

**Upper Valley Lake Sunapee Regional Planning Commission
Transportation Advisory Committee (TAC)**
January 15, 2013 Meeting Minutes
UVLSRPC Offices- Lebanon, NH

Attendees:

Van Chesnut, Chair, Advance Transit
Dick Jones, Lyme
Richard Lee, New London
Barbara Brill, CATS
Bruce Temple, Claremont
Ray Burton, NH Executive Council

Mike Lavalla, Lebanon
Pat Crocker, UVLSRPC
Adam Ricker, UVLSRPC
Christine Walker, UVLSRPC
Nate Miller, UVLSRPC

Guests:

Christopher Clement- NHDOT Commissioner
Sen. David Pierce
Rep. Patricia Higgins
Rep. John Cloutier
Jeff Brillhart- NHDOT
Steve Schneider- Enfield

Andrew Gast-Bray- Lebanon
Bernie Folta- Claremont
John Tuthill- Acworth
Dan Dahmen- DHMC
Aaron Brown- UVTMA
Paul Boucher- Lebanon Chamber of Commerce

TAC Chairman Van Chesnut called the meeting to order at 5:00 PM. Normal TAC business was tabled by consensus of the Committee.

Presentation by NHDOT Commissioner Christopher Clement:

NHDOT Commissioner Christopher Clement gave a presentation entitled "The Roads to New Hampshire's Future" focusing on New Hampshire's transportation infrastructure condition and funding challenges.

A summary of Commissioner Clement's presentation is affixed to these minutes.

Adjournment:

Mike Lavalla moved to adjourn the meeting at 6:30 PM. Dick Jones seconded and the motion passed unanimously.

The Roads to New Hampshire's Future



January 2013

Economic Impact of Maintenance

- 40% expenditures Highway Maintenance are expended solely for Snow & Ice control yearly
\$32-\$42 million/year FY 2012 = \$32 million

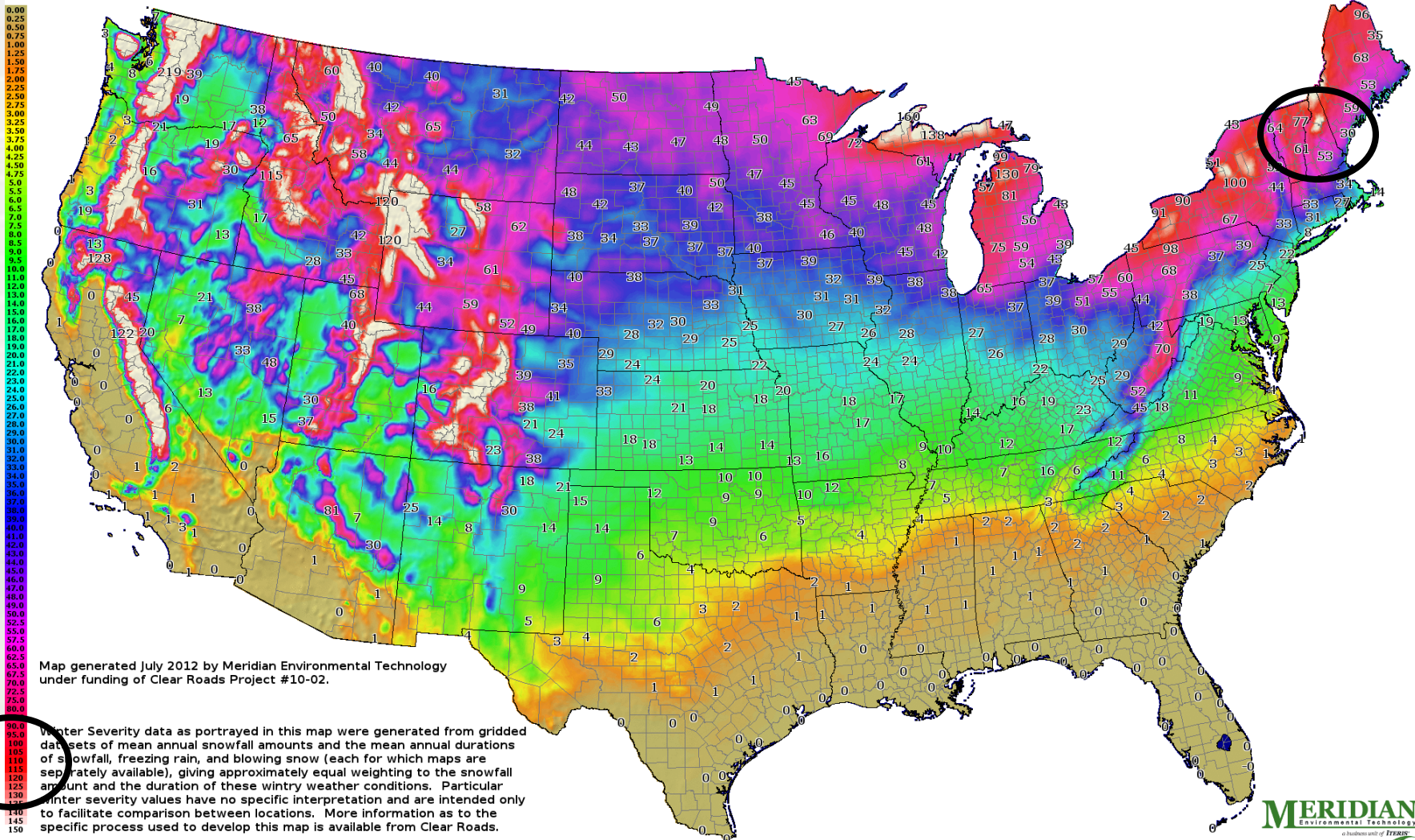
- Studies have shown that if a state was to “shut down” due to a Snow and & Ice event, economic impacts could be between \$64 million (UT) and \$700 million (NY) DAILY. Massachusetts had an estimated daily loss of \$265 million

(2011 American Highway Users Alliance study)

Not All States Are The Same

U.S. Winter Severity for Winter Road Maintenance

CLEAR ROADS
research for winter highway maintenance



Natural Disaster – Tropical Storm Irene

August 29, 2011 (Before)



PERFORMANCE = Driving NH's Economy

DOT Response September 9, 2011 (After 10 days later)

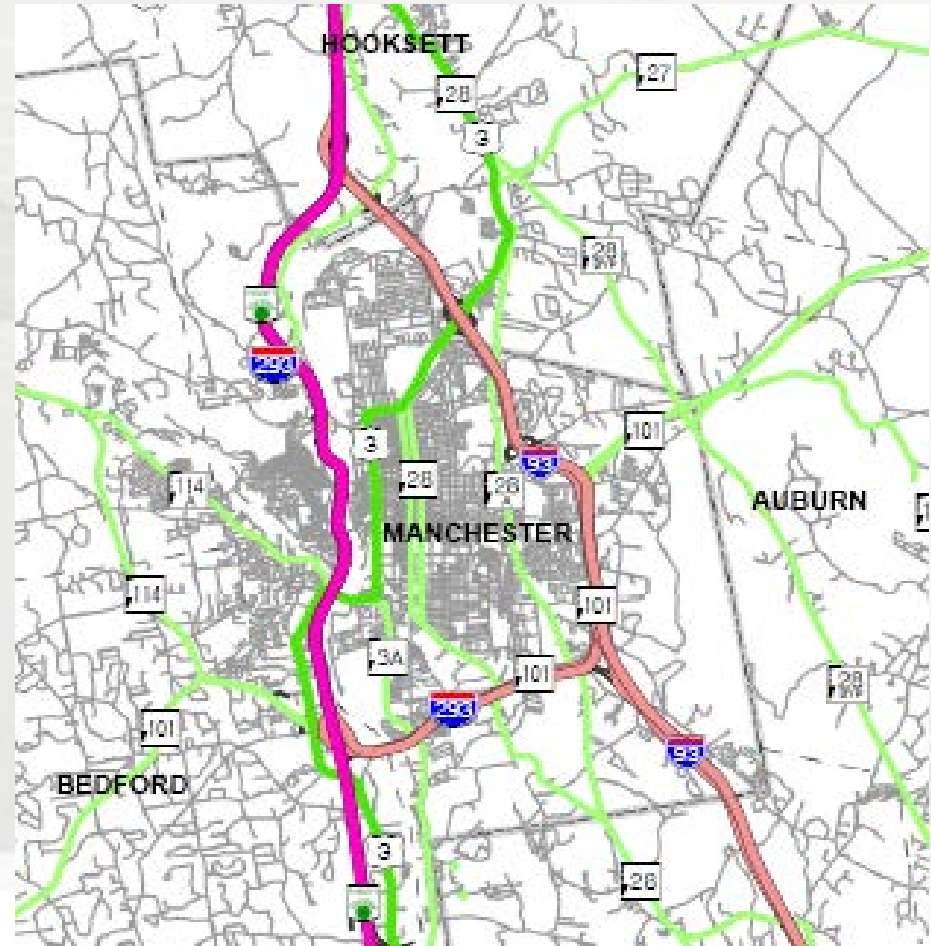


PERFORMANCE

Prioritizing Resources

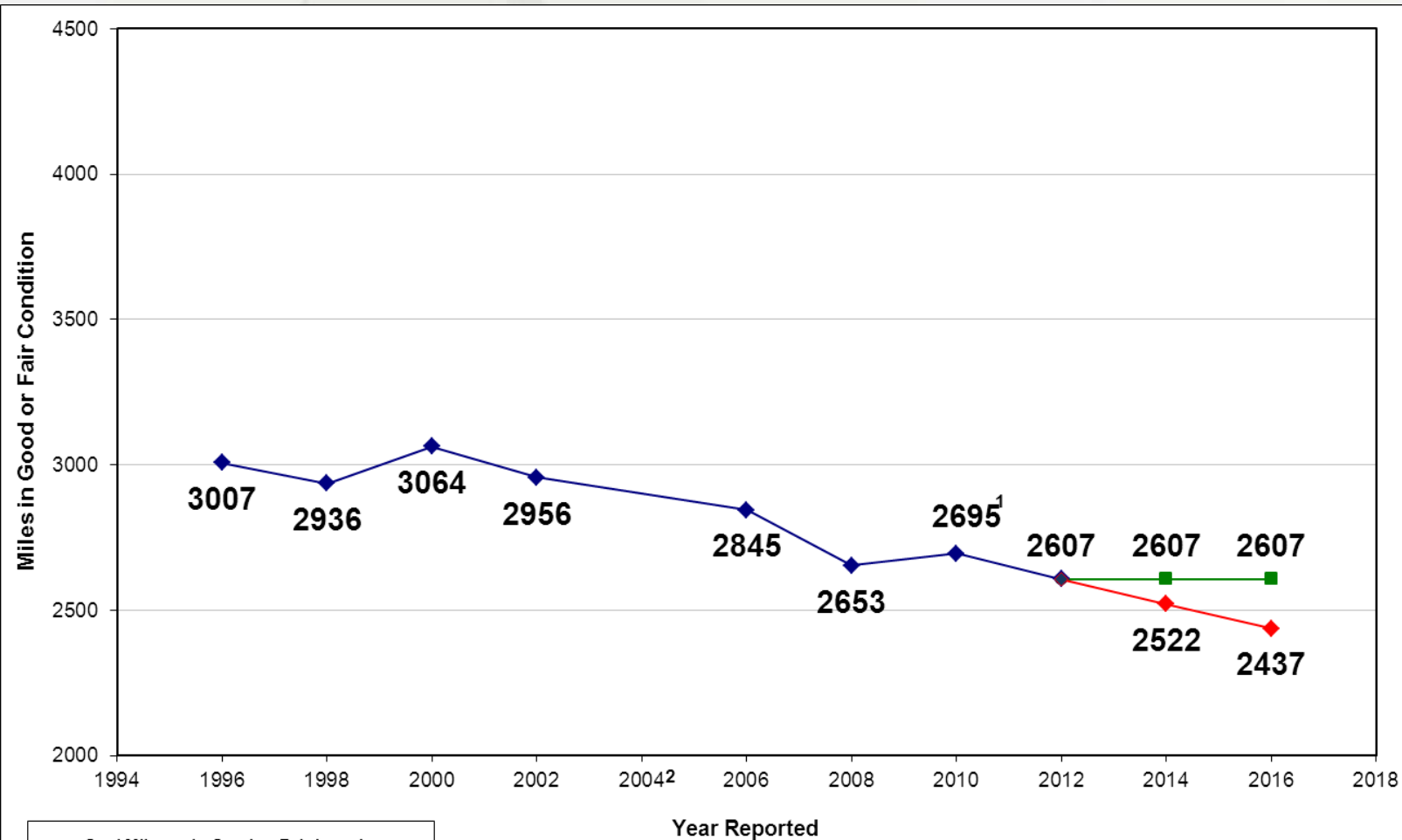
NH Road System (4,559 mi)

1. **National Highway System**
(NHS)(790 mi-18%)
 - Turnpikes
 - Interstates
 - Select US Routes
 - Select State Numbered Routes
2. **US Routes and State Numbered Routes**
(2,799 mi – 61%)
3. **Unnumbered State Roads**
(970 mi-21%)



New Hampshire Pavement Conditions: 1996-2016

ADDITIONAL \$12M PER YEAR NEEDED



■ Goal Mileage in Good or Fair based on Proposed Budget of \$69M/Year
◆ Projected Mileage in Good or Fair based on Current Budget of \$57M/Year

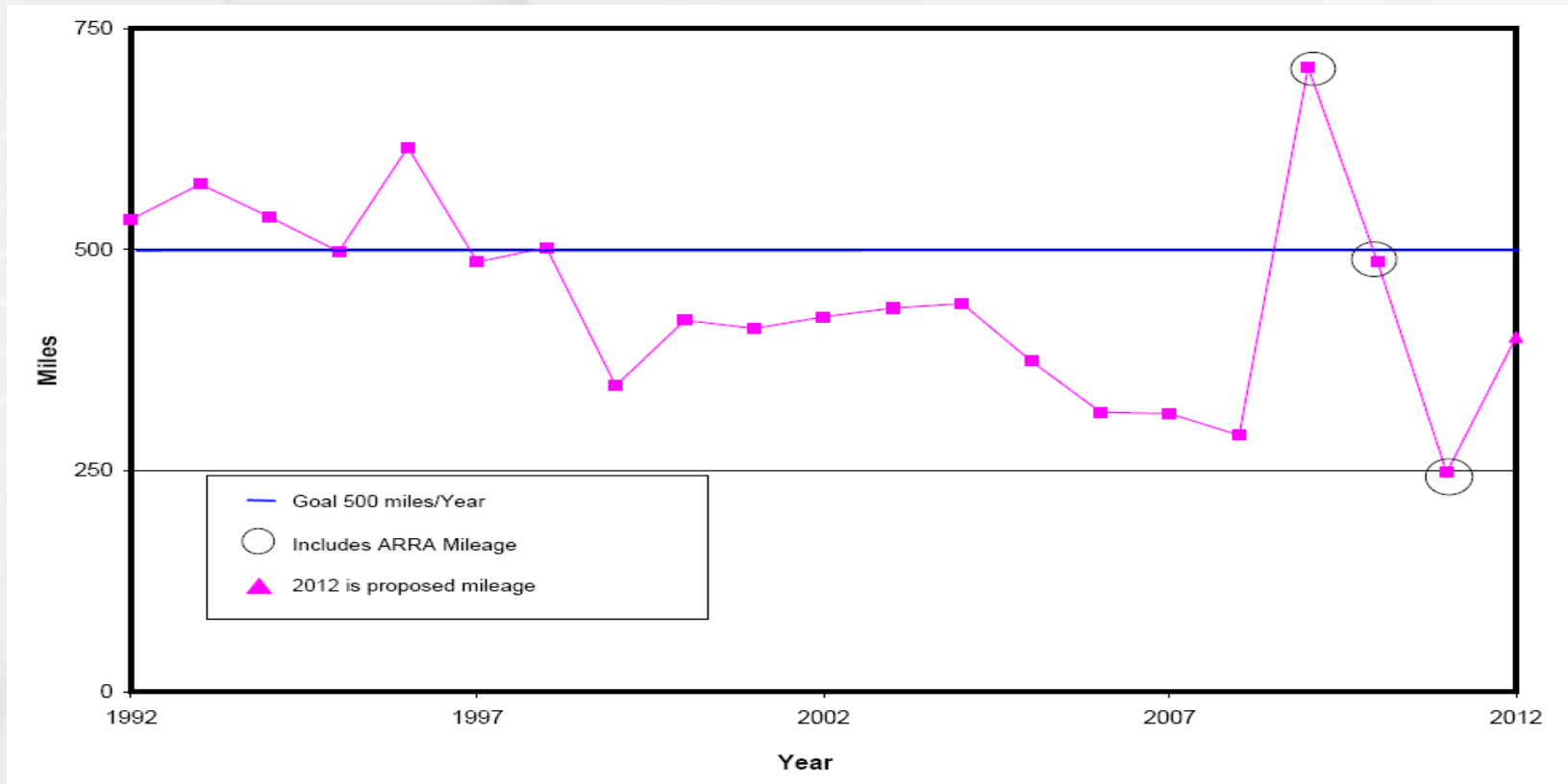
Total State-owned = 4559 miles

Projected →

1. Influenced by additional ARRA funding

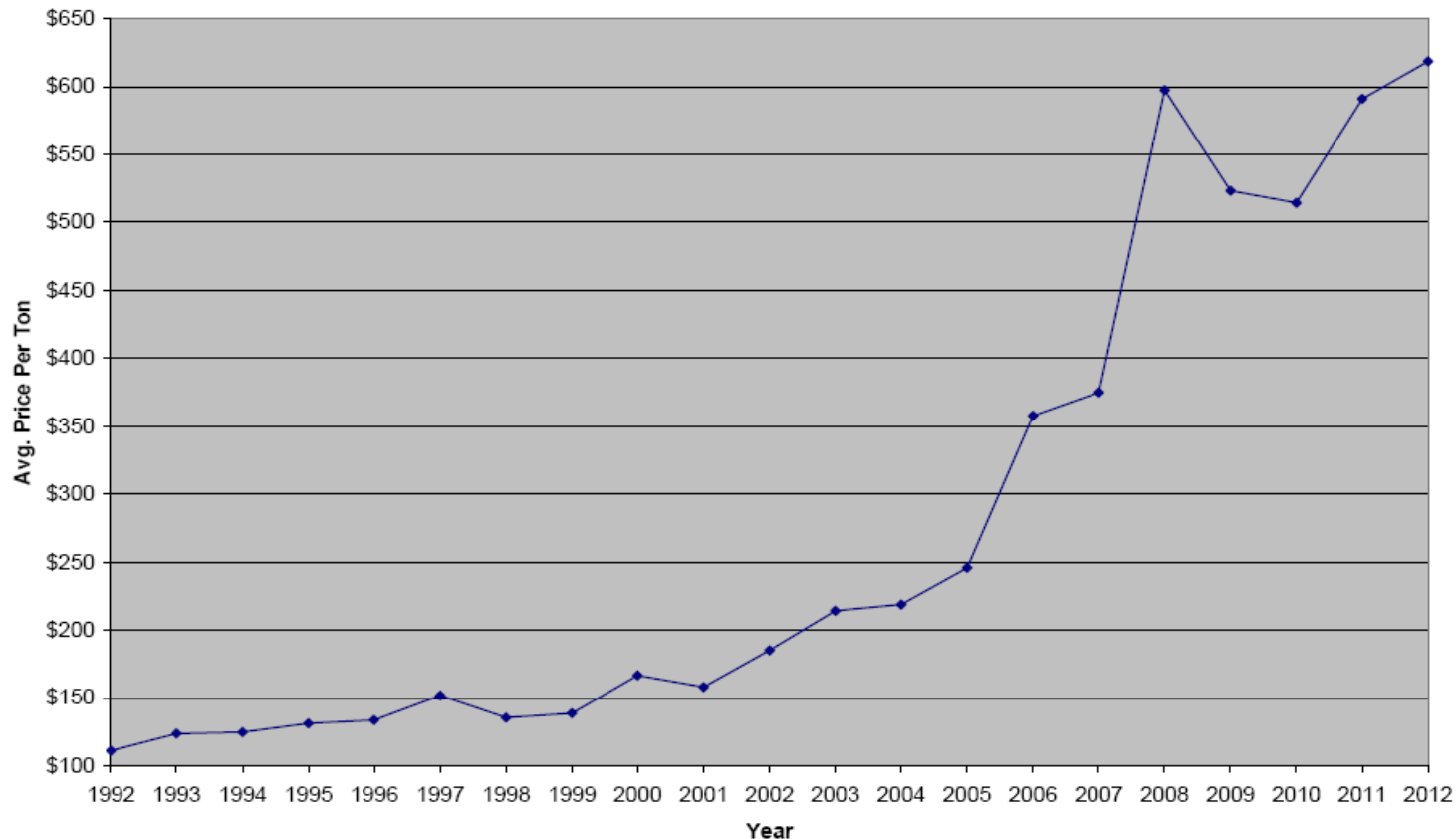
2. 2004 data is not included due to known problems with the data collection vehicle.

NH Miles of Road Resurfaced 1992 to 2012



- Goal of resurfacing 500 miles of roadway per year not being achieved

Average Price of Asphalt Cement 1992 to 2012



- The cost of asphalt cement increased 460% over this period
- Diesel, gasoline, road salt increases.....

Limited Resources Must Manage & Prioritize

- ❖ 1st priority – NH National Highway System (includes all high volume and primary routes); needed for healthy economy and mobility
- ❖ 2nd priority – Remaining US Routes and State Numbered Routes; maintained at a less than desirable level
- ❖ 3rd priority - State Unnumbered Routes; not being properly maintained due to lack of funding

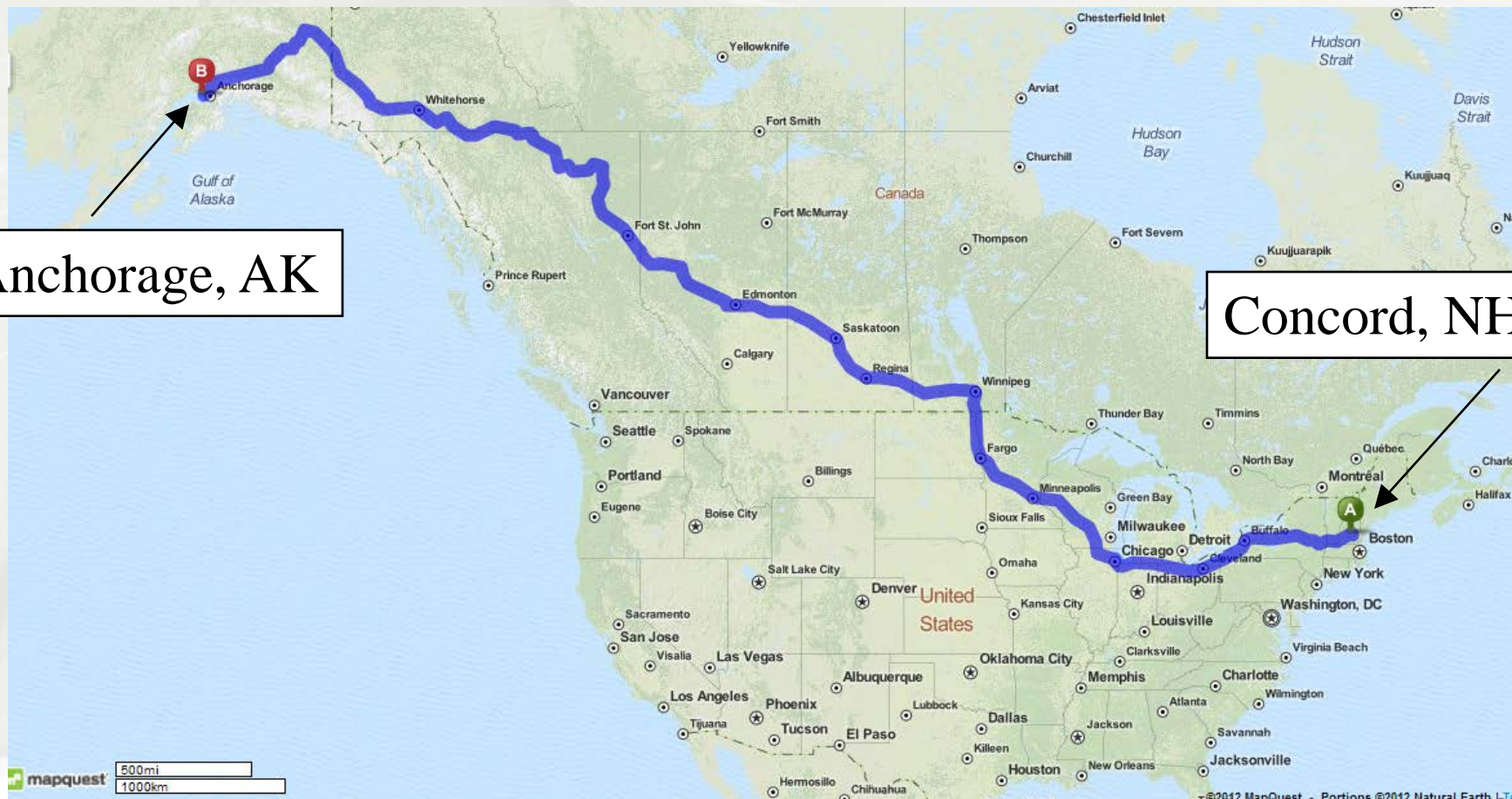
Statewide Pavement Condition

(4,559 total centerline miles 299 unrated)

- ❖ 19 % good condition - 828 miles
- ❖ 44 % fair condition - 1,867 miles
- ❖ 37 % poor condition - 1,565 miles
- ❖ \$615 million would be needed to bring all poor condition pavements to good condition (not including drainage, guard rail & bridges)
- ❖ \$3.7 billion is the estimated total value of the state-owned pavements
- ❖ Pavements are the State's most valuable asset other than land and bridges

4,559 Miles

- The DOT Maintained road network would stretch from Concord, NH to Anchorage, AK



Anchorage, AK

Concord, NH

A VERY LONG DRIVE!

Poor Condition – 1,565 miles
Fair Condition – 1,867 miles
Good Condition – 828 miles

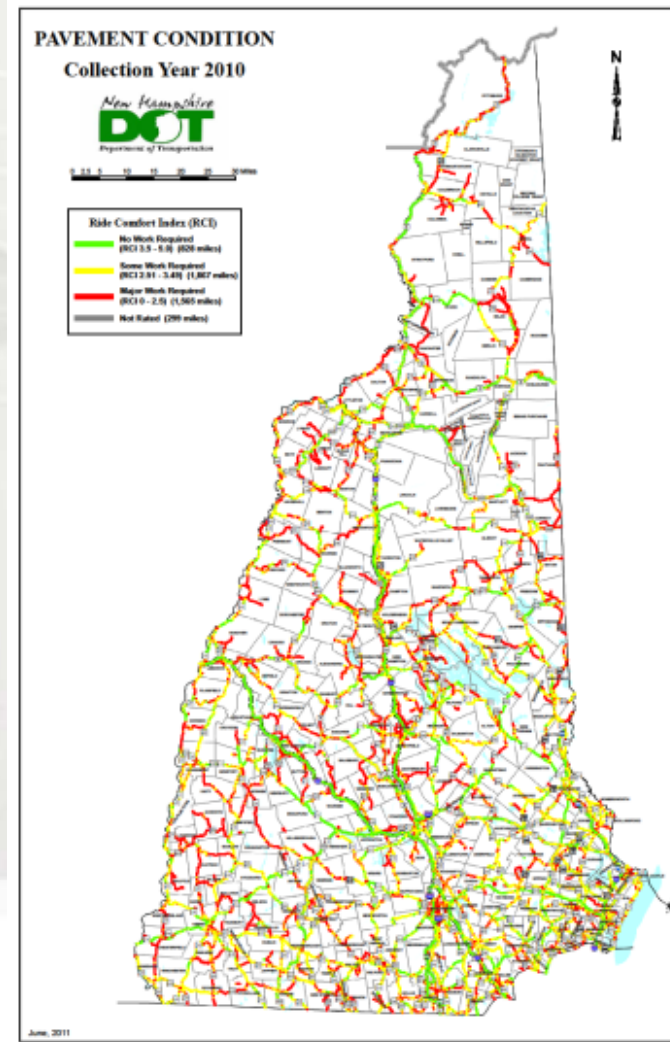
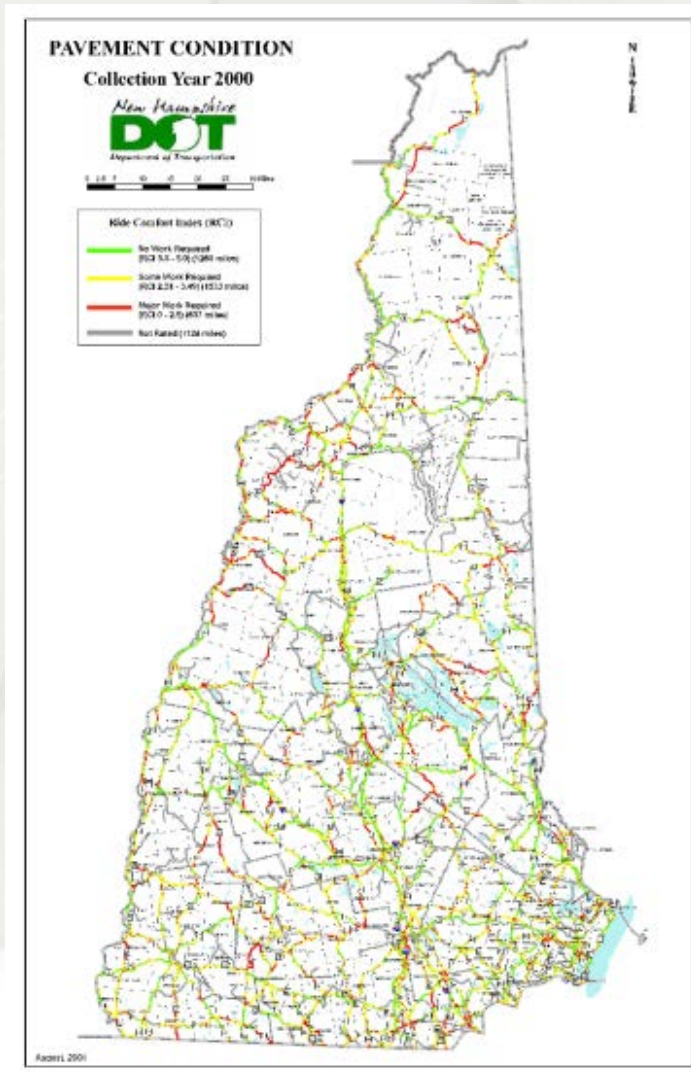


WOULD YOUR CAR SURVIVE?

Pavement Conditions

2000

2010



Red = Poor Condition

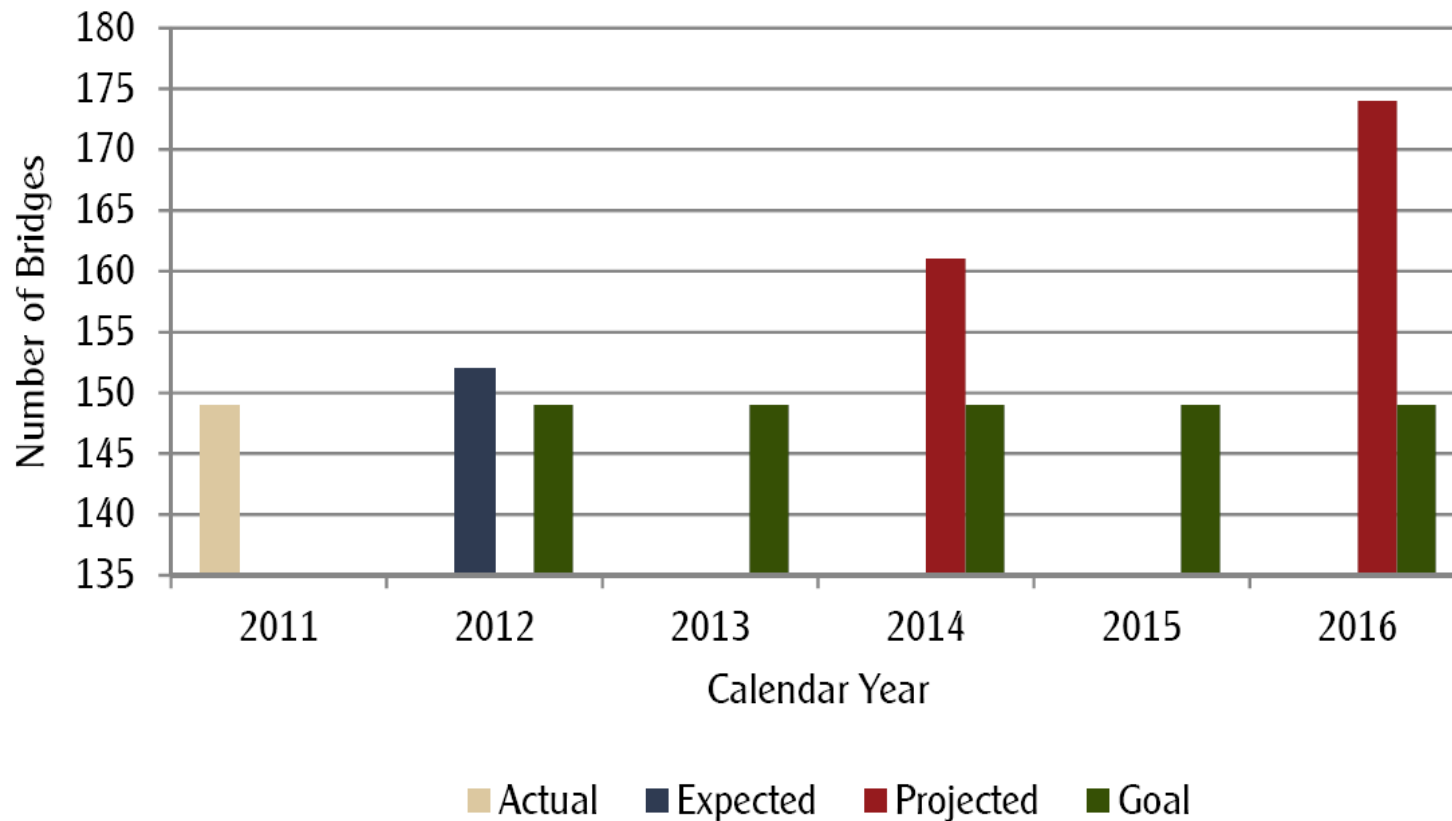
Pavement Preservation

- ❖ Routine surface treatment and wearing surface renewal (perpetual pavement)
- ❖ Most cost effective way to maintain pavements
- ❖ Need to apply treatment before distress starts to show
- ❖ Will free up resources to invest in lower volume roads
- ❖ “Keep Good Roads Good”

NH Bridge Condition

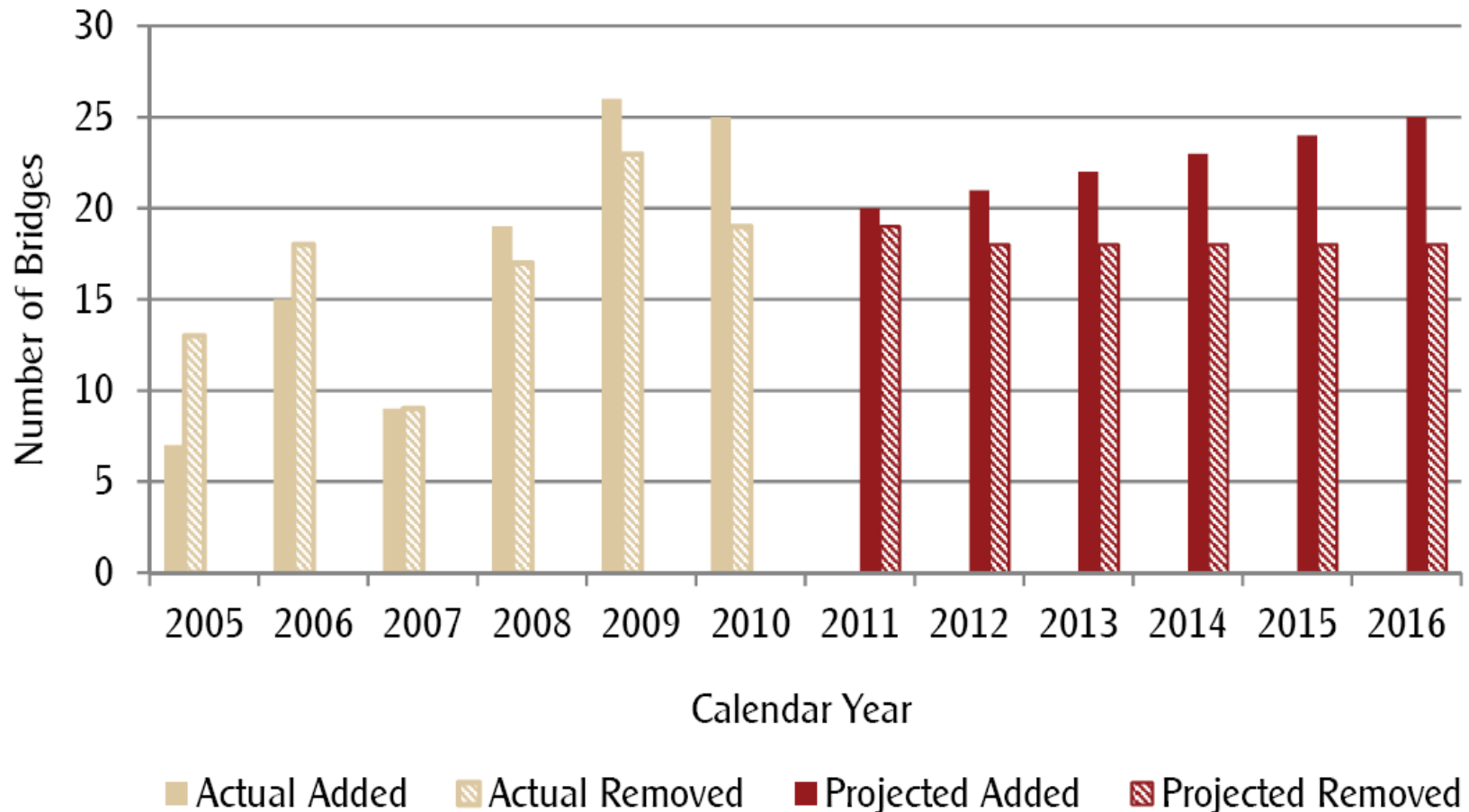
- ❖ **Red List** – Bridges where one or more major structural element is rated as poor condition or worse, or require weight limit posting.
- ❖ **Near Red List** – Bridges where one or more major structural element is rated as fair condition.
- ❖ **Good** – Bridges where no major structural element is rated as fair or poor.

New Hampshire Red List Bridges



➤ **Total Number of State owned bridges in 2011 = 2,143**

State Owned Bridges Added and Removed from the Red List

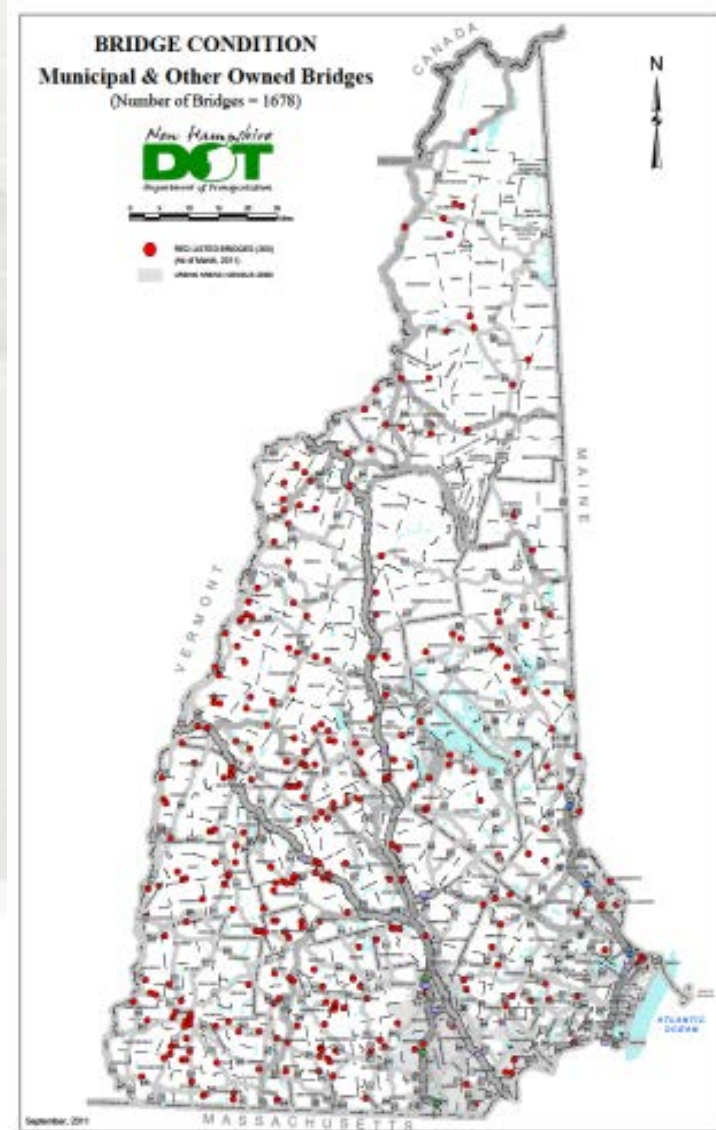
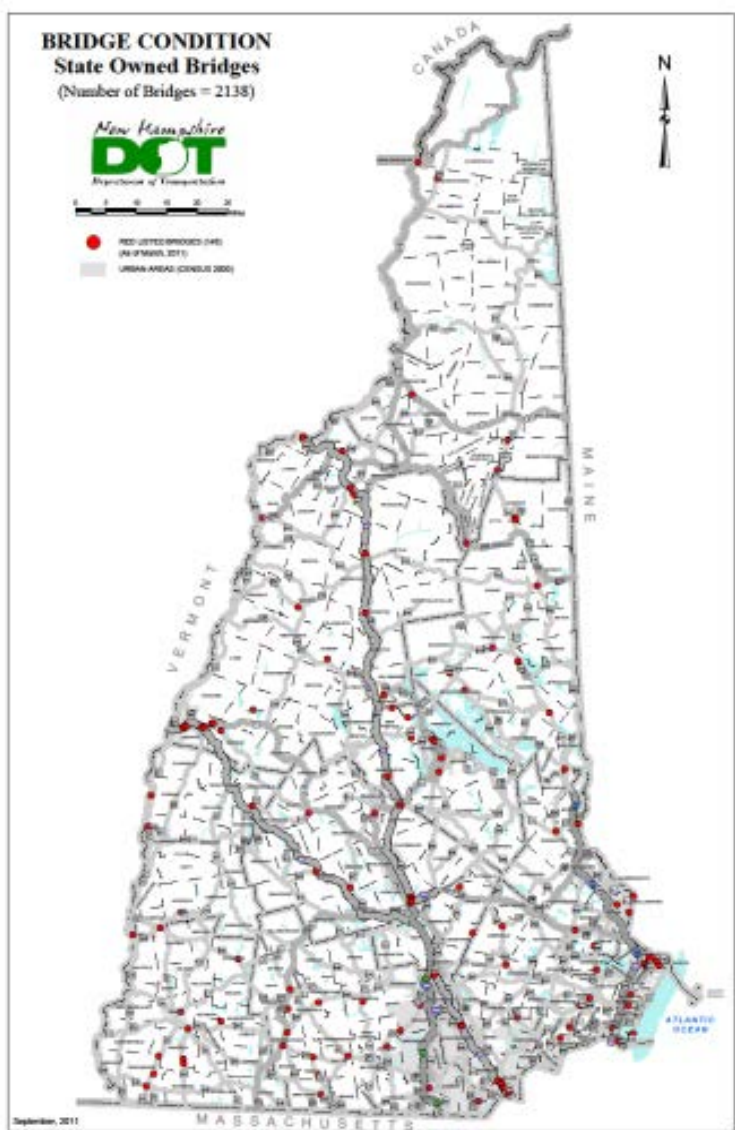


- **Additional Investment of \$15m per year would repair as many as 10 bridges depending on size and conditions**

2011 Red List Bridges

140 State Owned Bridges

353 Municipal & Other Owned Bridges



2012: 11 Municipal Bridges Closed

Municipal Bridges - Recommended Closed in 2012

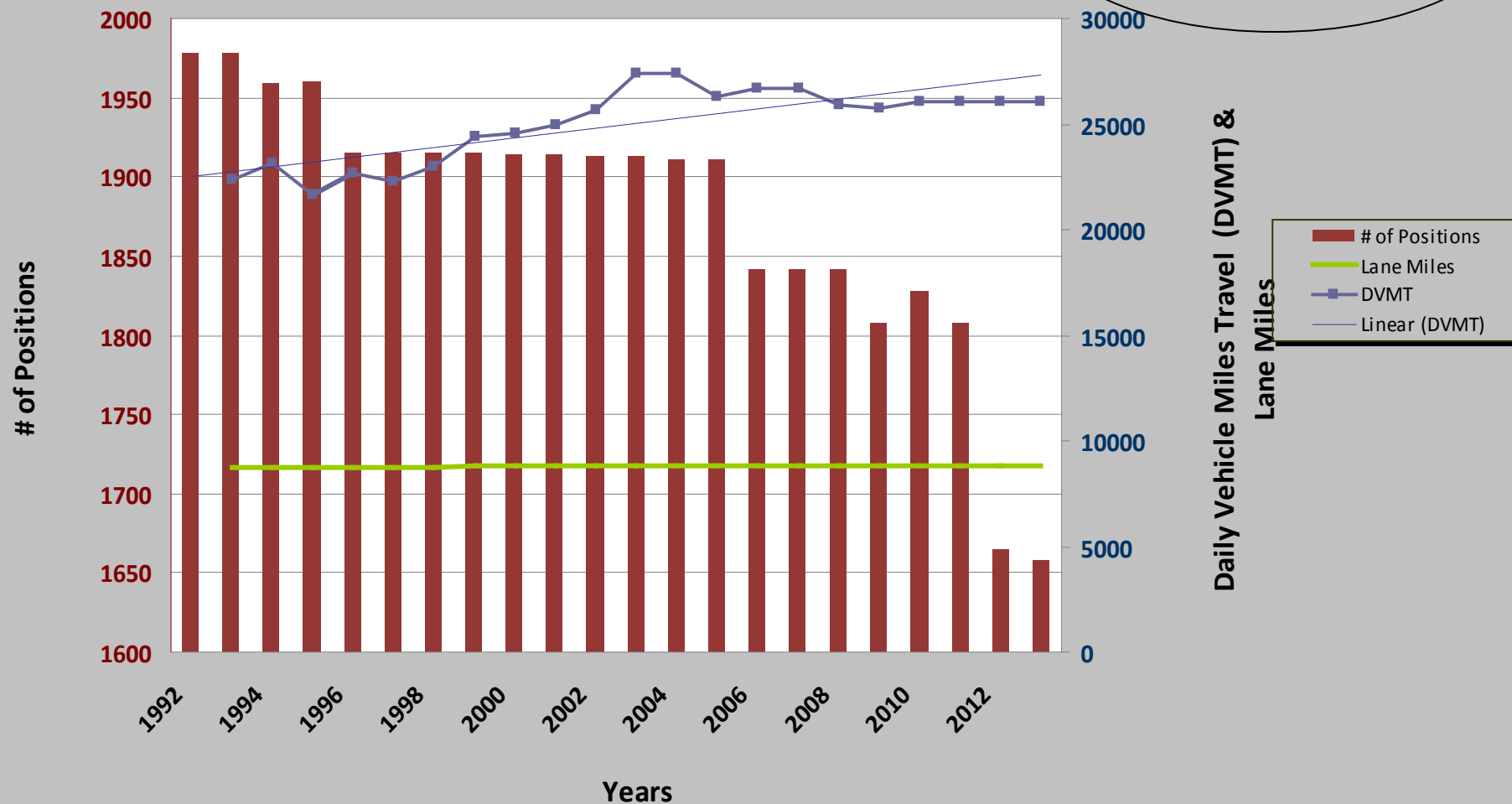
Date	Type of Deficiency	Bridge ID	Facility Carried	Feature Intersected	Description of Deficiency	Posting Comments
February 13, 2012	Critical Deficiency	Dalton 125/130	Hurlburt Road	Brook	Boiler plate pipes with severe distortion/damage/piping	Recommended closed.
August 15, 2012	Critical Deficiency	Rollinsford 090/052	Old Mill Lane	Rollins Brook	Severe timber decay, beams crushing at ends, abts undermined.	Posted 6, recommend BRC
August 16, 2012	Critical Deficiency	Madbury 056/072	Nute Road	Bellamy River	Severe corrosion of steel culvert, holed through	Posted E2 rec BRC
August 23, 2012	Critical Deficiency	Belmont 103/072	Church Street	Tioga River	Severe corrosion of steel culvert, holed through	Posted E2 rec BRC
September 4, 2012	Critical Deficiency	Hillsborough 152/095	Bog Road	Sand Brook	Rusty MP.	Recommended closed, previously E-2.
September 5, 2012	Critical Deficiency	Ashland 089/052	Collins Street	Squam River	CTB (double tees) with severe spall/crack at exterior.	Recommended closed, OR restricted to ONE LANE and E-2 along south edge.
September 19, 2012	Critical Deficiency	Unity 074/066	Church Road	Chase Brook	Rusty MP.	Posted 6 tons, recommend BRC
October 25, 2012	Critical Deficiency	Alstead 058/136	Hill Road	Darby Brook	Rusty MP.	Recommended closed, previously E-2.
December 4, 2012	Critical Deficiency	Francestown 121/077	Woodward Hill Road	Brennan Brook	Severe corrosion of steel culvert, holed through	Posted E2 rec BRC
December 4, 2012	Critical Deficiency	Francestown 125/077	Second NH Tumpike	South Branch Piscataquog River	Severe corrosion of steel culvert, holed through	Posted E2 rec BRC
December 14, 2012	Critical Deficiency	Amherst 134/100	Manchester Road	Beaver Brook	Severe corrosion of steel culvert, holed through	Posted W.L. 10 Tons, Rec. BRC

Status and Estimated Costs – State Red List

- Ten Year Plan rehab/replace 98 of the 140 State Red List bridges.
- \$680 M (2012 dollars) to rehabilitate or replace the current State Red List bridges.
- 100 State bridges were replaced last 10 yrs.
- Current 10-Year Plan, 98 State bridges to be replaced =10/yr.
- +200 years to replace all 2,143 State bridges.
- \$7.82 Billion is the estimated total value of the state-owned bridges

NHDOT Positions VS DVMT & Lane Miles

VMT 29% increase
11% increase lane miles
20% less # positions



57% of Staff eligible for retirement in next 5 years

One-time Non-Sustainable Funding

- FY 06-07 Surplus from Highway Fund
- FY 08-09 Bonding \$60m
- FY 10-11 Registration Surcharge \$90m
I-95 Transfer \$50m
- FY 12-13 I-95 Transfer \$52m
- FY 14 -15 I-95 Transfer \$11.8m (\$40.2m less)

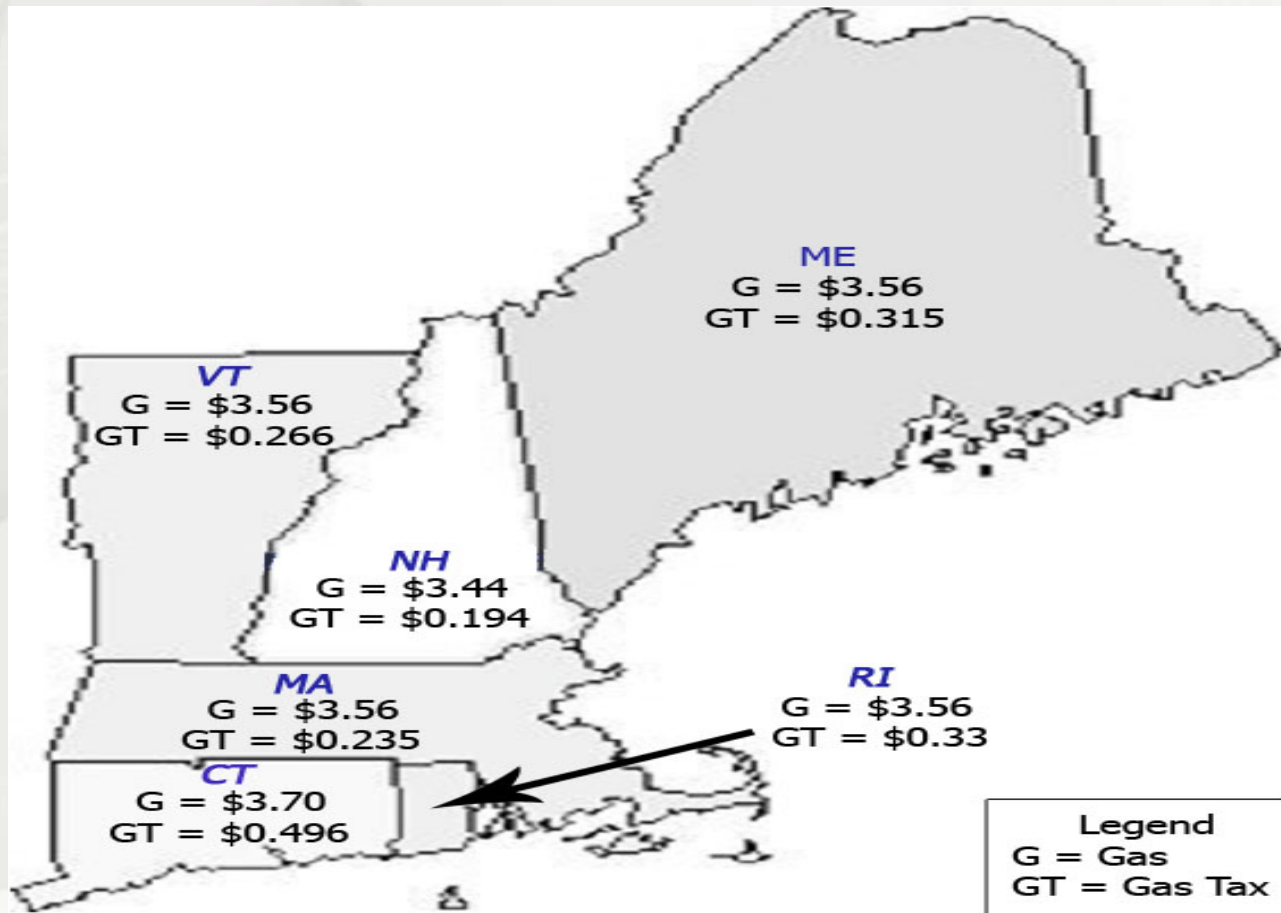
The Roads to New Hampshire's Future



January 2013

BACK UP SLIDES

Investment in Transportation



GASOLINE – DIESEL ROAD TOLL			
Rate/Gallon		Period	Governor at Enactment
1 cent		7/1/1923 – 1/1/1924	Fred Brown, 1923-1925
2 cents		1/2/1924 – 5/31/1927	Fred Brown, 1923 – 1925
3 cents		6/1/1927 - 12/31/1927	Huntley Spaulding, 1927-1929
4 cents		1/1/1928 – 4/30/1951	Huntley Spaulding 1927-1929
5 cents		5/1/1951 - 8/31/1957	Sherman Adams, 1949-1953
6 cents		9/1/1957 – 6/30/1959	Lane Dwinell, 1957-1959
7 cents		7/1/1959 – 7/31/1971	Wesley Powell, 1959 - 1963
9 cents		8/1/1971 – 7/31/1977	Walter Peterson, 1969-1973
10 cents		8/1/1977 – 6/30/1979	Meldrim Thomson, 1973-1979
11 cents		7/1/79 – 6/30/1981	Hugh Gallen, 1979-1982
14 cents		7/1/1981 – 3/31/1990	Hugh Gallen, 1979-1982
16 cents		4/1/1990 – 6/15/1991	Judd Gregg, 1989-1993
18 cents	88% of \$0.02 increase to fund betterment	6/16/1991 – 6/30/1998	Judd Gregg, 1989-1993
18 cents	Betterment increased from \$0.02 to \$0.03	7/1/1998 to Present	Jeanne Shaheen, 1997-2003

Source for rates and effective periods, Office of the NH Legislative Budget Assistant.

Source for Governors and their terms, *NH Manual of the General Court, No. 60, 2007*, page 93

Economic Impact

- In FY 2012, \$442 million of NHDOT's budget was spent in the private sector; this is 60% of the overall budget.
- 4,580 jobs were created or saved

