Vendor implemented a Customer Service Survey and enhanced their training for their Customer service representative for improved service



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$15.6 M			\$15.6 M		
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$13.2 M			\$13.2 M		

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Turnpikes System

7515 - Transponder Inventory Fund (Turnpikes) - 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.

At the end of FY 2019, a NH E-ZPass transponder for passenger vehicles sold for \$7.40



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
\$1.0 M			\$0.1 M		\$0.9 M
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$0.7 M					\$0.7 M

FY 2018 & 2019 Operating Results - Budgeted Account Summary

Turnpikes System

8117 - Compensation Benefits (Turnpikes) - 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 FY19	Highway	Federal Aid	Turnpikes	General	Other
\$1.0 M			\$1.0 M		
Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
\$1.0 M			\$1.0 M		

FY 2019 Operating Results

Expenses by Discretionary and Non-Discretionary

FY 2019 Actual (\$ millions)

Unaudited - Budgetary	Fund			Total All Funds	
Description	General 010	Highway 015*	Turnpike 017	\$	%
Budgeted Operating Expenses - Discretionary					
Administration - Executive Office		\$ 2.5		\$ 2.5	
Division of Finance		\$ 3.2		\$ 3.2	
Division of Policy & Admin.		\$ 1.9		\$ 1.9	
Division of Highway Operations		\$ 74.2		\$ 74.2	
Turnpikes System			\$ 41.9	\$ 41.9	
Division of Project Development		\$ 37.8		\$ 37.8	
Aero, Rail and Transit - Fund 010	\$ 12.9			\$ 12.9	
Division of Aero, Rail & Transit - Fund 015		\$ 0.1		\$ 0.1	
Total Discretionary Operating Expenses	\$ 12.9	\$ 119.7	\$ 41.9	\$ 174.5	66.63%
Budgeted Operating Expenses - Non-Discretionary					
Other Non-Discretionary					
Division of Highway Operations					
Winter Maintenance		\$ 54.5		\$ 54.5	
Other Highway Programs					
2939 - Transfer's to Other Agencies		\$ 9.0		\$ 9.0	
2940 - General Fund Overhead		\$ 2.2		\$ 2.2	
Benefits - Fund 015					
2941 - Special Retirement Health		\$ 7.2		\$ 7.2	
2941 - Worker's Compensation		\$ 1.7		\$ 1.7	
Benefits - Fund 017					
8117 - Special Retirement Health			\$ 0.6	\$ 0.6	
8117 - Worker's Compensation			\$ 0.3	\$ 0.3	
7515 - Transponder Inventory Fund			\$ 1.0	\$ 1.0	
Total Other Non-Discretionary Operating Expenses	\$ -	\$ 74.6	\$ 1.9	\$ 76.5	29.21%
2938 - Debt Service		\$ 10.9		\$ 10.9	
Total Operating Debt Service	\$ -	\$ 10.9	\$ -	\$ 10.9	4.16%
Total Non-Discretionary Operating Expenses	\$ -	\$ 85.5	\$ 1.9	\$ 87.4	33.37%
Total Budgeted Operating Expenses	\$ 12.9	\$ 205.2	\$ 43.8	\$ 261.9	100.00%

Source: Statement of Appropriations

* Fund 015 includes source of funds:

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

FY 2019 OPERATING RESULTS

FY 2019 Operating Results

Expenditures by Program/Function FY 2019 Actual (\$ millions)

Unaudited - Budgetary		Fund			Total All Funds	
AU	Description	General 010	Highway 015*	Turnpike 017	\$	%
Budgeted Aeronautics, Railroad & Public Transportation						
Aeronautics						
	Operations & Maintenance					
2107	Operations & Maintenance	\$ 0.9			\$ 0.9	
Total Aeronautics Operations & Maintenance		\$ 0.9	\$ -	\$ -	\$ 0.9	0.34%
Public Transportation						
	Operations & Maintenance					
2050, 2916	Operations & Maintenance	\$ 11.7			\$ 11.7	
Total Public Transportation Operations & Maintenance		\$ 11.7	\$ -	\$ -	\$ 11.7	4.47%
Railroad						
	Operations & Maintenance					
2931, 2936	Operations & Maintenance	\$ 0.3			\$ 0.3	
Total Railroad Operations & Maintenance		\$ 0.3	\$ -	\$ -	\$ 0.3	0.11%
Other (Administration)						
	Operations & Maintenance					
2049/2058/3030	Division of Aero, Rail & Transit		\$ 0.1		\$ 0.1	
Total Other (Administration)		\$ -	\$ 0.1	\$ -	\$ 0.1	0.04%
Total Budgeted Aeronautics, Railroad and Public Transportation Exp's		\$ 12.9	\$ 0.1	\$ -	\$ 13.0	4.96%
Budgeted Roads & Bridges						
Roads & Bridges						
	Operations & Maintenance					
	Operations and Maintenance		\$ 128.7	\$ 41.9	\$ 170.6	
	Maintenance					
	Road Maintenance		\$ 22.2	\$ 6.2	\$ 28.4	
	Building Maintenance		\$ 6.0	\$ 0.7	\$ 6.7	
	Equipment Maintenance		\$ 4.9	\$ 0.5	\$ 5.4	
	Other Maintenance		\$ 2.9	\$ 8.7	\$ 11.6	
	3008 - Bridge Maintenance		\$ 7.3		\$ 7.3	
	Winter Maintenance		\$ 54.5		\$ 54.5	
	Operations					
	3005 - Mechanical Services (less State Equip for Winter)		\$ 7.7		\$ 7.7	
	3009 - Traffic Operations		\$ 8.3		\$ 8.3	
	2055/5033 - Welcome Center		\$ 1.5	\$ 1.0	\$ 2.5	
	Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034		\$ 13.4		\$ 13.4	
	7022 - Turnpike Administration Support			\$ 9.1	\$ 9.1	
	7050 - Turnpike Toll Collections			\$ 15.7	\$ 15.7	
	Division of Project Development (Engineering)	\$ -	\$ 37.8	\$ -	\$ 37.8	
Total Roads & Bridges Operations & Maintenance and Project Development		\$ -	\$ 166.5	\$ 41.9	\$ 208.4	
Debt Service						
2938	GO Bond Debt Service		\$ 10.9		\$ 10.9	
Total Roads & Bridges Debt Service		\$ -	\$ 10.9	\$ -	\$ 10.9	
Total Budgeted Roads & Bridges and Debt Service Operating Expenses		\$ -	\$ 177.4	\$ 41.9	\$ 219.3	83.73%
Budgeted Other (Administration)						
	Operations & Maintenance					
3038	Executive Office		\$ 2.5		\$ 2.5	
3001	Division of Finance		\$ 3.2		\$ 3.2	
2056/3017/3027/5031	Division of Policy & Admin		\$ 1.9		\$ 1.9	
2939	Transfer's to Other Agencies		\$ 9.0		\$ 9.0	
2940	General Fund Overhead		\$ 2.2		\$ 2.2	
2941	Unemployment, Workers Comp, Retiree's Health		\$ 8.9		\$ 8.9	
7515	Transponder Inventory Fund			\$ 1.0	\$ 1.0	
8117	Unemployment, Workers Comp, Retiree's Health			\$ 0.9	\$ 0.9	
Total Budgeted Other (Administration)		\$ -	\$ 27.7	\$ 1.9	\$ 29.6	11.30%
Total Budgeted Roads & Bridges, Debt Service, and Administrative Exp's		\$ -	\$ 205.1	\$ 43.8	\$ 248.9	95.04%
Total Budgeted Operating Expenses		\$ 12.9	\$ 205.2	\$ 43.8	\$ 261.9	100.00%

Source: Statement of Appropriations

* Fund 015 includes source of funds:

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

FY 2019 Operating Results

Highway Fund 15 Expenditures** Discretionary and Non-Discretionary FY 2019 through FY 2017 Actuals (\$ millions)

Unaudited - Budgetary	FY 2019 Actual	% of Total	FY 2018 Actual	% of Total	FY 2017 Actual	% of Total
Description						
Budgeted Operating Expenses - Discretionary						
Administration (Executive Office)	\$ 2.5		\$ 2.2		\$ 2.1	
Division of Finance	\$ 3.2		\$ 3.1		\$ 3.1	
Division of Policy & Admin.	\$ 1.9		\$ 2.1		\$ 2.2	
Division of Highway Operations (See Below)	\$ 74.2		\$ 79.6		\$ 70.2	
3007 - Highway Maintenance (See Below)	\$ 36.0		\$ 36.0		\$ 36.5	
3007 - Road Maintenance	\$ 22.2		\$ 23.6		\$ 24.0	
3007 - Building Maintenance	\$ 6.0		\$ 5.4		\$ 5.4	
3007 - Equipment Maintenance	\$ 4.9		\$ 4.4		\$ 4.7	
3007 - Other Maintenance	\$ 2.9		\$ 2.6		\$ 2.4	
3008 - Bridge Maintenance	\$ 7.3		\$ 7.1		\$ 7.6	
3005 - Mechanical Services	\$ 7.7		\$ 9.3		\$ 10.4	
3009 - Traffic Operations	\$ 8.3		\$ 8.2		\$ 8.3	
5033 - Welcome Ctrs & Rest Area	\$ 1.5		\$ 1.3		\$ 1.6	
Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034 (see below)	\$ 13.4		\$ 17.7		\$ 5.9	
3031 - Reimbursable Maintenance & Repair	\$ 1.4		\$ 5.2		\$ 0.3	
3048 - Maintenance - Critical Repair	\$ 0.4		\$ 0.5		\$ 0.6	
3052 - Transportation Management Center	\$ 2.2		\$ 2.1		\$ 2.2	
3055 - Inmate Maintenance Crew	\$ 0.1		\$ 0.1		\$ 0.1	
3066 - Salted Wells	\$ 0.2		\$ 0.2		\$ 0.2	
3198 - Fuel Distribution	\$ 6.8		\$ 7.6		\$ 0.6	
5032 - Oversize & Overweight Permits	\$ 0.3		\$ 0.3		\$ 0.3	
5034 - Lift Bridge Operations	\$ 2.0		\$ 1.7		\$ 1.7	
Division of Project Development						
3021, 3025, 3028, 3032, 3033, 3034, 3035, 3036, 3037, 3060	\$ 37.8		\$ 36.0		\$ 35.7	
Division of Aero, Rail & Transit	\$ 0.1		\$ 0.2		\$ 0.2	
Total Budgeted Discretionary Operating Expenses	\$ 119.7	58.33%	\$ 123.2	59.55%	\$ 113.5	57.73%
Budgeted Operating Expenses - Non-Discretionary						
Other Non-Discretionary						
Division of Highway Operations						
Winter Maintenance	\$ 54.5		\$ 51.2		\$ 52.1	
Other Highway Programs						
3018-2939 - Transfer's to Other Agencies	\$ 9.0		\$ 7.8		\$ 7.5	
8081/2940 - General Fund Overhead	\$ 2.2		\$ 2.5		\$ 2.7	
Benefits						
3016/2941 - Special Retirement Health	\$ 7.2		\$ 8.6		\$ 8.6	
8115/2941 - Worker's Compensation	\$ 1.7		\$ 1.3		\$ 1.1	
Total Budgeted Non-Discretionary Operating Exp's	\$ 74.6	36.35%	\$ 71.4	34.51%	\$ 72.0	36.62%
Debt Service						
7891/2938 - Debt Service	\$ 10.9		\$ 12.3		\$ 11.1	
Total Debt Service	\$ 10.9	5.31%	\$ 12.3	5.94%	\$ 11.1	5.65%
Total Non-Discretionary Operating Expenses	\$ 85.5	41.67%	\$ 83.7	40.45%	\$ 83.1	42.27%
Total Budgeted Disc. & Non-Disc. Operating Exp's	\$ 205.2	100.00%	\$ 206.9	100.00%	\$ 196.6	100.00%
Non-Budgeted Operating Expenses - Non-Discretionary						
3070 - Parts Inventory*					\$ 1.4	
3071 - Motor Fuel inventory*					\$ 8.8	
Total Non-Budgeted Operating Expenses	\$ -	-	\$ -		\$ 10.2	
Total DOT Operating Expenses	\$ 205.2		\$ 206.9		\$ 206.8	

Source: Statement of Appropriations

* Not budgeted, in FY 2018 appropriated through Budget process.

** Fund 015 includes source of funds:

Highway Funds (Unrestricted)

Federal Funds

Other Funds

FY 2019 Operating Results

Highway Fund 15 Expenditures**

Program/Function

FY 2019 through FY 2017 Actuals (\$ millions)

Unaudited - Budgetary		FY 2019	% of	FY 2018	% of	FY 2017	% of
AU	Description	Actual	Total	Actual	Total	Actual	Total
Budgeted Aeronautics, Rail & Transit							
Operations & Maintenance							
2049/2058/3030	Division of Aero, Rail & Transit	\$ 0.1		\$ 0.2		\$ 0.2	
Total Budgeted Aero., Railroad and Public Transportation Operating Exp's		\$ 0.1	0.05%	\$ 0.2	0.10%	\$ 0.2	0.10%
Budgeted Roads & Bridges							
Operations & Maintenance							
Division of Highway Operations		\$ 128.7		\$ 130.8		\$ 122.4	
Maintenance							
3007 - Road Maintenance		\$ 22.2		\$ 23.6		\$ 24.0	
3007 - Building Maintenance		\$ 6.0		\$ 5.4		\$ 5.4	
3007 - Equipment Maintenance		\$ 4.9		\$ 4.4		\$ 4.7	
3007 - Other Maintenance		\$ 2.9		\$ 2.6		\$ 2.4	
3008 - Bridge Maintenance		\$ 7.3		\$ 7.1		\$ 7.6	
Winter Maintenance		\$ 54.5		\$ 51.2		\$ 52.1	
Operations							
3005 - Mechanical Services		\$ 7.7		\$ 9.3		\$ 10.4	
3009 - Traffic Operations		\$ 8.3		\$ 8.2		\$ 8.3	
5033 - Welcome Center		\$ 1.5		\$ 1.3		\$ 1.6	
Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034		\$ 13.4		\$ 17.7		\$ 5.9	
Division of Project Development (Engineering)		\$ 37.8		\$ 36.0		\$ 35.7	
Total Budgeted Roads & Bridges Operations & Maintenance		\$ 166.5	81.14%	\$ 166.8	80.62%	\$ 158.1	80.42%
Debt Service							
2938	GO Bond Debt Service	\$ 10.9		\$ 12.3		\$ 11.1	
Total Budgeted Roads & Bridges Debt Service		\$ 10.9	5.31%	\$ 12.3	5.94%	\$ 11.1	5.65%
Total Budgeted Roads & Bridges		\$ 177.4	86.45%	\$ 179.1	86.56%	\$ 169.2	86.06%
Budgeted Other (Administration)							
Operations & Maintenance							
3038	Executive Office	\$ 2.5		\$ 2.2		\$ 2.1	
3001	Division of Finance	\$ 3.2		\$ 3.1		\$ 3.1	
	Division of Policy & Admin	\$ 1.9		\$ 2.1		\$ 2.2	
2939	Transfer's to Other Agencies	\$ 9.0		\$ 7.8		\$ 7.4	
2940	General Fund Overhead	\$ 2.2		\$ 2.5		\$ 2.7	
2941	Unemployment, Workers Comp, Retiree's Health	\$ 8.9		\$ 9.9		\$ 9.7	
Total Budgeted Other Operations & Maintenance (Administration)		\$ 27.7	13.50%	\$ 27.6	13.34%	\$ 27.2	13.84%
Total Budgeted Roads & Bridges and Other (Administration)		\$ 205.1	99.95%	\$ 206.7	99.90%	\$ 196.4	99.90%
Total Budgeted Highway Fund		\$ 205.2	100.00%	\$ 206.9	100.00%	\$ 196.6	100.00%
Non-Budgeted Operating Expenses							
3070	Parts Inventory*					\$ 1.4	
3071	Motor Fuel Inventory*					\$ 8.8	
Total Non-Budgeted Operating Expenses		\$ -		\$ -		\$ 10.2	
Total DOT Operating Expenses		\$ 205.2		\$ 206.9		\$ 206.8	

Source: Statement of Appropriations

* Not budgeted, in FY 2018 & FY 2019 appropriated through Budget process.

** Fund 015 includes source of funds:

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

FY 2019 Operating Results

Highway Fund 15 Expenditures Program/Function by Source of Funds FY 2019 Actual (\$ millions)

Unaudited - Budgetary		Highway Funds	% of Total	Federal Funds	% of Total	Other Funds	% of Total	2019 Actual Total	% of Total
AU	Description								
Budgeted Other (Administration)									
Operations & Maintenance									
2049/2058/3030	Division of Aero, Rail & Transit	\$ 0.1						\$ 0.1	
Total Budgeted Aeronautics, Railroad and Public Transportation Exp's		\$ 0.1	0.06%	\$ -	0.00%	\$ -	0.00%	\$ 0.1	0.05%
Budgeted Roads & Bridges									
Operations & Maintenance									
Division of Highway Operations (see below)		\$ 111.2		\$ 8.6		\$ 8.9		\$ 128.7	
Maintenance									
3007 - Road Maintenance		\$ 22.2						\$ 22.2	
3007 - Building Maintenance		\$ 6.0						\$ 6.0	
3007 - Equipment Maintenance		\$ 4.9						\$ 4.9	
3007 - Other Maintenance		\$ 2.9						\$ 2.9	
3008 - Bridge Maintenance		\$ 3.1		\$ 3.4		\$ 0.8		\$ 7.3	
Winter Maintenance		\$ 54.5						\$ 54.5	
Operations									
3005 - Mechanical Services		\$ 6.4				\$ 1.3		\$ 7.7	
3009 - Traffic Operations		\$ 4.4		\$ 3.6		\$ 0.3		\$ 8.3	
5033 - Welcome Center		\$ 1.5						\$ 1.5	
Other Highway Operations: Includes 3031; 3048; 3052; 3055; 3066; 3198; 5032; 5034		\$ 5.3		\$ 1.6		\$ 6.5		\$ 13.4	
Division of Project Development (Engineering)		\$ 17.1		\$ 18.0		\$ 2.7		\$ 37.8	
Total Budgeted Roads & Bridges Operations & Maintenance		\$ 128.3	78.09%	\$ 26.6	93.01%	\$ 11.6	94.31%	\$ 166.5	81.14%
Budgeted Debt Service									
2938	GO Bond Debt Service	\$ 10.9						\$ 10.9	
Total Budgeted Roads & Bridges Debt Service		\$ 10.9	6.63%	\$ -	0.00%	\$ -	0.00%	\$ 10.9	5.31%
Total Budgeted Roads & Bridges Operating Expenses		\$ 139.2	84.72%	\$ 26.6	93.01%	\$ 11.6	94.31%	\$ 177.4	86.45%
Budgeted Other (Administration)									
Budgeted Operations & Maintenance									
3038	Executive Office	\$ 1.6		\$ 0.7		\$ 0.2		\$ 2.5	
3001	Division of Finance	\$ 1.9		\$ 0.9		\$ 0.4		\$ 3.2	
2056, 3017, 3027, 5031	Division of Policy & Admin	\$ 1.5		\$ 0.4				\$ 1.9	
2939	Transfer's to Other Agencies	\$ 8.9				\$ 0.1		\$ 9.0	
2940	General Fund Overhead	\$ 2.2						\$ 2.2	
2941	Unemployment, Workers Comp, Retiree's Health	\$ 8.9						\$ 8.9	
Total Budgeted Other (Administration) Operating Expenses		\$ 25.0	15.22%	\$ 2.0	6.99%	\$ 0.7	5.69%	\$ 27.7	13.50%
Total Budgeted Highway Fund Operating Expenses		\$ 164.3	100.00%	\$ 28.6	100.00%	\$ 12.3	100.00%	\$ 205.2	100.00%

Source: Statement of Appropriations

Municipal Aid and Construction



Municipal Aid and Construction - Budgeted Account Summary

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Municipal Aid and Construction - Budgeted Account Summary

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Municipal Aid and Construction - Budgeted Account Summary

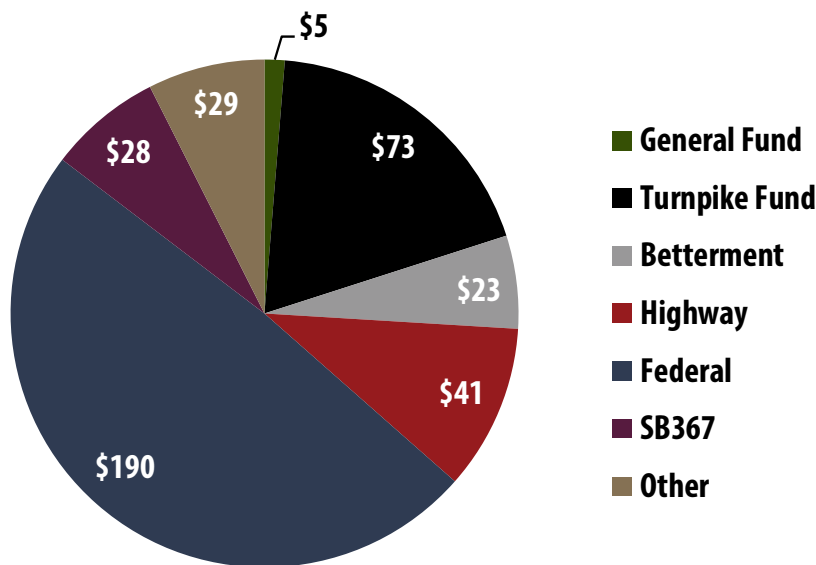
Municipal Aid and Construction Expenses

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 and State Aid Highway Programs
- State Planning And Research (SPR)
- Betterment Program
- SB 367 Construction program
- Consolidated Federal Aid Program and Municipal Aid - Federal
- GARVEE Bonded Construction and 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 2019 for Municipal Aid and Construction is below:

Municipal Aid and Construction Expenses FY19 - Actual (in Millions)



Funding Sources

Investment Levels	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$363.0 M	\$40.8 M	\$189.6 M	\$72.0 M	\$23.0 M		\$27.8 M	\$9.8 M
	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$405.9 M	\$37.7 M	\$192.3 M	\$73.7 M	\$20.9 M	\$30.0 M	\$23.7 M	\$27.6 M

Municipal Aid and Construction - Budgeted Account Summary

Major Project Highlights

Bridge Programs

The NHDOT manages an inventory of about 2,160 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 (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 7 construction contracts for bridge maintenance and preservation, designed and/or developed by Bridge Design staff, involving 15 bridges with construction costs totaling \$ 50.9 M related to the following projects: Barnstead 41301, Bethlehem 41901, Haverhill 41297, Hopkinton 41303, Portsmouth-New Castle 41253, Portsmouth, NH-Kittery, ME 16189, and Warner 40512. Additional maintenance and preservation was performed by Bridge Maintenance personnel.
- **Bridge Rehabilitation/Replacement Program:** There were 9 construction contracts for bridge rehabilitation and replacement, designed and/or developed by Bridge Design staff, involving 11 bridges with construction costs totaling \$47.7M, related to the following projects: Alstead 20817, Conway 15864, Durham 16236, Franconia 24497, Laconia 16144, Lancaster, NH-Guildhall, VT 16155, Lebanon 25821, Ossipee 14749, and Portsmouth 27690.



Municipal Aid and Construction - Budgeted Account Summary

Major Project Highlights

Paving Programs

The State Highway System consists of about 4,600 miles of roadway, and is one of the Department's largest and most important assets. The Department strives to resurface at least 500 miles, or about 10% of the network, each year. The 2018 calendar year paving program planned approximately 622 miles of roadway resurfacing and approximately 162 miles of pavement crack sealing work. The program employs a balanced strategy that focuses on



preserving roadways that are in good condition, rehabilitating high volume roadways to restore them to good condition, or applying a thin ($\frac{3}{4}$ ") low cost light capital paving overlay to lower volume roadways to maintain serviceability.

For the year, over 66 miles of roadway were resurfaced in 2018, due to carry-over and on-shelf projects from previous program years. Those miles included 158 miles of preservation, 336 miles of light capital paving, 92 miles of roughness paving, and 75 miles of rehabilitation. Over 149 miles of roadway were crack sealed. Resurfacing and crack sealing highlights included:

- Nine resurfacing contracts were advertised across the 6 Highway Maintenance Districts in the State accounting for most of the paving miles.
- Approximately 15 miles of resurfacing along US Route 3 in Pittsburg, along with the resurfacing of Mountain Road/2nd NH Turnpike from Lempster to Unity, NH 63 from Chesterfield to Westmoreland, NH 119 from Winchester to Richmond, NH 122 from Hollis to Amherst, NH 102 from Derry to Raymond, Main Street in Candia, and NH 121 from Plaistow to Sandown.
- Rehabilitation of 1.3 miles of NH 149 in Deering, extending rehabilitation work that was completed in 2014. This project was unique because it involved the Department's first-time use of an emulsion stabilized reclaim process.
- Crack sealing two segments of Tier 1 (highest priority) roadways. One segment was along I-93 in the Towns of Ashland, Plymouth, Holderness, and Campton last rehabilitated in 2014 with 2-inch spot inlays under a 1-inch overlay. The other segment was along NH 101 in the Towns of Epping, Brentwood, and Exeter, which was last resurfaced with ARRA funds in 2009.
- Pavement preservation in three segments along I-89 totaling approximately 37 miles. Construction in the travelled way consisted of crack filling, micro-milling, and placing a bonded wearing course (BWC) overlay. BWC is ultra-thin hot mix asphalt applied over a thick polymer modified asphalt emulsion. The Department has been using BWC since 1998 and is expanding its use as a cost effective way to preserve NHS roads.

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 will be complete in 2020. To date, 27 of 28 construction projects have been awarded, and 21 of these are complete. Of the remaining projects to be constructed three will be complete in 2019 and three will be completed in 2020. The total construction cost for the 27 construction projects is \$572.8M. There is one project that remains to be advertised for construction to complete the corridor, at an estimated cost of \$10.5M.

Substantial construction activity took place from north of Exit 3 in Windham northerly to the I-293/I-93 split in Manchester. Considerable engineering efforts were completed for the design of the fourth lane from Salem to Manchester.

The following are this year's highlights:

- Work on I-93 from the weigh stations in Windham northerly to the Kendall Pond Road overpass in Derry (14633B) made significant progress on both the northbound and southbound barrels including the completion of bridge work, the majority of the ITS devices, and the majority of the construction of the northbound and southbound barrels. Three lanes of southbound traffic were opened from the south of Kendall Pond Road.
- Work on I-93 from the Kendall Pond Road overpass in Derry northerly to just north of the Ash Street Bridge (14633D) made significant progress on NH Route 102, Exit 4, I-93, Beaver Brook culverts and the Ash Street/Pillsbury Road Bridge. Work on NH Route 102 and on Ash Street/Pillsbury Road also made significant progress.
- Work on I-93 from just north of the Ash Street Bridge (14633I) made significant progress, including the reconstruction of the southbound barrel and completion of the I-93 Bridges over Stonehenge Road.
- Work on I-93 from just north of Exit 5 in Londonderry to the I-293 split in Manchester (14633H) made significant progress with drainage work, nearly completing the rock excavation (blasting), bridge widening work on the I-93 Bridge over Bodwell Road and Cohas Brook progressed, and the construction of soundwalls was completed.
- The second to last contract to construct from the Stateline to just north of Exit 1 was advertised in May 2019.



Municipal Aid and Construction - Budgeted Account Summary

Major Project Highlights

Spaulding Turnpike Improvements in Newington-Dover

Construction work continues to advance on the \$288.1 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 by 2022, 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 re-evaluation for the General Sullivan Bridge is underway and is anticipated to be completed in 2020 and construction to begin in 2021/22. 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 improvements will permit the next infrastructure investment for the Spaulding Turnpike to make improvements to the Dover and Rochester toll facilities.



The construction 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 - Completion in September 2017 (\$21.9)
- Dover, Spaulding Turnpike Improvements - Completion in October 2020 (\$70.6)
- General Sullivan Bridge Rehabilitation - Completion in November 2022 (\$32.3)
- Newington Maintenance Facility – Completion in summer of 2020 (\$6.0M)
- Dover & Rochester Toll Improvements - Completion in summer of 2022 (\$24.8M)

Municipal Aid and Construction - Budgeted Account Summary

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 NH'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 will perform 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 will also include 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 is anticipated to begin in December 2019. The project is expected to be completed in May 2022.

Municipal Aid and Construction - Budgeted Account Summary

Major Project Highlights

Ossipee 14749

This project will replace 3 Red List bridges and reconstruct or rehabilitate 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. This project will also reconfigure the northern intersection of NH 16 with NH 16B, and widen the shoulders across from Deer Cove Road and Newman Drew Road to improve safety.

Constructed in 1955, the existing 396'-span Bearcamp River bridge and 172'-span Bearcamp River flood relief structure will be replaced in their existing locations utilizing the innovative slide-in bridge construction technique. The new substructures will be constructed around the existing bridges and the new superstructures will be constructed on temporary supports adjacent to the roadway while it remains open to traffic. During two separate long-weekend road closures, the existing bridges will be removed and the new superstructures slid into place, completing the new bridges.



This project will also replace the 62'-span bridge over the Lovell River, constructed in 1950, in the existing location while maintaining traffic through the use of a diversion bridge. Replacement of this bridge will remove the existing load restriction on NH 16 and minimize the frequency of roadway overtopping during flood events.

The following are this year's highlights:

- Clearing and construction of access roads,
- Utility relocations,
- Construction of the Bearcamp Relief Bridge substructure.

Municipal Aid and Construction - Budgeted Account Summary

Major Project Highlights

Lebanon 15880

This is a 5.4 barrel mile section of I-89 that was originally constructed in the 1960's. A minor rehabilitation occurred in the 1980's consisting of a level and overlay and some cracksealing.

This project will complete a rehabilitation of the interstate pavement which will enable it to be preserved for many years to come. In addition to pavement rehabilitation, improvements consist of repairing/replacing of drainage pipe and catch basins, replacing the aging guardrail, and rehabilitation of 3 bridges, for a total project cost of \$15.6 million. This project began construction in the spring of 2018 and will be complete in late summer of 2019. Some of the key features this project will address are as follows:

- Rehabilitate 21.6 lane miles of pavement; cold plane 3" of pavement and place 2 ½" of high strength binder then 1 ½" wearing course overlay.
- Pavement overlay and ADA accessible ramp improvements at the southbound rest area.
- Rehabilitation of 3 bridges consisting of expansion joint and concrete substructure repair.
- Replacing 55,000 feet, sub-standard guardrail to conform to Manual for Assessing Safety Hardware (MASH) and installed 25 MASH compliant terminal end units.
- The closed storm drainage system was updated by
 - Rehabilitating/replacing 13,000 LF of drainage pipe
 - Replacing 27,000 LF of underdrain pipe

Municipal Aid and Construction - Budgeted Account Summary

Major Project Highlights

Roxbury-Sullivan, Route 9 Reconstruction

The Route 9 reconstruction project involves full roadway reconstruction and slope stabilization work beginning near the Granite Gorge ski area in Roxbury and continuing easterly for approximately 2.1 miles to the Centre Street intersection in Sullivan. The work includes tree removal on the steep ridgeline slopes and slope reduction to improve sight distances. The roadway reconstruction will also include significant drainage and guardrail improvements. Three bridges within the project limits will be worked on. The redlist bridge over Otter Brook, which was built in 1932 is being replaced. Maintenance and preservation work is going to be completed on the Centre Street bridge over Otter Brook in Sullivan and the Route 9 bridge over Hubbard Brook in Roxbury. A stone retaining wall on Route 9 is being removed and replaced with a stabilized slope. This work requires the relocation of a short portion of Houghton Ledge Road in Roxbury. Construction cost of the project is estimated at \$13.5 million.



Construction began in December 2017 and will be complete in July 2020. To date the relocation of Houghton Ledge Road is substantially complete with the retaining wall removed and a majority of the steep slope stabilization substantially complete. Drainage replacement and full roadway reconstruction for the 2.1 mile segment will continue through 2019 and 2020. The bridge work for the Route 9 bridge over Hubbard Brook in Roxbury is complete.

In 2019 the Route 9 bridge over Otter Brook is closed so the bridge can be replaced. Traffic is detoured around the area via local streets and other State routes. The bridge to be complete and open to traffic by the end of October 2019. Final paving and slope work will be completed in early 2020 as well as maintenance work on the Centre Street bridge.

Municipal Aid and Construction - Budgeted Account Summary

Major Project Highlights

Bedford 13953 – NH 101 Reconstruction

The \$18M construction project is designed to widen NH 101 from Wallace Road to NH 114, a length of approximately 2 miles. Before the project, this portion of NH 101 was 3 lanes wide and was frequently congested during busy travel times, carrying approximately 34,000 vehicles per day. The focus of the project is to widen this portion of NH 101 to 5 lanes. The project will also improve signalization and upgrade drainage and stormwater facilities. The road serves as a major link for the residents of Bedford as well as many commuters passing through the area.

The project advertised for construction in April 2017 and started with significant utility relocations. Construction has been ongoing with the road open to daily traffic needs.

Project highlights are:

- Roadway work completed on north side of NH 101 from Liberty Hill Road to Wallace
- Traffic is traveling on the newly constructed north side of NH 101 in this area
- Drainage improvements are 90% complete and will be completed in early Fall 2019
- Excavation of muck between Meetinghouse Road and Liberty Hill Road is complete
- Ledge removal in the area of Liberty Hill Road
- Due to the local and regional significance of the project, a Smart Work Zone is being utilized to allow NHDOT to be responsive to the needs of the motoring public and provide real time traffic information to the travelers on the corridor.



Municipal Aid and Construction - Budgeted Account Summary

Major Project Highlights

Walpole-Charlestown, Route 12 Reconstruction

The Route 12 reconstruction project involves full roadway reconstruction and slope stabilization work to allow widening to the west. The project begins in Walpole at the Main Street intersection and continues northerly for approximately 2.75 miles to the intersection with Route 12A in Charlestown. The work includes full roadway reconstruction to provide 11 foot lanes and 5 foot shoulders to improve safety for motor vehicles, bicyclists and pedestrians. Work in the river will require the placement of armored stone slopes with surface vegetation, including native plant species. The roadway reconstruction will also include significant utility relocations, drainage improvements and stormwater management as well as guardrail improvements. Limited encroachment along the New England Central Railroad, which runs parallel to Route 12 for the length of the project, requires coordination and inspection by the railroad. Construction cost of the project is estimated at \$14.8 million.



Construction began in April 2018 and will be complete in August 2020. To date, slope armored along the entire project with work in the river is substantially complete. Some drainage replacement was complete in 2018.

In 2019 the Route 12 drainage and full roadway reconstruction will begin. Final paving and slope work will be completed by August 2020.

Municipal Aid and Construction - Budgeted Account Summary

Major Project Highlights

Warner 40512/42546

This is a 4.9 barrel mile section of I-89 that was originally constructed in the 1960's. A minor rehabilitation occurred in the 1990's consisting of a level and overlay and some cracksealing.

This project will complete a rehabilitation of the interstate pavement which will enable it to be preserved for many years to come. In addition to pavement rehabilitation, improvements consist of repairing/replacing of drainage pipe and catch basins, replacing the aging guardrail, and rehabilitation of 10 bridges, for a total project cost of \$14.0 million. This project began construction in the summer of 2019 and will be complete in late summer of 2020. Some of the key features this project will address are as follows:

- Rehabilitate 19.6 lane miles of pavement; cold plane 2" and then reclaim the remaining pavement 12" deep to create a new base for 8" of new pavement.
- Replacement of bridge expansion joints at 10 bridges.
- Replacing 42,000 feet, sub-standard guardrail to conform to Manual for Assessing Safety Hardware (MASH) and installed 51 MASH compliant terminal end units.
- The closed storm drainage system was updated by
 - Rehabilitating/replacing 7,000 LF of drainage pipe
 - Replacing 21,000 LF of underdrain pipe



Municipal Aid and Construction - Budgeted Account Summary

Major Project Highlights

Lancaster-Guildhall, US Route 2 Bridge Replacement

The US Route 2 Rogers' Rangers Bridge Replacement project over the Connecticut River between Lancaster, NH and Guildhall, Vermont involves replacement of the deteriorated bridge with a new bridge located upstream of the current location and remove the existing bridge upon shifting traffic to the new bridge. Construction cost of the project is estimated at \$11.0 million.

Construction began in March 2019 and will be complete in June 2021. To date the relocation of dwarf wedge mussels and archaeology efforts on the Vermont bank have slowed the overall project process. Trestle fabrication began in June 2019 to construct the new center pier. The Contractor has also placed the pre-load material on the NH side of the river in the location of the new abutment.

Traffic will be placed on the new 2-span steel girder bridge in the Fall of 2020.



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

In 2019 railroads that had been awarded loan funds in previous years continued to make loan repayments, as required by their loan agreement, and Bureau of Rail & Transit staff managed these previously funded projects by reviewing and managing loan repayments and processing releases of liens for projects that met the requirements.

Funding Sources

Investment Levels	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.2 M							\$0.2 M
	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.1 M							\$0.1 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 2019 included:

- Completed 9,390lf rail replacement project on the Groveton Branch Railroad Line in Northumberland;
- Completed subgrade excavation and installation of new ballast, rail and ties on the Concord-Lincoln Railroad line in Laconia, along the shore of Lake Winnepesaukee;
- Purchased and replaced approximately 5,000 ties and OTM (other track materials) on the state-owned railroad lines;
- Inspection of state-owned railroad bridges through a combination of engineering consultants, for large state-owned railroad bridges, and the NHDOT Railroad Operations Engineer, for smaller state-owned railroad bridges;
- Repaired state-owned railroad bridges with funding through the State Capital Budget with projects including the installation of new bridge timbers on several state-owned railroad bridges and replacement of underwater (support) piles on the Lakeport Lift Bridge in Laconia;
- Rebuilt and made repairs to public and private railroad crossings;
- Annual weed & brush control on active sections of state-owned railroad lines; and
- In accordance with RSA 228:69, I(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 \$71,635.

Funding Sources

Investment Levels	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.7 M							\$0.7 M
Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.7 M							\$0.6 M

Municipal Aid and Construction - Budgeted Account Summary

State and Federal Funded Municipal Aid

2942 – Municipal Bridge - Fund 015

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. This accounting unit has been discontinued and is reflected in AU 8910 moving forward. The project noted below is the last to be funded from this accounting unit as appropriation balances have been fully utilized.



Project Funded in FY 19:

- Salem – bridge replacement of South Policy St over Porcupine Brooke

Investment Levels	Funding Sources							
	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$2.5 M	\$2.5 M						
	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$5.0 M	\$5.0 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 FY2019, \$31,644,898 was distributed to the 234 municipalities throughout the state. Additional funds were also distributed with the same methodology and formula as part of AU 8910 SB367 Funding (see page 80).



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 FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$32.0 M	\$32.0 M						
	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$31.7 M	\$31.7 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 17 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
- Update and Development of Public Consultation Procedures
- Activities to develop and update the NH Ten Year Plan, Statewide Transportation Improvement Program, Bike/Ped and Transit Plan, and other plans are funded by this program.

Funding Sources

Investment Levels	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$5.1 M		\$5.1 M					
Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$4.8 M		\$4.8 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. A third source, the Safe Routes to School Program, is used to help communities develop infrastructure and non-infrastructure projects into school area neighborhoods. 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.

Five locally Administered projects were advertised by Municipalities for Construction in SFY 2019. The Department's target was eleven projects. Delays in design, ROW easement acquisition and permitting are the typical reasons that communities delay their projects.

Investment Levels	Funding Sources							
	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$7.6 M		\$7.6 M					
	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$10.2 M		\$10.2 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 91 sites and distributes on average approximately 1.4 million gallons of diesel fuel and gasoline on an annual basis to municipalities, counties, schools, and non-profits. 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 Fuel Distribution 3198.



Funding Sources

Investment Levels	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$2.8 M							\$2.8 M
	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$2.1 M							\$2.1 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, 11(b), Laws of 2017 appropriated \$6.8M from excess General Funds and Chapter 162:25, 11, Laws of 2018 appropriated \$10.4M from excess General Funds.

Towns advertised 15 State Bridge Aid projects in FY2019, ahead of the target of 9 bridges.

Projects with Expenses in FY2019 included:



- Amherst - Bridge Replacement-Horace Greeley Rd over Pulpit Brook-Br# 060/158
- Pelham - Bridge Replacement – Willow St over Beaver Brook Br# 105/069
- Lebanon - US-4 / NH 10 (Mechanic St) Bridge Rehabilitation over Mascoma River Br# 120/115
- Antrim - Bridge Replacement-West Street over Great Brook-Br# 173/075
- Berlin - Bridge Replacement-Hillside Avenue over Dead River-Br# 232/066
- Newport - Bridge Replacement-Coon Brook Road over South Branch Sugar River-Br# 147/036

Funding Sources

Investment Levels	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$3.5 M					\$3.5 M		
Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M							

Municipal Aid and Construction - Budgeted Account Summary

State Funded Construction

2929 – State Aid Construction - Fund 015

This program allows 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. However, projects selected prior to the FY 18-19 Budget did have funds encumbered prior to, and expenditures occurred against those projects in FY 2019, including:



- Northfield - Reconstruct and reclassify Sandogardy Pond Road from NH 132 south 2.24 miles to Canterbury Town Line
- Sanbornton - Reconstruct and reclassify Lower Bay
- Warner - Traffic Calming Measures at Exit 9
- Wolfeboro - Reconstruct NH 28 (Center Street) from Pickering Corner to Willow Street

(See table beginning on page 17 for additional information)

Funding Sources

Investment Levels	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$2.9 M	\$2.9 M						
	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.3 M	\$0.3 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 half of the Betterment program.
- Pavement Leveling - purchase of 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 FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$23.0 M				\$23.0 M			
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$20.9 M				\$20.9 M			

Municipal Aid and Construction - Budgeted Account Summary

State Funded Construction

3897 – State Bridge Construction - Fund 010

Chapter 162:25, 1, Laws of 2018 (HB1817) provided excess general funds to address five (5) State Red List Bridges.

The selected bridges were Franconia 24497, NH 18 over Lafayette Brook; Lebanon 25821, Mascoma Street over I-89; Jackson 27709, NH 16 over Ellis River; Lebanon 41191, Exit 19 bridges; Lyme, NH – Thetford, Vt 14460, East Thetford Road over Connecticut River; Manchester 28336, Queen City Bridge over I-293 and Merrimack River; Manchester 15401, Goffs Falls Road over B&M RR; and Laconia 40656, Court Street over Durkee Brook.

Franconia 24497 and Lebanon 25821 were advertised in fiscal year 2019.



Investment Levels	Funding Sources							
	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.7 M					\$0.7 M		
	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 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)



Investment Levels	Funding Sources							
	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.1 M	\$0.1 M						
	Actual FY18	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 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.



Investment Levels

Funding Sources

Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$27.8 M						\$27.8 M	
Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$23.7 M						\$23.7 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. 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) – Bridge related 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

Turnpike toll credits are the primary source of eligible non-cash match on these federally funded projects, which typically require state participation of 20%. The state should consider funding this match with state funds to increase investment in construction and improve infrastructure condition.

Funding Sources

Investment Levels	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$125.5 M	\$3.3 M	\$116.8 M					\$5.4 M
	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$107.6 M		\$103.6					\$4.0 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 lowest interest rate of any TIFIA loan in the country. 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 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 FY19, the Department has drawn \$137.3 million to pay for I-93 construction projects.



Funding Sources

Investment Levels	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$38.4 M		\$38.4 M					
Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$54.8 M		\$54.8 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 an astounding 1.26% interest rate with a total duration of 7 years. Debt service payments will be completed in 2025 for these issuances.

(See table beginning on page F17 for additional information)



		Funding Sources						
Investment Levels	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$18.8 M		\$18.8 M					
Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$18.9 M		\$18.9 M					

Municipal Aid and Construction - Budgeted Account Summary

Turnpike Funded Construction and Debt

7025 – Renewal and Replacement - Fund 017

The Renewal and Replacement (R&R) program allows for the continued maintenance of Turnpike's 89 miles of roadway (658 lane miles) and 172 bridges along the Everett, Blue Star and Spaulding Turnpikes. In addition, these assets include drainage structures, guardrail, lighting, signage and building and grounds facilities, such as maintenance sheds, toll plazas, rest areas and an administration building.

The Turnpike System funds the R&R investment program from budgeted appropriations at levels based on independent engineer recommendations. Appropriations for the R&R program do not lapse and are carried forward to subsequent years. Non-invested prior fiscal year appropriations are available in future fiscal years.

Turnpike Road condition based on International Roughness Index (IRI) for CY 2018 was 93.7% Good, 5.3% Fair and 1.0% Poor. The number of Red List Bridges for Turnpikes was 5 in CY 2019 with Turnpike Bridges having an overall rating of 87% satisfaction. The condition of guardrail on turnpikes was 59% Good, 34% Fair, and 7% poor while 63% of the guardrail end units are MASH compliant.



In 2019, 5 projects were advertised and built. Projects included paving, bridge and building rehabilitation, guardrail, and drainage repairs. (See table beginning on page F17 for additional information)

Funding Sources

Investment Levels	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$9.3 M			\$9.3 M				
Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$8.4 M			\$8.4 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, 2019 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 June 24, 2015, the Turnpike System issued the 2015 Series A (Series A) revenue bond through competitive sale. The Turnpike System sold \$45.8 million in federally tax-exempt bonds. Proceeds from the Series A issue were used to finance the Turnpike System Capital Improvement Program. The Series A bonds mature over eight years, carrying coupons ranging from 4-to-5 percent, and sold with an overall total interest cost of 2.1 percent.

(See table beginning on page F17 for additional information)



Funding Sources

Investment Levels	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$45.5 M		\$2.9 M	\$42.6 M				
Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$37.5 M		\$3.0 M	\$34.5 M				

Municipal Aid and Construction - Budgeted Account Summary

Turnpike Funded Construction and Debt

7500, 7507, 7513, 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 FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$20.7 M			\$19.8 M				\$0.9 M
Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$27.7 M			\$27.6 M				\$0.1 M

Municipal Aid and Construction - Budgeted Account Summary

Turnpike Funded Construction and Debt

7511 - Toll Collection Equipment - Fund 017

A wide range of equipment is utilized in the collection of tolls in both the cash lanes and the E-ZPass lanes. To continue regular collection and to improve efficiency, the equipment and systems that support them are upgraded systematically.

(See table beginning on page F17 for additional information)



Investment Levels	Funding Sources							
	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.3 M			\$0.3 M				
	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M							

Municipal Aid and Construction - Non-Budgeted

1843 – I-93 Construction Project - Fund 015

RSA 228-A authorizes the issuance of Grant Anticipation Revenue Vehicles (GARVEE) for the I-93 Salem to Manchester corridor. To date, GARVEE bonds have been issued as \$80M in 2010 Series A & B and \$115M in 2012 Series. Funds from those issuances are exclusively reserved for use on I-93 Salem to Manchester.

(See table beginning on page F17 for additional information)

Investment Levels	Funding Sources							
	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M	\$0.0 M						
	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.5 M	\$0.5 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)

Investment Levels	Funding Sources							
	Actual FY19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.4 M	\$0.4 M						
	Actual FY18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.3 M							\$0.3 M

Municipal Aid and Construction - Budgeted Account Summary

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

FY 2019 Actual (\$ millions)

Unaudited - Budgetary Description	Fund				Total All Funds	
	General 010	Highway 015**	Turnpike 017	Capital 030***	\$	%
Budgeted						
2934 - Railroad Rehab Loan Revolving	\$ 0.2				\$ 0.2	
Construction Debt Service						
7499 - Debt Service			\$ 45.5		\$ 45.5	
8683 - Garvee Bond Debt Service		\$ 18.8			\$ 18.8	
8910 - SB367 Debt Service/Issuance Costs		\$ 1.3			\$ 1.3	
Total Construction Debt Service	\$ 0.2	\$ 20.1	\$ 45.5	\$ -	\$ 65.8	17.12%
Municipal Aid						
2942 & 8910 - Municipal Bridge Program		\$ 5.4			\$ 5.4	
2943 & 8910 - Apportionment A - B (Block Grant)		\$ 36.2			\$ 36.2	
2944 - SPR Planning Funds		\$ 5.1			\$ 5.1	
2945 - Municipal Aid - Federal		\$ 7.6			\$ 7.6	
4965 - Municipal Fuel		\$ 2.8			\$ 2.8	
Total Municipal Aid	\$ -	\$ 57.1	\$ -	\$ -	\$ 57.1	14.86%
Construction						
Capital Projects - Fund 030 Bonded				\$ 21.0	\$ 21.0	
2991 - Special Railroad Fund	\$ 0.7				\$ 0.7	
Turnpikes System						
7025 - Renewal & Replacement			\$ 9.3		\$ 9.3	
75XX - Construction Repair Materials			\$ 21.1		\$ 21.1	
Construction Program Funds						
2929 - State Aid Construction		\$ 2.9			\$ 2.9	
3039 - Betterment		\$ 23.0			\$ 23.0	
3049 - Non-Par Construction/Reconstruction		\$ 0.1			\$ 0.1	
8910 - SB367 Capital Investment (Class 400 Only)		\$ 19.4			\$ 19.4	
FHWA Grant Anticipation Fund						
3054 - Consolidated Federal Aid		\$ 125.5			\$ 125.5	
5211 - TIFIA Construction		\$ 38.4			\$ 38.4	
Total Construction	\$ 0.7	\$ 209.3	\$ 30.4	\$ 21.0	\$ 261.4	68.02%
Total Budgeted Municipal Aid & Const. Expenses	\$ 0.9	\$ 286.5	\$ 75.9	\$ 21.0	\$ 384.3	100.00%
Non-Budgeted Expenses						
1214 - State Aid Bridge	\$ 3.5				\$ 3.5	
3897 - State-Owned Bridge Construction	\$ 0.7				\$ 0.7	
1843 - I-93 Construction Project *		\$ (0.1)			\$ (0.1)	
3311 - Non Par I-93		\$ 0.4			\$ 0.4	
Total Non-Budgeted Expenses	\$ 4.2	\$ 0.3	\$ -	\$ -	\$ 4.5	
Total Municipal Aid & Construction Expenses	\$ 5.1	\$ 286.8	\$ 75.9	\$ 21.0	\$ 388.8	

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

*** Bonded - Authorized by HB 25

Municipal Aid and Construction - Budgeted Account Summary

Expenditures for Municipal Aid & Construction Investments by Program/Function FY 2019 Actual (\$ millions)

Unaudited - Budgetary		Fund				Total All Funds	
AU	Description	General 010	Highway 015*	Turnpike 017	Capital 030**	\$	%
Aeronautics, Railroad & Public Transportation							
Aeronautics							
2991	Special Railroad Fund	\$ 0.7				\$ 0.7	
	Capital Projects - Bonded				\$ 10.4	\$ 10.4	
Total Aeronautics		\$ 0.7	\$ -	\$ -	\$ 10.4	\$ 11.1	2.89%
Rail & Transit							
	Capital Projects - Bonded				\$ 1.5	\$ 1.5	
Total Railroad		\$ -	\$ -	\$ -	\$ 1.5	\$ 1.5	0.39%
Total Aeronautics, Railroad and Public Transportation		\$ 0.7	\$ -	\$ -	\$ 11.9	\$ 12.6	3.28%
Roads & Bridges							
Roads & Bridges Construction							
2929/3039/3049	Construction Program Funds (Betterment & Non-Par)		\$ 26.0			\$ 26.0	
3054	Consolidated Federal		\$ 125.5			\$ 125.5	
5211	TIFIA Construction		\$ 38.4			\$ 38.4	
8910	SB367 Capital Investment (Class 46 & 400)		\$ 19.4			\$ 19.4	
7025	Renewal & Replacement			\$ 9.3		\$ 9.3	
75XX	Construction Repair Materials			\$ 21.1		\$ 21.1	
	Capital Projects - Bonded				\$ 9.1	\$ 9.1	
Total Roads & Bridges Construction		\$ -	\$ 209.3	\$ 30.4	\$ 9.1	\$ 248.8	
Debt Service							
2934	Railroad Rehab Loan Revolving	\$ 0.2				\$ 0.2	
8683	Garvee Bond Debt Service		\$ 18.8			\$ 18.8	
8910	SB367 Debt Service/Issuance Costs		\$ 1.3			\$ 1.3	
7499	Turnpike Revenue Bond Debt Service			\$ 45.5		\$ 45.5	
Total Debt Service		\$ 0.2	\$ 20.1	\$ 45.5	\$ -	\$ 65.8	
Total Roads & Bridges Construction and Debt Service		\$ 0.2	\$ 229.4	\$ 75.9	\$ 9.1	\$ 314.6	81.86%
Municipal Aid							
2942 + 8910	Municipal Bridge Program		\$ 5.4			\$ 5.4	
2943 + 8910	Apportionment A - B (Block Grant)		\$ 36.2			\$ 36.2	
2944	SPR Planning Funds		\$ 5.1			\$ 5.1	
2945	Municipal Aid - Federal		\$ 7.6			\$ 7.6	
4965	Municipal Fuel		\$ 2.8			\$ 2.8	
Total Municipal Aid		\$ -	\$ 57.1	\$ -	\$ -	\$ 57.1	14.86%
Total Roads & Bridges Construction and Municipal Aid Expenses		\$ 0.2	\$ 286.5	\$ 75.9	\$ 9.1	\$ 371.7	96.72%
Total Budgeted Expenses		\$ 0.9	\$ 286.5	\$ 75.9	\$ 21.0	\$ 384.3	100.00%
Non-Budgeted Expenses							
1214	State Aid Bridge	\$ 3.5				\$ 3.5	
3897	State-Owned Bridge Construction	\$ 0.7				\$ 0.7	
1843	I-93 Construction Project		\$ (0.1)			\$ (0.1)	
3311	Non-Par I-93		\$ 0.4			\$ 0.4	
Total Non-Budgeted Expenses		\$ 4.2	\$ 0.3	\$ -	\$ -	\$ 4.5	
Total Municipal Aid & Construction Expenses		\$ 5.1	\$ 286.8	\$ 75.9	\$ 21.0	\$ 388.8	

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 2019 through FY 2017 Actuals (\$ millions)

Unaudited - Budgetary	FY 2019 Actual	% of Total	FY 2018 Actual	% of Total	FY 2017 Actual	% of Total
Description						
Budgeted Debt Service						
8910 - SB367 Debt Service/Issuance Costs	\$ 1.3		\$ 0.7		\$ 0.5	
8683 - Garvee Bond Debt Service	\$ 18.8		\$ 18.9		\$ 18.9	
Total Budgeted Debt Service	\$ 20.1	7.02%	\$ 19.6	7.00%	\$ 19.4	7.05%
Budgeted Municipal Aid						
2942 + 8910 - Municipal Bridge Program	\$ 5.4		\$ 5.6		\$ 5.3	
2943 + 8910 - Apportionment A - B (Block Grant)	\$ 36.2		\$ 35.8		\$ 34.9	
2944 - SPR Planning Funds	\$ 5.1		\$ 4.8		\$ 4.6	
2945 - Municipal Aid - Federal	\$ 7.6		\$ 10.2		\$ 24.9	
4965 - Municipal Fuel	\$ 2.8		\$ 2.1			
Total Budgeted Municipal Aid	\$ 57.1	19.93%	\$ 58.5	20.90%	\$ 69.7	25.34%
Budgeted Construction Funds						
2929 - State Aid Construction	\$ 2.9		\$ 0.3		\$ 0.4	
3039 - Betterment	\$ 23.0		\$ 20.9		\$ 22.1	
3049 - Non-Par Construction/Reconstruction	\$ 0.1		\$ 0.1		\$ 4.0	
8910 - SB 367 Capital Investment (Class 46 & 400)	\$ 19.4		\$ 18.1		\$ 19.4	
3054 - Consolidated Federal	\$ 125.5		\$ 107.6		\$ 101.8	
5211 - TIFIA Construction	\$ 38.4		\$ 54.8		\$ 38.3	
Total Budgeted Construction Funds	\$ 209.3	73.05%	\$ 201.8	72.10%	\$ 186.0	67.61%
Total Budgeted Municipal Aid & Construction Exp's	\$ 286.5	100.00%	\$ 279.9	100.00%	\$ 275.1	100.00%
Non-Budgeted Expenses						
1843 - I-93 Construction Project *	\$ (0.1)		\$ 0.5		\$ 7.6	
3311 - Non Par I-93	\$ 0.4		\$ 0.3			
Total Non-Budgeted Expenses	\$ 0.3		\$ 0.8		\$ 7.6	
Total Municipal Aid & Construction Expenses	\$ 286.8		\$ 280.7		\$ 282.7	

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 2019 through FY 2017 Actuals (\$ millions)

Unaudited - Budgetary		FY 2019	% of	FY 2018	% of	FY 2017	% of
AU	Description	Actual	Total	Actual	Total	Actual	Total
Budgeted Roads & Bridges							
Construction							
2929/3039/3049	Construction Program Funds (Betterment & Non-Par)	\$ 26.0		\$ 21.3		\$ 26.5	
3054	FHWA Grant Anticipation Fund (Consolidated Fed)	\$ 125.5		\$ 107.6		\$ 101.8	
5211	TIFIA Construction	\$ 38.4		\$ 54.8		\$ 38.3	
8910	SB367 Capital Investment (Class 46 & 400)	\$ 19.4		\$ 18.1		\$ 19.4	
Total Budgeted Roads & Bridges Construction		\$ 209.3	72.98%	\$ 201.8	71.89%	\$ 186.0	65.79%
Debt Service							
8683	Garvee Bond Debt Service	\$ 18.8		\$ 18.9		\$ 18.9	
8910	SB367 Debt Service/Issuance Costs	\$ 1.3		\$ 0.7		\$ 0.5	
Total Budgeted Roads & Bridges Debt Service		\$ 20.1	7.01%	\$ 19.6	6.98%	\$ 19.4	6.86%
Total Budgeted Roads & Bridges Construction		\$ 229.4	79.99%	\$ 221.4	78.87%	\$ 205.4	72.66%
Budgeted Municipal Aid							
2944	SPR Planning Funds	\$ 5.1		\$ 4.8		\$ 4.6	
2945	Municipal Aid - Federal	\$ 7.6		\$ 10.2		\$ 24.9	
2942 + 8910	Municipal Bridge Program	\$ 5.4		\$ 5.6		\$ 5.3	
2943 + 8910	Apportionment A - B (Block Grant)	\$ 36.2		\$ 35.8		\$ 34.9	
4965	Municipal Fuel	\$ 2.8		\$ 2.1			
Total Budgeted Municipal Aid		\$ 57.1	19.91%	\$ 58.5	20.84%	\$ 69.7	24.66%
Non-Budgeted Expenses							
1843	I-93 Construction Project *	\$ (0.1)		\$ 0.5		\$ 7.6	
3311	Non-Par I-93	\$ 0.4		\$ 0.3			
Total Non-Budgeted Expenses		\$ 0.3	0.10%	\$ 0.8	0.29%	\$ 7.6	2.69%
Total Highway Fund Municipal Aid & Construction Expenses		\$ 286.8	100.00%	\$ 280.7	100.00%	\$ 282.7	100.00%

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

Unaudited - Budgetary		FY 2019 Actual (\$ millions)							
AU	Description	Highway Funds	% of Total	Federal Funds	% of Total	Other Funds	% of Total	2019 Actual Total	% of Total
Roads & Bridges									
Construction									
2929/3039/3049/8910	Construction Program Funds (Betterment, Non-Par & SB 367)	\$ 3.0				\$ 42.4		\$ 45.4	
1843/3054/3311	FHWA Grant Anticipation Fund (Consolidated Fed & I-93)	\$ 3.6		\$ 116.8		\$ 5.4		\$ 125.8	
5211	TIFIA Construction			\$ 38.4				\$ 38.4	
Total Roads & Bridges Construction		\$ 6.6	16.06%	\$ 155.2	83.13%	\$ 47.8	81.02%	\$ 209.6	73.08%
Debt Service									
8910	SB367 (TIFIA Debt Service/Issuance Costs)					\$ 1.3		\$ 1.3	
8683	Garvee Bond Debt Service			\$ 18.8				\$ 18.8	
Total Roads & Bridges Debt Service		\$ -	0.00%	\$ 18.8	10.07%	\$ 1.3	2.20%	\$ 20.1	7.01%
Total Roads & Bridges & Debt Service Expenses		\$ 6.6	16.06%	\$ 174.0	93.20%	\$ 49.1	83.22%	\$ 229.7	80.09%
Municipal Aid									
2942/8910	Municipal Bridge Program	\$ 2.5				\$ 2.9		\$ 5.4	
2943/8910	Apportionment A - B (Block Grant)	\$ 32.0				\$ 4.2		\$ 36.2	
2944	SPR Planning Funds			\$ 5.1				\$ 5.1	
2945	Municipal Aid - Federal			\$ 7.6				\$ 7.6	
4965	Municipal Fuel					\$ 2.8		\$ 2.8	
Total Municipal Aid		\$ 34.5	83.94%	\$ 12.7	6.80%	\$ 9.9	16.78%	\$ 57.1	19.91%
Total Highway Fund Municipal Aid & Construction Expenses		\$ 41.1	100.00%	\$ 186.7	100.00%	\$ 59.0	100.00%	\$ 286.8	100.00%

Source: Statement of Appropriations

Consolidated Financial Summary

Revenue Activity All Funds FY 2019 Actual (\$ millions)

UNAUDITED - BUDGETARY	Fund				
	General 010	Highway 015	Turnpike 017	Capital 030	Total
Unrestricted:					
Revenue Collected by the Department of Safety (DOS):					
Gasoline Road Toll		\$ 127.6			\$ 127.6
Motor Vehicle Fees		\$ 92.8			\$ 92.8
Sale of Vehicles		\$ 0.1			\$ 0.1
Total Revenue Collected by DOS	\$ -	\$ 220.5	\$ -	\$ -	\$ 220.5
Motor Vehicle Fines (Collected by the Courts)	\$ -	\$ 5.3	\$ -	\$ -	\$ 5.3
Revenue Collected by the Department of Transportation (DOT):					
Cash Toll Receipts - Blue Star			\$ 11.4		\$ 11.4
Cash Toll Receipts - Central			\$ 10.8		\$ 10.8
Cash Toll Receipts - Spaulding			\$ 3.7		\$ 3.7
Electronic Toll Collections - Blue Star			\$ 54.8		\$ 54.8
Electronic Toll Collections - Central			\$ 36.4		\$ 36.4
Electronic Toll Collections - Spaulding			\$ 13.8		\$ 13.8
Turnpike Miscellaneous			\$ 0.1		\$ 0.1
Other Unrestricted Revenues	\$ 0.6	\$ 0.5	\$ 9.6		\$ 10.7
Total Revenue Collected by DOT	\$ 0.6	\$ 0.5	\$ 140.6	\$ -	\$ 141.7
Total Unrestricted Revenue	\$ 0.6	\$ 226.3	\$ 140.6	\$ -	\$ 367.5
Restricted:					
Federal Funds - FHWA					
Consolidated Federal Aid		\$ 123.5			\$ 123.5
Municipal Fed Aid (Construction)		\$ 7.6			\$ 7.6
Direct Labor and Overhead Allocation		\$ 22.7			\$ 22.7
Pavement Marking Program		\$ 2.3			\$ 2.3
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		\$ 38.4			\$ 38.4
Federal Funds - FAA					
FAA Airport Improvement				\$ 9.9	\$ 9.9
Federal Funds - FTA					
Public Transportation Division	\$ 11.6				\$ 11.6
Federal Funds - Debt Service					
Bonds Debt Service		\$ 18.8	\$ 2.9		\$ 21.7
Total Federal Funds	\$ 11.6	\$ 220.3	\$ 2.9	\$ 9.9	\$ 244.7
Revolving Funds					
Motor Fuel Sales		\$ 2.9			\$ 2.9
Transponder Sales			\$ 0.9		\$ 0.9
Other Revolving Funds	\$ 0.3				\$ 0.3
Total Revolving Funds	\$ 0.3	\$ 2.9	\$ 0.9	\$ -	\$ 4.1
Private & Local Funds					
Interstate Bridge Authority		\$ 0.7			\$ 0.7
Consolidated Federal Aid - Local Match		\$ 4.8			\$ 4.8
Requested Maintenance/Repairs		\$ 1.2			\$ 1.2
Other Private & Local Funds	\$ 0.1	\$ 0.1	\$ 0.9		\$ 1.1
Total Private & Local Funds	\$ 0.1	\$ 6.8	\$ 0.9	\$ -	\$ 7.8
Intra-Agency Transfers	\$ -	\$ 2.1	\$ -	\$ -	\$ 2.1
Agency Income					
Highway Betterment		\$ 22.3			\$ 22.3
ROW Property Sales		\$ 0.6			\$ 0.6
SB367 Capital Investment		\$ 35.8			\$ 35.8
FEMA Emergency		\$ (0.8)			\$ (0.8)
Other Agency Income	\$ 1.3	\$ 8.3	\$ 0.1		\$ 9.7
Total Agency Income	\$ 1.3	\$ 66.2	\$ 0.1	\$ -	\$ 67.6
Total Restricted Revenue - DOT	\$ 13.3	\$ 298.3	\$ 4.8	\$ 9.9	\$ 326.3
Total Restricted Revenue - Other Agencies **	\$ -	\$ 35.6	\$ 0.1	\$ -	\$ 35.7
Sub-Total Revenue *	\$ 13.9	\$ 560.2	\$ 145.5	\$ 9.9	\$ 729.5
Funding from Bond Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -
Total Revenue - All Funds	\$ 13.9	\$ 560.2	\$ 145.5	\$ 9.9	\$ 729.5

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

** Cost of Collections from Safety (DMV and Road Toll) are not included in this line

Consolidated Financial Summary

Revenue Activity - Highway Fund 015 FY 2019 - 2018 - 2017 Actuals (\$ millions)

UNAUDITED - BUDGETARY	CHG 2019 vs. 2018			CHG 2018 vs. 2017		
	FY 2019	\$	%	FY 2018	\$	%
Unrestricted:						
Revenue Collected by the Department of Safety (DOS):						
Gasoline Road Toll	\$ 127.6	\$ 1.5	1.2%	\$ 126.1	\$ 1.5	1.2%
Motor Vehicle Fees	\$ 92.8	\$ 2.5	2.7%	\$ 90.3	\$ 0.4	0.4%
Sale of Vehicles	\$ 0.1	\$ (0.1)	-100.0%	\$ 0.2	\$ 0.1	50.0%
Total Revenue Collected by DOS	\$ 220.5	\$ 3.9	1.8%	\$ 216.6	\$ 2.0	0.9%
Motor Vehicle Fines (Collected by the Courts)	\$ 5.3	\$ (0.4)	-7.5%	\$ 5.7	\$ (0.5)	-8.8%
Revenue Collected by the Department of Transportation (DOT):						
Other Unrestricted Revenues	\$ 0.5	\$ 0.20000	40.0%	\$ 0.3	\$ -	0.0%
Total Revenue Collected by DOT	\$ 0.5	\$ 0.2	40.0%	\$ 0.3	\$ -	0.0%
Total Unrestricted Revenue	\$ 226.3	\$ 3.7	1.6%	\$ 222.6	\$ 1.5	0.7%
Restricted:						
Federal Funds						
Consolidated Fed Aid (Construction)	\$ 123.5	\$ 19.6	15.9%	\$ 103.9	\$ (2.6)	-2.5%
Municipal Fed Aid (Construction)	\$ 7.6	\$ (2.6)	-34.2%	\$ 10.2	\$ (14.2)	-139.2%
Direct Labor and Overhead Allocation	\$ 22.7	\$ (2.0)	-8.8%	\$ 24.7	\$ 2.1	8.5%
Pavement Marking Program	\$ 2.3	\$ 0.7	30.4%	\$ 1.6	\$ (1.2)	-75.0%
SPR Planning & Research Funds	\$ 5.5	\$ 0.2	3.6%	\$ 5.3	\$ 1.1	20.8%
Bridge Rehab, Painting, Preservation and Improvements (BRPPI) - FHWA Reimbursement	\$ 1.5	\$ 0.2	13.3%	\$ 1.3	\$ (1.3)	-100.0%
TIFIA Construction Loan Proceeds	\$ 38.4	\$ (16.4)	-42.7%	\$ 54.8	\$ 16.5	30.1%
EPA - DERA Grant	\$ -	\$ (0.8)	-	\$ 0.8	\$ -	-
Federal Funds - Emergency						
FHWA Emergency Funds*	\$ -	\$ (2.0)	-	\$ 2.0	\$ 1.9	95.0%
Federal Funds - Debt Service						
Bonds Debt Service	\$ 18.8	\$ -	0.0%	\$ 18.8	\$ (0.1)	-0.5%
Total Federal Funds	\$ 220.3	\$ (3.1)	-1.4%	\$ 223.4	\$ 2.2	1.0%
Revolving Funds						
Fleet Parts Inventory	\$ -	\$ -	-	\$ -	\$ (1.6)	-
Motor Fuel Sales	\$ 2.9	\$ 0.8	27.6%	\$ 2.1	\$ (7.1)	-338.1%
Total Revolving Funds	\$ 2.9	\$ 0.8	27.6%	\$ 2.1	\$ (8.7)	-414.3%
Private & Local Funds						
Interstate Bridge Authority	\$ 0.7	\$ 0.1	14.3%	\$ 0.6	\$ (0.2)	-33.3%
Consolidated Fed Aid (Construction) - Local Match	\$ 4.8	\$ 1.2	25.0%	\$ 3.6	\$ 2.2	61.1%
Requested Maintenance & Repairs	\$ 1.2	\$ 0.4	33.3%	\$ 0.8	\$ 0.1	12.5%
Other Private & Local Funds	\$ 0.1	\$ 0.1	100.0%	\$ -	\$ -	-
Total Private & Local Funds	\$ 6.8	\$ 1.8	26.5%	\$ 5.0	\$ 2.1	42.0%
Total Intra-Agency Transfers	\$ 2.1	\$ (0.2)	-9.5%	\$ 2.3	\$ -	0.0%
Agency Income						
Highway Betterment	\$ 22.3	\$ 0.3	1.3%	\$ 22.0	\$ 0.3	1.4%
ROW Property Sales	\$ 0.6	\$ 0.1	16.7%	\$ 0.5	\$ (0.3)	-60.0%
SB367 Capital Investment	\$ 35.8	\$ 0.4	1.1%	\$ 35.4	\$ 0.4	1.1%
Non-Par I-93	\$ -	\$ (0.3)	-	\$ 0.3	\$ 0.1	33.3%
FEMA Emergency	\$ (0.8)	\$ (4.8)	600.0%	\$ 4.0	\$ 4.0	-
Other Agency Income	\$ 8.3	\$ (0.2)	-2.4%	\$ 8.5	\$ 1.9	22.4%
Total Agency Income	\$ 66.2	\$ (4.5)	-6.8%	\$ 70.7	\$ 6.4	9.1%
Total Restricted Revenue - DOT	\$ 298.3	\$ (5.2)	-1.7%	\$ 303.5	\$ 2.8	0.9%
Total Restricted Revenue - Other Agencies	\$ 35.6	\$ (1.5)	-4.2%	\$ 37.1	\$ 4.0	10.8%
Sub-Total All Revenue	\$ 560.2	\$ (3.0)	-0.5%	\$ 563.2	\$ 8.3	1.5%
Funding from Bond Proceeds	\$ -	\$ -	-	\$ -	\$ -	-
Total All Revenue - Highway Fund	\$ 560.2	\$ (3.0)	-0.5%	\$ 563.2	\$ 2.2	0.4%

Source: Revenue Source Summary of Unrestricted and Restricted Revenues reports

* These revenue amounts represent non-recurring revenue.

Consolidated Financial Summary

All Funds Expenditures by Class FY 2019 Actual (\$ millions)

Unaudited - Budgetary		FY 2019 Actual				Total All Funds	
Class	Description	General 010	Highway 015	Turnpike 017	Capital 030*	\$	%
Public Sector Transportation Expenditures							
Personal Services and Benefits							
010-015	Personal Services-Permanent Classified	\$ 1.0	\$ 66.5	\$ 7.4		\$ 74.9	
017	FT Employees Special Payments		\$ 0.5	\$ 0.1		\$ 0.6	
018	Overtime		\$ 7.7	\$ 0.8		\$ 8.5	
019	Holiday Pay		\$ 0.1	\$ 0.1		\$ 0.2	
050	Personal Service-Temp/Appointed		\$ 1.3	\$ 2.1		\$ 3.4	
060	Benefits	\$ 0.5	\$ 40.4	\$ 4.8		\$ 45.7	
062	Workers Compensation		\$ 1.7	\$ 0.3		\$ 2.0	
064	Ret-Pension Bene-Health Insurance		\$ 7.2	\$ 0.6		\$ 7.8	
070	In-State Travel Reimbursement		\$ 0.8			\$ 0.8	
080	Out-of-State Travel Reimbursement		\$ 0.1			\$ 0.1	
	Total Personal Services and Benefits DOT	\$ 1.5	\$ 126.3	\$ 16.2	\$ 0.0	\$ 144.0	22.13%
Transfer Payments - DOT Usage							
027	Transfers To DOIT		\$ 8.0			\$ 8.0	
028	Transfers To General Services		\$ 1.5			\$ 1.5	
029	Intra-Agency Transfers			\$ 2.2		\$ 2.2	
040	Indirect Costs		\$ 1.3	\$ 0.3		\$ 1.6	
404	Intra Indirect Costs	\$ 0.2		\$ 2.2		\$ 2.4	
	Transfer Payments to Agencies- DOT Usage	\$ 0.2	\$ 10.8	\$ 4.7	\$ 0.0	\$ 15.7	2.41%
	Total DOT Internal Expenditure	\$ 1.7	\$ 137.1	\$ 20.9	\$ 0.0	\$ 159.7	24.54%
Transfer Payments - Agency/Municipal							
049	Transfer to Other State Agencies			\$ 0.1		\$ 0.1	
072	Grants-Federal	\$ 7.2	\$ 11.8			\$ 19.0	
073	Grants-Non Federal	\$ 3.9	\$ 7.1			\$ 11.0	
407	Trans To Bd Of Tax & Land Appeals		\$ 0.1			\$ 0.1	
409	Trans To Dept Of Justice		\$ 0.8			\$ 0.8	
411	Trans To DES Dam Bureau		\$ 0.1			\$ 0.1	
414	Block Grant Apportionment A		\$ 35.8			\$ 35.8	
416	Transf to DRED (Welcome Ctrs & Rest Areas)		\$ 1.5	\$ 1.0		\$ 2.5	
	Total Transfer Payments - Agency/Municipal	\$ 11.1	\$ 57.2	\$ 1.1	\$ 0.0	\$ 69.4	10.67%
	Total DOT Public Sector Exp & Transfer	\$ 12.8	\$ 194.3	\$ 22.0	\$ 0.0	\$ 229.1	35.21%
Private Sector Transportation Expenditures							
Contractual Services							
022	Rents-Leases Other Than State		\$ 12.7	\$ 0.9		\$ 13.6	
023	Heat- Electricity - Water		\$ 2.1	\$ 1.1		\$ 3.2	
024	Maint.Other Than Build.- Grnds		\$ 0.6	\$ 2.6		\$ 3.2	
026	Organizational Dues		\$ 0.1	\$ 0.1		\$ 0.2	
039	Telecommunications		\$ 0.6	\$ 0.1		\$ 0.7	
046	Consultants	\$ 0.1	\$ 14.1	\$ 4.6		\$ 18.8	
048	Contractual Maint.-Build-Grnds		\$ 0.4	\$ 0.2		\$ 0.6	
066	Employee Training		\$ 0.2			\$ 0.2	
102	Contracts for Program Services			\$ 9.1		\$ 9.1	
103	Contracts for Operating Services	\$ 0.5	\$ 0.2	\$ 0.2		\$ 0.9	
403	Audit			\$ 0.1		\$ 0.1	
405	Lilac Program		\$ 0.1			\$ 0.1	
406	Environmental Expense		\$ 0.1			\$ 0.1	
	Total Contractual Services	\$ 0.6	\$ 31.2	\$ 19.0	\$ 0.0	\$ 50.8	7.81%
Supplies and Materials							
020	Current Expenses		\$ 37.6	\$ 5.6		\$ 43.2	
047	Own Forces Maint.-Build.-Grnds		\$ 0.4			\$ 0.4	
	Total Supplies and Materials	\$ -	\$ 38.0	\$ 5.6	\$ 0.0	\$ 43.6	6.70%
Equipment							
030	Equipment New/Replacement	\$ 3.1	\$ 3.1	\$ 0.5		\$ 6.7	
037	Technology - Hardware		\$ 0.2			\$ 0.2	
038	Technology - Software		\$ 1.2			\$ 1.2	
	Total Equipment	\$ 3.1	\$ 4.5	\$ 0.5	\$ -	\$ 8.1	1.24%
Capital Projects							
034	Capital Projects Bonded (HB 25)				\$ 21.0	\$ 21.0	
	Total Capital Projects	\$ 0.0	\$ 0.0	\$ 0.0	\$ 21.0	\$ 21.0	3.23%
Land and Property Improvements							
400	Construction Repair Materials	\$ 1.3	\$ 186.6	\$ 26.7		\$ 214.6	
401	Land - Interest		\$ 6.4	\$ 0.3		\$ 6.7	
	Total Land and Property Improvements	\$ 1.3	\$ 193.0	\$ 27.0	\$ 0.0	\$ 221.3	34.01%
Debt Service							
044	Debt Service Other Agencies	\$ 0.2	\$ 31.0	\$ 45.6		\$ 76.8	
	Total Debt Service	\$ 0.2	\$ 31.0	\$ 45.6	\$ 0.0	\$ 76.8	11.80%
	Total Expenditures with Private Sector	\$ 5.2	\$ 297.7	\$ 97.7	\$ 21.0	\$ 421.6	64.79%
	Total Expenditures - DOT	\$ 18.0	\$ 492.0	\$ 119.7	\$ 21.0	\$ 650.7	100.00%

Source: Statement of Appropriations

* Bonded - authorized by HB25

Consolidated Financial Summary

Highway Fund 15 Expenditures by Class* FY 2019 through FY 2017 Actuals (\$ millions)

	Unaudited - Budgetary	2019	% of	2018	% of	2017	% of
Class	Description	Actual	Total	Actual	Total	Actual	Total
Public Sector Transportation Expenditures							
Personal Services and Benefits							
010-015	Personal Services-Perm. Classified	\$ 66.5		\$ 64.3		\$ 64.1	
017	FT Employees Special Payments	\$ 0.5		\$ 0.5		\$ 0.6	
018	Overtime	\$ 7.7		\$ 7.9		\$ 7.6	
019	Holiday Pay	\$ 0.1		\$ 0.1		\$ 0.1	
050	Personal Service-Temp/Appointed	\$ 1.3		\$ 1.5		\$ 1.3	
060	Benefits	\$ 40.4		\$ 38.5		\$ 39.1	
062	Workers Compensation	\$ 1.7		\$ 1.3		\$ 1.1	
064	Ret-Pension Bene-Health Insurance	\$ 7.2		\$ 8.6		\$ 8.6	
070	In-State Travel Reimbursement	\$ 0.8		\$ 0.8		\$ 0.8	
080	Out-of-State Travel Reimbursement	\$ 0.1		\$ 0.1			
Total Personal Services and Benefits DOT		\$ 126.3	25.67%	\$ 123.6	25.34%	\$ 123.3	25.19%
Transfer Payments - DOT Usage							
027	Transfers To DOIT	\$ 8.0		\$ 6.8		\$ 6.3	
028	Transfers To General Services	\$ 1.5		\$ 1.5		\$ 1.7	
035	Shared Services Support					\$ 0.1	
040	Indirect Costs	\$ 1.3		\$ 1.6		\$ 1.6	
Transfer Payments to Agencies- DOT Usage		\$ 10.8	2.20%	\$ 9.9	2.03%	\$ 9.7	1.98%
Total DOT Internal Expenditure		\$ 137.1	27.87%	\$ 133.5	27.37%	\$ 133.0	27.18%
Transfer Payments - Agency/Municipal							
072	Grants-Federal	\$ 11.8		\$ 14.2		\$ 28.8	
073	Grants-Non Federal	\$ 7.1		\$ 6.2		\$ 6.1	
407	Trans To Bd Of Tax & Land Appeals	\$ 0.1		\$ 0.1		\$ 0.1	
409	Trans To Dept Of Justice	\$ 0.8		\$ 0.8		\$ 0.9	
411	Trans To DES Dam Bureau	\$ 0.1		\$ 0.1		\$ 0.2	
414	Block Grant Apportionment A	\$ 35.8		\$ 35.4		\$ 34.5	
416	Transf to DRED (Welcome Ctrs & Rest Areas)	\$ 1.5		\$ 1.3		\$ 1.6	
Total Transfer Payments - Agency/Municipal		\$ 57.2	11.63%	\$ 58.1	11.91%	\$ 72.2	14.75%
Total DOT Public Sector Exp & Transfer		\$ 194.3	39.49%	\$ 191.6	39.29%	\$ 205.2	41.93%
Private Sector Transportation Expenditures							
Contractual Services							
022	Rents-Leases Other Than State	\$ 12.7		\$ 14.7		\$ 13.7	
023	Heat- Electricity - Water	\$ 2.1		\$ 1.9		\$ 1.8	
024	Maint.Other Than Build.- Grnds	\$ 0.6		\$ 0.7		\$ 0.6	
026	Organizational Dues	\$ 0.1		\$ 0.1		\$ 0.1	
039	Telecommunications	\$ 0.6		\$ 0.6		\$ 0.6	
046	Consultants	\$ 14.1		\$ 24.1		\$ (0.2)	
048	Contractual Maint.-Build-Grnds	\$ 0.4		\$ 0.6		\$ 0.6	
066	Employee Training	\$ 0.2		\$ 0.2		\$ 0.2	
103	Contracts for Operating Services	\$ 0.2		\$ 0.2		\$ 0.2	
255	Cost of Issuing Bonds					\$ 0.3	
405	Lilac Program	\$ 0.1					
406	Environmental Expense	\$ 0.1		\$ 0.1			
Total Contractual Services		\$ 31.2	6.34%	\$ 43.2	8.86%	\$ 17.9	3.66%
Supplies and Materials							
020	Current Expenses	\$ 37.6		\$ 37.0		\$ 40.6	
047	Own Forces Maint.-Build.-Grnds	\$ 0.4		\$ 0.3		\$ 0.3	
Total Supplies and Materials		\$ 38.0	7.72%	\$ 37.3	7.65%	\$ 40.9	8.36%
Equipment/Software							
030	Equipment New/Replacement	\$ 3.1		\$ 4.9		\$ 3.3	
037	Technology - Hardware	\$ 0.2		\$ 0.2		\$ 0.2	
038	Technology - Software	\$ 1.2		\$ 0.8		\$ 0.6	
Total Equipment		\$ 4.5	0.91%	\$ 5.9	1.21%	\$ 4.1	0.84%
Land and Property Improvements							
400	Construction Repair Materials	\$ 186.6		\$ 176.5		\$ 188.0	
401	Land - Interest	\$ 6.4		\$ 1.3		\$ 3.1	
Total Land and Property Improvements		\$ 193.0	39.23%	\$ 177.8	36.46%	\$ 191.1	39.05%
Debt Service							
044	Debt Service Other Agencies	\$ 31.0		\$ 31.9		\$ 30.2	
Total Debt Service		\$ 31.0	6.30%	\$ 31.9	6.54%	\$ 30.2	6.17%
Total DOT Expenditures with Private Sector		\$ 297.7	60.51%	\$ 296.1	60.71%	\$ 284.2	58.07%
Total Public and Private Sector - DOT Fund 015		\$ 492.0	100.00%	\$ 487.7	100.00%	\$ 489.4	100.00%

Source: Statement of Appropriations

* Fund 015 includes source of funds:

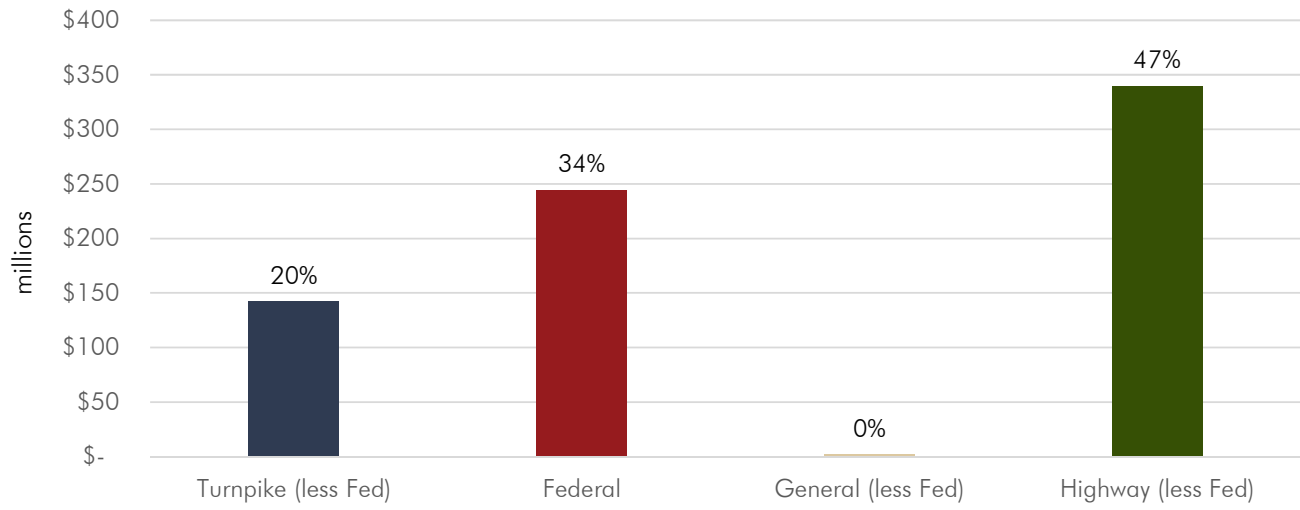
Highway Funds (Unrestricted)

Federal Funds

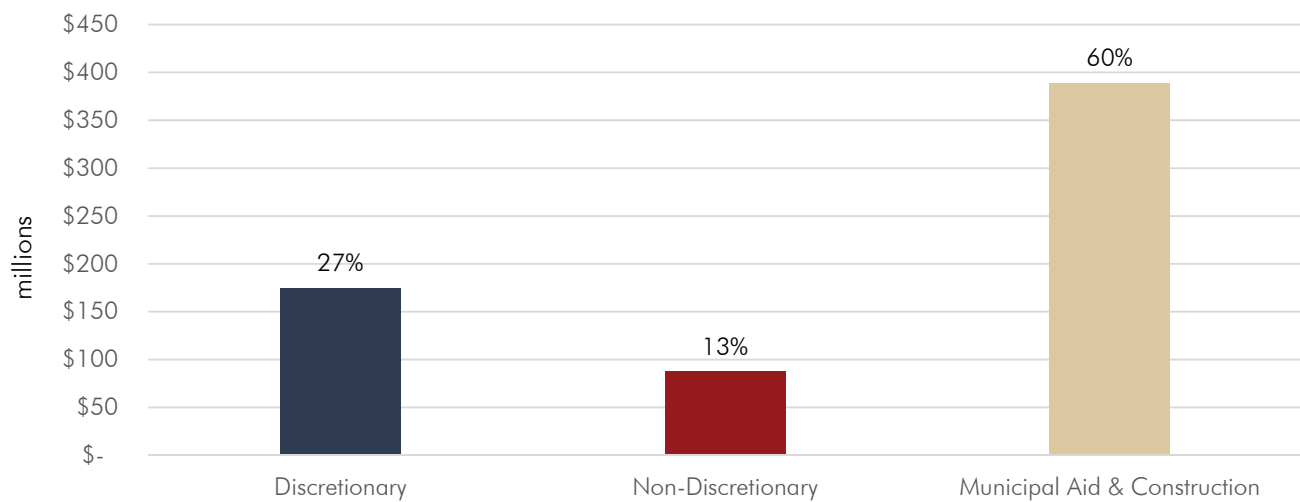
Other Funds

Consolidated Financial Summary

All Funds Revenue - \$730M

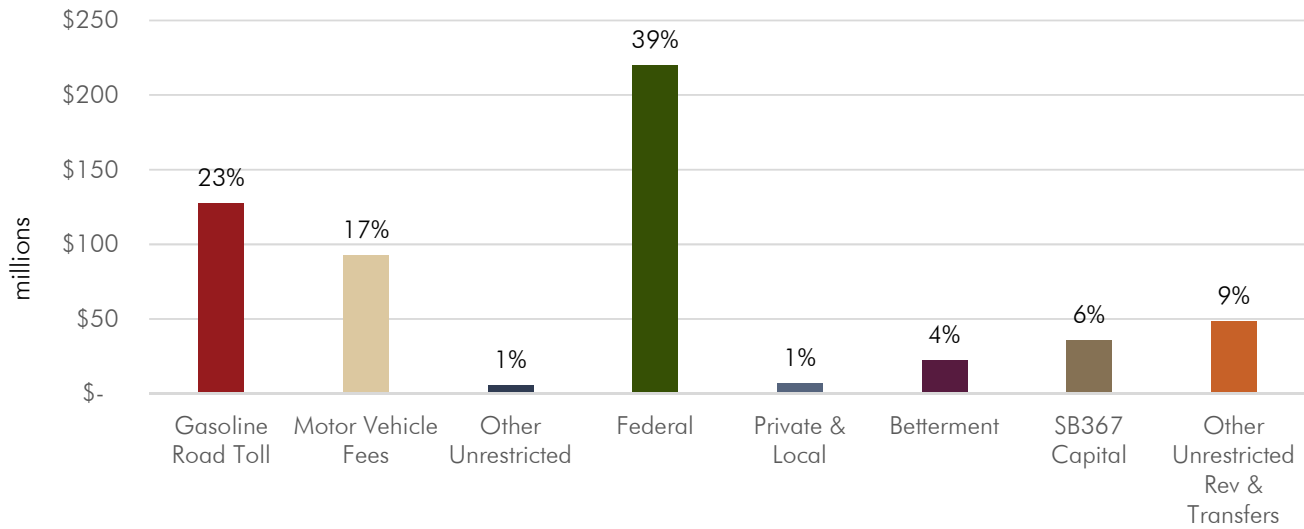


All Funds Expenses - \$651M

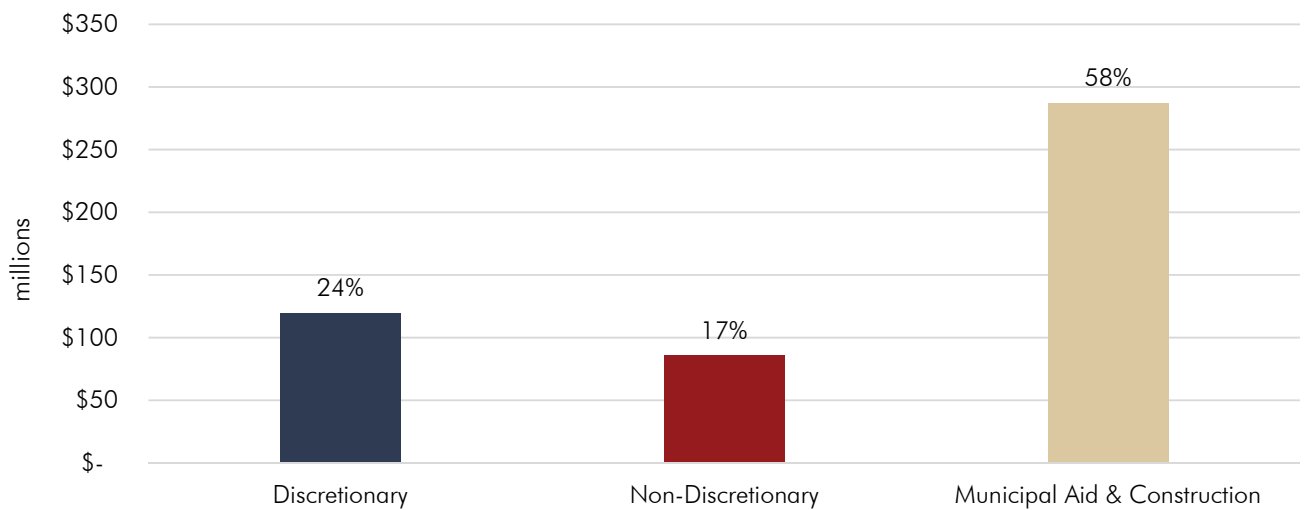


Consolidated Financial Summary

Highway Funds Revenue - \$560M

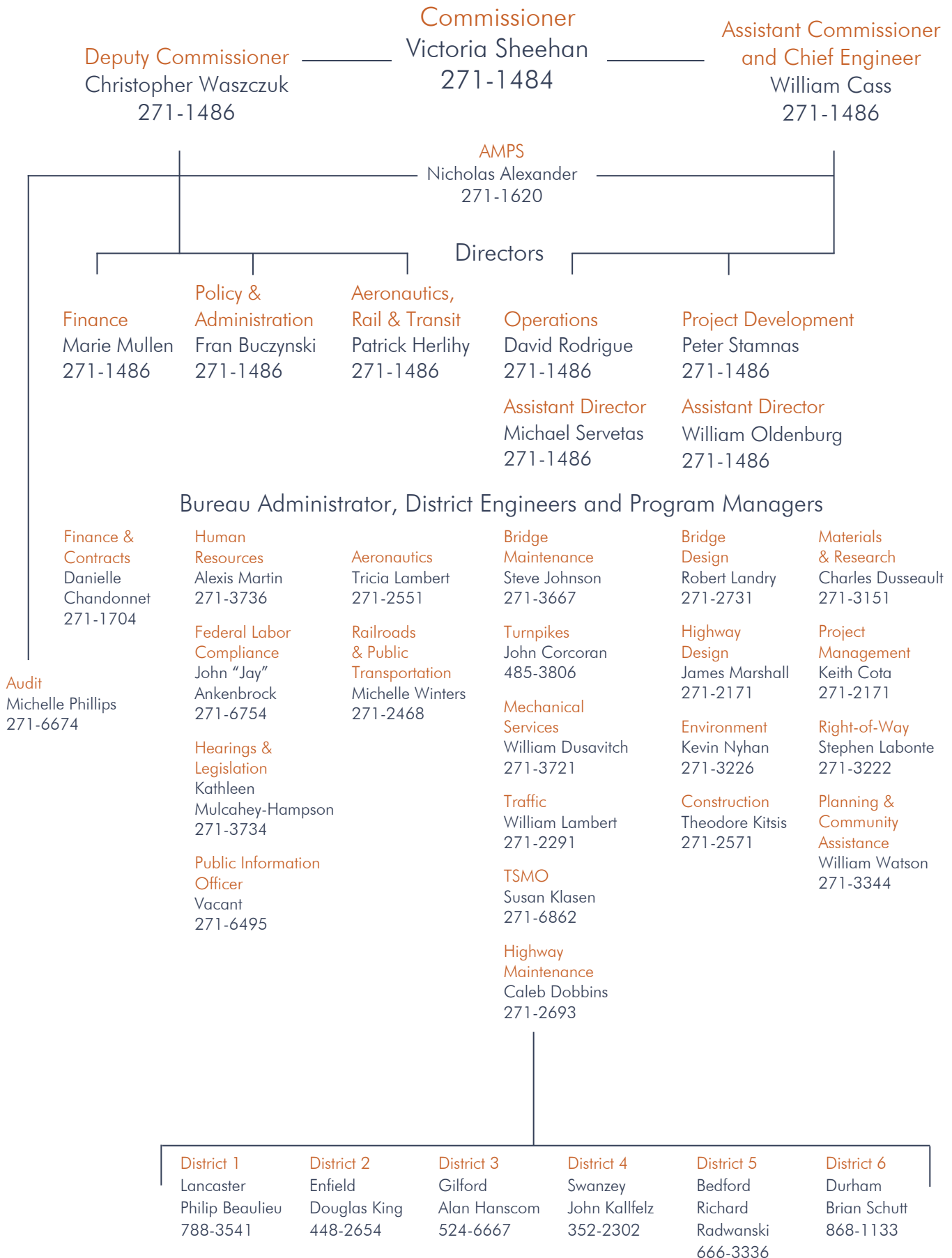


Highway Funds Expenditures - \$492M



Organization Chart

(as of June 30, 2019)



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:

Transportation in New Hampshire is provided by an accessible, multimodal system connecting rural and urban communities. Expanded transit and rail services, and a well-maintained highway network and airport system provide mobility that promotes smart growth and sustainable economic development, while reducing transportation impacts on New Hampshire's environmental, cultural, and social resources. Safe bikeways and sidewalks bring together neighborhoods parks, schools, and downtowns. Creative and stable revenue streams fund an organization that uses its diverse human and financial resources efficiently and effectively.

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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