

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



Transportation excellence enhancing the quality of life in New Hampshire

*Agency Efficiency Budget Presentation*

**November 29, 2022**





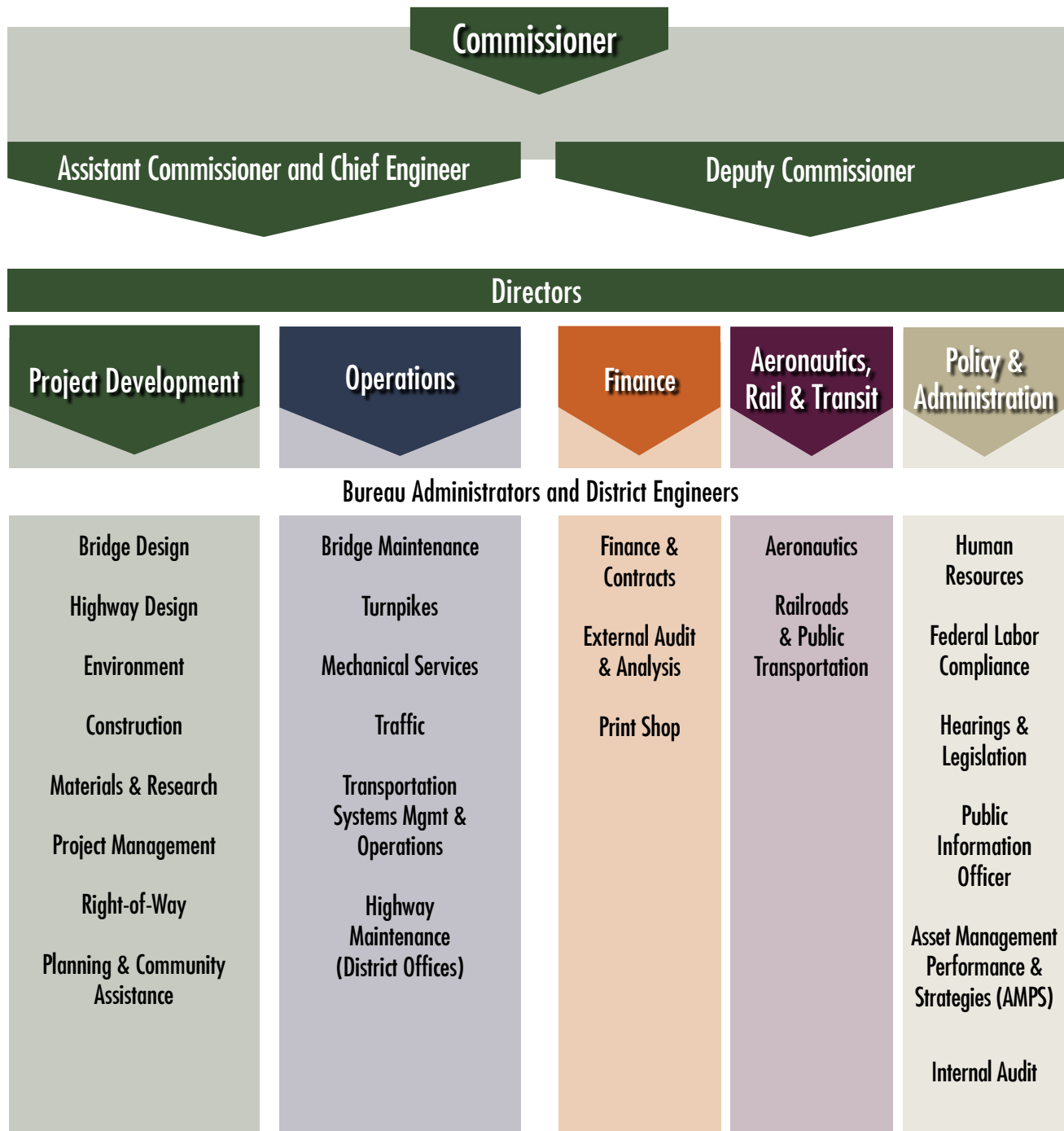








# NHDOT Organization Structure





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## Operating Budget

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

The New Hampshire transportation System is vital to New Hampshire's economic growth and prosperity. The financial value of New Hampshire's transportation system, by some estimates at replacement value, exceeds \$12 billion in roadways and \$8 billion in bridges. To assist the general public in understanding the cost to Plan, Design, Construct, Operate and Maintain the State of New Hampshire's transportation network, we have created what we hope is a simple- to-use guide to understanding the New Hampshire Department of Transportation's Agency Budget.

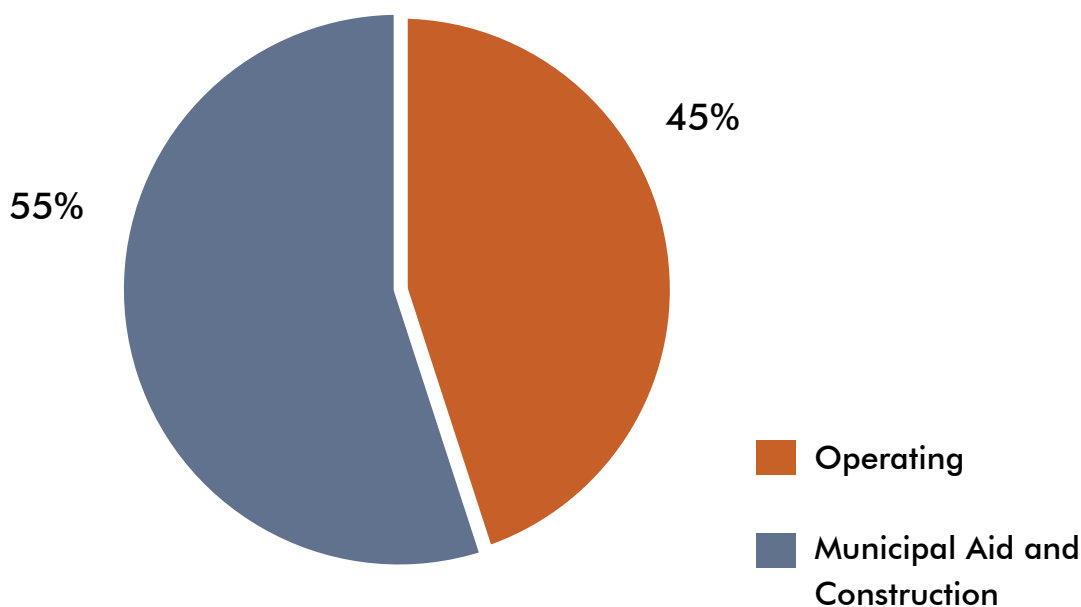
Transportation funding in New Hampshire is complex and made up of a number of funding sources, reflected in NHDOT's budget. The major funding sources are summarized below with a brief, general explanation of where the revenue comes from, approximate annual amounts, and how the funds are used.

NHDOT's overall budget is comprised of these various funding sources. This Annual Report organizes the budget summary and expenditures into two major Categories:

- Operating Budget – the cost to operate and maintain the existing transportation system, as well as to plan, engineer, and oversee construction of transportation projects. The operating budget includes the services of approximately 1,650 dedicated men and women and associated resources to meet this effort.
- Municipal Aid and Construction Budget – The portion of NHDOT's budget that goes to Municipalities, whether direct pass through or indirect technical/program assistance, and to fund capital improvement construction projects.

### NHDOT Budget

Total FY24 Budget \$752.7M



# Operating Budget

## Transportation Finances

### Highway Funds

The Highway Fund is the primary source of funding for the NHDOT Operating budget. The Highway Fund is made up of revenue collected by the Department of Safety and includes the NH Road Toll (gas tax), Vehicle Registration Fees and Court Fines for traffic violations.

Most of this revenue is unrestricted and available for appropriation by the Legislature to fund Operating Costs. The Highway Fund is not managed by or exclusive to the NHDOT. It is the primary source of funds for NHDOT operations, but the legislature also appropriates Highway Funds to other agencies like the Department of Safety. There are some restricted uses of the Highway Fund for intended purposes defined by the legislature as follows:

Cost of Collection-Road Toll Bureau-Dept. of Safety (1)	0.3 cents
Block Grant Aid to Municipalities (2)	2.7 cents
Highway and Bridge Betterment (3)	2.6 cents
I-93 Debt Service/State Bridge Aid (4)	3.7 cents
Operating Costs- NHDOT and DOS (5)	12.9 cents
<b>Total Road Toll</b>	<b>22.2 cents</b>

In 2022, 59.7% of the Highway Fund was appropriated to NHDOT, 26.7% to other agencies and 13.6% to Municipalities.

- (1) The cost of collection for the Department of Safety is no longer classified as unrestricted revenue and equates to approximately \$26 M. Of this amount \$1.7M is for cost of collections for the Road Toll Bureau
- (2) Per RSA 235:23 12% of the gross road toll revenue (2.7 cents) and motor vehicle fees collected in the preceding fiscal year are distributed to municipalities
- (3) After the 12 percent municipal aid is removed, per RSA 235:23-a, 2.6 cents of the NH Road Toll is deposited in the State Highway and Bridge Betterment Account
- (4) Per RSA 260:32-a and b; and as amended in Chapter 276:210 Laws of 2015, after the 12% for municipal aid is removed, 3.7 cents, is restricted for I-93 project debt service, and other state construction priorities
- (5) Accordingly, of the overall 22.2 cent/gallon NH Road Toll, 12.95 cents is available for appropriation to cover Operating Costs.

### Turnpike Funds

The Turnpike System is an enterprise system managed by the Department of Transportation comprised of approximately 90 miles of Roadway (Spaulding Turnpike, Blue Star Turnpike (I-95), and Central Turnpike/F.E. Everett Turnpike). The Turnpike System is supported by revenue generated from tolls paid by motorists at the toll plazas and to a small extent, fines and administrative fees paid for toll violations. Turnpike funds can ONLY be used on the Turnpike System.

## Operating Budget

Below is key financial information for fiscal year 2022:

Toll Revenue	\$122
Other Revenue	\$21
Operating Expenses	\$43
Renewal & Replacement Expenses	\$14
Capital Expenses	\$29
Debt Service	\$38

- Approximately 63% 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 \$222 thousand). In FY2018, the Legislature reduced the fee structure for most categories effective January 1, 2019 resulting in decreased revenue for FY2019, FY2020, FY2021 and FY2022. Airway Toll revenues from fuel purchases (approximately \$231 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 is paid by the General Fund.

### Federal Funds

NHDOT receives revenue from various Federal Agencies on a reimbursable basis to carry out federal aid eligible infrastructure improvements and construction projects. Federal aid funds are generally restricted to their intended uses and are subject to other federal regulatory restriction. While generalized here, most federal aid involves a number of sub-programs and sub-allocations with varying levels of discretion. The main federal Agencies and programs we work with are:

- Federal Highway Administration (FHWA) – Federal Aid Highway program. Primary funding source for New Hampshire’s Highway and Bridge Construction program. Source is primarily the Federal Highway Trust Fund, funded by the 18.4 cent/gallon federal gas tax. (Approximately \$171 M)
- Federal Transit Administration (FTA) – funding for transit programs, projects and providers including capital, operating and planning activities. (Approximately \$10 M)
- Federal Aviation Administration (FAA) – funding for planning, preservation, modernization, or expansion of eligible airport facilities. (Approximately \$14 M)
- Federal Emergency Management Administration (FEMA), CARES Act, ARP Act and CRRSA funds – Funding for emergency declarations relative to storm damage and economic and health impact of COVID-19 pandemic. (Approximately \$53 M)

## Operating Budget

NHDOT offset Operating Costs to balance the budget using \$20 M from federal aid in FY 2022, 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.

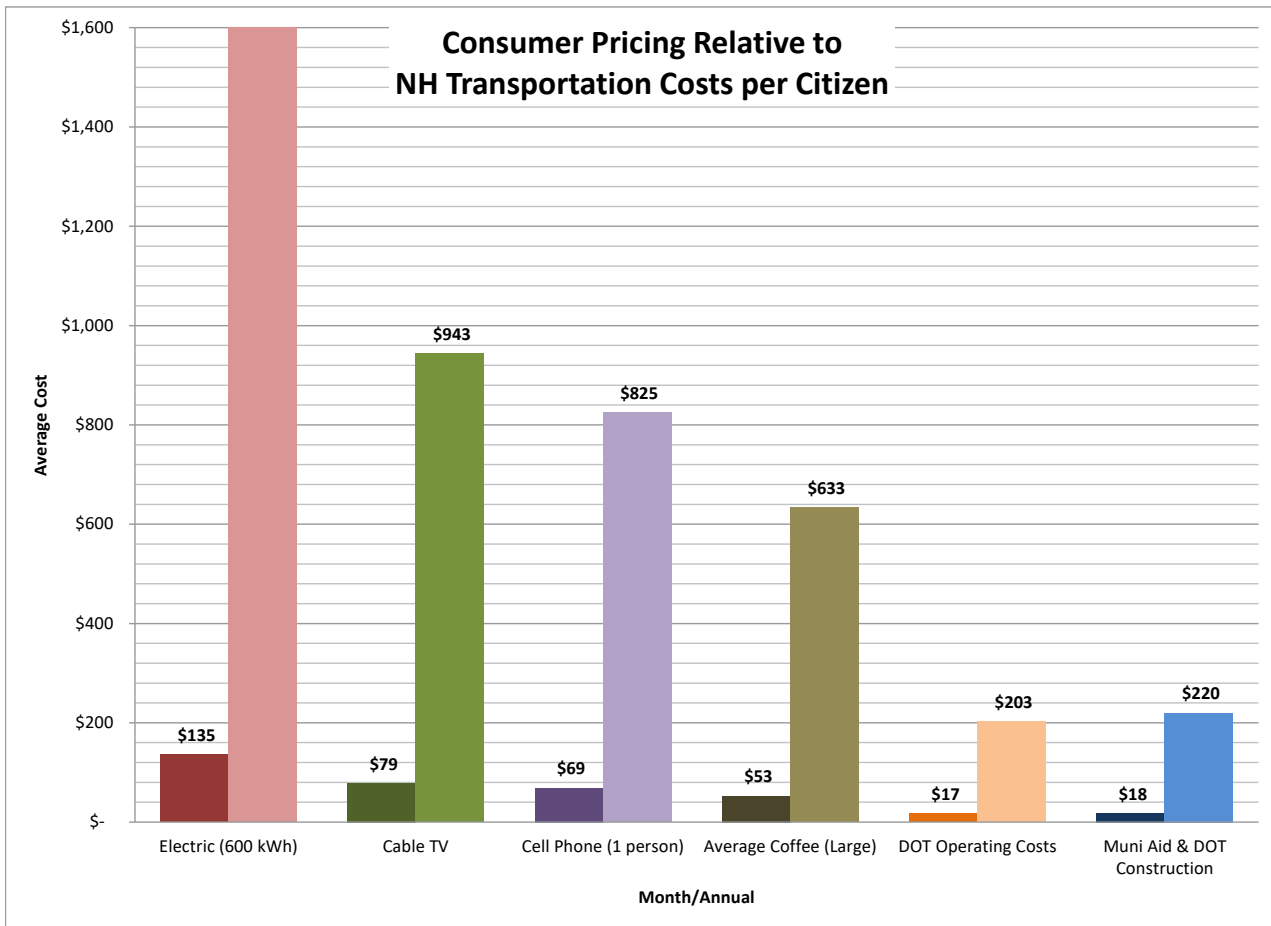
### Other Funds

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.

# Operating Budget



So that the 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.

# Operating Budget

## Operating Expenses

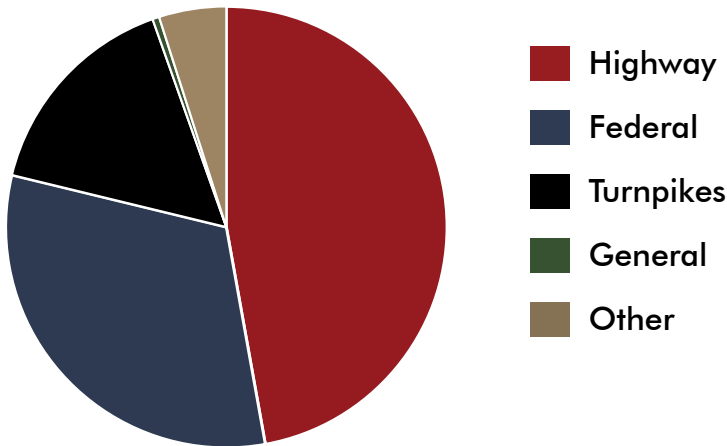
For the NHDOT, our primary responsibility is to operate and maintain the existing transportation system and to plan, engineer and oversee construction of all transportation projects. The following pages provide a detailed description of each element of service provided to NH citizens by the NHDOT and 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 2022 for Operating Costs is below:

## Operating Expenses FY22



## Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$282.0M	\$133.0M	\$89.2M	\$43.6M	\$1.3M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$339.7M	\$193.9M	\$63.9M	\$61.3M	\$1.5M	\$19.1M
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$338.6M	\$200.9M	\$54.1M	\$59.7M	\$1.6M	\$22.3M
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$337.1M	\$200.8M	\$55.1M	\$57.1M	\$1.7M	\$22.4M



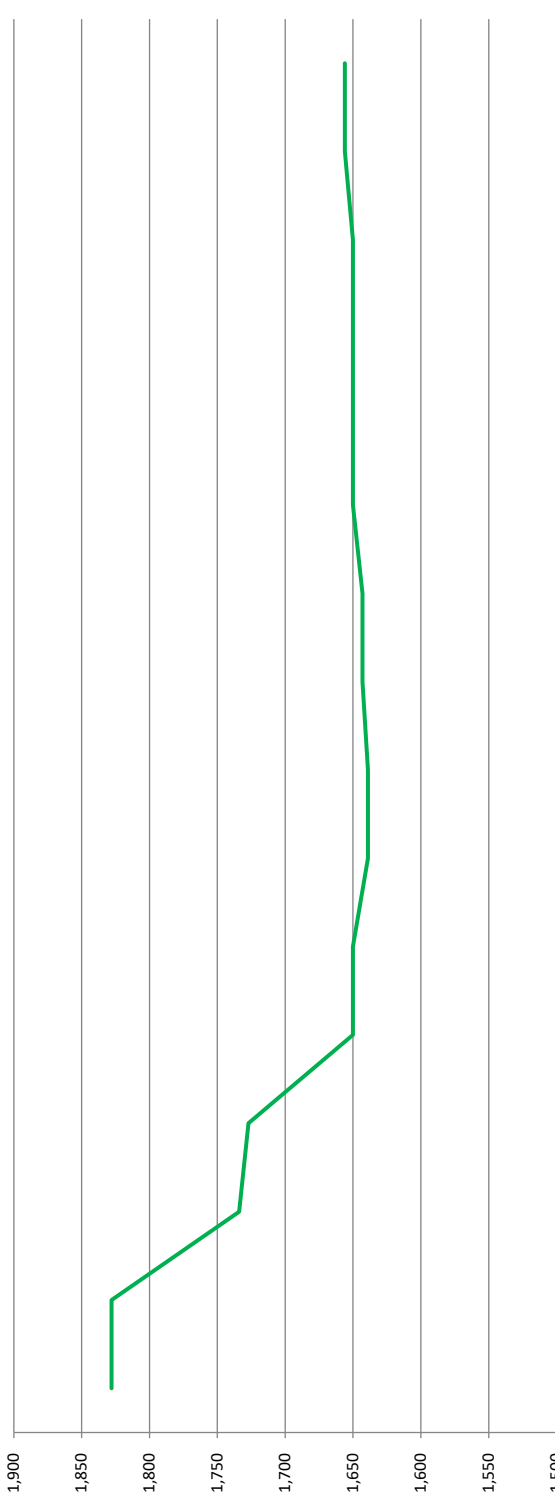
# Operating Budget

## Authorized Positions

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	1643	1643	1650	1650	1650	1650	1656	1656

		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
<b>State of New Hampshire Department of Transportation</b>																			
<b>History of Authorized Full-Time Positions</b>																			
1																			
2																			
3																			
4																			
5																			
6	Authorized Positions - Classified & Unclassified	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual
19		FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Agency Budget*	Agency Budget*
27		1,828	1,828	1,734	1,727	1,650	1,650	1,639	1,639	1,643	1,643	1,643	1,650	1,650	1,650	1,650	1,656	1,656	1,656
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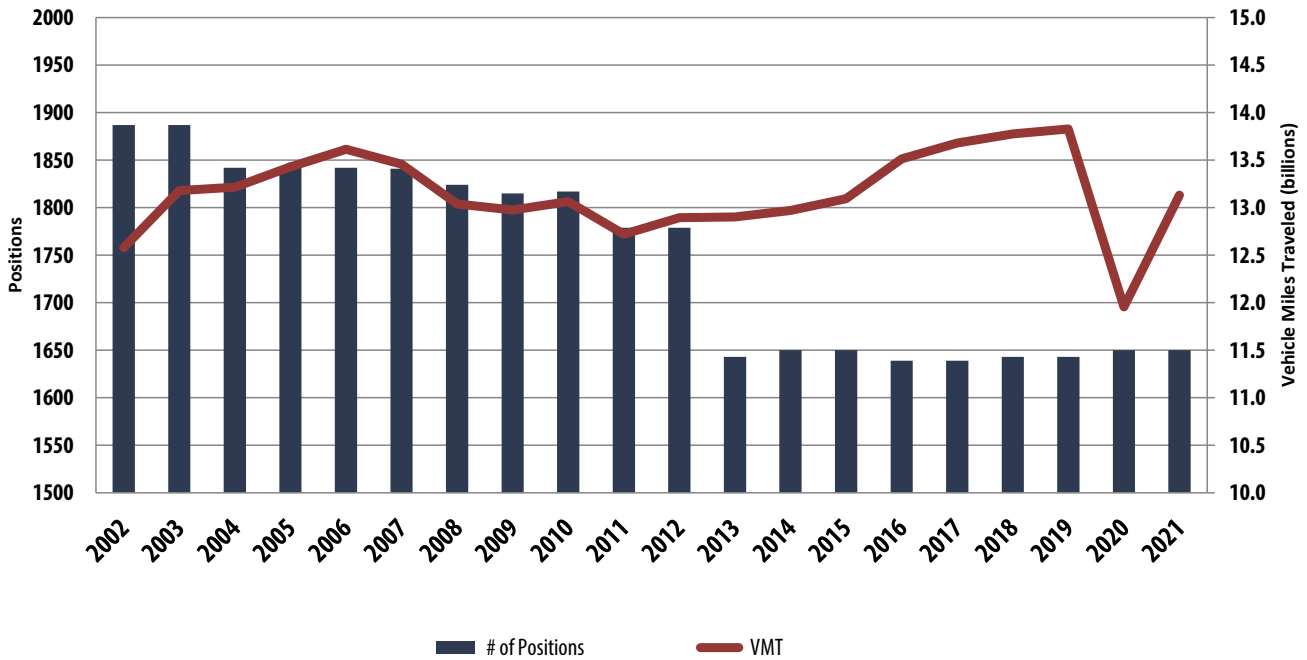
**Total All DOT Authorized Full-Time Positions**



\* Six (6) new positions in Prioritized Needs Budget.

# Operating Budget

## NHDOT Positions vs Vehicle Miles Traveled (VMT)



12.6% fewer positions  
 4.4% additional VMT  
 5.4% additional lane miles

# Operating Budget

## 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 project from this account.

In SFY 2021 and 2022, NHDOT/Bureau of Aeronautics managed FAA-issued funding for 15 eligible NH airports under the three coronavirus relief grant programs: CARES Act, CRRSAA, and ARP Act. These grant programs provided economic relief to airports to prevent, prepare for, and respond to the COVID-19 pandemic, including relief from rent and minimum annual guarantees (MAG) for eligible airport concessions at eligible airports. Additionally, the CARES Act and ARP Act provided for an increased FAA share of granted projects funded under the FAA’s Airport Improvement Program.

#### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$9.7M		\$9.7M		
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.0M		\$2.0M			
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.0M		\$2.0M			
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.0M		\$2.0M			

# Operating Budget

## Division of Aeronautics, Rail and Transit

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

These funds are for airport infrastructure and maintenance projects funded by the Airway Toll (Aviation Fuel Fee) collected by the Department of Safety in accordance with RSA 422:34. All revenue that is collected is credited to the Department as restricted revenue, which shall not lapse. This account was created in the 2018/2019 State budget to comply with the Federal Aviation Administration (FAA) regulation that all aviation fuel revenue collected by the state must be deposited into a dedicated account for aviation. In FY 2022 there were 25 airports eligible for these funds. The funding provides support for airport activities including planning, rehabilitation, development, equipment, safety and security, and mitigation.

In FY 2022, funding from this account was used for the Jaffrey Airfield-Silver Ranch airport to rehabilitate, mark and light the 3,000-foot runway (Runway 16/34). The runway was last reconstructed in 1961 and was in need of major reconstruction and safety improvements. The project was completed in FY 2022 and is open to the public.



### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$0.4M					\$0.4M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$0.2M					\$0.2M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$0.2M					\$0.2M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$0.2M					\$0.2M	

## Operating Budget

### Division of Aeronautics, Rail and Transit

#### 2050- State Bus Services and 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. These seven bus terminals/park & ride lots are managed and operated through agreements with contracted facility operators. 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.

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



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

Major accomplishments in FY 2022 included:

- Continued programming of Federal Transit Administration CRRSAA and ARPA funds through contracts and amendments to privately-owned commuter & intercity bus operators
- Conducted improvements and repairs to state-owned bus terminals and park & ride lots including plumbing, electrical, and HVAC systems as well as upgrades to lighting and signage
- Entered into a contract with a consultant firm to design upgraded and expanded security camera systems at five state-owned bus terminal/park & ride facilities.

#### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$7.1M		\$7.1M		
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$9.7M		\$9.7M			
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$10.0M		\$10.0M			
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$10.6M		\$10.6M			

# Operating Budget

## Division of Aeronautics, Rail and Transit

### 2107 - Aeronautics - Fund 010

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	6	6	7	7	6	6	8	8

Personnel within the Bureau are responsible for the overall management of the aeronautics/airway system in New Hampshire. Assisting airports in the state with federal compliance is of critical importance for the safety of the flying public and to help ensure that each airport remains eligible for all potential funding opportunities. To accomplish these goals, personnel communicate with airports regularly and perform the necessary safety and compliance activities. In addition to everyday safety activities, personnel within the Bureau are responsible for regulatory requirements, aircraft accident and incident investigations, program administration, airport and aircraft registration, operation of state-owned navigational aids, aircraft search and rescue, and assisting in the integration of Unmanned Aircraft Systems (UAS) into the Department and the state aviation system.

Major accomplishments in FY 2022 included:

- The Department completed 22 airport safety inspections for open-to-the-public airports
- Provide programmatic oversight of the FAA Airport Improvement Program (AIP), State Block Grant Program, and aeronautics-related CARES Act, CRRSAA and ARPA grant programs. There were 93 active projects in FY 2022, of which 90 were completed on-time and on-budget
- Registration of aircraft, airports, commercial operators, and aircraft dealers
- The Unmanned Aircraft System (UAS) is fully operational, and the technology is currently being integrated into the Department and State aviation system.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$1.2M				\$0.9M	\$0.3M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$1.3M				\$1.0M	\$0.3M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$1.3M				\$1.0M	\$0.3M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$1.3M				\$1.1M	\$0.2M	

# Operating Budget

## Division of Aeronautics, Rail and Transit

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

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	7	7	7	7	7	7	7	7

Personnel at NHDOT work with transit providers and the Federal Transit Administration (FTA) to continuously improve the efficiency of the transit system within the State while enhancing mobility and safety. Staff at NHDOT provide oversight and coordination of various federal and state programs for transit. Activities include grant and financial management, outreach, compliance, procurement, and technical assistance.

Major accomplishments in FY 2022 included:



- Worked with the Statewide Coordinating Council for Community Transportation to fully implement a statewide mobility manager network, including funding a Statewide Mobility Manager
  - Continued to carry out the NH Capitol Corridor Project Development Phase, via a consultant, that includes preliminary design & engineering, State and Federal environmental reviews, and the development of a financial plan. A public hearing and stakeholder meetings were also held
  - Took delivery of four (4) transit vehicles to be used by rural public transit and human services transportation providers
- Ridership (measured in one-way trips) on public transit, funded in-whole or in-part with FTA funding administered via this accounting unit, was:
- 1.78 million public transit (11 public transit systems); and,
  - 34,572 seniors & individuals with disabilities (including volunteer driver trips).

#### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$12.3M		\$12.0M		\$0.2M	\$0.1M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$16.5M		\$15.9M		\$0.2M	\$0.4M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$14.8M		\$14.2M		\$0.3M	\$0.3M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$15.0M		\$14.4M		\$0.3M	\$0.3M	

# Operating Budget

## Division of Aeronautics, Rail and Transit 2931 - Railroad - Fund 010

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	2	2	3	3	4	4	5	5

The Bureau of Rail & Transit (R&T) is responsible for performing track inspections on behalf of, or in conjunction with, the Federal Railroad Administration (FRA) on approximately 162 miles of active state-owned railroad lines and 262 miles of privately-owned railroad lines. Additionally, R&T is responsible for property management activities on approximately 500 miles of active, inactive, and abandoned state-owned railroad lines, managing railroad operating agreements for approximately 162 miles of active state-owned railroad lines, and administering railroad programs and grant awards.

Bureau personnel conduct engineering reviews, provide construction and project management oversight on state-owned railroad lines and assist with railway-highway grade crossing issues statewide. R&T strives to ensure safe railroad infrastructure, proper management and good stewardship of state-owned railroad infrastructure and properties through activities including education, outreach, compliance, and administration.

Major accomplishments in FY 2022 included:

- Reviewed and processed requests from applicants (municipalities, abutters, construction firms, utility companies, etc.) to utilize state-owned railroad property via crossing agreements, leases, dock leases, temporary use/construction agreements, or utility easements and invoiced and received payment for authorized use of state-owned railroad property
- Inspected 319 miles of state-owned and privately-owned railroad lines
- Managed State Capital funded contracts for improvements on privately-owned railroad lines in Strafford, Carroll, and Coos counties
- Facilitated railway-highway grade crossing components of Department-led projects and performed field reviews, including several in Wilton, to plan for and advance projects.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$0.7M				\$0.3M	\$0.4M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$0.6M				\$0.3M	\$0.3M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$0.6M				\$0.3M	\$0.3M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$0.7M				\$0.4M	\$0.3M	



# Operating Budget

## Administration

### 3038 - Executive Office - Fund 015

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	18	18	18	18	18	18	18	18

The Department of Transportation shall be responsible for the following: Planning, developing and maintaining a state transportation network that provides for safe and convenient movement of people and goods throughout the state by means of a system of highways, railroads, air service, mass transit and other practicable modes of transportation, in order to support state growth and economic development and promote the general welfare of the citizens of the state. (RSA 21-L: 2) This is accomplished through effective communications with NHDOT partners, strategic planning, effective management of Department resources and assets, operational and capital budgeting, staffing plan development, contract award approvals, public relations, constituent response, development of policies and legislation, and adjudicatory hearings.

- Data & Systems - Provided guidance for SharePoint, Office 365, Outlook, and Teams deployment; provided direction to major NHDOT software initiatives; prepared the department's DoIT budget and provided direction for the Agency Information Technology Plan
- Policy & Records - Oversaw the development and implementation of documents; ensured clear direction and authority, completeness and consistency and a structured document control process
- Work Order - Supports implementation of the Work Order, Fleet, and Inventory Software (WOFI); converted Mechanical Services from M-5 to WOFI; entire department migrated durable and consumable inventories
- Performance - Monitored key performance indicators across the Department and reviewed the Department's new Transportation Asset Management Plan
- Inventory - Provided guidance and prioritization for the advancement of asset inventories, the creation and management of asset dashboards, and the development of new asset inventories.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$2.6M	\$2.0M	\$0.5M			\$0.1M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$2.8M	\$2.2M	\$0.5M			\$0.1M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$2.8M	\$2.1M	\$0.6M			\$0.1M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$2.8M	\$2.1M	\$0.6M			\$0.1M	

# Operating Budget

## Administration

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

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	4	5	7	7	8	8	8	8

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.

Major accomplishments in FY 2022 included:

- Annual certification of the Transportation Asset Management Plan (TAMP) by the Federal Highway Administration
- Work Order, Fleet, and Inventory System go live for NHDOT fleet and durable assets as well as parts allowing the retirement of three (3) legacy systems
- Configuration and use of a new Asset Analytics and Forecasting System for pavement and bridge conditions, producing condition forecasts and gap analysis
- Implementation of SharePoint for NHDOT is lead through the AMPS Office in coordination with DoIT to migrate files and architecture from the old intranet site to SharePoint; and
- Monitoring Department performance of greater than 80 key performance indicators.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$0.9M	\$0.7M	\$0.2M			
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$1.1M	\$0.9M	\$0.2M				
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$1.0M	\$0.8M	\$0.2M				
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$1.1M	\$0.8M	\$0.2M			\$0.1M	

# Operating Budget

## Administration

### 2938 - Debt Service - Fund 015

NHDOT administration oversees 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, set at approximately \$6M per year for 20 years, is paid out of the Highway Fund and charged to the Operating budget of the NHDOT.

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

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$12.5M	\$12.5M			
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$14.1M	\$14.1M				
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$14.1M	\$14.1M				
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$14.1M	\$14.1M				

# Operating Budget

## Administration

### 2939 - Transfers to Other Agencies - Fund 015

These costs are for services provided to the NHDOT from other agencies within the State, primarily the Department of Information Technology, as well as the Board of Tax and Land Appeals, the Department of Justice, the Department of Environmental Services, Property and Casualty Insurance and other agencies.

Major accomplishments in 2022 included:

- Replacement of Fuel Distribution system and integration with Fuel invoicing and WOFI
- Implemented special finding grants for Block Grant Aid
- Multiple server upgrade to new operating systems including migrating and testing applications running on those servers
- Migrated multiple applications to upgraded Oracle version along with replacement servers and updated Operating Systems
- Increased network speeds to all district offices. Upgraded multiple shed locations with improved bandwidth and wireless communications
- Migrated Traffic Signals to the ITS environment
- Implemented Code Tracker, an application to track NHDOT Work Class Codes and District Bureau Foremen numbers. Use a low code solution
- Upgraded Bridge Management application to new version
- Work Order Inventory and Fleet
  - Multiple integrations with existing system
  - Retired systems replaced by WOFI
  - Went live with modules supporting Mechanical Services
  - Migrated IT inventory to WOFI.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$9.8M	\$9.7M				\$0.1M
	Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other
	\$12.1M	\$12.0M				\$0.1M
	Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other
	\$13.2M	\$13.1M				\$0.1M
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$12.8M	\$12.7M				\$0.1M	

# Operating Budget

## Administration

### 2940 - General Fund Overhead - Fund 015

These expenses are in support of Administrative Services for the Statewide Cost Allocation Plan (SWCAP), General Services for building maintenance and the Department of Administrative Services Maintenance Fund.



### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$2.5M	\$2.5M			
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.5M	\$2.5M				
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.5M	\$2.5M				
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.5M	\$2.5M				

# Operating Budget

## 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.

#### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$7.6M	\$7.6M			
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$8.4M	\$8.4M				
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$7.7M	\$7.7M				
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$8.4M	\$8.4M				

# Operating Budget

## Division of Finance

### 3001 - Finance and Contracts - Fund 015

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	37	37	38	38	38	38	39	39

Responsibilities of the Division of Finance includes issuance of bonds and compliance controls, budget control and analysis, financial auditing and reporting, accounts payable, accounts receivable, programming for Federal funds, inventory recording, NHDOT payroll processing, oversight and input of all financial transactions of the Department and maintenance of all accounts and financial records.

Finance also supports the Department’s project advertising schedule by prequalifying contractors, advertising projects, printing project proposals and plans, scheduling and opening project bids, preparing contract documents, processing Governor and Executive Council requests and notifying contractors to proceed upon Governor and Council approval.

Additionally, the Division of Finance processes all claims filed against the Department, provides administrative and clerical support to the New Hampshire Transportation Appeals Board and the New Hampshire Railroad Appeals Board and oversees operation of the Print Shop.

Major accomplishments in FY 2022 include:

- Closed 49 Federal projects de-obligating \$5.5M and released \$27.4M from 64 additional projects. These funds were then made available for other projects
- Maintained a Project Inactivity rate of 0.83% of Federal apportionment. FHWA requires an annual project inactivity rate of ≤ 2%
- Turnpike System completed a \$100M refunding of Series 2012 B and 2012 C Bonds. This represents a value savings of \$6.2M on future payments
- Contracts personnel advertised, bid and awarded 65 NHDOT construction projects and one (1) well project
- Print Shop personnel produced plans, proposals and project specification books for 65 Project Development construction projects totaling \$270M, and 25 Public Works projects totaling \$63M.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$3.2M	\$2.2M	\$0.6M			\$0.4M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$4.0M	\$2.8M	\$0.7M			\$0.5M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$3.9M	\$2.8M	\$0.7M			\$0.4M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$4.2M	\$3.1M	\$0.7M			\$0.4M	

# Operating Budget

## Division of Policy and Administration

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

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	6	6	6	6	6	6	9	9

The Office of Federal Compliance (OFC) is responsible for ensuring that all beneficiaries of programs receiving federal financial assistance shall not be excluded from participation in, denied benefits of, or otherwise subjected to discrimination as defined in Title VI of the Civil Rights Act in any program or service provided by the New Hampshire Department of Transportation. This office is also responsible for the Contractor Compliance Program (CCP), Disadvantaged Business Enterprise (DBE), and On-the-Job Training Programs (OJT), Title VI and Environmental Justice Programs, Limited English Proficiency (LEP) Programs, Internal Equal Employment Opportunity/Affirmative Action Plan, and Section 504/Title II of the Americans with Disabilities Act (ADA).

Major accomplishments in FY 2022 included:

- Conducted 36 Civil Rights Nondiscrimination/EEO training events for employees, contractors, consultants, municipalities and subrecipients
- As part of the Department’s ADA Transition Plan, 2022 District Resurfacing Program, Statewide Resurfacing and LPA projects, 282 new curb ramps with raised-dome detectable warning devices were constructed/upgraded
- Conducted 161 field audits on Federal-aid construction projects. Findings included additional restitution by contractors of Davis-Bacon wages for 39 workers totaling \$8,000.28
- Attained a DBE goal of 2.79% for minority and women owned business contracting on Federal-aid construction projects
- Provided small business development services to seven (7) out of 335 DBE certified firms.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$0.5M		\$0.4M			\$0.1M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$0.7M		\$0.6M			\$0.1M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$0.9M		\$0.7M			\$0.2M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$0.9M		\$0.7M			\$0.2M	



# Operating Budget

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

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	12	17	17	17	17	17	17	17

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

Collectively, these sections work to: 1) provide support for recruitment, workforce planning and development activities; 2) ensure accurate and timely transactions supporting administration of the Family Medical Leave Act administration, position classification, and employee benefits; 3) guide the implementation of various state and federal rules and regulations; and 4) provide training and compliance oversight. In addition to their regular day-to-day duties, HR personnel continued to be instrumental in the COVID-19 pandemic response by implementing protocols to prevent further escalation of the virus.

Major accomplishments in FY22 included:

- Conducted 172 workplace safety audits
- Processed 2,600 employment applications, 4,400 personnel transactions, and 265 Family Medical Leave Act (FMLA) cases
- Sponsored 350 wellness activities for Department employees.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$1.4M	\$1.0M	\$0.3M		
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.6M	\$1.3M	\$0.2M			\$0.1M
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.6M	\$1.2M	\$0.3M			\$0.1M
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.6M	\$1.2M	\$0.3M			\$0.1M

# Operating Budget

## Division of Policy and Administration

### 3027 - Employee Training - Fund 015

The NHDOT 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. The program has developed into a hybrid approach which includes in-person and remote learning opportunities allowing for increased flexibility for our employees.

Major accomplishments in FY 2022 included:

- 43 new supervisors completed the State required 2-day Foundations of Supervision course
- 125 employees completed technical training in subject matter areas including Access Management, Strut-and-Tie Modeling, Bridge Inspector Refresher, Highway Maintenance and Slide Restoration, National ADA Symposium, Hazardous Waste, Pesticide Applications, Agency Administration, Knowledge Management, and ADA Coordinator Conference
- One (1) NHDOT employee completed the State’s Certified Public Supervisor Program and eight (8) 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.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$0.1M		\$0.1M		
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2M		\$0.2M			
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2M		\$0.2M			
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2M		\$0.2M			

# Operating Budget

## Division of Operations

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

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	685	685	688	688	690	690	690	690

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 six (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, the 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 4,317 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 2022 winter maintenance accomplishments included:

- Plowing and treating more than 1.71 million lane miles with approximately 194,600 tons of salt with:
  - approximately 300 state plow trucks with operators
  - approximately 350 privately owned plow trucks with operators
  - approximately 100 state pick-up trucks with operators
  - approximately 120 other pieces of equipment including loaders and graders that load salt and or sand, plow snow, push back banks, clear intersections, open drainage, etc.

# Operating Budget

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, pavement patching and sweeping.

Major FY 2022 non-winter accomplishments included:

- More than 26,600 cubic yards of repairs to cuts and fills
- Over 40,500 linear feet of constructing and repairing drainage systems
- More than 142 miles of cleaning and maintaining drainage through light and heavy ditching
- Repair or replacement of over 46,700 feet of guardrail
- Shoulder reconstruction for more than 2,600 lane miles
- More than 3,900 lane miles of patching
- Over 2,400 lane miles of sweeping.

### Funding Sources (2928 WinterMaintenance)

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$33.3M	\$33.3M			
Investment Levels	Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other
		\$31.4M	\$31.4M			
Investment Levels	Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other
		\$31.3M	\$31.3M			
Investment Levels	Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other
		\$31.3M	\$31.3M			

### Funding Sources (3007 HighwayMaintenance\*)

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$53.1M	\$18.7M	\$34.3M		
Investment Levels	Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other
		\$67.5M	\$59.7M	\$7.7M		
Investment Levels	Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other
		\$66.2M	\$66.1M			
Investment Levels	Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other
		\$67.9M	\$67.9M			

# Operating Budget

## Division of Operations

### 3005 - Mechanical Services - Fund 015

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	79	79	80	80	80	80	80	80

Personnel at the Bureau of Mechanical Services manage the NHDOT’s fleet of approximately 1,250 vehicles and equipment. An additional 1,180 +/- fleet units, such as Turnpike funded vehicles and equipment, are also maintained and repaired by the Bureau. The services that staff provide range from specification development and acquisition of fleet vehicles and equipment, preventive maintenance, mechanical repair, and 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 \$110 million. The Bureau includes a carpenter shop, a machine shop and a rigger shop that also does snow removal for Hazen Drive and several State complexes.

In 2022, the Department was appropriated \$2.89M to our 3005 Mechanical Services operating budget for equipment. Funds were used to purchase 41 fleet units ranging from plow trucks to light fleet vehicles. In addition, the Department also received \$6 million through Capital appropriations for FY 2022 and FY 2023, which was used to purchase 37 heavy fleet units. These units will be received, assembled and put into service in FY 2022 & 2023.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$13.3M	\$11.1M				\$2.2M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$14.5M	\$13.3M				\$1.2M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$17.3M	\$15.8M				\$1.5M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$14.5M	\$13.0M				\$1.5M	

# Operating Budget

## Division of Operations

### 3008 - Bridge Maintenance - Fund 015

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	81	81	81	81	82	82	82	82

The Bureaus of Bridge Maintenance and Bridge Design are responsible for approximately 2,159 State owned bridges. Bridge Maintenance personnel are primarily responsible for the maintenance and repair of state-owned highway bridges (interstate, primary, and secondary roads). Regular maintenance and repair work ensures that bridges remain in service for as long as possible and are safe. In addition to maintenance and repair work, Bureau personnel perform bridge preservation, rehabilitation, emergency repair, and maintain equipment and facilities that are required to perform bridge maintenance.

Major accomplishments in FY 2022 included:

- Washed winter sand and deicing salt residue from 809 bridges; sealed 258 bridges
- Crack sealing on 54 bridges
- Joint work on 71 bridges
- Deck repairs on 88 bridges to extend service life
- Rail repair on 19 bridges
- Rail replacement on one (1) bridge
- Removal of three (3) bridges from the Red List
- Preservation on five (5) bridge projects
- Repaired elements on six (6) bridges due to accidents
- Responded to 46 bridges in need of unplanned urgent repairs; and
- Assisted with inspection of truss bridges.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$6.7M	\$2.5M	\$3.4M			\$0.8M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$9.0M	\$5.2M	\$3.0M			\$0.8M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$8.6M	\$4.5M	\$3.3M			\$0.8M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$8.8M	\$4.7M	\$3.3M			\$0.8M	

# Operating Budget

## Division of Operations

### 3009 - Traffic - Fund 015

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	63	63	63	63	63	63	68	68

The Bureau of Traffic is responsible for the installation and maintenance of all state managed traffic control devices in New Hampshire, including traffic signals, highway signs and pavement markings. These devices and markings are essential for the safety and mobility of travelers on the State’s transportation system. Federal funds are used for the majority of the pavement markings on the state-owned roadway network with the balance funded by the State Highway Fund. The Bureau is also working to upgrade and optimize traffic signals to reduce congestion and improve system reliability. Engineering professionals provide specialty traffic engineering services in support of projects under design and construction, as well as support for District permitting activities and locally managed projects impacting State highways. Lastly, the Bureau of Traffic is responsible for regulating and maintaining records for speed limits, passing zones, intersection control (STOP and YIELD signs), and parking.

Fiscal Year 2022 accomplishments are as follows.

- Reviewed 42 major driveway applications and 31 traffic studies
- Supported 309 capital projects and traffic impact mitigation projects
- Provided more than 59 million feet of pavement markings using 188,000 gallons of paint
- Worked on more than 10,803 traffic signs, including installation of 176 new signs, and manufactured 1,826 custom traffic signs
- Maintained 434 traffic signals statewide, completing 1,135 signal work orders, including 310 at Priority Level 1 (most urgent)
- Collected and analyzed traffic data from over 1,500 locations statewide
- Administered more than 2,500 business sign permits and maintained 280 historic markers.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$9.0M	\$4.9M	\$3.7M			\$0.4M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$10.4M	\$6.1M	\$4.0M			\$0.3M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$11.4M	\$6.9M	\$4.2M			\$0.3M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$10.5M	\$5.9M	\$4.3M			\$0.3M	

# Operating Budget

## Division of Operations

### 3031 – Reimbursable Maintenance and Repair - Fund 015

Reimbursable Maintenance and Repair is responsible for services the Department provides where reimbursement is expected for work completed. The Department charges to this account when repairing guardrails damaged by motor vehicles, when performing traffic control and support to the New Hampshire Motor Speedway during NASCAR races/events, when repairing bridge damage resulting from a strike by a vehicle or watercraft, when repairing natural disaster-related damage for which the NHDOT expects to be reimbursed by FEMA or FHWA, and for other similar work. In FY 2022 the Department received \$841,030 in revenue from reimbursements.

Major items that can be addressed using these funds includes:

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

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$0.5M		\$0.2M		
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$4.3M					\$4.3M
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$4.3M					\$4.3M
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$4.3M					\$4.3M



# Operating Budget

## Division of Operations

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

Asset Maintenance and Critical Repair activities are 100% Highway Funded. Funding is intended to help preserve, rehabilitate, address safety concerns and improve energy efficiency at the more than 700 Operations buildings - including patrol sheds, salt sheds, sand sheds, spreader racks, and garages. Typical projects include, but are not limited to, roof replacement, construction of modern safe spreader racks to hang winter maintenance material spreaders when they are not in the Department’s trucks, building insulation, overhead door and window repair or replacement, furnace replacement, chimney repairs, environmental testing and mold rehabilitation.

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

Major maintenance, repair, and replacement accomplishments in FY 2022 included:

- Spreader rack construction and installation of an emergency generator
- Gully Hill (Concord) environmental testing and network & communication equipment repairs and replacements to maintain TSMO mission critical function
- Necessary work to reopen the District 6 South Kingston patrol shed
- Improvements to Lee shed to convert to District warehouse; and
- Electrical work at other District sheds.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$0.5M	\$0.5M			
Adj. Auth. FY23	Actual FY23	Highway	Federal Aid	Turnpikes	General	Other
		\$0.5M	\$0.5M			
Agency Efficiency FY24	Actual FY24	Highway	Federal Aid	Turnpikes	General	Other
		\$0.5M	\$0.5M			
Agency Efficiency FY25	Actual FY25	Highway	Federal Aid	Turnpikes	General	Other
		\$0.5M	\$0.5M			

# Operating Budget

## Division of Operations

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

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	16	16	17	17	19	19	22	22

Bureau of Transportation Systems Management and Operations (TSMO) personnel respond to traveler delay on various highway corridors around the state due to incidents related to weather, motor vehicle crashes, construction projects, and general congestion. As the ability to expand the highway network and create additional capacity is decreasing, the need to manage the flow of traffic over the existing statewide highway system is becoming increasingly more important. The installation of Intelligent Transportation System (ITS) technology and devices along the highways and on the bridges, that are being used to monitor and manage traffic, has become one of the most effective methods to reduce congestion and delay, to reduce incident response costs, and to improve the overall customer experience of those traveling on New Hampshire’s vital highway network. Currently the Bureau maintains 402 ITS devices, 10 dispatch locations, 102 radio base stations, 793 mobile radios in Department vehicles, 445 portable radios and equipment at 26 radio tower sites.

Major TSMO accomplishments in FY 2022 included:

- Managed 1,655 unplanned transportation incidents such as motor vehicle crashes
- Managed 3,749 planned transportation events such as construction lane closures
- Engaged in over 50,138 telephone communications
- Completed more than 487 work orders relative to ITS and radio.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$2.6M	\$1.3M			
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
		\$3.1M	\$1.5M	\$0.3M		\$1.3M
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
		\$3.4M	\$1.7M			\$1.7M
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
		\$3.5M	\$1.8M			\$1.7M

## Operating Budget

### 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 NHDOT picks up the inmates in the morning and returns them in the afternoon. These funds provide for part-time inmate supervisors, the rental of a van to transport inmates, and a small amount of equipment.

Typical activities that the inmates may engage in include:

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

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

#### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$0.0M	\$0.0M			
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.1M	\$0.1M				
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.1M	\$0.1M				
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.1M	\$0.1M				

# Operating Budget

## Division of Operations

### 3066 - Salted Wells - Fund 015

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	1	1	1	1	1	1	1	1

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

Major accomplishments in FY 2022 included:

- Met with 18+ property owners concerned that NHDOT may have contaminated their well
- Met with three (3) NHDOT employees at various patrol sheds to test, chlorinate, and shock state owned wells
- Met with four (4) property owners who had well issues in the ROW
- Investigated 17 properties with suspected salt contamination. (Yearly, 204 samples)
- Closed out three (3) investigations without accepting responsibility for contamination
- Drilled two (2) new wells for property owners
- Issued four (4) damage awards to property owners
- Decommissioned one (1) shallow well and one (1) drilled well
- Digitized one (1) full filing cabinet of records dating back to the 1940s
- Researched conditions for three (3) prior customers and addressed their concerns
- Worked with Drilling companies and Drill supply companies to update pricing for materials, labor costs, and travel (substantial labor shortages occurred throughout the year which required continuous communication for reasonable scheduling).

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$0.3M	\$0.3M				
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2M	\$0.2M				
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.4M	\$0.4M				
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2M	\$0.2M				

# Operating Budget

## Division of Operations

### 3198 - Fuel Distribution - Fund 015

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	7	7	7	7	7	7	7	7

Fuel Distribution oversees the construction, operation, and maintenance of the statewide fuel distribution network primarily providing unleaded 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 4.3 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, invoicing, and repairing physical infrastructure related to the fuel system.

Major accomplishments in FY 2022 include:

- Completed the development of the contract to employ a new vendor for a modernized Fuel Management System (FMS) and began implementation of the new FMS
- Began reconstruction of the Lancaster fuel site
- Fuel throughput:
  - Unleaded – 2,474,574.2 gallons
  - Diesel – 1,736,216.8 gallons
  - Biodiesel – 27,037.0 gallons
  - Compressed Natural Gas (CNG) – 40,834.4 gas gallon equivalent

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$6.5M	\$3.6M				\$2.9M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$8.8M	\$4.8M				\$4.0M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$8.8M	\$4.9M				\$3.9M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$8.7M	\$4.8M				\$3.9M	

# Operating Budget

## Division of Operations

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

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	3	3	3	3	2	2	2	2

The Oversize and Overweight Permit Section provides oversize and overweight (OS/OW) 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 Bureau staff helps to ensure that commerce can move safely throughout the state and without causing undo damage to our roads and bridges.

NHDOT Permits, a new OS/OW permitting system, which went live in the summer of 2019 streamlines the OS/OW permitting process. OS/OW permits can be obtained 24 hours a day, 7 days a week, and 365 days a year. Some permits are automatically issued by the permitting system depending on dimensions, weight, route, and current restrictions. The system includes automated vehicle routing capabilities to help users find the best routes for the vehicles and loads identified. Electronic forms are available in the new system, and through use of built-in escrow accounts, payment for permits is more easily managed.

Major accomplishments in FY 2022 included:

- Review and issuance of 51,553 permits
- Auto-issuance of 31,228 (60.7%) permits; and
- Gross permit income of \$399,631.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$0.2M					
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$0.5M		\$0.1M				\$0.4M
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$0.4M						\$0.4M
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$0.4M						\$0.4M

# Operating Budget

## Division of Operations

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

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	21	21	21	21	20	20	20	20

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

The State’s Lift bridges include:

- The Memorial Bridge carries US 1 over the Piscataqua River in Portsmouth. This bridge provides a critical community link between Portsmouth, NH and Kittery, Maine and is staffed 24/7/365. This bridge was lifted 3,980 times in 2022
- 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 24/7/365. This bridge was lifted 1,152 times in 2022
- The Neil R. Underwood Memorial Bridge carries NH 1A over the Hampton River in Hampton. This bridge provides traffic flow from the south to popular Hampton Beach, as well as pleasure and commercial vessel 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. This bridge was lifted 1,971 times in 2022
- The Newcastle/Rye Bridge carries NH 1B over Little Harbor. This bridge provides local and tourist traffic flow between Newcastle and Rye; and on average, opens a couple of times per year to allow vessels to travel into and out of Little Harbor.

In addition to operation of the lift bridges, the NHDOT’s maintenance crew maintains and repairs the structural, electrical, and mechanical elements of the lift bridges.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$1.8M	\$1.1M				\$0.7M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$2.3M	\$1.6M				\$0.7M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$2.4M	\$1.7M				\$0.7M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$2.4M	\$1.7M				\$0.7M	

# Operating Budget

## Division of Project Development

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

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	27	27	27	27	26	26	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 that support the policies and strategic direction of the Department. Staff work to incorporate asset management and performance measures into these initiatives. Employees provide technical and funding assistance to communities, by overseeing several federal 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 2022 included:

- Completed update of the 2023-32 Ten Year Plan and updated the 2021-24 Federal Statewide Transportation Improvement Program (STIP)
- Developed asset management, performance and performance measures in coordination with the Asset Management, Performance & Strategies (AMPS) Office and NH Regional Planning Commissions
- Oversaw development and expansion of tablet-based GIS Asset Collection and Management devices and software for collection of sidewalks, culverts, guardrail and other assets
- Distributed \$35M+ in Block Grant Aid Apportionment A&B to municipalities (12% of Highway Fund revenue)
- Provided project development and implementation assistance to local NH communities assisting with advertising of nine (9) federally funded projects and ten (10) State bridge aid projects to be funded.

### Funding Sources

Investment Levels	Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
	\$3.0M	\$2.4M	\$0.5M			\$0.1M
Adj. Auth. FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$3.7M	\$2.6M	\$1.0M			\$0.1M	
Agency Efficiency FY22	Highway	Federal Aid	Turnpikes	General	Other	
\$3.8M	\$3.0M	\$0.7M			\$0.1M	
Agency Efficiency FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$3.9M	\$3.1M	\$0.7M			\$0.1M	



# Operating Budget

## Division of Project Development 3025 - Highway Design - Fund 015

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	88	88	92	92	89	89	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 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 2022 included:

- Designed/Advertised 39 projects totaling \$185,700,000
  - Safety Projects - 4 - \$4,620,000
  - Paving Projects - 24 - \$110,910,000
  - Culvert Projects - 7 - \$3,207,000
  - Misc. projects - 2 – \$921,000
  - Major Reconstruction Projects - 2- \$66,040,000
- Continued involvement in the implementation of “NH Driving Towards Zero” campaign which aims to reduce fatal and serious injury crashes.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$8.1M	\$3.0M	\$4.5M			\$0.6M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$11.2M	\$5.7M	\$4.9M			\$0.6M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$10.7M	\$5.5M	\$4.4M			\$0.8M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$10.9M	\$5.7M	\$4.4M			\$0.8M	

# Operating Budget

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

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	64	64	58	58	60	60	61	61

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

Major accomplishments for the Bureau of Right-of-Way in FY 2022 included:

- Researched 359 property titles, completed 72 property appraisals and 74 appraisal review assignments
- Responded to approximately 331 non-project inquiries
- Negotiated with 44 property owners affected by Department projects, while avoiding the use of eminent domain powers in 82% of those cases
- Completed 36 negotiated acquisitions; eight (8) condemnations; relocated four (4) residences and seven (7) businesses
- Completed sales of surplus property for a total of \$4,304,855 of revenue to the Highway Fund, Turnpike fund, and Railroad fund.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$4.6M	\$2.1M	\$2.3M			\$0.2M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$6.1M	\$3.4M	\$2.3M			\$0.4M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$6.1M	\$3.3M	\$2.4M			\$0.4M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$6.3M	\$3.6M	\$2.3M			\$0.4M	

# Operating Budget

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

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	16	18	22	22	22	22	22	22

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

Major accomplishments in FY 2022 included:

- Processed 73 Wetland/Shoreland permit actions (applications, amendments, time extensions)
- Processed \$4,755,988.58 in payments into the Aquatic Resource Mitigation Fund as mitigation for projects/maintenance activities
- Managed active projects for individual compliance with water quality permits as follows: Alteration of Terrain 61; Municipal Separate Storm Sewer System, 26; Construction General Permits, 14; and Section 404 Water Quality Certificates, three (3)
- Processed 89 environmental documents and monitored more than 50 construction projects and maintenance activities for environmental compliance.
  - Entered into agreements with various environmental organizations to streamline the environmental review process for work contained within the state right-of-way
  - Updated environmental documentation requirements to streamline and deliver environmental reviews more expeditiously.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$2.2M	\$1.0M	\$1.0M		
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.8M	\$1.6M	\$1.0M			\$0.2M
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.6M	\$1.3M	\$1.0M			\$0.3M
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.7M	\$1.4M	\$1.0M			\$0.3M

# Operating Budget

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

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	33	33	33	33	33	33	34	34

The Bureau of Bridge Design and Bridge Maintenance are responsible for approximately 2,159 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 1,698 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 2022 included:

- Improvements to 35 bridges were included in 16 separate projects
- Managed 10 consultant contracts for bridge related work, for a total construction value of \$40.6M
- Bureau personnel continued, on an ongoing basis, to perform manual reviews of all overweight permits exceeding 149,999 pounds
- Performed 1,356 inspections of state bridges and 966 inspections of municipal bridges
- 10 bridges were removed from the State "Red List", while 6 bridges were added
- 17 bridges were removed from the Municipal "Red List", while 16 bridges were added.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$3.6M	\$1.9M	\$1.5M			\$0.2M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$4.5M	\$2.3M	\$2.0M			\$0.2M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$4.5M	\$2.4M	\$1.8M			\$0.3M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$4.6M	\$2.5M	\$1.8M			\$0.3M	

# Operating Budget

## Division of Project Development

### 3034 - Materials and Research - Fund 015

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	51	51	51	51	51	51	51	51

The Bureau of Materials & Research administers and is responsible for the Department's ongoing Three-Year Paving Program; collection of road condition data and reporting to State and Federal stakeholders; the materials quality assurance program, including maintaining a certified central testing laboratory in Concord; geotechnical program, including maintaining a rock cut inspection system; and research program. The Bureau provides engineering and testing services for Department road and bridge projects throughout the State, primarily for their design and construction, but services are also provided to maintenance forces when engineering assistance is needed for developing solutions for complex or emergency repairs on the highway system. Bureau staff routinely provide 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 2022 included:

- Responded to 162 geotechnical engineering requests; completed 585 subsurface explorations of all types; and, completed 64 asphalt cores in support of Department activities
- Material tests completed at the central testing laboratory in Concord included 537 concrete strength, 107 soil, 726 rock salt, 213 traffic paint and 1,479 Asphalt Mix (Air voids, Thickness, Gradation, and AC Content)
- Monitored quality control and performance acceptance for 557,000 tons of asphalt pavement mix
- Responded to 69 requests for pavement recommendations and designs from other Bureaus within the Department
- Collected and processed 2,250 miles of existing pavement condition data on the State highway system.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$4.2M	\$2.4M	\$1.5M			\$0.3M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$5.7M	\$3.2M	\$2.1M			\$0.4M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$5.3M	\$2.6M	\$2.1M			\$0.6M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$5.5M	\$2.7M	\$2.1M			\$0.7M	

# Operating Budget

## Division of Project Development 3035 - Construction - Fund 015

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	101	101	102	102	102	102	102	102

Personnel from the Construction Bureau collaborate with private contractors to ensure that every highway and bridge construction project on the state managed system reaches a successful completion. Success is measured in many ways including cost, safety, environmental impact, quality and timeliness. The outcome of their efforts is an improved transportation system that supports the economic vitality of New Hampshire.

Construction oversight begins with an understanding of project design coupled with an understanding of how projects are actually constructed. Personnel from the Bureau work with designers to ensure the project moves into the construction phase seamlessly. Once field work begins, staff from the Bureau are onsite monitoring activities and helping resolve any issues that come up during the construction process, keeping the project moving while ensuring safety and contract compliance.

Major accomplishments in SFY 2022 included:

- Added 57 new construction contracts and provided construction oversight on 84 active projects – Total combined value, \$750M
- Completed six (6) bridge reconstruction and rehabilitation projects (Bethlehem, Carrol, Conway, Jackson, Ossipee and Cornish). The Ossipee project was the Department’s first “slide-in-place” bridge contract
- Completed Interstate paving and durable pavement marking projects on I-93 and NH 101, and resurfacing work on the Central Turnpike and I-95
- Completed roadway and intersection improvement projects on NH 108 in Durham, slope stabilization on Hogback Road in Stratford, and emergency slope stabilization on NH 12 in Charlestown.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$10.9M	\$4.6M	\$4.9M			\$1.4M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$12.8M	\$6.5M	\$5.1M			\$1.2M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$12.4M	\$4.6M	\$4.8M			\$3.0M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$12.6M	\$4.8M	\$4.8M			\$3.0M	

# Operating Budget

## Division of Project Development

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

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

Major Accomplishments in FY 2022 included:

- Initiated two (2) research projects on the topics of developing an unmanned aircraft system (UAS) plan for NHDOT and investigating best practices for bus stops and passenger amenities located within New Hampshire’s state highway right-of-way
- Continued research through active projects on topics that include investigating a way to improve our Department’s practice for geotechnical site characterization, shoulder maintenance, and concrete pavement sections; monitoring the efficiency of water quality measures that require less maintenance; and understanding where wildlife vehicle collisions are happening and how to mitigate that conflict
- Prioritized four (4) research topics that will be incorporated into the 2023 SPR2 Work Program that include investigating the reduction of concrete cracking during bridge construction through mix design, evaluating and documenting uses of underwater drones, determining the cost effectiveness of plow blades for NHDOT snowplowing operations, and performing further research into wildlife vehicle collisions to refine modeling and complete on-the-ground research
- Partnered with UNH, PSU, USGS, and consultants to investigate our Department needs
- Invested in the Transportation Research Board’s Core Program to provide collaboration with transportation professionals from other organizations. This year’s contribution leveraged approximately \$196 in research and innovation-related activity for every \$1 we invested.

#### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$0.4M		\$0.4M		
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.6M		\$0.6M			
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.7M		\$0.7M			
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.7M		\$0.7M			

# Operating Budget

## Turnpike System

### 7022 - Administration-Support - Fund 017

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	44	44	44	44	44	44	48	48

The Turnpike System consists of 89 miles of limited access highway comprising a total of approximately 658 lane miles, 172 bridges, 49 interchanges, and 24 facilities. Personnel within the Bureau of Turnpikes manage the construction and renewal and replacement improvements on the system, along with day-to-day operations, maintenance, cash toll collection, and the 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 NHDOT overhead expenses and indirect costs paid to the Department of Administrative Services.

Major accomplishments in FY 2022 included:

- Financial section produced 3,606 accounts receivable and 6,060 accounts payable transactions and conducted 19,367 personnel audits on toll staff
- Provided engineering support for advertised capital and R & R Projects:
  - Turnpikes Statewide maintenance striping program (\$660K)
  - Statewide Signal Repair (\$375K)
  - North Hampton I95 Exit 2 Bridge Rehab (\$4.9M)
  - Merrimack - Removal of Exit 10 Toll Plaza (\$985K); and
  - Dover-Rochester AET (\$23M)
- Asset Management - updated pavement history data into GIS; SADES Culverts and Closed drainage inventory completed collection effort is approximately 72%; provided continual guardrail inventory and condition data updates
- Safety and Environmental - updated AEDs per direction of the Fire Marshall Office; purchased/updated First Aid Kits and employee safety harnesses for Traffic Control and Bucket truck operations.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$10.4M			\$10.4M		
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$11.5M			\$11.5M			
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$12.3M			\$12.3M			
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$12.4M			\$12.4M			



# Operating Budget

## Turnpike System

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

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	107	107	102	102	93	93	79	79

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 seven (7) 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 2022 included:

- Processed 14.5 million in cash transactions
- Discontinued Exit 10 Toll Plaza - Closure tasks included relocation of staff to other plazas/ shift assignments, removal or updated toll signage as appropriate, and Toll plaza lane work.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$5.7M			\$5.7M		
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$9.1M			\$9.1M			
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$7.0M			\$7.0M			
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$7.2M			\$7.2M			

# Operating Budget

## Turnpike System

### 7027, 7032, 7037 – Maintenance - Fund 017

Authorized Positions	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
	57	57	58	58	61	61	61	61

Maintenance personnel within the Bureau are responsible for operating and maintaining the Turnpikes System with safety of critical importance to personnel and to the traveling public. Additionally, 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 along the shoulders, to maintaining and repairing guardrails are routinely performed.

Major accomplishments in FY 2022 included:

- Maintained more than 351 feet of drainage
- Repaired /replaced more than 5,697 feet of guardrail
- Cleared one (1) acre of brush and trees
- Mowed more than 1,241 shoulder miles
- Plowed and treated approximately 242,300 lane miles during 25 storm events throughout the winter season
- Motorist Safety Patrol made more than 2,088 stops including assistance to travelers, responding to minor incidents, and traffic control
- Cleaned more than 3,195 catch basins and manholes; and
- Completed 1,016 miles of sweeping along our curb and barrier sections of roadway.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$8.3M			\$8.2M		\$0.1M
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$12.9M			\$12.8M		\$0.1M	
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$12.3M			\$12.1M		\$0.2M	
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
\$12.4M			\$12.2M		\$0.2M	

# Operating Budget

## Turnpike System

### 7050 – Toll Collection - Fund 017

Toll Collection personnel manage the E-ZPass program, which is a convenient service for travelers throughout the Turnpike System. Bureau staff oversee vendor contracts for the E-ZPass Program (i.e., Back Office) and operation/maintenance of the Lane System and Open Road Tolling (ORT) System. Credit card fees and bank fees are also accounted for in the toll collection process.

Major accomplishments in FY 2022 include:

- Processed more than 97 million E-ZPass transactions
- Serviced 545,161 NH E-ZPass accounts including 989,269 transponders
- The Bureau’s E-ZPass Section worked their way through the backlog hold files and handled 30,644 DMV hold files
- Collected \$2,933,475.24 in tolls and fees related to DMV Hold disputes handled by the NHDOT Turnpikes office
- Cubic Customer Satisfaction Survey’s continued with high Customer Service Experience of Excellence at an overall 96.1% in E-ZPass Walk-in Centers, 89.9% Call Center and 87.8% on the Website.

### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$18.2M			\$18.2M	
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$26.6M			\$26.6M		
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$27.1M			\$27.1M		
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$24.0M			\$24.0M		

# Operating Budget

## Turnpike System

### 8117 - Compensation Benefits - Fund 017

Compensation Benefits include Workers Compensation, Unemployment Compensation, and Retiree Health Benefit costs. The State is self-insured and retains all of the risk associated with claims. The State has established an Employee Benefit Risk Management Fund to account for its uninsured risks of loss related to employee and retiree health benefits. The State retains all of the risk for these health benefits.

#### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
		\$1.1M			\$1.1M	
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.3M			\$1.3M		
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.2M			\$1.2M		
Agency Efficiency FY25	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.3M			\$1.3M		

# Operating Budget

## Turnpike System

### 7515 - Transponder Inventory Fund - Fund 017

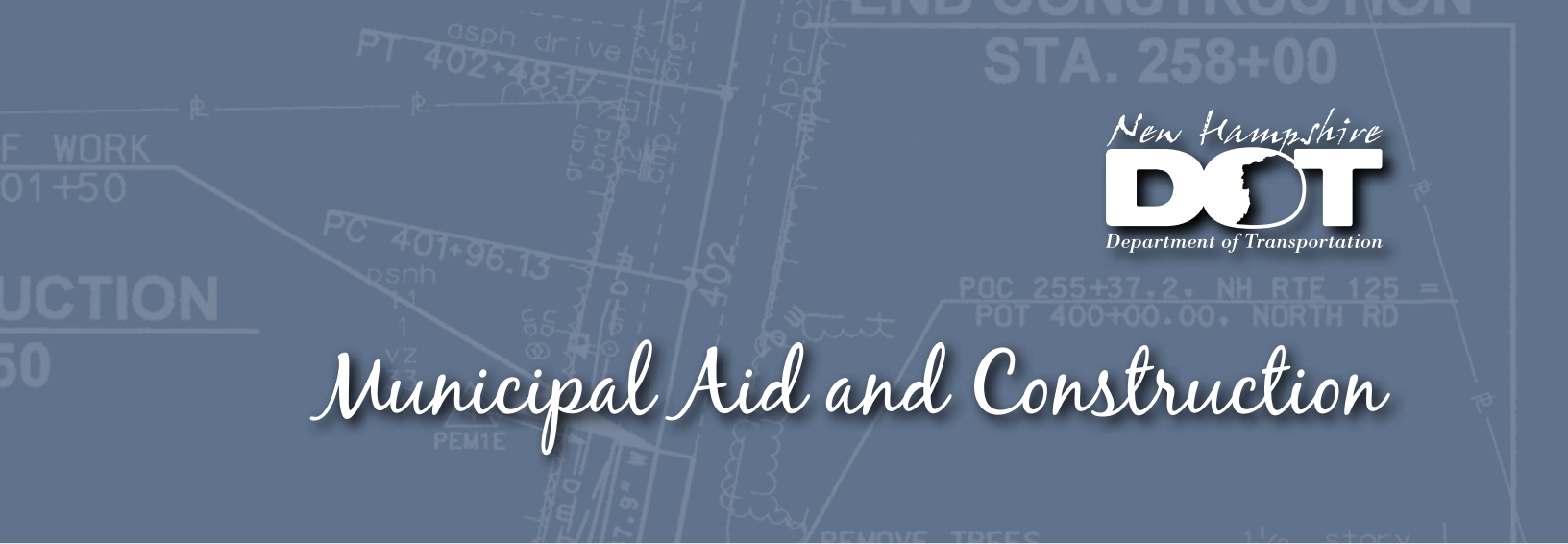
On June 11, 2007, House Bill 753-FN-A authorized an Electronic Toll Collection Transponder Inventory Fund as a revolving fund comprised of Turnpike Funds effective August 10, 2007. This bill allows the purchase of Interagency Group (IAG) compatible transponders from the IAG approved vendor. All sales 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 2022, a NH E-ZPass transponder for passenger vehicles sold for \$6.69.



### Funding Sources

Investment Levels	Actual FY22	Highway	Federal Aid	Turnpikes	General	Other
	\$1.0M					
Adj. Auth. FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$0.5M						\$0.5M
Agency Efficiency FY24	Highway	Federal Aid	Turnpikes	General	Other	
\$0.8M						\$0.8M
Agency Efficiency FY23	Highway	Federal Aid	Turnpikes	General	Other	
\$0.8M						\$0.8M



New Hampshire  
**DOT**  
Department of Transportation

# Municipal Aid and Construction





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# Municipal Aid and Construction - Budgeted Account Summary

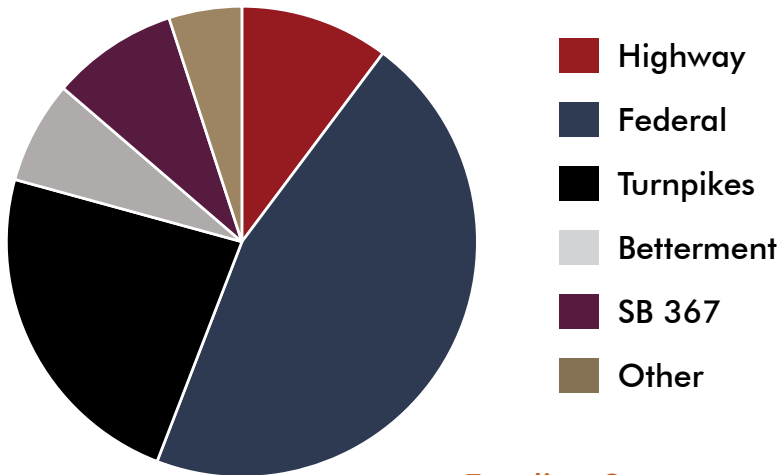
## Municipal Aid and Construction Expenses

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 Program
- State Planning And Research (SPR)
- Betterment Program
- SB 367 Construction program
- Consolidated Federal Aid Program and Municipal Aid - Federal
- GARVEE Bonded Debt Service
- Turnpike Renewal and Replacement, Capital Construction, and Debt Service
- Railroad Revolving Loan and Special Railroad Fund.

In total, the actual spending in State Fiscal Year 2020 for Municipal Aid and Construction is below:

### Municipal Aid and Construction Expenses FY22



Funding Sources

Investment Levels

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$305.3M	\$31.2M	\$139.3M	\$71.4M	\$21.5M		\$26.5M	\$15.4M
	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$436.1M	\$31.9M	\$243.6M	\$97.4M	\$20.8M		\$33.2M	\$9.2M
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$414.0M	\$31.9M	\$244.1M	\$65.8M	\$21.5M		\$34.1M	\$16.6M
	Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$436.7M	\$31.9M	\$247.4M	\$87.7M	\$21.6M		\$34.3M	\$13.8M

### Major Project Highlights

#### Bridge Programs

The NHDOT manages an inventory of 2,159 State-owned bridges. To keep these bridges safe and serviceable, the NHDOT has programs to maintain, preserve, rehabilitate, and replace bridges, based on the "NHDOT Bridge Program Recommended Investment Strategy" (<https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/bridgeprogramrecommendedinvestmentstrategy.pdf>). This strategy promotes timely action to address bridge needs with the goal of keeping bridges "in a state of good repair" for the majority of their 120-year anticipated service life and getting the lowest life cycle cost for each bridge. This avoids the cost and disruption of major bridge reconstruction or replacement resulting from deferred maintenance and preservation work. FY22 accomplishments are as follows.

- **Bridge Maintenance and Preservation Program** – Six (6) contracts were advertised for construction for bridge maintenance and preservation (M&P)
  - Four (4) contracts were designed and/or developed by Bridge Design staff, involving 16 bridges with construction costs totaling \$7.3M, to include bridge painting contracts
  - Two (2) contracts were designed by Consultants and managed by Bridge Design staff, involving nine (9) bridges with construction costs totaling \$4.7M
  - Additional maintenance and preservation work was performed by Bridge Maintenance personnel
  
- **Bridge Rehabilitation/Replacement Program:** Ten contracts were advertised for construction contracts for bridge rehabilitation and replacement
  - Two (2) contracts were designed and/or developed by Bridge Design staff, involving two (2) bridges with construction costs totaling \$7.1M
  - Eight (8) contracts were designed by Consultants and managed by Bridge Design staff, involving eight (8) bridges with construction costs totaling \$35.9M.



### Major Project Highlights

#### Paving Program

The State Highway System consists of about 4,600 miles of roadway and is one of the NHDOT's largest and most important assets. The Department strives to resurface a minimum of 500 miles, or about 10% of the network, annually. The 2021 calendar year paving program planned approximately 426 miles of roadway resurfacing and approximately 52 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 FY22, 331 miles of roadway were resurfaced. Those miles included approximately 93 miles of preservation, 177 miles of light capital paving, 34 miles of roughness paving, and 27 miles of rehabilitation. Approximately 49 miles of roadway were crack sealed. Total paving investment exceeded \$66 million. This marks an approximate \$29 million reduction in what was planned to be invested and is primarily attributed to a reduction in the State-funded component of the program due to the addition of pavement markings to District 1, 5, and 6 contracts and some Federally funded contracts that advertised with 2022 final completion dates. Resurfacing and crack sealing highlights included:

- Advertised eight (8) State-funded resurfacing contracts across the six (6) Highway Maintenance Districts
- Addressed 34 miles of backlogged roadways that were in very poor condition – Roadways that are in very poor condition that have a roughness value in excess of 350 inches per mile, can damage vehicles, are difficult to plow in winter, and have been deemed unacceptable from the Department's perspective
- Rehabilitated 27 miles of roadway using inlay and more intensive treatments to improve the structural integrity of the roadways and restore them to like new condition
- Crack sealed 49 miles of Tier 1 and Tier 2 roads, helping to extend the life of the most heavily travelled roadways in the State by preventing water intrusion through cracks in the pavement
- Performed pavement preservation on 93 miles of roadways to slow deterioration and keep them in good condition. Highlights include eight (8) miles of US 3 (Stratford-Columbia), 2.5 miles of US 302 (Conway), five (5) miles of NH 101 (Dublin-Peterborough), five (5) miles of US 202 (Hillsborough-Henniker), and nine (9) miles of I-293 in Manchester including the Exit 1 and Exit 2 interchanges.

Presently, 86% of the State Highway System is rated in Good or Fair Condition based on the measurement of road roughness (International Roughness Index). That represents a 3% improvement from 2020 and a 10% improvement over the last five (5) years. Based on the level of investment represented in the 2023 through 2032 Ten Year Plan, the percentage of miles in Good or Fair condition is expected to remain constant for a few years, then begin to decline in the latter years of the plan.

### Major Project Highlights

#### I-93 Salem to Manchester

I-93 corridor improvements begin at the New Hampshire/Massachusetts (NH/MA) State line in the Town of Salem, NH and continue north approximately 19.8 miles to the I-93/I-293 interchange in Manchester, NH. This project reconstructed and widened the interstate to four lanes in each direction, reconstructed and reconfigured five (5) interchanges and completed work on 45 bridges and major culverts, subsequently removing 20 bridges from the State's "Red List" of bridges. The project passed through five (5) communities to include Salem, Windham, Derry, Londonderry, and Manchester, which are accessible via Exits 1 through 5. The project corridor also included sections of NH Route 97 (Pelham Road), NH Route 38, NH Route 111, NH Route 111A, NH Route 102 and NH Route 28, as well as several municipally owned and maintained roadways. These roads provide crucial east-west access to dozens of communities throughout southern New Hampshire.

The primary purpose of the I-93 project was to improve transportation efficiency and reduce safety problems associated with this segment of highway. Travel demands for I-93 between Salem and Manchester exceeded the capacity of the existing four-lane facility for a number of years. With the project complete, this area has improved functional capacity of the facility back to the level of service and safety for which it was originally designed.

Construction on I-93 from Salem to Manchester began in 2005 and was substantially complete in December of 2020. The total construction cost for the 28 major construction projects is \$547.2M. Work this year has consisted of warrantee work, completing construction audits, completing financial audits and paying debt service.

### Major Project Highlights

#### Spaulding Turnpike Improvements in Newington-Dover

Construction work continues to advance on the \$298.1M project, which includes transportation infrastructure improvements within a 3.5-mile stretch of the Spaulding Turnpike in Newington between Exit 1 (Gosling Road) and the Dover Toll Plaza just north of Exit 6. This project will enhance long-term mobility and safety in an area that experiences heavy traffic congestion and significant peak hour delays.

When completed in 2025, the project will reduce traffic congestion, improve safety, and enhance air quality and water quality within the Spaulding Turnpike over the Little Bay. It will provide four (4) lanes in each direction between Exit 3 (Woodbury Avenue) and Exit 6 (U.S. Route 4/Dover Point Road), three (3) lanes in each direction south of Exit 3 and north of Exit 6, and reduction of five (5) existing partial access interchanges to three (3) full access interchanges (Exit 3, 4, and 6). The final contract will include the rehabilitation/replacement of General Sullivan Bridge for intermodal use (pedestrian, bicycle and recreational use). An environmental hearing was held in March 2021 for the General Sullivan Bridge portion of the project. The re-evaluation for this contract is anticipated to be completed in winter 2021/2022 and construction to begin in 2023/24. In support of expanded maintenance operation, the investment includes the construction of a new Newington Maintenance Facility located between Exit 3 and Exit 4.

The construction (estimated at \$266 million) was split into seven (7) construction contracts consisting of the following projects and project status.

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

# Municipal Aid and Construction - Budgeted Account Summary

## Major Project Highlights

### I-93 Exit 4A, Derry-Londonderry

The Derry-Londonderry project proposes to construct a new Exit 4A interchange on Interstate 93 in Londonderry approximately one (1) mile north of the existing Exit 4 with the development of a new connector roadway (Old Rum Trail) approximately one (1) mile in length to the east of I-93, with additional improvements along approximately 1.6 miles of existing Town roadways (North High Street, Folsom Road, and Tsienneto Road) from Old Rum Trail easterly to NH Route 102.

The purpose of this project is to relieve congestion through downtown Derry and to provide improved economic development in Derry and Londonderry.



The project is divided into right-of way acquisition and five major construction projects. Over the past year, design and construction have progressed as follows:

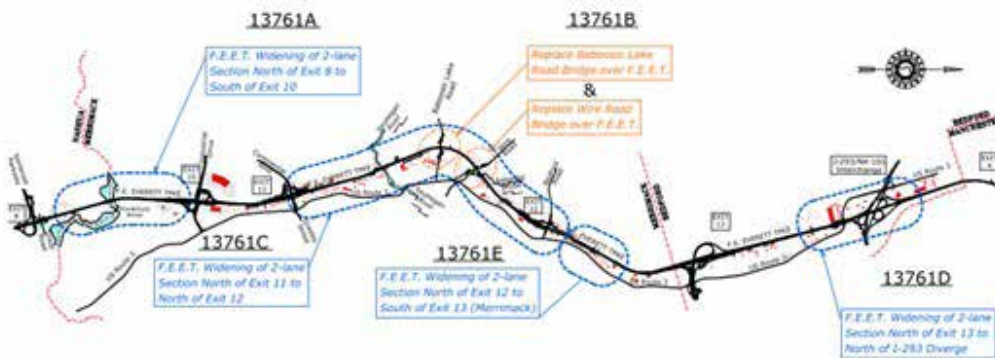
- 13065A - Project was designed, permitted and advertised for construction bids in April 2022. The contract was awarded in June 2022 and construction began in July 2022
  - To date, construction has included tree clearing, utility relocations, and early preparation work for the Old Rum Trail Bridge over I-93
  - This project is anticipated to be completed in the fall of 2024
- 13065B - Project is in the early stages of design, about 65% complete
- 13065C - Project is in the early stages of design, about 20% complete
- 13065D - Project was designed, permitted and advertised for construction bids in January 2022. The contract was awarded in April 2022. Construction began in June 2022 and was complete in September 2022
- 13065E - Project design will begin in the fall of 2022.

## Major Project Highlights

### F.E. Everett Turnpike Expansion, Nashua-Merrimack-Bedford

This Nashua-Merrimack-Bedford widening project is located on the FE Everett Turnpike (FEET) beginning in Nashua and proceeding northerly approximately 12 miles to the I-293 interchange in Bedford. The objective of this project is to increase capacity, improve safety and address bridges. The project intends to widen and improve two-lane gap segments of the FEET to three-lane segments in each direction. Approximately 8.3 miles of this 12-mile section of highway is slated for construction.

The FEET was constructed in the 1950s and 1960s. Areas targeted for improvement under this contract have had little or no work since completion of construction. The FEET serves as the principal north-south arterial



highway in NH and is part of the NH Turnpike System. It facilitates a mix of traffic including trucks, cars, and buses, as well as commercial traffic vital to the region's economy, and serves as a regional commuting route for residents of NH and MA as well as surrounding local communities. The FEET also serves as an important link for multi-state travel to/from New England population centers, as well as popular tourist destinations. As one of the main arterials in the NH highway system, it is important to maintain the mobility of people, goods and services through this corridor.

The project is divided into right-of-way acquisition and five major construction projects. Over the past year, design and construction have progressed as follows:

- 13761A - Project is in the early stages of design, about 20% complete
- 13761B - Project design is at, or about, 65% complete
- 13761C - Project is in the early stages of design, about 20% complete
- 13761D - Design of this phase was completed, permitted and advertised for construction bids in January 2022. The contract was awarded and construction began in April 2022 with projected completion in Fall 2024. Major work elements have included tree clearing, ramp work, roadway widening and rock blasting
- 13761E - Project design is at, or about, 65% complete.

### Major Project Highlights

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

The Lebanon-Hartford project will replace the deck and superstructure of the two (2) bridges carrying I-89 NB and I-89 SB over the Connecticut River between Lebanon, NH and Hartford, VT. Existing substructures will be repaired and rehabilitated, and the bridges will be widened to accommodate an auxiliary lane in each direction. Lebanon-Hartford also includes approximately 0.8 miles of roadway work on I-89 to include the auxiliary lanes, shoulder widening, median barrier, work on the Exit 20 and I-91 Interchange ramps and drainage upgrades and stormwater treatment. Due to foundation construction challenges for one (1) of the piers, the project will require additional time to complete. It is currently anticipated to be completed in late summer 2026.

The Department received a TIGER Grant for this project in the amount of \$10M. Total construction cost of the project is currently estimated at \$49M.

FY 22 project highlights are as follows:

- Completion of the new in-fill Piers 1, 2, 3, and 5
- Pier 4 foundation excavation and installation of the concrete seal
- Erection of the structural steel from Abutment A to Pier 2
- Installation of concrete deck panels between Abutment A and Pier 2.





### Major Project Highlights

#### Warner/Sutton/New London

Warner/Sutton/New London is a 30-barrel mile section of I-89 that was originally constructed in the 1960's. Since completion of construction, a minor rehabilitation consisting of a level and overlay, and some crack sealing was accomplished in the 1990s.

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 repair/replacement of drainage pipe and catch basins, replacement of aging guardrail, rehabilitation of the rest area in Sutton, rehabilitation of 14 bridges and the replacement of two (2) bridge decks for a total project cost of \$56.0M. Construction on these projects began in the summer of 2019 with an anticipated completion date of September 2025.

Key features this project will address are:

- Rehabilitation of 60 lane miles of pavement with 2" cold plane, then reclaim the remaining pavement 12" deep to create a new base for 8" of new pavement
- Replacement of bridge expansion joints at 14 bridges and the replacement of two (2) bridge decks
- Replacement of 100,000 feet of sub-standard guardrail to conform to Manual for Assessing Safety Hardware (MASH) and installation of 130 MASH compliant terminal end units
- Updating of the closed storm drainage system by:
  - Rehabilitation/replacement of 46,000 LF of drainage pipe; and
  - Replacement of 80,000 LF of underdrain pipe.

## 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.

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.

Railroads that had been awarded loan funds in previous years continue to make loan repayments, as required by their loan agreement, and Bureau staff managed these previously funded projects by reviewing and managing loan repayments and processing releases of liens for projects that met the requirements. Staff also solicited for new projects in SFY 2021, which resulted in the Bureau entering into one (1) new railroad loan agreement in SFY 2022. In the current and near term, staff will continue to manage existing loans and monitor the fund balance to determine when a subsequent loan solicitation will be released.

#### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.2M							\$0.2M
Investment Levels	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.2M							\$0.2M
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.2M							\$0.2M
	Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.2M							\$0.2M

# 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 2022 included:

- Completed tie and OTM (other track materials) maintenance on the state-owned railroad lines
- Repaired state-owned railroad corridor rail bed sections on bridge approaches
- Inspections and capacity ratings of state-owned railroad bridges
- Rebuilt and made repairs to public and private railroad crossings
- Annual weed & brush control on active sections of state-owned railroad lines, including invasive knotweed spray management
- Repaired state-owned railroad bridges including a capacity upgrade to railroad bridge #17.66 in Wilton and bridge replacement with culvert #133.20 in Stratford
- Constructed assessments of deteriorated drainage infrastructure including a replacement of a failed culvert in Tilton MP C20.30 and a failed stone box in Woodstock MP P18.93; and
- Placed barrier devices to control railroad track encroachment issues in many areas.

### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.7M							\$0.7M
Investment Levels	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.9M							\$0.9M
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.9M							\$0.9M
Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.9M							\$0.9M	

# 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 FY2022, \$30,830,020 was distributed to the 234 municipalities throughout the state. Additional funds were also distributed with the same methodology and formula as part of 8910 SB367 Funding in the amount of \$3,911,062.

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.

### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$30.8M	\$30.8M						
	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$31.4M	\$31.4M						
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$31.4M	\$31.4M						
	Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$31.4M	\$31.4M						

Investment Levels

# 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 collection 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 nine (9) designated regional planning commissions (of which four (4) are also federally designated metropolitan planning organizations) to facilitate planning at the regional and local levels. Additional SPR funds are used to leverage other federal funds (Local Technical Assistance Program funds) that are made available to the UNH Technology Transfer Center for assistance to technical municipalities throughout NH to help them plan and improve local infrastructure.

Typical activities include:

- Vehicular and bicycle/pedestrian traffic data collection and studies
- Local road surface management system development and implementation
- GIS improvements
- Regional Transportation Plan development
- Development of local and regional Complete Streets and Similar Livable/Walkable policies
- Statewide Freight Plan and Asset Management Plan Updates
- Activities to develop and update the NH Ten Year Plan, Statewide Transportation Improvement Program, Bike/Ped and Transit Plan updates and others are funded by this program.

### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$4.0M		\$4.0M					
Investment Levels	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$4.7M		\$4.7M					
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$7.2M		\$7.2M					
	Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$7.1M		\$7.1M					

# 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 transportation infrastructure improvements known as LPA (Local Public Agency) projects. For example, a portion of bridge funds that the state receives from FHWA must be used on off system bridges (not on Federal aid system) that are most often municipally owned. Another category of these funds, the Transportation Alternatives Program, have been distributed through an application process and are typically used on infrastructure that is managed by municipalities, like sidewalks and trails to support active transportation throughout the community. Other locally managed projects occur on federal aid eligible roads and bridges in downtowns, in urban compact areas, and similar locations. Another source of funds is the Congestion Mitigation and Air Quality (CMAQ) Program, which makes funds available for projects that improve air quality throughout the state.

Local cash match is the 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.

In FY 2022, the Department added an option for LPA projects to be managed by the Department to minimize the administrative burden to municipalities. The Department is currently working on developing two (2) such agreements. Nine locally administered projects were advertised by Municipalities for Construction in FY 2022, which was lower than our goal for the year.

### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$13.5M		\$13.5M					
	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$25.0M		\$25.0M					
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$31.0M		\$30.5M					\$0.5M
	Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$31.0M		\$30.5M					\$0.5M

Investment Levels

# Municipal Aid and Construction - Budgeted Account Summary

## State and Federal Funded Municipal Aid

### 4965 - Municipal Fuel Distribution - Fund 015

Municipal Fuel provides unleaded and diesel fuel to participating municipalities, counties, schools, and non-profits. Municipalities that use the system are able to take advantage of bulk pricing, simple accounts payable invoicing, and 24/7/365 access to fuel, allowing the municipalities to reduce their infrastructure costs for fuel and reallocate resources for other needs. The current system consists of approximately 92 sites and distributes approximately 1.7 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 Division of Operations 3198 - Fuel Distribution - Fund 015.

### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$3.1M							\$3.1M
	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$4.0M							\$4.0M
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$4.8M							\$4.8M
	Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$4.8M							\$4.8M

Investment Levels

# Municipal Aid and Construction - Budgeted Account Summary

## State Funded Construction

### 3039 – Betterment - Fund 015

The Betterment program, established under RSA 235:23-a, 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 six (6) highway maintenance districts, traffic and bridge maintenance. By RSA, the program is funded from \$.03 cents of the road toll (less 12% for block grant aid).

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 ½ of the Betterment program
- Pavement Leveling - purchase of the hot mix asphalt from an approved supplier and NHDOT places the mix with our own forces
- Signals - advertise contracts to upgrade existing traffic signal systems
- Pavement markings - advertise contracts to replace pavement marking symbols and words
- Stand Alone - unforeseen emergencies that will not be refunded by FEMA or Federal Highway Administration Emergency relief funds.

### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$21.9M	\$0.4M			\$21.5M			
Investment Levels	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$20.9M	\$0.1M			\$20.8M			
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$21.5M				\$21.5M			
	Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$21.6M				\$21.6M			



# Municipal Aid and Construction - Budgeted Account Summary

## State Funded Construction

### 3049 – Non Participating Construction - Fund 015

The Non-Participating Construction program 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.

### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.4M							\$1.4M
Investment Levels	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.5M	\$0.5M						
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.5M	\$0.5M						
Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.5M	\$0.5M							

# Municipal Aid and Construction - Budgeted Account Summary

## State Funded Construction

### 8910 - SB367 Construction Investment - Fund 015

Chapter 17, Laws of 2014 (aka Senate Bill 367) provides funding for important transportation investments around the state. The measure added 4.2 cents to the road toll for use on specific projects and programs. Most is dedicated to debt service for the reconstruction of I-93 from Salem-Manchester. Funds are also dedicated to paving and bridge projects on the state highway systems (TIFIA Pledge) as well as for local bridges under the State Bridge Aid program. SB367 also increased the funds for Block Grant Aid, as 12% of the generated revenue is distributed to municipalities through this program. SB367 is expected to sunset in 2034 when the debt service related to the I-93 improvements is fully paid. The TIFIA Pledge for rural roads and bridges (approximately \$23M annually), funded through state fiscal year 2025, will end in 2026 when the revenue will be utilized to pay the principal portion of the debt service for the \$200M TIFIA loan used to complete the I-93 Salem-Manchester Improvements.

#### Major accomplishments in FY 2022

- Completed 140 miles of resurfacing on rural roads – To date, 1,469 miles of resurfacing have been completed under this program since it began in 2014 with approximate expenditures of \$112M
- Completed construction on five (5) bridges on three (3) separate projects totaling \$20M in expenditures (Conway, Lancaster-Guildhall, and Ossipee (3)). Seven (7) bridges in the TIFIA pledge have been completed to date and three (3) projects are actively under construction (Allenstown-Pembroke, Hinsdale-Brattleboro, Lebanon-Hartford)
- Delivered four (4) State Aid Bridge projects for communities across New Hampshire
- Distributed \$4M in Block Grant Aid to 234 communities throughout the State.

#### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$26.5M						\$26.5M	
	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$33.2M						\$33.2M	
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$34.1M						\$34.1M	
	Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$34.3M						\$34.3M	

Investment Levels

# 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 Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL), which establishes targeted federal transportation funding levels and programs through federal fiscal year 2026. Through the Ten Year Planning process, the Federal Aid Program is generally categorized in the following broad program areas.

- Preservation and Maintenance (PM) - State Designated Programs for pavement resurfacing, culvert repair, guard rail replacement, signing upgrades, etc
- Bridges (BR) – Work ranging from preservation to rehabilitation and replacement of red-list bridges
- Interstate 93 (I-93) – Work associated with the major Salem-Manchester I-93 widening and reconstruction project
- Federal Programs (FP) - Mandated program funds that are designated to specific transportation areas and have restricted flexibility in use such as the Transportation Alternatives and Congestion Mitigation and Air Quality programs
- Federal Programs for Safety (FPS) - Primarily projects and work efforts associated with the Highway Safety Improvement Program (HSIP)
- Projects (PR) – Individual projects derived through the Ten Year plan
- Engineering (ENG) – Projects that are generally engineering services related unaffiliated with the above programs or categories.

### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$111.0M		\$102.4M					\$8.6M
Investment Levels	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$196.1M		\$192.6M					\$3.5M
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$198.0M		\$187.7M					\$10.3M
	Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$199.2M		\$191.7M					\$7.5M

# Municipal Aid and Construction - Budgeted Account Summary

## Federal Aid Funded Construction and Debt

### 8683 - GARVEE Bond Debt - Fund 015

Grant Anticipation Revenue Vehicle (GARVEE) is a funding mechanism that pledges federal-aid for the repayment of bonds. In New Hampshire, GARVEE bonds have been issued for the I-93 Salem to Manchester project. Authorization for the issuance of these revenue bonds is provided for in RSA 228-A:2. In 2010, the State issued \$80M in GARVEE bonds. In 2012 the State issued \$115M in GARVEE bonds at a 1.26% interest rate with a total duration of seven (7) years. The 2012 GARVEE Issue was paid off in September 2020. Principal payments on the 2010 Issue have begun and the debt is scheduled to be paid off in September 2025.

### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$17.6M		\$17.6M					
	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$19.4M		\$19.4M					
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$17.0M		\$17.0M					
	Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$16.7M		\$16.7M					

Investment Levels

## 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. Additionally, 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 System Asset Reporting:

- Road condition based on International Roughness Index (IRI) for CY 2020 was 95.6% Good, 3.7% Fair and 0.6% Poor
- The number of Red List Bridges for Turnpikes was eight (8) in CY 2021 with Turnpike Bridges having an overall rating of 86% satisfaction
- The condition of guardrail on turnpikes was 52% Good, 35% Fair, and 13% poor or unrated with 58% of the guardrail height MASH compliant
- Drainage inventory collection has started with approximately 72% of the structures and pipes being collected and overall rating of the collected structures as 80% good, 10% fair, 1% poor and 9% unknown with pipes at 61% good, 12% fair, 2% poor and 25% unknown

In 2022, six (6) projects were advertised and under construction, which included paving, striping and bridge rehabilitation projects.

#### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$24.6M			\$23.4M				\$1.2M
Investment Levels	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$18.2M			\$17.6M				\$0.6M
Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$24.0M			\$24.0M				
Agency Efficiency FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$24.9M			\$24.9M				

# 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, 2022, 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.

In April of 2022, the Turnpike System competitively bid refinancing of Turnpike bonds totaling \$90.3M, which generated 10 proposals. Mesirow Financial was selected for bond refinancing, resulting in an approximate savings of \$8.2M over a 20-year period.

### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$39.4M		\$1.9M	\$37.5M				
	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$33.4M		\$1.7M	\$31.7M				
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$25.8M		\$1.6M	\$24.2M				
	Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$27.6M		\$1.5M	\$26.1M				

Investment Levels

# Municipal Aid and Construction - Budgeted Account Summary

## Turnpike Funded Construction and Debt

### 7500, 7507, 7512, 7513, 7514 – Turnpike Construction Program - Fund 017

Turnpikes facilities are comprised of three (3) 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 Turnpike systems while focusing on the rehabilitation or replacement of red-listed bridges, improving safety and reducing congestion.

### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$5.1M			\$5.1M				
	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$47.1M			\$47.1M				
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$15.7M			\$15.7M				
	Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$35.2M			\$35.2M				

Investment Levels

# Municipal Aid and Construction - Budgeted Account Summary

## Turnpike Funded Construction and Debt

### 7511 - Toll Collection Equipment - 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. This consists of seven (7) Toll Plazas with 70 toll lanes and eight (8) high speed toll lanes, also known as Open Road Tolling (ORT). A wide range of equipment is utilized in the collection of tolls in both the cash lanes and the E-ZPass lanes. To continue collection through toll lanes or ORT lanes or future, cashless, All Electronic Toll (AET) lanes and to improve efficiency, the equipment and systems that support them are upgraded systematically or new AET plazas are constructed.

As part of the 2021 budget process (House Bill 2), the legislature voted to remove the tolls at Exit 10 effective January 1, 2022. The Merrimack Exit 10 plaza discontinued toll collection on December 31, 2021.

Dover-Rochester 29440 project, to establish AET and remove the existing plazas, is under construction with AET to be implemented in Fall of 2022. Project completion is Spring of 2024.

### Funding Sources

	Actual FY 22	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$5.4M			\$5.4M				
	Adj. Auth FY 23	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.0M			\$1.0M				
	Agency Efficiency FY 24	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$2.0M			\$2.0M				
	Agency Efficiency FY 25	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.3M			\$1.3M				

Investment Levels



**Fiscal Year 2023 Fleet Statistics as of July 1, 2022  
Replacement Evaluation Criteria**

Effective 7/1/2022, revised 8/13/2022

Category	Category Description	A	B	C	D	E	F	G	H	I	J	K
Expected Age	Expected Usage Primary	Expected Usage Secondary	# Units	Approx. Replacement Costs (Total Fleet) (D x H)	# Exceeds Life Age or Usage	% of Fleet Exceeding Parameters	Approx. Replacement Costs	Current Replacement Sub Totals (F x H)	Current Replacement Class Totals (Sum of I)	Target Funding Level / Yr. (D/A x H)		
<b>0963800</b>	<b>MECHANICAL SERVICES</b>				<b>1256</b>		<b>224</b>	<b>18%</b>				
<b>EHDT</b>	<b>Trucks ExtraHeavy Duty &gt;45000#</b>				<b>73</b>	<b>\$ 18,325,000</b>	<b>9</b>	<b>12%</b>		<b>\$ 3,210,000</b>		
19009	HD CRANE-H400	15	8,000 H	250,000 M	1	\$ 350,000	1	100%	\$ 350,000	\$ 350,000		\$ 23,333
19010	BRIDGE INSPECTOR	15	8,000 H	250,000 M	1	\$ 950,000	0	0%	\$ 950,000	\$ -		\$ 63,333
55012	OVER 5 TON TRUCKS	12	12,000 H	250,000 M	46	\$ 8,740,000	1	2%	\$ 190,000	\$ 190,000		\$ 728,333
55013	STRIPER TRUCKS	15	12,000 H	250,000 M	5	\$ 2,775,000	3	60%	\$ 555,000	\$ 1,665,000		\$ 165,000
55014	TRACTOR TRUCKS	15	12,000 H	250,000 M	3	\$ 450,000	1	33%	\$ 150,000	\$ 150,000		\$ 30,000
55051	KNUCKLE BOOM CRANE TRUCKS	15	10,000 H	250,000 M	12	\$ 3,420,000	3	25%	\$ 285,000	\$ 855,000		\$ 228,000
55053	BRINE TRUCKS	12	12,000 H	250,000 M	4	\$ 1,140,000	0	0%	\$ 285,000	\$ -		\$ 95,000
61018	EDUCTORS	15	10,000 H	250,000 M	1	\$ 500,000	0	0%	\$ 500,000	\$ -		\$ 33,333
<b>HDT</b>	<b>Trucks Heavy Duty &gt; 20001#</b>				<b>260</b>	<b>\$ 42,550,000</b>	<b>50</b>	<b>19%</b>		<b>\$ 8,425,000</b>		
55011	3 TO 5 TON TRUCKS	12	12,000 H	180,000 M	233	\$ 37,280,000	32	14%	\$ 160,000	\$ 5,120,000		\$ 3,106,667
55021	CAR CARRIERS/WRECKERS	15	180,000 M	12,000 H	1	\$ 175,000	0	0%	\$ 175,000	\$ -		\$ 11,667
55038	AERIAL TRUCK	12	12,000 H	200,000 M	2	\$ 770,000	1	50%	\$ 385,000	\$ 385,000		\$ 64,167
55048	SERVICE TRUCK - 20001 LBS TO 45000 LBS	10	12,000 H	180,000 M	1	\$ 135,000	0	0%	\$ 135,000	\$ -		\$ 13,500
55054	CATCH BASIN CLEANING TRUCK	12	12,000 H	180,000 M	4	\$ 960,000	0	0%	\$ 240,000	\$ -		\$ 80,000
55055	ATTENUATOR TRUCKS	12	12,000 H	180,000 M	18	\$ 2,790,000	16	89%	\$ 155,000	\$ 2,480,000		\$ 232,500
61022	PAINT VANS	15	180,000 M	12,000 H	0	\$ -	0	0%	\$ 110,000	\$ -		\$ -
61033	MOBIL CORE DRILL	15	12,000 H	150,000 M	1	\$ 440,000	1	100%	\$ 440,000	\$ 440,000		\$ 29,333
<b>MDT</b>	<b>Trucks Medium Duty &gt; 10001#</b>				<b>68</b>	<b>\$ 4,410,000</b>	<b>15</b>	<b>22%</b>		<b>\$ 845,000</b>		
55009	1 TON TRUCKS	6	150,000 M	0 H	15	\$ 600,000	3	20%	\$ 40,000	\$ 120,000		\$ 100,000
55027	1 1/2 TON RACK BODY TRUCKS	6	150,000 M	0 H	18	\$ 900,000	6	33%	\$ 50,000	\$ 300,000		\$ 150,000
55037	AERIAL TRUCK - 10001 LBS TO 20000 LBS	6	150,000 M	0 H	17	\$ 1,700,000	1	6%	\$ 100,000	\$ 100,000		\$ 283,333
55043	DUMP - 1 1/2 TON	6	150,000 M	0 H	14	\$ 910,000	5	36%	\$ 65,000	\$ 325,000		\$ 151,667
55047	SERVICE TRUCK(M)- 10001 LBS TO 20000 LBS	6	150,000 M	0 H	4	\$ 300,000	0	0%	\$ 75,000	\$ -		\$ 50,000
<b>LDT1</b>	<b>Trucks Light Duty &lt; 8501#</b>				<b>146</b>	<b>\$ 3,908,000</b>	<b>28</b>	<b>19%</b>		<b>\$ 775,000</b>		
55008	1/2 TON PICKUPS	7	150,000 M	0 N	114	\$ 3,192,000	28	23%	\$ 28,000	\$ 728,000		\$ 456,000
55022	SUVS - UP TO 8500 LBS	7	150,000 M	0 N	28	\$ 616,000	1	4%	\$ 22,000	\$ 22,000		\$ 88,000
56001	VANS/BUSES - UP TO 8 PASSENGERS CAPACITY	7	150,000 M	0 N	4	\$ 100,000	1	25%	\$ 25,000	\$ 25,000		\$ 14,286
<b>LDT2</b>	<b>Trucks Light Duty &gt; 8501#</b>				<b>165</b>	<b>\$ 7,078,000</b>	<b>53</b>	<b>32%</b>		<b>\$ 2,226,000</b>		
55015	3/4 TON PICKUPS	7	150,000 M	0 N	153	\$ 6,426,000	49	32%	\$ 42,000	\$ 2,058,000		\$ 918,000
55017	CARGOBOX TRUCKS - 8501 LBS TO 10000 LBS	10	150,000 M	0 N	4	\$ 168,000	2	50%	\$ 42,000	\$ 84,000		\$ 16,800
55023	SUVS - 8501 LBS TO 10000 LBS	10	150,000 M	0 N	2	\$ 84,000	2	100%	\$ 42,000	\$ 84,000		\$ 8,400
55045	SERVICE TRUCK - 8501 LBS TO 10000 LB	7	150,000 M	0 N	5	\$ 350,000	0	0%	\$ 70,000	\$ -		\$ 50,000
61028	ROAD ANALYSIS VEHICLES	10	150,000 M	0 N	1	\$ 50,000	0	0%	\$ 50,000	\$ -		\$ 5,000
<b>PASSAUT</b>	<b>Passenger Autos</b>				<b>71</b>	<b>\$ 1,556,000</b>	<b>6</b>	<b>8%</b>		<b>\$ 150,000</b>		
61024	COMPACT SEDANS	7	150,000 M	0 N	36	\$ 630,000	1	3%	\$ 17,500	\$ 17,500		\$ 90,000
61025	MID SIZE SEDANS	7	150,000 M	0 N	34	\$ 901,000	5	15%	\$ 26,500	\$ 132,500		\$ 128,714
61026	FULL SIZE SEDANS	7	150,000 M	0 N	1	\$ 25,000	0	0%	\$ 25,000	\$ -		\$ 3,571
<b>VB1</b>	<b>Vans &amp; Buses 1 seats 9-20</b>				<b>2</b>	<b>\$ 68,000</b>	<b>0</b>	<b>0%</b>		<b>\$ -</b>		
56002	VANS/BUSES - 9 TO 20 PASSENGERS CAPACITY	10	150,000 M	0 N	2	\$ 68,000	0	0%	\$ 34,000	\$ -		\$ 6,800
<b>MEC</b>	<b>Mobile Equipment Construction</b>				<b>146</b>	<b>\$ 24,035,000</b>	<b>58</b>	<b>40%</b>		<b>\$ 7,965,000</b>		
11001	COMPRESSORS	10	7,500 H	0 N	22	\$ 616,000	20	91%	\$ 28,000	\$ 560,000		\$ 61,600
19008	YARD CRANES	15	6,500 H	0 N	5	\$ 1,950,000	5	100%	\$ 390,000	\$ 1,950,000		\$ 130,000
25001	MOTOR GRADERS	13	12,000 H	0 N	20	\$ 6,400,000	0	0%	\$ 320,000	\$ -		\$ 492,308
25003	MAINTAINERS	12	10,000 H	0 N	1	\$ 240,000	1	100%	\$ 240,000	\$ 240,000		\$ 20,000
33002	WHEELED LOADERS	12	12,000 H	0 N	44	\$ 7,700,000	3	7%	\$ 175,000	\$ 525,000		\$ 641,667
43001	SELF PROPELLED SWEEPERS	10	9,000 M	100,000 H	2	\$ 620,000	1	50%	\$ 310,000	\$ 310,000		\$ 62,000
49001	TRACTOR/MOWERS	12	6,000 H	0 N	5	\$ 875,000	0	0%	\$ 175,000	\$ -		\$ 72,917
49002	TRACTOR/LOADERS	12	6,000 H	0 N	18	\$ 2,160,000	18	100%	\$ 120,000	\$ 2,160,000		\$ 180,000
49003	TRACTOR/LOADER/BACKHOES	12	10,000 H	0 N	2	\$ 300,000	2	100%	\$ 150,000	\$ 300,000		\$ 25,000
49007	FORK LIFTS	12	6,000 H	0 N	3	\$ 150,000	3	100%	\$ 50,000	\$ 150,000		\$ 12,500
49013	SKID STEER LOADERS	12	5,000 H	0 N	19	\$ 1,254,000	0	0%	\$ 66,000	\$ -		\$ 104,500
59001	TRAILER WELDERS	15	5,000 H	0 N	1	\$ 10,000	1	100%	\$ 10,000	\$ 10,000		\$ 667
61003	CORE DRILLS	15	12,000 H	0 N	4	\$ 1,760,000	4	100%	\$ 440,000	\$ 1,760,000		\$ 117,333
<b>TRE</b>	<b>Trailers Equipment -Flatbed</b>				<b>8</b>	<b>\$ 80,000</b>	<b>1</b>	<b>13%</b>		<b>\$ 10,000</b>		
53002	TRAILERS	10	10,000 H	180,000 M	8	\$ 80,000	1	13%	\$ 10,000	\$ 10,000		\$ 8,000
<b>TRENC</b>	<b>Trailers Enclosed</b>				<b>2</b>	<b>\$ 50,000</b>	<b>2</b>	<b>100%</b>		<b>\$ 50,000</b>		
53007	BOX TRAILERS	10	0 H	0 M	2	\$ 50,000	2	100%	\$ 25,000	\$ 50,000		\$ 5,000
<b>AE</b>	<b>Associated Equipment</b>				<b>315</b>	<b>\$ 8,491,000</b>	<b>2</b>	<b>1%</b>		<b>\$ 40,000</b>		
61002	SLIDE-IN SPREADERS	40	12,000 H	0 N	313	\$ 8,451,000	0	0%	\$ 27,000	\$ -		\$ 211,275
61076	SELF PROPELLED SCISSORS LIFT	10	H	N	2	\$ 40,000	2	100%	\$ 20,000	\$ 40,000		\$ 4,000
<b>Total=</b>						<b>\$ 110,551,000</b>				<b>\$ 23,696,000</b>		<b>\$ 9,593,504</b>

Notes: Approx. acquisition costs paid to purchase the current fleet **\$83.9 million**  
 Approx. depreciated value of the current fleet **\$34.1 million**  
 Column K: "Target Funding Level / Yr." represents a per year requirement for equipment replacement based on expected life.  
 Approx. fleet value is \$110.5 m (replacement costs)

To catch up over time:

1 yr	\$ 23,696,000
5 yrs	\$4,739,200
10 yrs	\$2,369,600
15 yrs	\$1,579,733

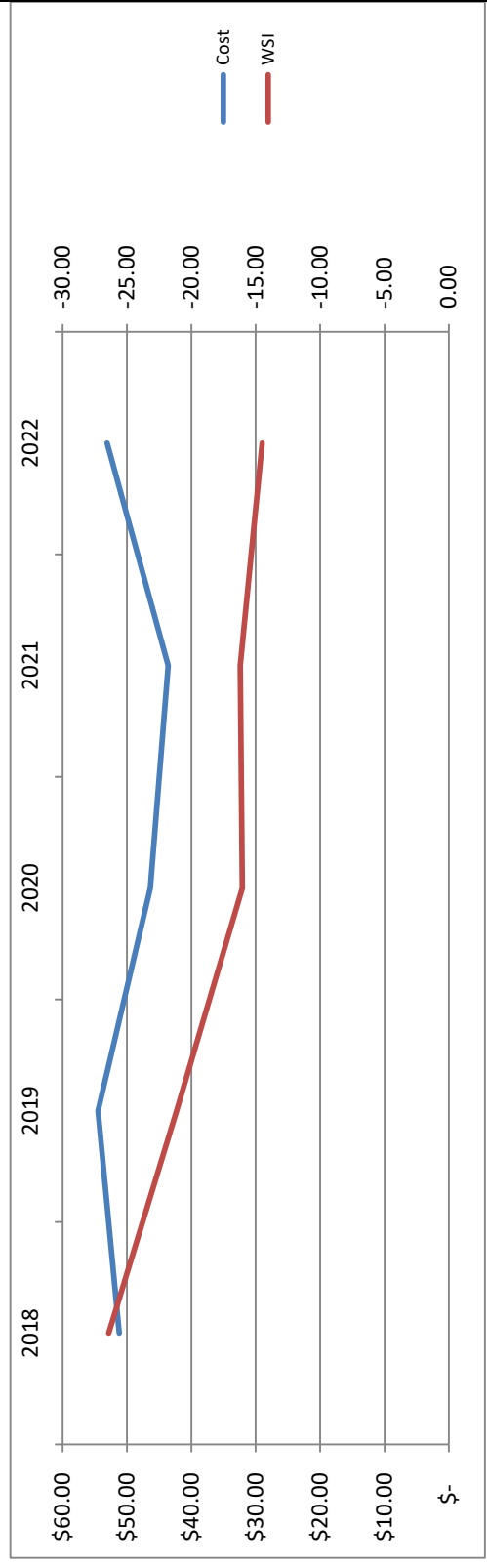
**State of New Hampshire Department of Transportation  
Historical Highway Funded Winter Maintenance**

**Fiscal Years 2018 - 2022 Actual vs 2024 - 2025 Budget**

	A	B	C	D	E	F	G	I	J	K	L
	(In Millions)	2018	2019	2020	2021	2022	3-Year Average	2023 Adj Auth Budget	2024 Budget	2025 Budget	FY24 Variance to 3-yr Avg
1	Incremental Personnel Costs	\$ 8.5	\$ 8.8	\$ 7.8	\$ 6.4	\$ 7.9		\$ 7.3	\$ 7.3	\$ 7.3	
2	Commodities	14.2	16.3	10.5	11.6	13.8		13.3	19.8	19.8	
3	Rented Equipment	9.2	8.7	8.8	8.0	10.4		9.3	11.9	11.9	
4	Utilities/Misc Support	1.1	1.1	1.0	1.0	1.2		1.4	2.0	2.0	
5	<b>2028 Winter Maint. Total</b>	<b>33.0</b>	<b>34.9</b>	<b>28.1</b>	<b>27.0</b>	<b>33.3</b>	<b>29.5</b>	<b>31.3</b>	<b>41.0</b>	<b>41.0</b>	<b>11.5</b>
6	Personnel Costs	14.4	15.7	14.4	13.1	15.6		14.4	14.4	14.4	
7	<b>3007 Highway Maint. Total</b>	<b>14.4</b>	<b>15.7</b>	<b>14.4</b>	<b>13.1</b>	<b>15.6</b>	<b>14.4</b>	<b>14.4</b>	<b>14.4</b>	<b>14.4</b>	<b>0.0</b>
8	State Equipment Usage	3.8	3.9	3.9	3.5	4.2		3.9	3.9	3.9	
9	Fuel										
10	Maintenance										
11	<b>3005 Mechanical Svcs. Total</b>	<b>3.8</b>	<b>3.9</b>	<b>3.9</b>	<b>3.5</b>	<b>4.2</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>0.0</b>
12	<b>TOTAL</b>	<b>\$ 51.2</b>	<b>\$ 54.5</b>	<b>\$ 46.4</b>	<b>\$ 43.6</b>	<b>\$ 53.1</b>	<b>\$ 47.7</b>	<b>\$ 49.6</b>	<b>\$ 59.3</b>	<b>\$ 59.3</b>	<b>\$ 11.6</b>

**Winter Severity Index (WSI) -26.42 -21.15 -16.05 -16.2 -14.5 -15.58**

\* WSI (winter severity index) is a formula that utilizes temperature and snow fall data.



**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:

District 1 – Joseph D. Kenney

District 2 – Cinde Warmington

District 3 – Janet Stevens

District 4 – Theodore L. Gatsas

District 5 – David K. Wheeler

New Hampshire Department of Transportation  
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