

# **New Hampshire Department of Transportation**

**NHDOT Overview and House Approved  
Budget 2022-2023**

**Senate Finance Committee**

**April 26, 2021**

# Mission

Transportation excellence enhancing the quality of life in New Hampshire

# Purpose

Transportation excellence in New Hampshire is fundamental to the state's 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.

# New Hampshire Department of Transportation

Assistant Commissioner  
and Chief Engineer

Commissioner

Deputy Commissioner

Directors

Project Development

Operations

Finance

Policy &  
Administration

Aeronautics,  
Rail & Transit

Bureau Administrators and District Engineers

Highway  
Design

Materials &  
Research

Highway  
Maintenance  
(District Offices)

Finance &  
Contracts

Human  
Resources

Aeronautics

Bridge Design

Project  
Management

Bridge  
Maintenance

Audit

Stewardship &  
Compliance

Railroads  
& Public  
Transportation

Environment

Right-of-Way

Turnpikes

Federal Labor  
Compliance

Construction

Planning &  
Community  
Assistance

Mechanical  
Services

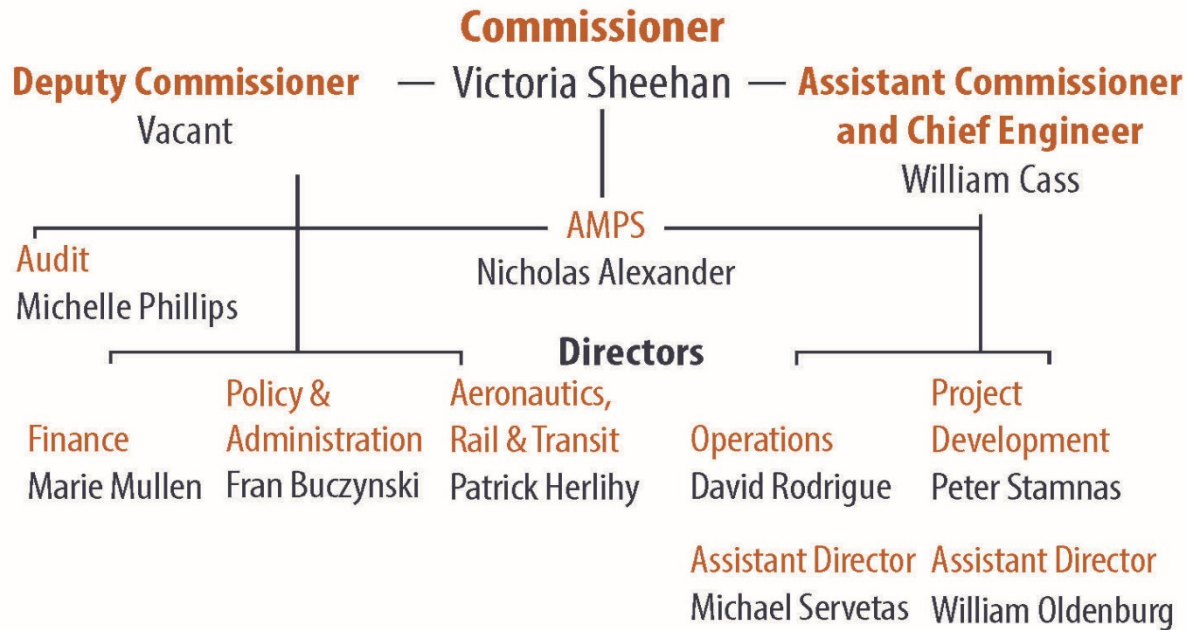
Hearings &  
Legislation

Traffic  
  
Transportation  
Systems Management  
and Operations

Public  
Information  
Officer



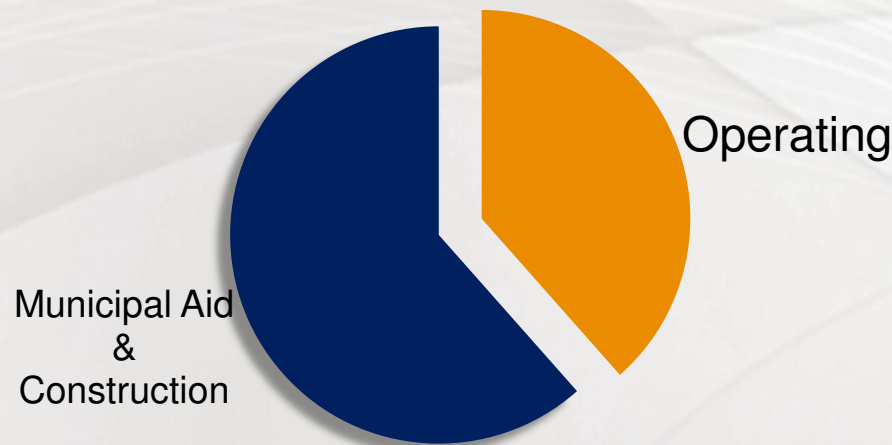
## Organization Chart



- Call 271-1484 for Commissioners & Directors

# Funding Summary

- FY 2020 Actual Expenditures = \$681 million
  - Municipal Aid and Construction Costs = \$419 million
  - Operating Costs = \$262 million

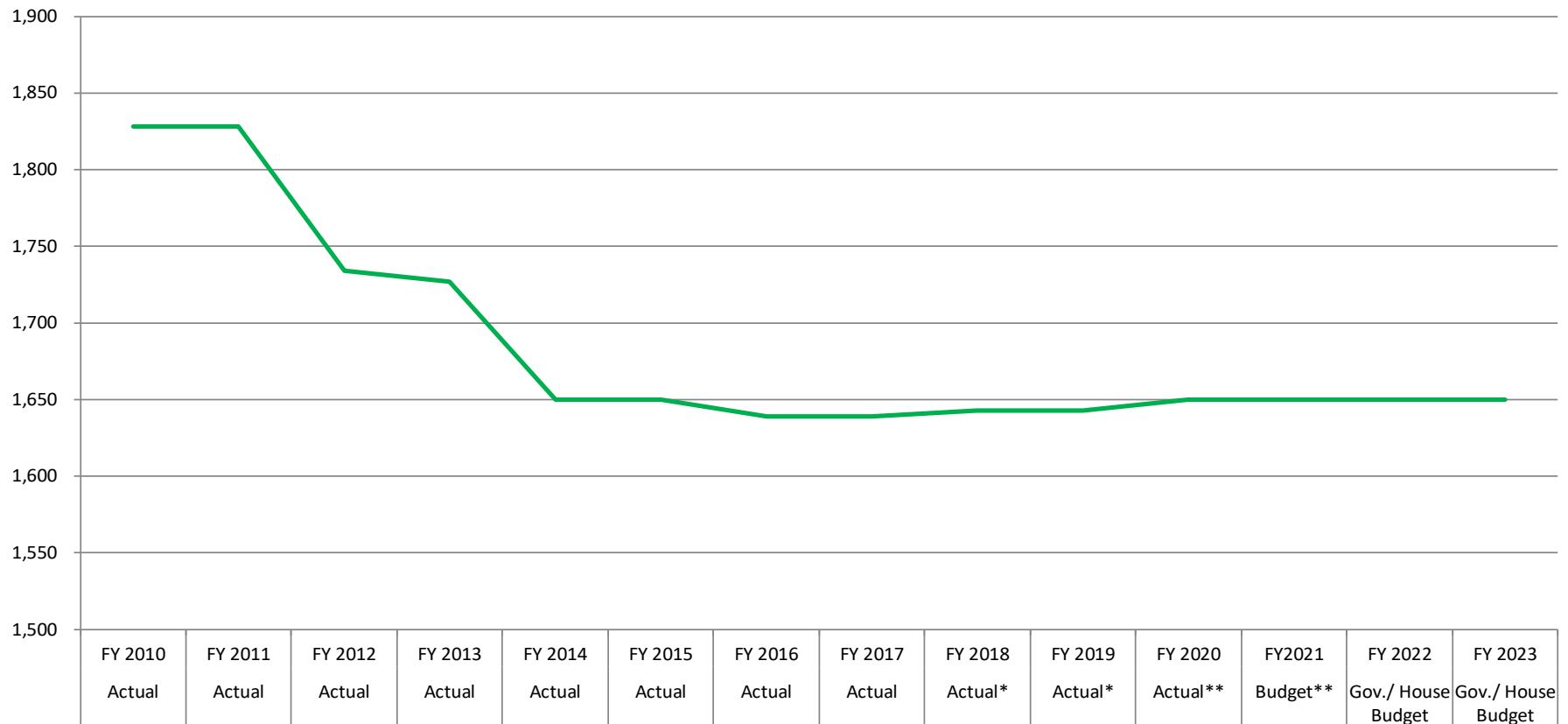


- Comprised of various funding sources
  - Highway (36%), Federal (35%), Turnpike (19%), Other (9%), General (1%)

# History of Authorized Full-Time Positions

	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual*	Actual*	Actual**	Budget**	Gov./ House Budget	Gov./ House Budget
Authorized Positions - Classified & Unclassified	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY2021	FY2021	FY 2022	FY 2023
	1,828	1,828	1,734	1,727	1,650	1,650	1,639	1,639	1,643	1,643	1,650	1,650	1,650	1,650	1,650

**Total All DOT Authorized Full-Time Positions**



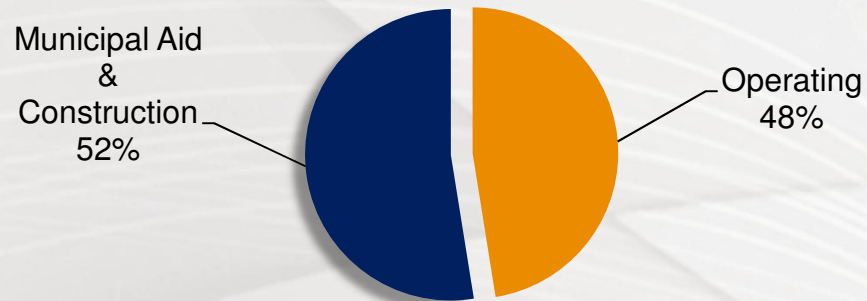
\* Increase in authorized positions is for 3 Shared Service Center positions transferred from Dept. of Administrative Services due to elimination of bureau and increase in 1 Transit position that is 100% Federally funded.

\*\* Increase in authorized positions is for 7 new position requests, 1 in Aeronautics and 6 in Highway Operations Division.

# Funding Summary

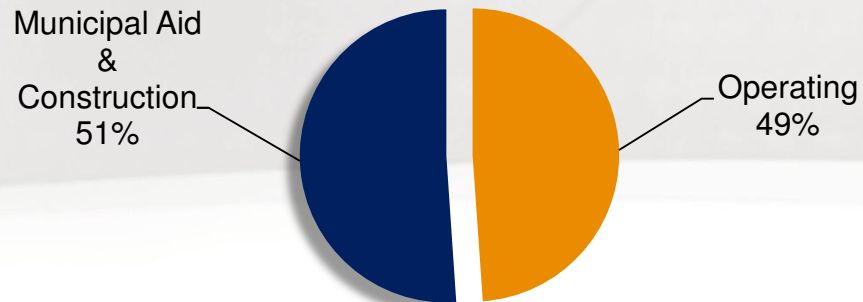
FY2022 House Approved Budget \$674 million

- Municipal Aid and Construction Costs = \$352 million
- Operating Costs = \$322 million

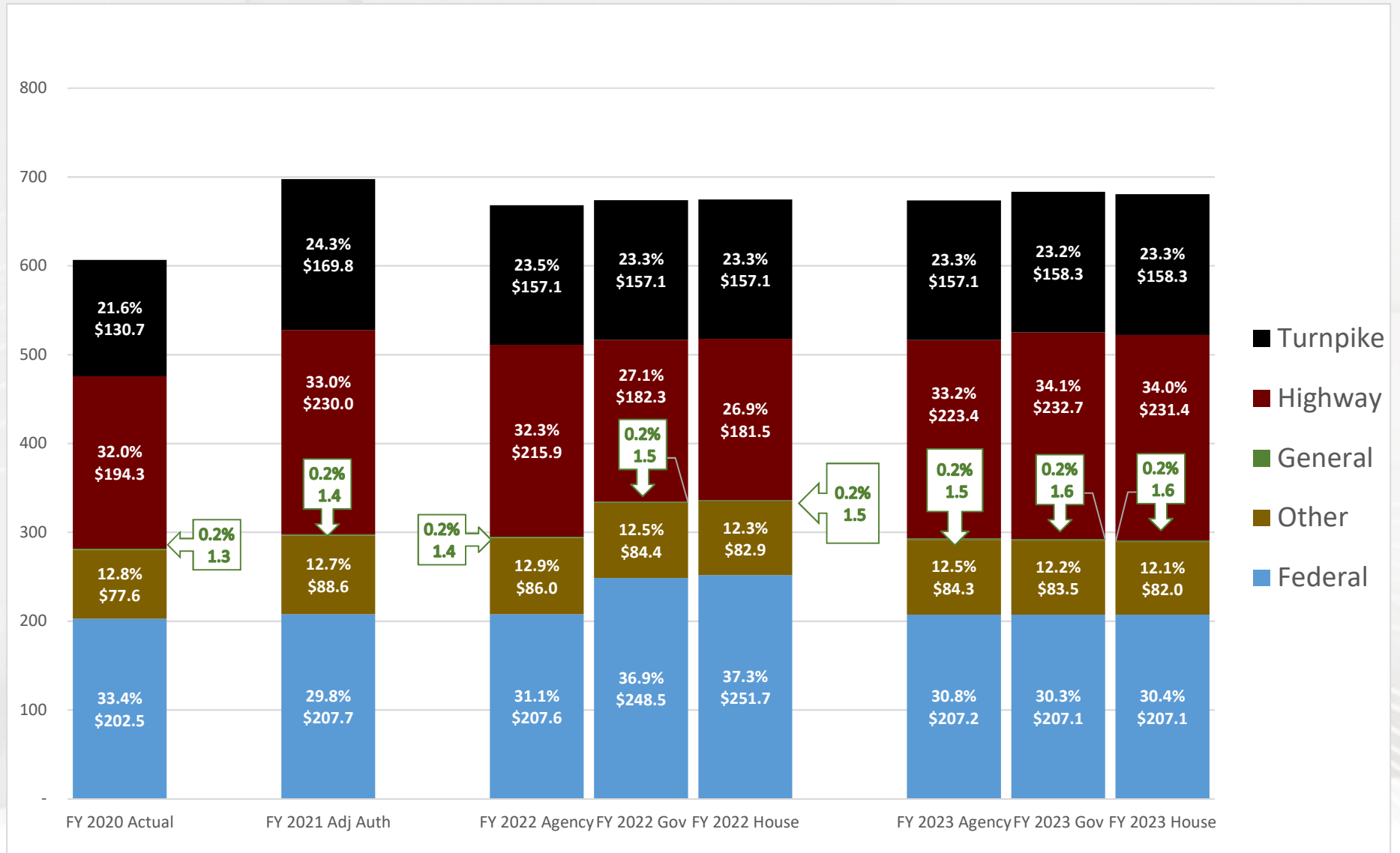


FY2023 House Approved Budget \$680 million

- Municipal Aid and Construction Costs = \$347 million
- Operating Costs = \$333 million



# Funding Summary-Type of Funds





## DOT Additional Needs Funded by House - Highway

House Ways & Means change in Highway Fund revenue resulted in reductions to Block Grant, Betterment, SB367 Betterment and Winter Maintenance.

House Bill 2 (HB2) Provides \$19M in General Funds

- \$4M Block Grant Aid
- \$5M Betterment Program
- \$6M Fleet Equipment
- \$4M Winter Maintenance
- HB2 Funding provides replacement for House revenue reduction plus additional funds for operating cuts made due to lost revenue related to COVID.

# General Fund

- Funds Aeronautics and Railroad Bureaus
- Transit Bureau funded with primarily Federal funds
  - Budget includes \$200 thousand per year of General funds for transit operators Federal match
- FY2022 General Fund Budget \$1.5M
- FY2023 General Fund Budget \$1.6M

## Additional Need funded by Governor:

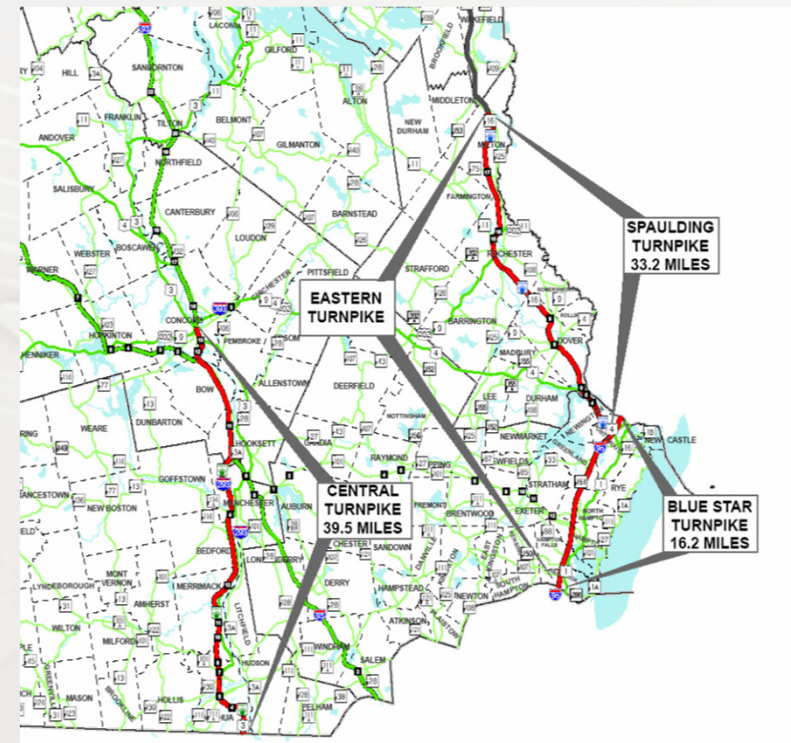
- Aeronautics Principal Planner – UAS (Drones)

## House Change requested by DOT:

- Increase in Federal Transit Administration (FTA) funds of \$3.2M from Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

# Turnpike System Overview

- 3 Turnpike Segments
- 89 Miles Long
- 172 Bridges
- 8 Toll Facilities
- Enterprise Fund – All Turnpike revenue must be used on the System
- Turnpike Revenue pays for:
  - Operating & Maintenance Costs
  - Debt Service
  - R&R Work
  - Capital Improvements
- FY20: 110 million transactions  
\$131 million total revenue



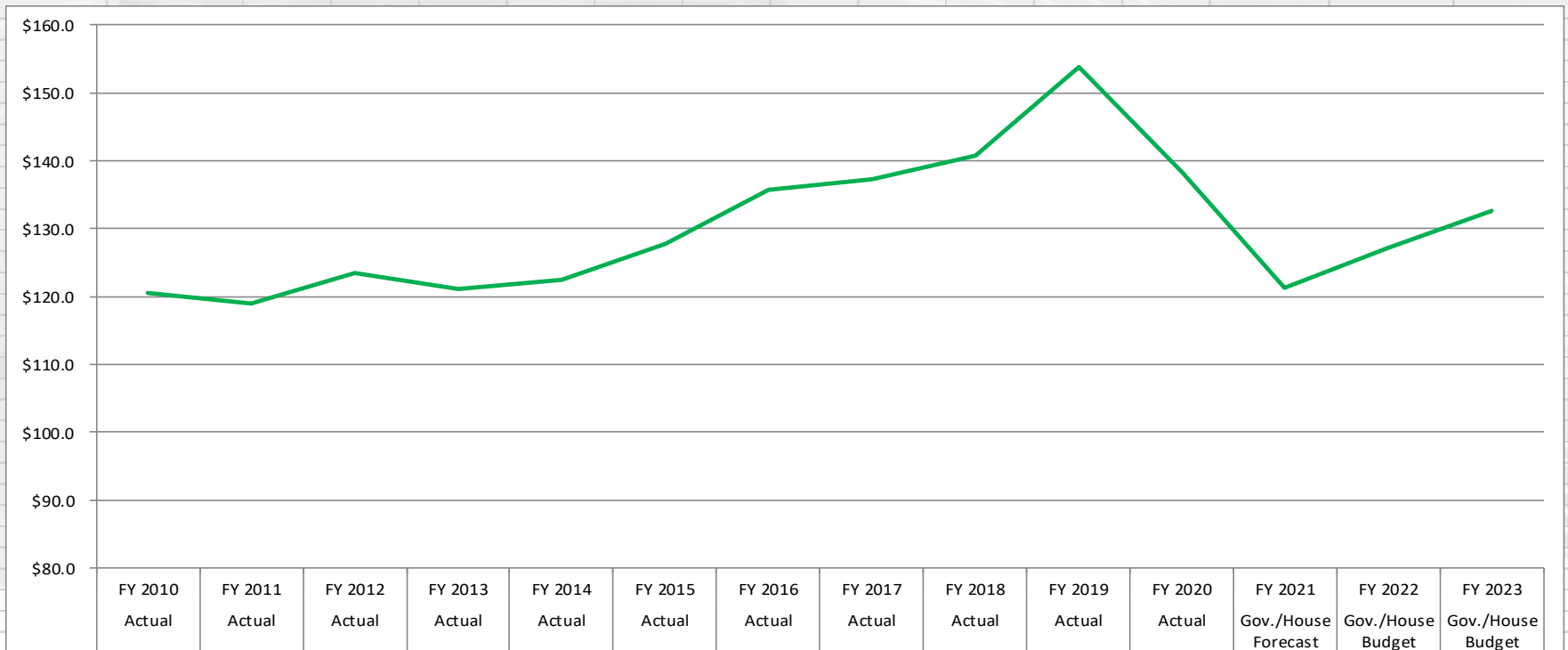
# Turnpike Fund Historical Revenue

## State of New Hampshire Department of Transportation History of Turnpike Fund Revenue

(in millions)

	Actual FY 2010	Actual FY 2011	Actual FY 2012	Actual FY 2013	Actual FY 2014	Actual FY 2015	Actual FY 2016	Actual FY 2017	Actual FY 2018	Actual FY 2019	Actual FY 2020	Gov./House Forecast FY 2021	Gov./House Budget FY 2022	Gov./House Budget FY 2023
Toll Revenue	\$ 117.7	\$ 117.9	\$ 117.9	\$ 117.2	\$ 118.5	\$ 123.6	\$ 129.6	\$ 130.5	\$ 134.1	\$ 145.1	\$ 129.8	\$ 120.7	\$ 126.6	\$ 132.1
	2.8	1.0	5.6	3.9	3.9	4.2	6.1	6.8	6.6	8.7	8.4	0.7	0.5	0.5
<b>Total Revenue - Turnpike Fund</b>	<b>\$ 120.5</b>	<b>\$ 118.9</b>	<b>\$ 123.5</b>	<b>\$ 121.1</b>	<b>\$ 122.4</b>	<b>\$ 127.8</b>	<b>\$ 135.7</b>	<b>\$ 137.3</b>	<b>\$ 140.7</b>	<b>\$ 153.8</b>	<b>\$ 138.2</b>	<b>\$ 121.4</b>	<b>\$ 127.1</b>	<b>\$ 132.6</b>

Source: (Actual) State CAFR Revenue Reports and Budget Appropriations



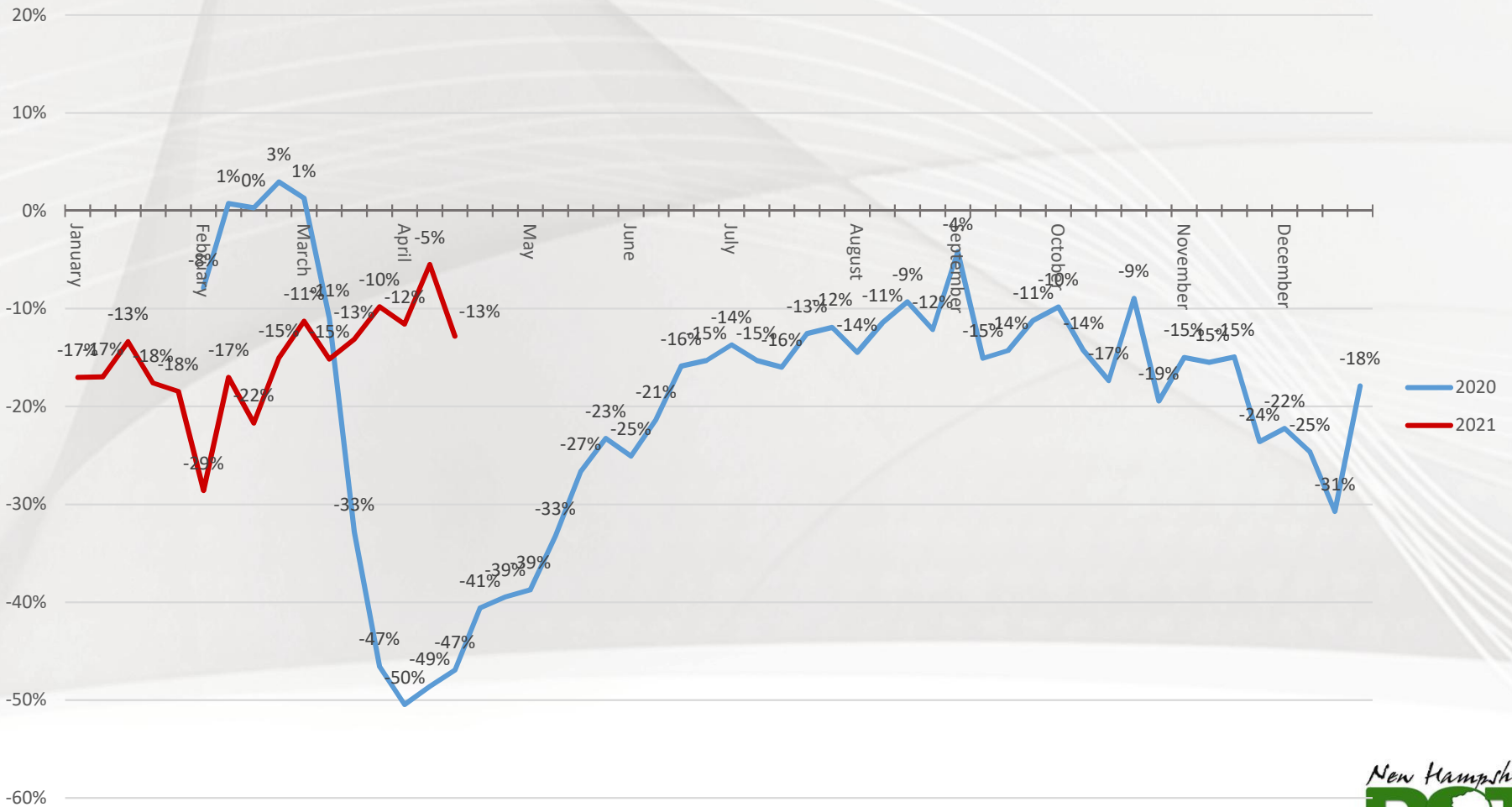
# COVID-19 Impacts

Weekly Percent Differences: 2021 vs. 2019 and 2020 vs. 2019\*

Concord I-93 Exit 12-13 (Station #02099092)

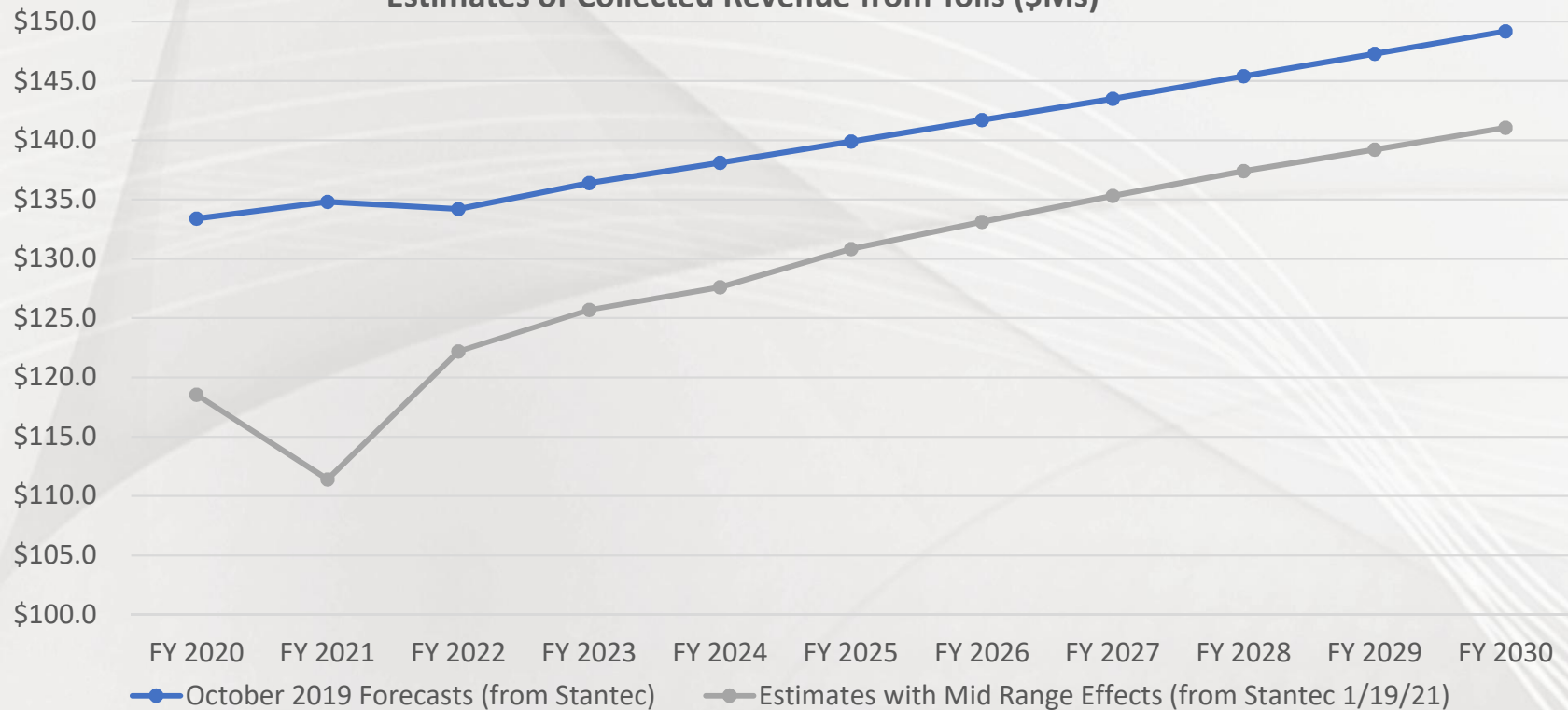
(Based on same day of week of previous year 2019)

\* 9/9/20-9/29/20,10/19/20-10/20/20,10/22/20,10/24/20,11/12/20,12/10/20-12/28/20  
based on same day of week



# COVID-19 Impacts

NHDOT - Bureau of Turnpikes  
Estimates of Collected Revenue from Tolls (\$Ms)



	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Difference from Oct 2019 T&R	-\$14.9	-\$23.4	-\$12.0	-\$10.7	-\$10.5	-\$9.1	-\$8.6	-\$8.2	-\$8.0	-\$8.1	-\$8.1
Percent Reduction	-11.1%	-17.4%	-9.0%	-7.9%	-7.6%	-6.5%	-6.1%	-5.7%	-5.5%	-5.5%	-5.5%

# Turnpike Fund

- COVID-19 impacts on revenue necessitated a 7.5% budget reduction in FY22
- FY23 budget flat to FY22
- No Additional Prioritized Needs were requested
- All operations, maintenance, debt service and R&R requirements have been funded within the FY22/23 Budget
- Overall projected long-term revenue reduction will require delay of some capital projects
- No changes in House Approved Budget.

# Highway Fund

- Highway Fund is not the DOT and DOT is not the Highway Fund.
- Fund which unrestricted revenue from gas tax/road toll and registration fees is collected by Dept. of Safety
- Also Fund which federal construction reimbursement, GARVEE bond and TIFIA proceeds are collected
- Primary source of funding for Operating Budget
- Revenue from Highway Fund appropriated to various agencies, DOT, Safety, Judicial Branch and Justice
- In 2020 59% of Highway Fund appropriated to DOT, 26% to other Agencies, 15% to Municipalities



# Highway Fund – Restricted Revenue

- Gross Highway Fund revenue is reduced by the cost of collection for the Department of Safety.
- Block Grant - 12% of the gross road toll and motor vehicle fee revenues collected in the preceding fiscal year are distributed to municipalities (RSA 235:23).
- State Highway and Bridge Betterment Account - 2.6 cents (88% of 3 cents) of the Road Toll (RSA 235:23-a).
- SB367 Revenue - 3.7 cents (88% of 4.2 cents) is restricted for I-93 project debt service, State Aid Bridge and State Highway and Bridge Betterment Account. (RSA 260:32-a and b)
- Of the overall 22.2 cent/gallon NH Road Toll, 12.8 cents is available for appropriation to cover Operating Costs.

# History of Road Toll and Motor Vehicle Fee Revenues

(In Millions)															
Updated 1/14/2021															
		A	B	C	D	E	F	G	M	H	I	J	K	L	
Source:	CAFR (Business License Taxes (Road Toll) - Restricted & Unrestricted)	(SOA AU 2943 Expense+ AU 8910 class 414)	(SOA Org 3039 Revenue)	(SOA AU 8910 Revenue less class 414 expense)	CAFR	CAFR (Motor Vehicle Fees - Restricted & Unrestricted)	(E+F)		CAFR (Fines, Penalties & Interest- Unrestricted) No block grant applied	(SOA AU 3018/2939 Expenses less OIT, + Direct Appropriations from CAFR Expenditures)	(D+G+H+M)	(A+F)/(A+F+D+G+M)	(H/(A+F+D+G+M))	(I/(A+F+D+G+M))	
Schedule:		Surplus	Restricted	Restricted	Surplus		Surplus	Surplus		Surplus	Surplus				
Fiscal Year	22.2¢ Total Gas Tax (A+B+C+D) (Note 7)	2.7¢ (12%) Block Grant Aid A&B	2.6¢ Betterment (Note 2)	3.7¢ SB 367 Gas Tax	13.2¢ State Gasoline Tax	Motor Vehicle Fees	12% Block Grant from Motor Vehicle Fees	88% Net Motor Vehicle	Motor Vehicle Fines	Hwy Funds Available to Other Agencies	Highway Fund Balance for NHDOT	% for Muni's	% for Other Agencies	% for NHDOT	
1999 (2)	133.3	14.6	13.5	0.0	105.2	66.3	8.0	58.4		42.2	121.4	12.1%	22.7%	65.2%	
2000	136.0	15.0	20.0	0.0	101.0	69.9	8.4	61.5		46.9	115.6	12.0%	25.2%	62.2%	
2001	139.8	16.4	20.3	0.0	103.1	72.1	8.6	63.4		48.2	118.4	13.1%	25.1%	61.8%	
2002	142.8	15.6	21.1	0.0	106.1	83.7	10.0	73.7		52.1	127.7	12.5%	25.3%	62.2%	
2003	145.6	16.8	21.4	0.0	107.4	87.7	10.5	77.2		54.5	130.0	12.9%	25.7%	61.4%	
2004	152.0	16.4	22.1	0.0	113.5	89.9	10.8	79.1		57.2	135.4	12.4%	26.0%	61.6%	
2005	154.6	18.3	22.6	0.0	113.7	93.2	11.2	82.0		63.2	132.4	13.1%	28.1%	58.8%	
2006	149.8	18.5	21.9	0.0	109.4	85.7	10.3	75.5		70.0	114.8	13.5%	32.8%	53.8%	
2007	151.5	17.3	22.0	0.0	112.2	93.3	11.2	82.1		74.2	120.1	12.8%	33.3%	53.9%	
2008	151.7	17.5	14.7	(3)	119.5	100.9	12.1	88.8		75.7	132.6	12.4%	31.8%	55.7%	
2009	146.3	18.6	14.2	(3)	113.5	99.3	11.9	87.4		79.3	121.6	13.2%	34.3%	52.6%	
2010	147.0	12.6	23.3	(4)(7)	111.1	142.1	(5,8)	17.1	125.1	81.9	(6)	154.4	11.2%	30.8%	58.1%
2011	161.2	20.0	(9b) 36.2	(7)	105.0	123.9	(5,8)	14.9	109.1	84.5		129.6	14.0%	33.9%	52.1%
2012	144.0	22.0	(9b) 21.7		100.3	104.4	(8)	12.5	91.9	80.4		120.1	14.7%	34.2%	51.1%
2013	144.2	17.1	(9b) 20.8		106.3	106.5	(8)	12.8	93.7	82.0		125.5	12.6%	34.5%	52.9%
2014	145.8	17.1	(9b) 21.1		107.6	109.2	(8)	13.1	96.1	83.6		127.5	12.5%	34.6%	52.8%
2015	181.4	19.8	(9b) 21.3		106.0	107.8	(8)	13.1	94.7	83.4		124.5	13.7%	34.6%	51.7%
2016	182.6	21.9	(9b) 21.5		30.6 (10) 108.6	107.7	(8)	12.9	94.8	64.2	(9c)	146.2	14.2%	26.2%	59.6%
2017	184.1	22.0	(9b) 21.8		30.8 (10) 109.5	113.5	(8)	12.9	100.6	66.5	(9c)	149.9	13.9%	26.5%	59.6%
2018	184.9	22.2	(9b) 22.0		31.2 109.5	114.1	(8)	13.6	100.5	65.1	(9c)	150.7	14.2%	25.9%	59.9%
2019	187.8	22.6	(9b) 22.4		31.6 111.3	117.0	(8)	13.7	103.3	69.9	(9c)	150.4	14.1%	27.2%	58.6%
2020	174.7	22.9	(9b) 20.5		28.7 102.6	115.5	(8)	14.0	101.5	66.4	(9c)	148.4	14.7%	26.4%	58.9%
2021 Budget	191.1	(9) 23.0	(9) 22.7	(9)	31.8 (9) 113.6	110.0	(8,9)	13.9	96.1	71.5	(9c)	151.6	14.2%	27.5%	58.3%

# SB367 Waterfall / TIFIA Debt Service

Fiscal Year	\$0.042 Dedicated Road Toll Increase <sup>1</sup>	Municipal Block Grant Aid (12% PY Revenue)	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing <sup>2</sup> for I-93	State Aid for Municipal Bridges	DOT Operating Budget	Transfer from FY 16 savings in Operating <sup>4</sup>	TIFIA Pledged Paving and Bridge Repair <sup>3</sup>
2015 Actual	\$34,317,587	-	\$100,000	\$9,117,587	-		\$25,100,000
2016 Actual	\$34,686,888	\$4,118,110	\$284,354	\$6,800,000	\$8,300,000		\$15,184,423
2017 Actual	\$34,974,610	\$4,162,427	\$473,303	\$6,800,000	\$8,300,000	\$4,000,000	\$19,238,880
2018 Actual	\$35,358,920	\$4,196,953	\$735,276	\$6,800,000	-		\$23,626,691
2019 Actual	\$35,808,375	\$4,243,070	\$1,297,686	\$6,800,000	-		\$23,467,619
2020 Actual	\$32,980,660	\$4,297,005	\$1,673,067	\$6,800,000	-		\$20,210,589
2021 Projected	\$31,208,756	\$3,957,679	\$2,142,856	\$6,800,000	-		\$18,308,221
2022 House Budget	\$32,812,500	\$3,745,051	\$2,215,000	\$6,800,000	-		\$20,052,449
2023 House Budget	\$33,140,626	\$3,937,500	\$2,215,000	\$6,800,000	-		\$20,188,126
2024	\$32,809,220	\$3,976,875	\$2,215,000	\$6,800,000	-		\$19,817,345
2025	\$32,448,318	\$3,937,106	\$2,215,000	\$6,800,000	-		\$19,496,212
2026	\$32,123,835	\$3,893,798	\$23,425,706	\$4,804,331	-		\$0
2027	\$31,802,597	\$3,854,860	\$23,425,706	\$4,522,031	-		\$0
2028	\$31,484,571	\$3,816,312	\$23,425,706	\$4,242,553	-		\$0
2029	\$31,169,725	\$3,778,149	\$23,425,706	\$3,965,871	-		\$0
2030	\$30,889,198	\$3,740,367	\$23,425,706	\$3,723,125	-		\$0
2031	\$30,611,195	\$3,706,704	\$23,425,706	\$3,478,785	-		\$0
2032	\$30,335,694	\$3,673,343	\$23,425,706	\$3,236,645	-		\$0
2033	\$30,062,673	\$3,640,283	\$23,425,706	\$2,996,684	-		\$0
2034	\$29,792,109	\$3,607,521	\$23,425,706	\$2,758,882	-		(\$0)
2035	\$0	\$0	\$0	\$0	-	-	\$0
<b>TOTAL</b>	<b>\$648,818,056</b>	<b>\$74,283,114</b>	<b>\$226,397,895</b>	<b>\$110,846,492</b>	<b>\$16,600,000</b>	<b>4,000,000.00</b>	<b>\$224,690,554</b>

<sup>1</sup> - FY2021, FY2022 and FY2023 Budget Based on Revised Revenue Projections from Safety 1/29/2021 and House Ways & Means Budget; FY2024 - FY2034 % reductions provided by Cambridge Systematics as part of the Road Usage Fee Study.

<sup>2</sup> - Actual/Projected debt service based on loan closing 5/24/2016.  
 - \$200M TIFIA Financing; 9 year deferral period for principal payments  
 - All-In True Interest Cost = 1.09%  
 - Includes \$20,000 annual TIFIA Administrative Fee.

<sup>3</sup> - Pursuant to SB367 requirements, funds identified will be allocated based on RSA 235:23-a, Highway and Bridge Betterment Account.

<sup>4</sup> - Savings realized in Highway Maintenance in FY2016 transferred to TIFIA Pledged Paving and Bridge Repair pursuant to CH 0324:10 116.

**State of New Hampshire Department of Transportation  
History of Highway Fund Revenue**

Unrestricted Revenue (Highway Funds)													House Forecast	House Budget	House Budget
	FY 2010		FY 2012		FY 2014		FY 2016		FY 2018		FY 2020	FY 2021	FY 2022	FY 2023	
Gas Road Tolls	\$ 123.7	\$ 125.0	\$ 124.9	\$ 123.3	\$ 124.7	\$ 125.8	\$ 123.6	\$ 124.6	\$ 126.1	\$ 127.5	\$ 117.6	\$ 114.4	\$ 120.3	\$ 121.5	
Motor Vehicle Fees	103.2	94.2	104.4	107.5	106.6	110.4	85.1	89.9	90.3	92.3	97.9	119.4	124.0	124.7	
\$30 Reg. Surcharge	38.9	29.7													
<b>Subtotal Road Toll &amp; Motor Vehicle Fees</b>	<b>265.8</b>	<b>248.9</b>	<b>229.3</b>	<b>230.8</b>	<b>231.3</b>	<b>236.2</b>	<b>208.7</b>	<b>214.5</b>	<b>216.4</b>	<b>219.8</b>	<b>215.5</b>	<b>233.8</b>	<b>244.3</b>	<b>246.2</b>	
Court Fines	8.0	8.2	7.8	7.0	7.2	6.8	6.9	6.2	5.7	5.7	5.1	4.3	4.5	4.8	
Miscellaneous	22.9	21.0	19.3	21.4	0.8	0.4	0.3	0.3	0.2	0.6	0.2	0.2	0.2	0.2	
Retro Turnpike Toll Credits *	12.7	2.1	1.4												
I-95 Sale	30.0	20.0	26.0	26.0	15.0	14.2	0.4								
Cost of Collections							25.1	28.7	28.1	26.2	28.0	33.7	30.3	31.7	
<b>Total Unrestricted Revenue - Highway Fund</b>	<b>\$ 339</b>	<b>\$ 300</b>	<b>\$ 284</b>	<b>\$ 285</b>	<b>\$ 254</b>	<b>\$ 258</b>	<b>\$ 241</b>	<b>\$ 250</b>	<b>\$ 250</b>	<b>\$ 252</b>	<b>\$ 249</b>	<b>\$ 238.3</b>	<b>\$ 249.0</b>	<b>\$ 251.2</b>	

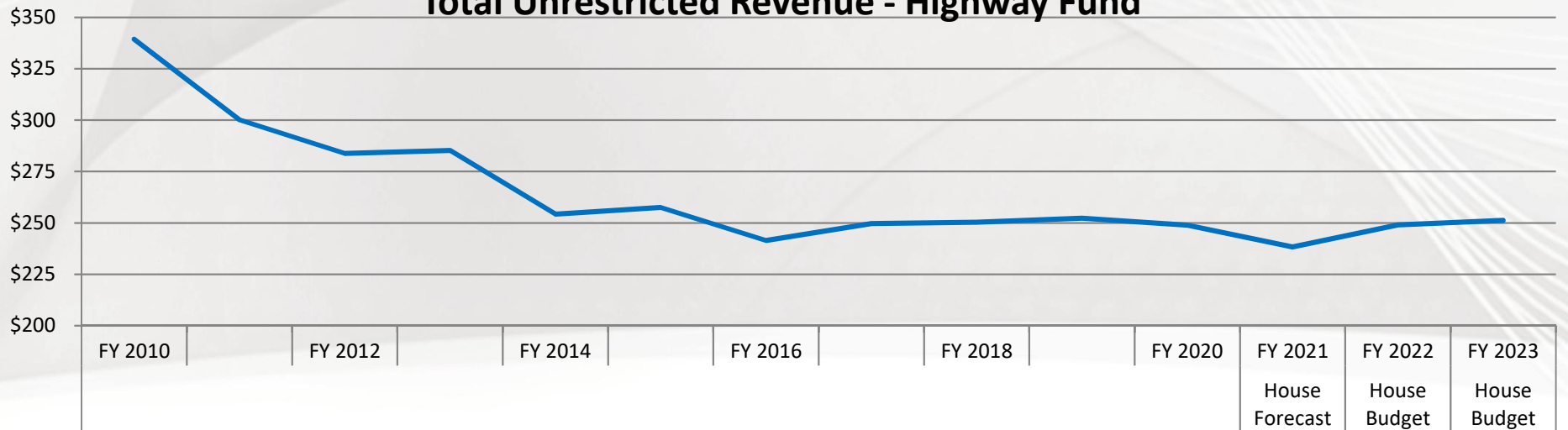
Notes: Beginning in FY16 Cost of Collections was restricted and removed from Unrestricted Revenue.

In FY20 Plea by Mail revenue was moved from restricted (Safety Detective Bureau) to Unrestricted and amounted to \$5.6M.

Source: State AFR Revenue Reports

\*Toll credits can be applied to projects retroactively, i.e., after project authorization. The Department received Federal revenue reimbursement for match funds paid in prior years with Highway Funds.

**Total Unrestricted Revenue - Highway Fund**



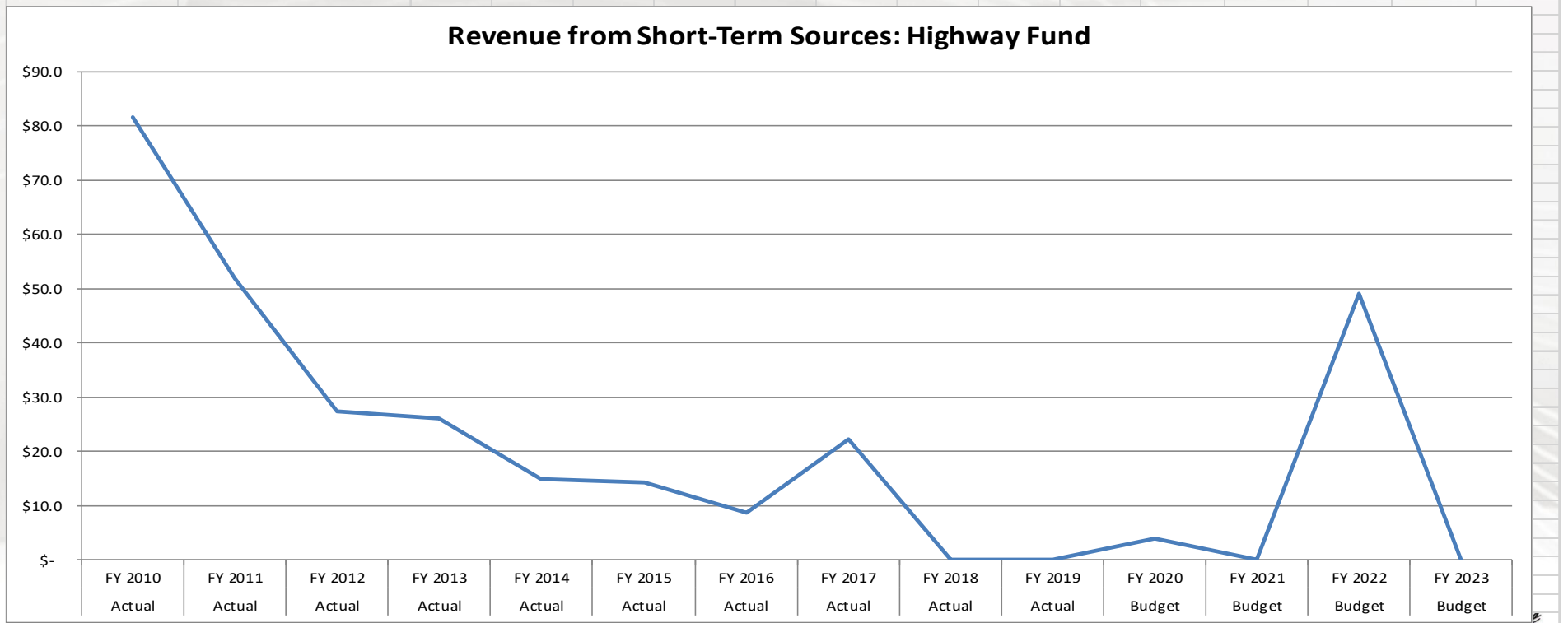
# History of One-Time Sources - Highway Fund Revenue

Unrestricted and Restricted Revenue (Highway Funds)														
	Actual FY 2010	Actual FY 2011	Actual FY 2012	Actual FY 2013	Actual FY 2014	Actual FY 2015	Actual FY 2016	Actual FY 2017	Actual FY 2018	Actual FY 2019	Budget FY 2020	Budget FY 2021	Budget FY 2022	Budget FY 2023
\$30 Reg. Surcharge	38.9	29.7												
Retro Turnpike Toll Credits	12.7	2.1	1.4											
I-95 Sale	30.0	20.0	26.0	26.0	15.0	14.2	0.4							
SB367 for NHDOT Highway Operations							8.3	8.3						
General Fund Transfer to Highway Fund *								13.9			4.0		8.1	
Federal Relief Funds (CRRSAA)													41.0	-
<b>Total Unrestricted/Restricted Revenue</b>	<b>\$ 81.6</b>	<b>\$ 51.8</b>	<b>\$ 27.4</b>	<b>\$ 26.0</b>	<b>\$ 15.0</b>	<b>\$ 14.2</b>	<b>\$ 8.7</b>	<b>\$ 22.2</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4.0</b>	<b>\$ -</b>	<b>\$ 49.1</b>	<b>\$ -</b>

Source: State CAFR Revenue Reports

\* HB517 (HB2) Section 156:232, \$13.9M appropriated to the Highway Fund from the General Fund, effective June 30, 2017.

HB 4 Section 346:311, \$3.963M appropriated to the Highway Fund from the General Fund, effective June 30, 2019.



# Highway Fund

- Department required funding reduction of 7% in Agency phase for FY22 and 1% increase in FY23.
  - Reduced fleet equipment
  - Reduced preventative maintenance
    - ✓ Bridge Washing
    - ✓ Guardrail repairs
    - ✓ Tree trimming and brush clearing
    - ✓ Graffiti removal
  - Reduced temporary positions for Engineering intern program
- \$41M in Federal funding for state highway's included in the 2020 Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act used to displace highway fund expenditures in FY22.
- HB1817, Chapter Law 162:25, appropriated general funds to the Department of Transportation for bridge projects into a nonlapsing account. HB2 includes language for \$8.1 million of unspent appropriations to lapse to the Highway Fund.

# DOT Requested Additional Needs Funded by Governor - Highway

- Debt Service and Block Grant increases funded
- \$12M over biennium increase for Winter Maintenance
  - Funds winter maintenance at 3 year average
- Transfer to DoIT for Office 365
- Transfer to General Services for building maintenance
- Transfer to Justice for AG support of DOT
- Project Development Engineering Intern Program

## DOT Additional Needs Funded by House - Highway

House Ways & Means change in Highway Fund revenue resulted in reductions to Block Grant, Betterment, SB367 Betterment and Winter Maintenance.

House Bill 2 (HB2) Provides \$19M in General Funds

- \$4M Block Grant Aid
- \$5M Betterment Program
- \$6M Fleet Equipment
- \$4M Winter Maintenance
- HB2 Funding provides replacement for House revenue reduction plus additional funds for operating cuts made due to lost revenue related to COVID.



# DOT Requested Additional Needs Not Funded

## - Highway

- \$0.45M per year equipment for Bridge Maintenance and Traffic Bureaus
- Preventative Maintenance
  - \$0.9M per year Guardrail maintenance and repairs
  - \$1.7M per year Bridge washing
- Telematics devices, equipment and software maintenance for Mechanical Services of \$0.7M over biennium
- ITS device repairs and maintenance and consultant for TSMO Bureau \$0.31M over biennium
- Graffiti Removal \$0.40M over biennium
- \$2M per year for FHWA payback related to Conway Bypass

# Issues & Challenges

- Highway Fund revenue and structural insolvency
- Operations and Maintenance needs
  - Fleet Backlog
  - Preventative Maintenance backlog
  - Uncompetitive rates and shortage of hired trucks
- Limited State funding for Non-Fed eligible state roads
  - 3,464 miles Fed-Aid Eligible
  - 1,142 miles Ineligible for Fed-Aid
- State match for Discretionary Grants and Federal Highway Program
- State Aid Bridge program
- Additional Ten Year Plan Project Needs
- Transit funding

# FY22-23 Budget Change Request

Fund	Funding	Accounting Unit	Class	Description	FY 2022 HOUSE APPROVED	DEPARTMENT REQUESTED INCREASE/ (DECREASE) FY2022	TOTAL REQUESTED FY 2022	FY 2023 HOUSE APPROVED	DEPARTMENT REQUESTED INCREASE/ (DECREASE) FY2023	TOTAL REQUESTED FY 2023
10	FED	29160000	72	Grants Federal	\$ 13,200,000	\$ (97,662)	\$ 13,102,338	\$ 13,750,000	\$ (97,662)	\$ 13,652,338
10	FED	29160000	000	Federal Revenue	\$ 14,543,019	\$ (97,662)	\$ 14,445,357	\$ 15,152,728	\$ (97,662)	\$ 15,055,066
15	FED	29440000	46	Consultants	\$ 1,212,497	\$ (90,000)	\$ 1,122,497	\$ 360,598	\$ (90,000)	\$ 270,598
15	FED	29440000	72	Grants Federal	\$ 3,900,000	\$ 187,662	\$ 4,087,662	\$ 3,900,000	\$ 187,662	\$ 4,087,662
15	FED	29440000	000	Federal Revenue	\$ 5,697,500	\$ 97,662	\$ 5,795,162	\$ 4,636,500	\$ 97,662	\$ 4,734,162

Regional Planning Commissions (RPCs) transit related expenditures to be managed by Planning and Community Assistance Bureau. Federal funds will be transferred from FTA to FHWA. Transfer from class 46 Consultants to class 72 Grants Federal is to account for increases in RPC contracts.

# Fleet Statistics Summary

## Fiscal Year 2021 Fleet Statistics as of July 1, 2020 Replacement Evaluation Criteria

Effective 7/1/2020, revised 3/08/2020		D	E	F	G	J	K
Category	Category Description	# Units	Approx. Replacement Costs (Total Fleet) (D x H)	# Exceeds Life Age or Usage	% of Fleet Exceeding Parameters	Current Replacement Class Totals (Sum of I)	Target Funding Level / Yr. (D/A x H)
<b>0963800</b>	<b>MECHANICAL SERVICES</b>	<b>1257</b>		<b>277</b>	<b>22%</b>		
EHDT	Trucks_ExtraHeavy Duty >45000#	70	\$ 17,378,000	20	29%	\$ 7,196,000	
HDT	Trucks_Heavy Duty > 20001#	260	\$ 41,855,000	70	27%	\$ 11,340,000	
MDT	Trucks_Medium Duty > 10001#	62	\$ 5,570,000	15	24%	\$ 1,345,000	
LDT1	Trucks_Light Duty < 8501#	141	\$ 2,953,000	28	20%	\$ 591,000	
LDT2	Trucks_Light Duty > 8501#	173	\$ 4,836,000	30	17%	\$ 862,000	
PASSAUT	Passenger Autos_	81	\$ 1,444,500	16	20%	\$ 285,500	
VB1	Vans & Buses_1 seats 9-20	2	\$ 68,000	0	0%	\$ -	
MEC	Mobile Equipment_Construction	146	\$ 21,368,000	92	63%	\$ 12,008,000	
TRE	Trailers_Equipment -Flatbed	8	\$ 80,000	2	25%	\$ 20,000	
TRENC	Trailers_Enclosed	2	\$ 50,000	2	100%	\$ 50,000	
AE	Associated Equipment_	312	\$ 7,790,000	2	1%	\$ 40,000	
		<b>Total=</b>	<b>\$ 103,392,500</b>		<b>Subtotal</b>	<b>\$ 33,737,500</b>	<b>\$ 8,940,958</b>
					<b>Planned FY20 &amp; FY21 Acquisitions</b>	<b>\$ 22,383,860</b>	
					<b>Remaining Backlog</b>	<b>\$ 11,353,640</b>	
Notes:	Approx. acquisition costs paid to purchase the current fleet <b>\$73.7 million</b>						
	Approx. depreciated value of the current fleet <b>\$36.4 million</b>						
	Column K: 'Target Funding Level / Yr.' represents a per year requirement for equipment replacement based on expected life.						
	Planned FY20 & FY21 Acquisitions include equipment ordered and in various stages of being placed in service.						
To catch up over time:							
1 yr	\$	11,353,640					
5 yrs		\$2,270,728					
10 yrs		\$1,135,364					
15 yrs		\$756,909					