

# Administrative Services

## A Central Service Agency

- Public Works manages design and construction of \$135 million of projects. Currently 120 projects are active in some stage of development
- Accounting Services manages the state's books including various accounting controls, produces the CAFR - the audited statement without which the state would cease to operate, pays more than 13,000 people every two weeks, process 192,000 audited payments each year.
- Our FDM division manages NHFIRST, the enterprise system that is the structural backbone of government. Every process, system, every piece of the daily work of analysis of every agency is supported, managed, and backed up by FDM.
- We manage more than 4 million square feet of office space including the inside, outside, and underneath of 90 state-owned and more than 30 leased buildings
- Statewide procurement allows anyone to bid on state business and uses competitive bidding and post-bid negotiation to save millions each year. There are more than 850 contracts covering more than \$500 million in annual spend.
- State Personnel Office supports recruitment, hiring, and training for every agency; negotiates contracts with seven employee unions; runs an education and training bureau
- The State Budget Office builds the budget, works with agency financial staff, reviews all fiscal committee items, and manages the Governor & Council process
- We run a \$500 million/biennium health plan covering more than 37,000 retirees, workers, and family members.

# Two Departments: Retiree Health and Everything Else

	FY2019	FY2020	FY2021
The Department	\$59,315,438	\$61,871,683	\$62,905,407
Retiree Health	\$90,407,200	\$80,326,400	\$86,391,600
<u>Independent agency</u>			
Office of the Child Advocate	\$356,320	\$367,848	\$385,700
Total (All Funds)	\$150,078,958	\$142,565,931	\$149,682,707

# DAS: Why Should You Care?

- Every agency relies on the processes and approvals of Administrative Services to support their mission. What we do or can't do makes a difference to every agency no matter how big or small.
- The state, its policymakers, and its auditors rely on us to implement and support policies and procedures to ensure the integrity of the budget, the systems, and the laws and rules of the state.
- From 2010-2017, DAS lost 41 of its full-time employees (13%) and more than a dozen part-time workers.
- Clear message from every commissioner to every governor: speed and flexibility.

# General Fund Reduction -\$5.2m

	FY19 Auth	FY20 Eff.
Retiree Health	\$42,778,200	\$36,615,400
decrease		(\$6,162,800)
Department	\$25,529,114	\$26,419,389
increase		\$890,275
DoIT		\$252,655
Utilities		\$224,784
Class48		\$216,932
Casualty Insurance		\$102,220
Salaries&Benefits		\$95,010
Everything Else		(\$1,326)

	A	B	C	D	E	F	G	H	I	J
1	<b>ATTACHMENT A</b>									
2	DEPARTMENT OF ADMINISTRATIVE SERVICES									
3	FY20 & FY21 AGENCY EFFICIENCY BUDGET									
4	BY DIVISION AND FUNDING SOURCES									
			FY18	FY19	FY20			FY21		
	FUNDING SOURCE	ACTUAL	ADJ AUTHORIZED	EFFICIENCY BUDGET	ADDL NEEDS	TOTAL REQUEST	EFFICIENCY BUDGET	ADDL NEEDS	TOTAL REQUEST	
5	COMMISSIONERS OFFICE - COM140010	GF	\$ 3,097,156	\$ 3,789,807	\$ 3,797,829	\$ 59,393	\$ 3,857,222	\$ 3,963,063	\$ 62,111	\$ 4,025,174
6		Other Funds	\$ 232,367	\$ 214,662	\$ 221,433	\$ -	\$ 221,433	\$ 300,162	\$ -	\$ 300,162
7		Total Funds	\$ 3,329,523	\$ 4,004,469	\$ 4,019,262	\$ 59,393	\$ 4,078,655	\$ 4,263,225	\$ 62,111	\$ 4,325,336
8	number of positions		30	30	30	1	31	30	1	31
9										
10	DIVISION OF ACCOUNTING SERVICES - ACC140510	GF	\$ 2,129,677	\$ 2,697,754	\$ 2,636,915	\$ -	\$ 2,636,915	\$ 2,696,256	\$ -	\$ 2,696,256
11	number of positions		24	24	24		24	24		24
12										
13	DIVISION OF PERSONNEL - PER141010	GF	\$ 1,624,159	\$ 1,814,962	\$ 1,936,354	\$ 243,589	\$ 2,179,943	\$ 1,988,833	\$ 244,623	\$ 2,233,456
14		Other Funds	\$ 544,787	\$ 667,774	\$ 693,115	\$ 253,672	\$ 946,787	\$ 715,395	\$ 261,049	\$ 976,444
15		Total Funds	\$ 2,168,946	\$ 2,482,736	\$ 2,629,469	\$ 497,261	\$ 3,126,730	\$ 2,704,228	\$ 505,672	\$ 3,209,900
16	number of positions		21	21	21	5	26	21	5	26
17										
18	DIVISION OF PLANT & PROPERTY - PPM141510	GF	\$ 6,456,641	\$ 6,406,084	\$ 7,034,411	\$ 245,918	\$ 7,280,329	\$ 7,024,125	\$ 365,442	\$ 7,389,567
19		Other Funds	\$ 25,920,626	\$ 27,605,327	\$ 27,574,327	\$ 477,494	\$ 28,051,821	\$ 27,778,673	\$ 551,218	\$ 28,329,891
20		Total Funds	\$ 32,377,267	\$ 34,011,411	\$ 34,608,738	\$ 723,412	\$ 35,332,150	\$ 34,802,798	\$ 916,660	\$ 35,719,458
21	number of positions		115	115	115	2	117	115	2	117
22										
23	DIVISION OF PROCUREMENT & SUPPORT SERVICES - PSS141710	GF	\$ 1,775,067	\$ 2,063,325	\$ 2,072,941	\$ -	\$ 2,072,941	\$ 2,137,762	\$ -	\$ 2,137,762
24		Federal Funds	\$ 138,844	\$ 251,529	\$ 240,971	\$ -	\$ 240,971	\$ 240,971	\$ -	\$ 240,971
25		Other Funds	\$ 2,034,258	\$ 2,345,462	\$ 2,656,991	\$ 3,600	\$ 2,660,591	\$ 2,708,790	\$ 7,200	\$ 2,715,990
26		Total Funds	\$ 3,948,169	\$ 4,660,316	\$ 4,970,903	\$ 3,600	\$ 4,974,503	\$ 5,087,523	\$ 7,200	\$ 5,094,723
27	number of positions		43	43	43		43	43		43
28										
29	DIVISION OF PUBLIC WORKS - DPW141910	GF	\$ 1,623,095	\$ 2,069,969	\$ 1,887,642	\$ 165,815	\$ 2,053,457	\$ 1,923,835	\$ 168,788	\$ 2,092,623
30		Other Funds	\$ 957,358	\$ 706,008	\$ 1,108,715	\$ 102,086	\$ 1,210,801	\$ 1,129,969	\$ 103,830	\$ 1,233,799
31		Total Funds	\$ 2,580,453	\$ 2,775,977	\$ 2,996,357	\$ 267,901	\$ 3,264,258	\$ 3,053,804	\$ 272,618	\$ 3,326,422
32	number of positions		24	24	24	1	25	24	1	25
33										
34	FINANCIAL DATA MANAGEMENT - FDM142010	GF	\$ 5,273,634	\$ 5,941,498	\$ 6,229,705	\$ 776,492	\$ 7,006,197	\$ 6,362,398	\$ 727,923	\$ 7,090,321
35		Other Funds	\$ -	\$ -	\$ 77,229	\$ 310,000	\$ 387,229	\$ 80,899	\$ 310,000	\$ 390,899
36		Total Funds	\$ 5,273,634	\$ 5,941,498	\$ 6,306,934	\$ 1,086,492	\$ 7,393,426	\$ 6,443,297	\$ 1,037,923	\$ 7,481,220
37	number of positions		30	30	30	3	33	30	3	33
38										
39	RISK AND BENEFIT MANAGEMENT - RBM143510	GF	\$ 712,792	\$ 745,715	\$ 823,591	\$ 1,050	\$ 824,641	\$ 907,071	\$ 1,050	\$ 908,121
40		Other Funds	\$ 1,633,041	\$ 1,995,562	\$ 2,879,514	\$ 16,450	\$ 2,895,964	\$ 2,947,205	\$ 16,450	\$ 2,963,655
41		Total Funds	\$ 2,345,833	\$ 2,741,277	\$ 3,703,105	\$ 17,500	\$ 3,720,605	\$ 3,854,276	\$ 17,500	\$ 3,871,776
42	number of positions		18	18	18		18	18		18
43										
44	DAS TOTALS NOT INCLUDING RETIREE HEALTH or OFFICE OF CHILD ADVOCATE	GF	\$ 22,692,221	\$ 25,529,114	\$ 26,419,388	\$ 1,492,257	\$ 27,911,645	\$ 27,003,343	\$ 1,569,937	\$ 28,573,280
45		Federal Funds	\$ 138,844	\$ 251,529	\$ 240,971	\$ -	\$ 240,971	\$ 240,971	\$ -	\$ 240,971
46		Other Funds	\$ 31,322,437	\$ 33,534,795	\$ 35,211,324	\$ 1,163,302	\$ 36,374,626	\$ 35,661,093	\$ 1,249,747	\$ 36,910,840
47		Total Funds	\$ 54,153,502	\$ 59,315,438	\$ 61,871,683	\$ 2,655,559	\$ 64,527,242	\$ 62,905,407	\$ 2,819,684	\$ 65,725,091
48	number of positions		305	305	305	12	317	305	12	317

	A	B	C	D	E	F	G	H	I	J
1	DEPARTMENT OF ADMINISTRATIVE SERVICES									
2	FY20 & FY21 AGENCY EFFICIENCY BUDGET									
3	BY DIVISION AND FUNDING SOURCES									
4			FY18	FY19	FY20			FY21		
49		FUNDING SOURCE	ACTUAL	ADJ AUTHORIZED	EFFICIENCY BUDGET	ADDL NEEDS	TOTAL REQUEST	EFFICIENCY BUDGET	ADDL NEEDS	TOTAL REQUEST
50	OFFICE OF CHILD ADVOCATE - AU25560000	GF	\$ 85,803	\$ 356,320	\$ 367,848	\$ -	\$ 367,848	\$ 385,700	\$ -	\$ 385,700
51	number of positions		3	3	3	-	3	3	-	3
52										
53	RETIREE HEALTH - AU29030000	GF	\$ 35,580,096	\$ 42,778,200	\$ 36,615,400	\$ -	\$ 36,615,400	\$ 39,810,500	\$ -	\$ 39,810,500
54		Other Funds	\$ 40,125,974	\$ 47,629,000	\$ 43,711,000	\$ -	\$ 43,711,000	\$ 46,581,100	\$ -	\$ 46,581,100
55		Total Funds	\$ 75,706,070	\$ 90,407,200	\$ 80,326,400	\$ -	\$ 80,326,400	\$ 86,391,600	\$ -	\$ 86,391,600
56										
57	TOTAL DAS INCLUDING RETIREE HEALTH & OFFICE OF CHILD ADVOCATE	GF	\$ 58,358,120	\$ 68,663,634	\$ 63,402,636	\$ 1,492,257	\$ 64,894,893	\$ 67,199,543	\$ 1,569,937	\$ 68,769,480
58		Federal Funds	\$ 138,844	\$ 251,529	\$ 240,971	\$ -	\$ 240,971	\$ 240,971	\$ -	\$ 240,971
59		Other Funds	\$ 71,448,411	\$ 81,163,795	\$ 78,922,324	\$ 1,163,302	\$ 80,085,626	\$ 82,242,193	\$ 1,249,747	\$ 83,491,940
60		Total Funds	\$ 129,945,375	\$ 150,078,958	\$ 142,565,931	\$ 2,655,559	\$ 145,221,490	\$ 149,682,707	\$ 2,819,684	\$ 152,502,391
61	Total DAS Number of Positions		308	308	308	12	320	308	12	320

**ATTACHMENT B**

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
1	<b>DEPARTMENT OF ADMINISTRATIVE SERVICES</b>																	
2	<b>AGENCY EFFICIENCY BUDGET</b>																	
3	<b>ALL FUND TOTALS BY CLASS, FY19, FY20, FY21</b>																	
4																		
5		2019						2020						2021				
6		ADJ AUTH	ADJ AUTH	ADJ AUTH	ADJ AUTH	% of	AGENCY	AGENCY	AGENCY	AGENCY	% of	AGENCY	AGENCY	AGENCY	AGENCY	% of		
7	CLS	GENERAL FUNDS	OTHER FUNDS	FEDERAL FUNDS	TOTAL FUNDS	Total Budget	BUDGET GENERAL FUNDS	BUDGET OTHER FUNDS	BUDGET FEDERAL FUNDS	BUDGET TOTAL FUNDS	Total Budget	BUDGET GENERAL FUNDS	BUDGET OTHER FUNDS	BUDGET FEDERAL FUNDS	BUDGET TOTAL FUNDS	Total Budget		
8	010	\$10,189,466	\$ 6,772,539	\$ -	\$ 16,962,005	11.3%	\$10,057,848	\$ 7,328,308	\$ -	\$ 17,386,156	12.2%	\$10,259,363	\$ 7,461,427	\$ -	\$ 17,720,790	11.8%		
9	011	\$ 956,026	\$ 84,084	\$ -	\$ 1,040,110	0.7%	\$ 919,885	\$ 101,370	\$ -	\$ 1,021,255	0.7%	\$ 946,814	\$ 101,371	\$ -	\$ 1,048,185	0.7%		
10	012	\$ 312,548	\$ 65,503	\$ -	\$ 378,051	0.3%	\$ 299,944	\$ 63,494	\$ -	\$ 363,438	0.3%	\$ 316,239	\$ 67,483	\$ -	\$ 383,722	0.3%		
11	018	\$ 156,896	\$ 306,718	\$ -	\$ 463,614	0.3%	\$ 161,139	\$ 329,156	\$ -	\$ 490,295	0.3%	\$ 171,274	\$ 332,991	\$ -	\$ 504,265	0.3%		
12	050	\$ 916,130	\$ 1,711,453	\$ 2,020	\$ 2,629,603	1.8%	\$ 1,015,606	\$ 1,741,023	\$ 1	\$ 2,756,630	1.9%	\$ 1,002,907	\$ 1,782,224	\$ 1	\$ 2,785,132	1.9%		
13	059	\$ -	\$ -	\$ -	\$ -	0.0%	\$ 195,559	\$ 77,684	\$ -	\$ 273,243	0.2%	\$ 200,595	\$ 79,945	\$ -	\$ 280,540	0.2%		
14	060	\$ 5,705,124	\$ 4,417,921	\$ 154	\$ 10,123,199	6.7%	\$ 5,681,219	\$ 4,547,037	\$ -	\$ 10,228,256	7.2%	\$ 5,911,052	\$ 4,739,787	\$ -	\$ 10,650,839	7.1%		
15		<b>\$18,236,190</b>	<b>\$13,358,218</b>	<b>\$ 2,174</b>	<b>\$ 31,596,582</b>	<b>21.1%</b>	<b>\$18,331,200</b>	<b>\$14,188,072</b>	<b>\$ 1</b>	<b>\$ 32,519,273</b>	<b>22.8%</b>	<b>\$18,808,244</b>	<b>\$14,565,228</b>	<b>\$ 1</b>	<b>\$ 33,373,473</b>	<b>22.3%</b>		
16																		
17	102	\$42,778,200	\$47,629,000	\$ -	\$ 90,407,200	60.2%	\$36,615,400	\$43,711,000	\$ -	\$ 80,326,400	56.3%	\$39,810,500	\$46,581,100	\$ -	\$ 86,391,600	57.7%		
18	102	\$ -	\$ 49,410	\$ -	\$ 49,410	0.0%	\$ -	\$ 138,400	\$ -	\$ 138,400	0.1%	\$ -	\$ 142,200	\$ -	\$ 142,200	0.1%		
19	023	\$ 1,668,822	\$ 9,056,855	\$ -	\$ 10,725,677	7.1%	\$ 1,893,606	\$ 9,406,105	\$ -	\$ 11,299,711	7.9%	\$ 1,897,519	\$ 9,460,059	\$ -	\$ 11,357,578	7.6%		
20	022	\$ 5,328	\$ 4,165,776	\$ -	\$ 4,171,104	2.8%	\$ 5,055	\$ 3,779,315	\$ -	\$ 3,784,370	2.7%	\$ 5,399	\$ 3,827,206	\$ -	\$ 3,832,605	2.6%		
21	048	\$ 748,148	\$ 2,463,733	\$ -	\$ 3,211,881	2.1%	\$ 965,080	\$ 2,732,429	\$ -	\$ 3,697,509	2.6%	\$ 891,241	\$ 2,641,606	\$ -	\$ 3,532,847	2.4%		
22	020	\$ 419,641	\$ 1,245,936	\$ 61,287	\$ 1,726,864	1.2%	\$ 421,189	\$ 1,233,177	\$ 52,901	\$ 1,707,267	1.2%	\$ 427,266	\$ 1,247,421	\$ 52,901	\$ 1,727,588	1.2%		
23	027	\$ 1,690,483	\$ -	\$ -	\$ 1,690,483	1.1%	\$ 1,943,118	\$ -	\$ -	\$ 1,943,118	1.4%	\$ 1,953,029	\$ -	\$ -	\$ 1,953,029	1.3%		
24	103	\$ 187,133	\$ 997,660	\$ -	\$ 1,184,793	0.8%	\$ 199,833	\$ 751,492	\$ -	\$ 951,325	0.7%	\$ 202,133	\$ 777,741	\$ -	\$ 979,874	0.7%		
25	200	\$ 2,122	\$ 1,146,155	\$ -	\$ 1,148,277	0.8%	\$ 2,121	\$ 1,146,156	\$ -	\$ 1,148,277	0.8%	\$ 2,121	\$ 1,146,156	\$ -	\$ 1,148,277	0.8%		
26	201	\$ 909,000	\$ -	\$ -	\$ 909,000	0.6%	\$ 909,000	\$ -	\$ -	\$ 909,000	0.6%	\$ 909,000	\$ -	\$ -	\$ 909,000	0.6%		
27	038	\$ 805,743	\$ 7,611	\$ -	\$ 813,354	0.5%	\$ 827,067	\$ 5,998	\$ -	\$ 833,065	0.6%	\$ 846,472	\$ 5,811	\$ -	\$ 852,283	0.6%		
28	211	\$ 598,500	\$ 6,500	\$ -	\$ 605,000	0.4%	\$ 700,720	\$ 850,000	\$ -	\$ 1,550,720	1.1%	\$ 779,067	\$ 850,000	\$ -	\$ 1,629,067	1.1%		
29	030	\$ 20,846	\$ 252,355	\$ 15,000	\$ 288,201	0.2%	\$ 28,262	\$ 264,868	\$ 15,000	\$ 308,130	0.2%	\$ 28,816	\$ 258,836	\$ 15,000	\$ 300,652	0.2%		
30	039	\$ 115,427	\$ 142,960	\$ 150	\$ 258,537	0.2%	\$ 111,657	\$ 160,310	\$ 150	\$ 272,117	0.2%	\$ 111,574	\$ 140,393	\$ 150	\$ 252,117	0.2%		
31	043	\$ -	\$ 205,883	\$ -	\$ 205,883	0.1%	\$ -	\$ 132,471	\$ -	\$ 132,471	0.1%	\$ -	\$ 101,128	\$ -	\$ 101,128	0.1%		
32	213	\$ 175,000	\$ -	\$ -	\$ 175,000	0.1%	\$ 175,000	\$ -	\$ -	\$ 175,000	0.1%	\$ 175,000	\$ -	\$ -	\$ 175,000	0.1%		
33	072	\$ -	\$ 6,000	\$ 167,893	\$ 173,893	0.1%	\$ -	\$ 6,000	\$ 167,893	\$ 173,893	0.1%	\$ -	\$ 6,000	\$ 167,893	\$ 173,893	0.1%		
34	047	\$ 30,653	\$ 108,140	\$ -	\$ 138,793	0.1%	\$ 45,523	\$ 99,088	\$ -	\$ 144,611	0.1%	\$ 46,475	\$ 99,724	\$ -	\$ 146,199	0.1%		
35	028	\$ -	\$ 112,262	\$ -	\$ 112,262	0.1%	\$ -	\$ 122,106	\$ -	\$ 122,106	0.1%	\$ -	\$ 122,819	\$ -	\$ 122,819	0.1%		
36	209	\$ 75,000	\$ -	\$ -	\$ 75,000	0.0%	\$ -	\$ -	\$ -	\$ -	0.0%	\$ 75,000	\$ -	\$ -	\$ 75,000	0.1%		
37	042	\$ -	\$ 63,200	\$ -	\$ 63,200	0.0%	\$ -	\$ 70,797	\$ -	\$ 70,797	0.0%	\$ -	\$ 71,479	\$ -	\$ 71,479	0.0%		
38	206	\$ -	\$ 48,000	\$ -	\$ 48,000	0.0%	\$ -	\$ 48,000	\$ -	\$ 48,000	0.0%	\$ -	\$ 123,000	\$ -	\$ 123,000	0.1%		
39	070	\$ 18,003	\$ 24,557	\$ -	\$ 42,560	0.0%	\$ 25,261	\$ 23,084	\$ -	\$ 48,345	0.0%	\$ 25,407	\$ 23,179	\$ -	\$ 48,586	0.0%		
40	037	\$ 34,500	\$ 3,002	\$ -	\$ 37,502	0.0%	\$ 35,095	\$ 3,007	\$ -	\$ 38,102	0.0%	\$ 37,600	\$ 502	\$ -	\$ 38,102	0.0%		
41	026	\$ 32,256	\$ 3,065	\$ -	\$ 35,321	0.0%	\$ 33,124	\$ 3,536	\$ -	\$ 36,660	0.0%	\$ 33,124	\$ 3,536	\$ -	\$ 36,660	0.0%		
42	024	\$ 461	\$ 31,196	\$ -	\$ 31,657	0.0%	\$ 7,034	\$ 17,621	\$ -	\$ 24,655	0.0%	\$ 7,228	\$ 17,740	\$ -	\$ 24,968	0.0%		
43	080	\$ 13,189	\$ 11,153	\$ 4,675	\$ 29,017	0.0%	\$ 24,748	\$ 11,771	\$ 4,676	\$ 41,195	0.0%	\$ 24,748	\$ 11,771	\$ 4,676	\$ 41,195	0.0%		
44	049	\$ 20,951	\$ 6,845	\$ -	\$ 27,796	0.0%	\$ 23,397	\$ 6,882	\$ -	\$ 30,279	0.0%	\$ 24,433	\$ 6,919	\$ -	\$ 31,352	0.0%		
45	062	\$ 26,767	\$ -	\$ -	\$ 26,767	0.0%	\$ 26,767	\$ -	\$ -	\$ 26,767	0.0%	\$ 26,767	\$ -	\$ -	\$ 26,767	0.0%		
46	029	\$ 15,960	\$ -	\$ -	\$ 15,960	0.0%	\$ 15,960	\$ -	\$ -	\$ 15,960	0.0%	\$ 15,960	\$ -	\$ -	\$ 15,960	0.0%		
47	066	\$ 6,853	\$ 7,980	\$ -	\$ 14,833	0.0%	\$ 8,091	\$ 8,518	\$ -	\$ 16,609	0.0%	\$ 8,091	\$ 8,518	\$ -	\$ 16,609	0.0%		
48	061	\$ 10,000	\$ -	\$ -	\$ 10,000	0.0%	\$ 10,000	\$ -	\$ -	\$ 10,000	0.0%	\$ 10,000	\$ -	\$ -	\$ 10,000	0.0%		
49	108	\$ 10,000	\$ -	\$ -	\$ 10,000	0.0%	\$ 10,000	\$ -	\$ -	\$ 10,000	0.0%	\$ 10,000	\$ -	\$ -	\$ 10,000	0.0%		
50	202	\$ -	\$ 8,000	\$ -	\$ 8,000	0.0%	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	\$ -	0.0%		
51	205	\$ 6,000	\$ -	\$ -	\$ 6,000	0.0%	\$ 6,000	\$ -	\$ -	\$ 6,000	0.0%	\$ 6,000	\$ -	\$ -	\$ 6,000	0.0%		
52	025	\$ 2,457	\$ 1,443	\$ -	\$ 3,900	0.0%	\$ 2,079	\$ 1,221	\$ -	\$ 3,300	0.0%	\$ 2,079	\$ 1,221	\$ -	\$ 3,300	0.0%		
53	040	\$ -	\$ 500	\$ -	\$ 500	0.0%	\$ -	\$ 500	\$ -	\$ 500	0.0%	\$ -	\$ 500	\$ -	\$ 500	0.0%		
54	057	\$ -	\$ 400	\$ -	\$ 400	0.0%	\$ 250	\$ 400	\$ -	\$ 650	0.0%	\$ 250	\$ 400	\$ -	\$ 650	0.0%		
55	041	\$ -	\$ -	\$ 350	\$ 350	0.0%	\$ -	\$ -	\$ 350	\$ 350	0.0%	\$ -	\$ -	\$ 350	\$ 350	0.0%		
56	046	\$ 1	\$ -	\$ -	\$ 1	0.0%	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	\$ -	0.0%		
57	069	\$ -	\$ -	\$ -	\$ -	0.0%	\$ 1,000	\$ -	\$ -	\$ 1,000	0.0%	\$ 1,000	\$ -	\$ -	\$ 1,000	0.0%		
58		<b>\$68,663,634</b>	<b>\$81,163,795</b>	<b>\$ 251,529</b>	<b>\$ 150,078,958</b>	<b>100%</b>	<b>\$63,402,637</b>	<b>\$78,922,324</b>	<b>\$ 240,971</b>	<b>\$ 142,565,932</b>	<b>100.0%</b>	<b>\$67,199,543</b>	<b>\$82,242,193</b>	<b>\$ 240,971</b>	<b>\$ 149,682,707</b>	<b>100.0%</b>		
59		<b>% of Total Budget</b>																
60		<b>45.8%</b>	<b>54.1%</b>	<b>0.2%</b>	<b>308</b>		<b>44.5%</b>	<b>55.4%</b>	<b>0.2%</b>	<b>308</b>		<b>44.9%</b>	<b>54.9%</b>	<b>0.2%</b>	<b>308</b>			

**ATTACHMENT B**

5	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
			2019					2020					2021				
6			ADJ AUTH	ADJ AUTH	ADJ AUTH	ADJ AUTH	% of	AGENCY	AGENCY	AGENCY	AGENCY	% of	AGENCY	AGENCY	AGENCY	AGENCY	% of
7	CLS	DESCRIPTION	GENERAL	OTHER	FEDERAL	TOTAL FUNDS	Total	EFFICIENCY	EFFICIENCY	EFFICIENCY	EFFICIENCY	Total	EFFICIENCY	EFFICIENCY	EFFICIENCY	EFFICIENCY	Total
			FUNDS	FUNDS	FUNDS		Budget	BUDGET	BUDGET	BUDGET	BUDGET	Budget	BUDGET	BUDGET	BUDGET	BUDGET	Budget
								GENERAL	OTHER	FEDERAL	TOTAL FUNDS		GENERAL	OTHER	FEDERAL	TOTAL FUNDS	
								FUNDS	FUNDS	FUNDS			FUNDS	FUNDS	FUNDS		
61	000	Federal Funds				\$ 251,529	0.2%				\$ 240,971	0.2%				\$ 240,971	0.2%
62	001	Transfer from Other Agencies				\$ 51,834,809	34.5%				\$ 49,912,069	35.0%				\$ 52,186,556	34.9%
63	004	Intra-Agency Transfers				\$ 16,779	0.0%				\$ 15,955	0.0%				\$ 16,195	0.0%
64	007	Agency Income				\$ 274,677	0.2%				\$ 290,833	0.2%				\$ 296,677	0.2%
65	008	Agency Income				\$ 12,558,600	8.4%				\$ 11,837,800	8.3%				\$ 11,858,500	7.9%
66	009	Agency Income				\$ 16,478,929	11.0%				\$ 16,865,667	11.8%				\$ 17,884,265	11.9%
67	00S	General Fund				\$ 68,663,634	45.8%				\$ 63,402,637	44.5%				\$ 67,199,543	44.9%
68		<b>Total Funding</b>				\$ 150,078,958	100.0%				\$ 142,565,932	100.0%				\$ 149,682,707	100.0%



ATTACHMENT C

	A	B	C	D	E	G	H	I
1	<b>DEPARTMENT OF ADMINISTRATIVE SERVICES</b>							
2	<b>FORM D ADDITIONAL PRIORITIZED NEEDS FOR FY 20 &amp; 21</b>							
3								
4	<b>Priority #</b>	<b>Department</b>	<b>FY20</b>	<b>FY21</b>	<b>TOTAL</b>	<b>FUNDING GF TOTAL</b>	<b>OTHER FUND TOTAL</b>	<b>Description</b>
5	1	Financial Data Management	\$ 195,956	\$ 198,186	\$ 394,142	\$ 394,142	\$ -	Financial Data Specialist II (2) positions for the Application Support and Reporting team.
6	2	Division of Plant & Property	\$ 564,860	\$ 754,594	\$ 1,319,454	\$ 284,618	\$ 1,034,836	Class 048 Building Maintenance
7	3	Division of Personnel	\$ 404,682	\$ 413,093	\$ 817,775	\$ 488,210	\$ 329,565	(5) positions to support the DOP: Talent Acquisition (1), Classifications (2), and Bureau of Education & Training (2)
8	4	Commissioners Office	\$ 59,393	\$ 62,111	\$ 121,504	\$ 121,504	\$ -	Program Assistant II (1) position in the Office of Cost Containment currently full-time temp
9	5	Financial Data Management	\$ 59,790	\$ -	\$ 59,790	\$ 59,790		Additional funds for FDM Class 018 Overtime
10	6	Division of Procurement & Support Services	\$ 3,600	\$ 7,200	\$ 10,800	\$ -	\$ 10,800	To provide additional central motor pool rental services
11	7	Risk Management Unit	\$ 15,000	\$ 15,000	\$ 30,000	\$ -	\$ 30,000	Costs for retiree benefits communications
12	8	Financial Data Management	\$ 600,000	\$ 700,000	\$ 1,300,000	\$ 680,000	\$ 620,000	ERP Scheduling & Attendance Tracking/Intellitime
13	9	Division of Public Works	\$ 59,901	\$ 62,618	\$ 122,519	\$ 77,187	\$ 45,332	Legal Aide (1) position to support the DPW
14	10	Division of Plant & Property	\$ 51,209	\$ 53,479	\$ 104,688	\$ 104,688	\$ -	Mail Clerk II (1) position currently full-time temp
15	11	Financial Data Management	\$ 97,978	\$ 99,092	\$ 197,070	\$ 197,070	\$ -	Financial Data Specialist II (1) position for the implementing of Infor Contracts module
16	12	Division of Public Works	\$ 5,000	\$ 5,000	\$ 10,000	\$ 6,300	\$ 3,700	Provide staff with AutoCad training
17	13	Division of Public Works	\$ 203,000	\$ 205,000	\$ 408,000	\$ 257,040	\$ 150,960	Reimburse DOT for Contract Bureau services
18	14	Financial Data Management	\$ 132,769	\$ 40,647	\$ 173,416	\$ 173,416	\$ -	Additional Prioritized Needs for DoIT
19	15	Division of Plant & Property	\$ 61,343	\$ 62,587	\$ 123,930	\$ 123,930	\$ -	Security Officer I (1) position to replace current part-time position
20	16	Division of Personnel	\$ 92,579	\$ 92,579	\$ 185,158	\$ -	\$ 185,158	Part-time salaries and benefits in Bureau of Education & Training
21	17	Risk Management Unit	\$ 2,500	\$ 2,500	\$ 5,000	\$ -	\$ 5,000	Cubicle upgrades
22	18	Division of Plant & Property	\$ 46,000	\$ 46,000	\$ 92,000	\$ 92,000	\$ -	Additional funds for sheriff custody and control
23			\$ 2,655,560	\$ 2,819,686	\$ 5,475,246	\$ 3,059,895	\$ 2,415,351	
24						56%	44%	
25								
26		<b>Department</b>	<b>Sum of FY20</b>	<b>Sum of FY21</b>	<b>Total</b>			<b>Positions Requested</b>
27		Commissioners Office	\$ 59,393	\$ 62,111	\$ 121,504			1
28		Division of Personnel	\$ 497,261	\$ 505,672	\$ 1,002,933			5
29		Division of Plant & Property	\$ 723,412	\$ 916,660	\$ 1,640,072			2
30		Division of Procurement & Support Services	\$ 3,600	\$ 7,200	\$ 10,800			
31		Division of Public Works	\$ 267,901	\$ 272,618	\$ 540,519			1
32		Financial Data Management	\$ 1,086,493	\$ 1,037,925	\$ 2,124,418			3
33		Risk Management Unit	\$ 17,500	\$ 17,500	\$ 35,000			
35		<b>Grand Total</b>	<b>\$ 2,655,560</b>	<b>\$ 2,819,686</b>	<b>\$ 5,475,246</b>			<b>12</b>

## **Governor's Budget Hearing**

**Monday, November 19, 2018**

### **THE ADJUTANT GENERAL'S DEPARTMENT**

Members of the Committee; Good afternoon and thank you for the opportunity to speak with you today on our State Operating Budget submission for Fiscal Years 2020-2021.

Although we are here to discuss the State Operating Budget for The Adjutant General's Department, it is important to note that we also have a Federal Budget for the New Hampshire National Guard that you do not see. The Federal Military Budget provides for Soldier and Airman pay, training, equipment, and uniforms. These two separate budgets must complement and support each other or we'll be unable to perform our mission.

Our State Operating (and Capital) Budget must support this \$200 million dollar Federal Military Budget at the State level by providing facilities and support to the New Hampshire National Guard - and also provide for the New Hampshire State Veterans Cemetery.

Our current Operating Budget Submission is prudent, reasonable and meets the Governor's Efficiency Budget Targets. We are extremely grateful that from Fiscal Year 2009 to present, we have been able to maximize a combination of Capital Budget Funding (both General and Federal funds) along with minor construction funds to put millions of dollars into our various Army facilities. We've been able to bring in over \$130 million in federal funding to support the New Hampshire National Guard. This includes the recently opened Edward Cross Training Complex in Pembroke and both the Hooksett and Rochester Field Maintenance Shops. We will next be building new armories in Pembroke, Concord and Plymouth.

The challenge within this federal/state fiscal landscape is to ensure sufficient funding of our State operating budget to maintain these new facilities in addition to maintaining and repairing our Cold War era geographically dispersed facilities statewide. This includes sufficient staff to maintain these facilities and our justification for requesting four new positions in our 2020-2021 budget. This also means sufficient funding to keep up with the cost of snowplowing, grounds maintenance, HVAC, electrical, plumbing, overhead door maintenance, fire alarms, burglar alarms, trash removal and utilities.

Our Service men & women, their families, and employers continue to respond to both our Nation's and State's call to duty. Since 9/11, your National Guard forces have been extremely busy – having been mobilized for duty in Qatar, Kuwait, Iraq and Afghanistan; participating in such missions as Operation Noble Eagle, Operation Iraqi Freedom, Operation Enduring Freedom, to name just a few. Here at home, we have supported the citizens

of New Hampshire during localized weather events (most recently this past January when our Rochester Armory served as a warming station/shelter during two weeks of frigid temperatures) and numerous search and rescue missions in our great White Mountains. The New Hampshire National Guard is a combat operational force versus a strategic reserve whose capabilities are available 24-7.

In closing, I would like to thank you for your continued support of our soldiers and airmen and their families who are all sacrificing a great deal to keep America free. My staff and I are available for questions and clarification.

**Highlights to changes in our budget 2020-2021 includes:**

**Efficiency Budget:**

- 1) Funding for DoIT Services and replacement of a switch **(100% General)**.
- 2) Changes 17 current funded positions by increasing \$700,000 Federal Funds and decreasing \$275,772\* General Funds.

6 positions from 100%G to 100%F

2 positions from 100%G to 50%F/50%G

1 position from 100%G to 75%F/25%G

2 positions from 50%F/50%G to 75%F/25%G

1 position from 100%F to 50%F/50%G

5 positions from 100%F to 75%F/25%G

\* The \$275,772 General Funds allocate to the agency budget to fund performing preventative maintenance and inspections activities at Pease Air National Guard according to New Hampshire National Guard Appendix 21 and stationing plan.

**Additional Prioritized Needs:**

- 1) Four (4) new positions
  - Civil Engineer IV: to manage in-house design and construction projects **100% Federal**
  - Plant Maintenance Engineer III: to supervise maintenance operations in a specific region **100% Federal Funds**
  - Plant Maintenance Engineer III: to supervise maintenance operations in a specific region **100% Federal Funds**
  - Highway Maintainer III: to perform skilled operations and repair of equipment **75% Federal-\$43,085**  
**25% General-\$14,360**



# New Hampshire Governor's Commission on Disability

Christopher T. Sununu, Governor  
Paul Van Blarigan, Chair  
Charles J. Saia, Executive Director

To: Honorable Christopher T. Sununu  
Governor, State of New Hampshire

From: Charles J. Saia  
Executive Director  
Governor's Commission on Disability

RE: Governor's Budget Hearing

Date: November 19, 2018

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The Governor's Commission on Disability (GCD) is statutorily created pursuant to RSA 275-C and is the state agency that serves people with cross-disabilities, advises the Governor, Legislature, and other state agencies regarding disability-related compliance, and provides assistance with the Americans With Disabilities Act (ADA) and other disability law compliance.

As part of the Governor's Office, the GCD is comprised of up to 30 gubernatorial appointed commission members, representing persons with a disability or parents or guardians of persons with a disability, members of the general public and organizations which provide services for persons with disabilities. The Commissioners of DHHS, DOE, DOL, DES, the Administrator of Vocational Rehabilitation (DOE), the Supervisor of Blind Services and a member of the State Board of Education are all ex officio, non-voting, members of the Commission.

The GCD's mission is to remove the barriers, which bar people with disabilities from full participation in society. The Commission's motto is *Access for All*. As an integral conduit and disseminator of information to the public, the GCD also comments to the governor and legislature on the adequacy of programs, while advocating for plans/programs regarding individuals with a disability.

## **A BRIEF SYNOPSIS OF THE GCD**

### **Client Assistance Program**

The GCD, through the Rehabilitation Services Administration of the U.S. Department of Education supervises and operates the Client Assistance Program, which ensures that clients of Vocational Rehabilitation are receiving the best possible services available while also educating on ADA employment matters. The FY 20 and FY 21 Budget anticipate a federal grant award of \$131,917.00.

## **STABLE NH**

Pursuant to RSA 195-K, the Executive Director of the GCD and the NH State Treasurer are the co-administrators of New Hampshire's ABLE Savings Program (known as STABLE NH), authorized by the federal Achieving a Better Life Experience Act. STABLE Accounts allow individuals with a disability to save money, tax free, without jeopardizing needs based benefits like Medicaid.

### **Committee on Architectural Barrier-Free Design**

Under the umbrella of the GCD is a statutory committee, known as the Architectural Barrier Free Design Committee, which reviews publicly funded buildings and properties for compliance with the code for barrier free design. The Committee is entrusted to promulgate and enforce the NH Code for Architectural Barrier-Free Design requiring access and compliance with the ADA for buildings which receive or are improved with state or municipal funds

### **Statewide Independent Living Council (SILC)**

The Governor's Commission on Disability houses the Statewide Independent Living Council (SILC) and incorporates the Council's part time Program Assistant, into its staff structure. Under a contract and agreement with the New Hampshire Department of Education, the GCD is scheduled to receive \$55,000 for FY 20 and FY 21, for the housing of the SILC Program Assistant and related activities.

### **New England ADA Center (NEADA)**

The GCD is under contract with the New England ADA Center to act as its State Affiliate in NH. The GCD is scheduled to receive \$17,800 for FY 20 and \$16,800 for FY 21.

### **Telecommunications Equipment Assistance Program (TEAP)**

Pursuant to RSA 362-E, the GCD administers the TEAP, and receives \$96,000 (from the PUC's telecommunications relay service trust fund) each fiscal year, of which \$92,250 is awarded annually for a 2-year contract to a successful bidder.

### **Newsline for the Blind**

Pursuant to RSA 275-C:8-a, the GCD is appropriated \$28,000 annually to fund the National Federation of the Blind's Newsline for the Blind. The source of the funding is the PUC's telecommunications relay service trust fund.

### **Staff of the GCD**

The GCD has a staff of 6 full time employees (including the Executive Director) and one part time employee, consisting of an Administrative Secretary, Business Administrator, Research and Information Specialist, Accessibility Specialist, Ombudsman of the Client Assistance Program (CAP), Program Assistant of Statewide Independent Living Council (SILC

## FY 20/21 Budget

We respectfully submit that the continued adequate funding of the GCD is essential to ensure that the mandates delegated to the Commission are effectively carried out. We suggest that the Efficiency Budget in each year of the biennium is in line with the actual expenses of FY 2018, (except for personnel costs and benefits) and the FY 2019 Adjusted Authorized Budget. The FY 21 Budget has an increase in Class 80, Out of State Travel of \$1200, however this represents a reallocation of grant monies from Class 20 Current Expenses, and no increase from the General Fund is requested.

### **Accounting Unit 1004**

The Additional Prioritized Needs Request of \$15,000 for both FY 20 and FY 21 is a joint request by the State Treasury and the GCD to cover the necessary marketing materials to promote STABLE NH, by way of brochures, informational handouts, newsletters, and the like. The placement of the request within the GCD budget is for administrative ease and will inure to the benefit of both agencies.

The Additional Prioritized Needs Request of \$5,240 for both FY 20 and FY 21 encompasses the hiring of a part time employee: an intern (15 week position, \$10.90 per hour, 29 hours per week) to assist in ADA awareness via exhibits, site visits, and the like.

### **Accounting Unit 1006 (100% Federal Funds)**

The Additional Prioritized Needs Request of \$31,804 for both FY 20 and FY 21 encompasses the hiring of a part time Program Assistant (29 hour position, \$19.59 per hour) to assist in the provision of information and advocacy within the Client Assistance Program as well as Title I of the ADA (employment issues).

Although the GCD is a small agency, it operates with a vast amount of responsibilities. The Executive Director and staff must effectively carry out the mission of the GCD, and collaborate with sister agencies, the public and other disability related entities.

### **Brief Synopsis of GCD Initiatives and Plans**

- Continued collaboration with sister agencies such as DAS, DOE, DES, to assist in ADA education and compliance;
- Continued outreach via educational seminars and attendance at conferences;
- Provide staff training in relevant areas to maximize their efficiency;
- Increase of site visits of state owned properties and public sector to educate and insure compliance with ADA
- Continued research of additional grant funded opportunities;
- Continued re-focus of committees to be more in line with statutes that governs the GCD core functions;
- Plans to monetize certain GCD functions to bring monies into the GCD;
  - Fees for services such as non-binding letters of opinion to assist the public and private sectors to be in compliance with ADA building requirements
  - Provide educational workshops for fees, perhaps with the granting of authorized continuing education units.

## **NHRS BUDGET OVERVIEW FY 2020 & 21**

### **November 19, 2018**

#### **NHRS Highlights**

- Achieved investment performance for FY 2018 of 8.9%, outperforming the Total Fund benchmark return of 7.8% and the retirement system's assumed rate of investment return of 7.25%. The three-year, five-year, 10-year, 20-year, and 25-year returns for the periods ended June 30, 2018, were 7.7%, 8.7%, 7.1%, 6.4%, and 8.0%, respectively. Compared to the members in the InvestorForce Public Defined Benefit Net Universe, which consists of 237 public pension plans totaling \$464 billion in assets, NHRS performed better than 90% of its peers over the three- and five-year periods and better than 80% of its peers over the one-, ten-, 20-, and 25-year periods. All returns are net of fees.
- A statutory commission ("Decennial Commission") charged with reviewing and making recommendations to ensure the long-term viability of the retirement system issued its final report in January. The recommendations served as the basis for several legislative enactments in 2018.
- Teacher payroll growth assumption reduced from 3.0% to 2.75% in April 2018 in response to ongoing and projected decline in the school-age population in NH.
- Employer contribution rates for FY 2020 and 2021 were set in September. Rates for three of the four member groups decreased; teacher rates increased slightly.
- Funded ratio improved to 63.6% in FY 2018, up from 61.8% in FY 2017.
- Successfully implemented requirements of GASB 75 (Accounting and Financial Reporting for Postemployment Benefits other than Pensions).
- Earned a Certificate of Achievement for Excellence in Financial Reporting for both the Comprehensive Annual Financial Report (CAFR) and Summary CAFR.
- Expanded education and outreach to members and employers through live presentations, written materials, and online content. Developed targeted educational presentations geared to new and mid-career members. Developed a comprehensive employer resource page.
- Continued to maintain administrative and investment expenses at favorable levels as compared to peer pension plans.

#### **Ongoing initiatives to improve efficiency at NHRS**

- Made upgrades to My Account, the retirement system's secure online member portal, including enhanced account setup and password security.
- Instituted ongoing, office-wide onsite security awareness training program.
- Established new co-location (COLO) site for NHRS IT infrastructure to provide redundancy for NHRS.
- Issued an RFP for external audit services that resulted in contracting with a new audit firm beginning in FY 2018.
- Implemented an Insurance Authorization Module which allows employers to submit retiree insurance enrollments and deduction changes automatically via online employer portal.

#### **Significant challenges/opportunities faced by NHRS**

- Improving the funded ratio of the pension trust from its current 63.6%; generation of investment returns at or above the actuarially assumed rate (7.25%), and; stabilization of employer contribution rates.
- Upgrading our core pension application ("PensionGold") from the 15-year-old version 2 to version 3 (PGV3 project).
- Working with participating employers to implement the changes to the laws governing NHRS retirees working after retirement for participating employers, which take effect January 1, 2019.

#### **Impact of recent legislation on NHRS**

- No legislation enacted in 2017-18 will have a significant ongoing cost impact; HB 1823 (Chapter 48, laws of 2018) requires the retirement system to amortize annual unfunded liabilities accrued on or after July 1, 2017, for closed, fixed periods of no longer than 20 years.

## NHRS agency phase budget review

- For the past three biennial budget cycles, the NHRS statutory administrative budget has been held relatively flat and spending was kept well under the budgeted amounts.

FY	2018	2017	2016	2015	2014	2013
<b>Budget</b>	\$8.5M	\$8.3M	\$8.1M	\$8.7M	\$8.5M	\$8.6M
<b>Actual</b>	\$7.5M	\$7.7M	\$7.2M	\$7.5M	\$7.2M	\$7.2M

- The proposed FY 20-21 budget incorporates costs for a multi-year upgrade of our 15-year-old core pension database application. The upgrade will change the application from a stand-alone client server platform (PGV2) to a web-based system with enhanced cyber security and functionality (PGV3).

### NEW HAMPSHIRE RETIREMENT SYSTEM BUDGET REVIEW STATUTORY ADMINISTRATIVE BUDGET FY 2019 Through FY 2021

	(A) FY 2019 BUDGET	(B) FY 2020 PROPOSED	(C) FY 2021 PROPOSED
<b>1 Statutory Budget</b>			
<b>2 Salaries &amp; Benefits:</b>	\$6,364,125	\$6,656,737	\$6,918,821
<b>3 Information Technology:</b>			
4 Technology-Software & Hardware	915,000	900,600	885,000
<b>5 All Other Administrative Costs:</b>			
6 Current Expenses	113,470	178,710	181,810
7 Rents & Leases	431,900	437,300	482,800
8 Utilities	94,000	100,000	105,000
9 Building Maintenance	128,500	215,000	115,000
10 Equipment	5,000	54,900	4,900
11 Retiree Payroll Adm & Other Svcs.	94,500	80,575	83,704
12 Consultants (IMEs)	140,000	218,000	220,000
13 Retiree Health Care	244,700	232,500	252,600
14 Other	228,186	222,200	226,625
15 Subtotal All Other Adm Costs	<u>\$1,480,256</u>	<u>\$1,739,185</u>	<u>\$1,672,439</u>
16 <b>Subtotal Before PGV3 Project</b>	<u>\$8,759,381</u>	<u>\$9,296,522</u>	<u>\$9,476,260</u>
17 <i>% Change</i>		<b>6.1%</b>	<b>1.9%</b>
<b>18 PG V3 Project:</b>			
19 Project Costs-FY20-21 Proposed		2,832,636	2,838,077
20 <b>Total</b>	<u><b>\$8,759,381</b></u>	<u><b>\$12,129,158</b></u>	<u><b>\$12,314,337</b></u>





**STATE OF NEW HAMPSHIRE**  
Public Employee Labor Relations Board

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**Executive Director:**

**Douglas L. Ingersoll, Esq.**

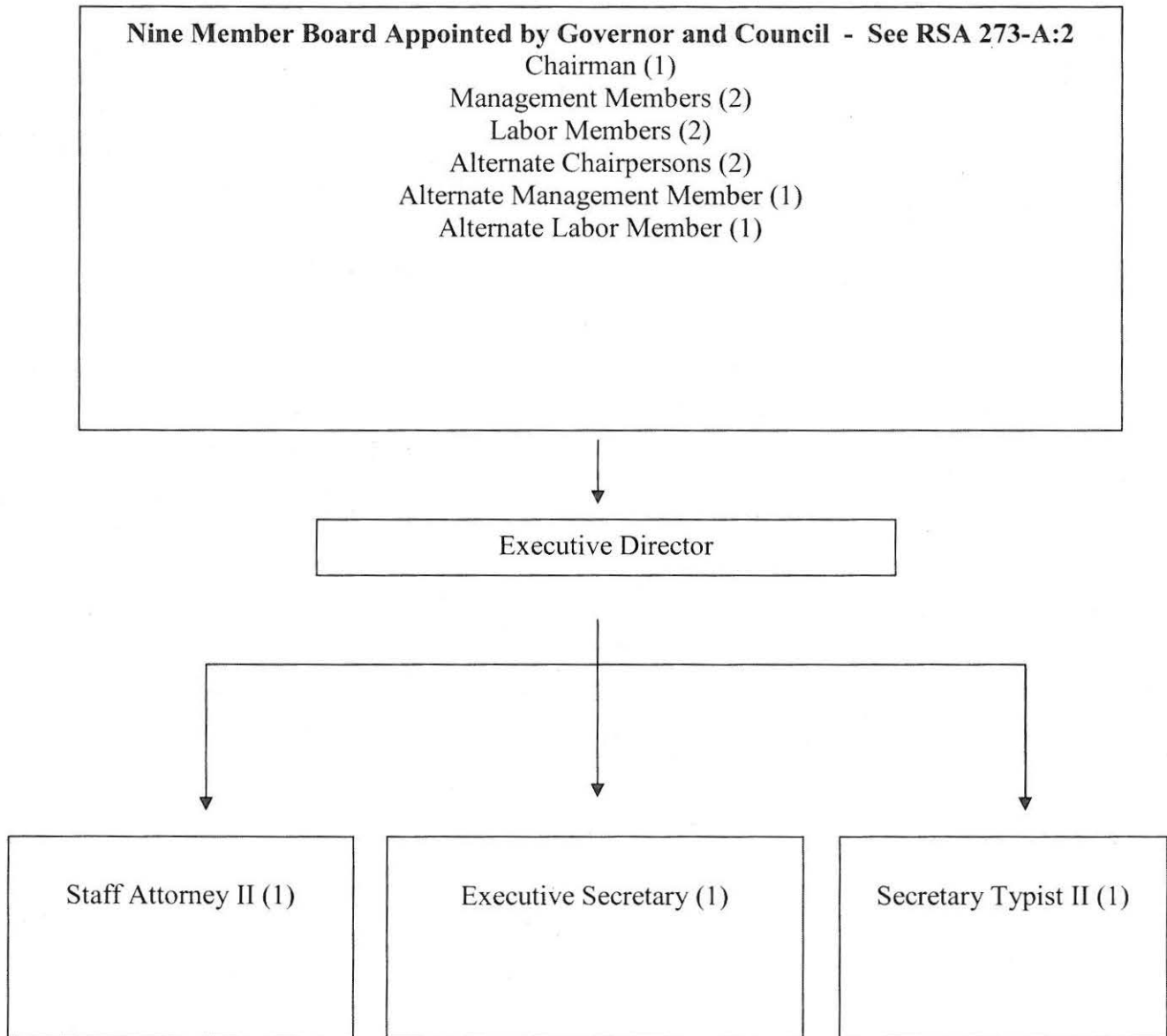
**Board Members:**

**Andrew Eills, Esq.**  
**James M. O'Mara, Jr.**  
**Carol M. Granfield**  
**Richard J. Laughton, Jr.**  
**Sen. Mark Hounsell**  
**Glenn Brackett (Alt.)**  
**Peter Callaghan, Esq. (Alt.)**

**Governor's FY20-21 Budget Hearing**  
**November 19, 2018**

# Organizational Chart

[New Hampshire Public Employee Labor Relations Board]



## **Background & History**

The PELRB administers the state Public Employee Labor Relations Act, RSA 273-A. It was established in 1975 at a time when some public employees already engaged in collective bargaining and strikes and work stoppages were a concern. Strikes are prohibited under the current law, and public employees have had the statutorily protected right since 1975 to participate in the formation of bargaining units and engage in collective bargaining. The legislature stated that "*It is the policy of the state to foster harmonious and cooperative relations between public employers and their employees and to protect the public by encouraging the orderly and uninterrupted operation of government.*" The legislature effectuated this policy by: 1) recognizing the right of public employees to organize and be represented for the purpose of bargaining collectively with public employers such as the state, any political subdivision of the state, the university system but not the General Court; 2) requiring public employers to negotiate in good faith with certified employee representatives and reduce collectively bargained agreements to writing; and 3) establishing a public employee labor relations board with "broad powers to assist in resolving disputes between governments and its employees."

### **Specific Functions:**

#### **Bargaining Unit Formation and Determination of Representative:**

Certification petitions are processed which seek recognition of proposed bargaining units. These may require adjudicatory hearings to resolve bargaining unit composition issues. The certified exclusive representative of appropriate bargaining units is determined through the written majority authorization or secret ballot election process.

#### **Changes to existing bargaining units:**

Modification petitions are processed to resolve proposed changes in the composition of previously certified bargaining units and may involve contested adjudicatory hearings.

#### **Representation challenges:**

Decertification petitions and challenge petitions are processed which seek to resolve through secret ballot elections questions of representation of existing bargaining units and whether bargaining unit employees wish to continue with statutory collective bargaining through secret ballot elections. Contested adjudicatory hearings may be necessary.

#### **Elections:**

Secret ballot elections are conducted by mail or on site at various public employer locations throughout the state to resolve questions of representation of bargaining units.

#### **Unfair Labor Practice Complaints:**

Unfair Labor Practice complaints are processed which seek to address alleged violations of RSA 273-A:5, I or II. Pre-hearing conferences and contested adjudicatory proceedings are typically

required to determine whether a particular respondent has violated a provision(s) of RSA 273-A:5.

**Declaratory Rulings:**

Petitions for a declaratory ruling are processed pursuant to Pub 206.01 regarding the specific applicability of any statute within the jurisdiction of the board to enforce, or any rule or order of the board.

**Hearings:**

RSA 273-A mandates the conduct of hearings within 45 days of the filing date for unfair labor practice complaints. Representation and other petitions follow a similar time line. The PELRB hearing room is used to conduct public contested hearings on the record.

**Decisions:**

The PELRB issues written decisions stating in detail the factual and legal basis for the ruling. Decisions are subject to a PELRB review process pursuant to Pub 205 and final PELRB decisions are subject to appeal to the New Hampshire Supreme Court. All decisions dating to 1976 are available on the website.

**Rulemaking:**

The PELRB files rulemaking petitions as necessary to implement the provisions of RSA 273-A.

**Neutral appointments:**

The board maintains a list of mediators, fact finders, and arbitrators per RSA 273-A:2, V available for employment by the public employers and bargaining unit representatives.

**Collective bargaining:**

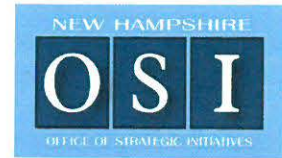
Parties to the negotiating process are required to bargain in good faith, but this obligation does not mean they are obligated to reach agreement on any particular bargaining proposal. Parties must file completed collective bargaining agreements with the PELRB, and they are posted on the PELRB website.

**RSA 273-C:**

In 1990 the legislature enacted RSA 273-C and authorized proceedings before the PELRB relating to the right of employees of licensed dog or horse racing track owners to form bargaining units and engage in collective bargaining. This law accounts for a relatively small percentage of PELRB activity.

**Electronic Filing and Docket Maintenance:**

For the past ten years the PELRB has used a simple electronic filing and case management system.



## Overview of the Office of Strategic Initiatives (OSI)

FY 19 Budget: \$37,665,977: 82% Federal Funds; 2% Other Funds; 16% General Funds  
FY 20 Budget: \$37,658,731: 82% Federal Funds; 1% Other Funds; 17% General Funds  
FY 21 Budget: \$37,784,375: 82% Federal Funds; 1% Other Funds; 17% General Funds

Employees: 20, including one vacant position  
Administratively attached to the Office of the Governor

### ENERGY PROGRAMS

#### **Fuel Assistance Program (FAP or LIHEAP) – 100% Federal**

OSI manages the federal Fuel Assistance Program (also known as the Low Income Home Energy Assistance Program) which helps approximately 35,000 low-income households in New Hampshire pay for winter fuel. The average annual household benefit has been approximately \$650. OSI manages contracts with the state's five Community Action Agencies, which work directly with the households in need. OSI also distributes Senior Energy Assistance Services (SEAS) funds, a pass-through from NH DHHS for heating assistance for low-income elderly households. The Fuel Assistance Program transfers approximately \$550,000 per year to the Weatherization program to respond to emergency health and safety problems created by failing heating systems in low-income homes. OSI also participates in the oversight of the low-income Electric Assistance Program at the Public Utilities Commission.

#### **Weatherization Assistance Program (WAP) – 100% Federal**

OSI manages the federal Weatherization Assistance Program which helps low-income households make permanent efficiency improvements in their homes. OSI contracts with the five Community Action Agencies to conduct energy audits and weatherize homes. OSI serves about 212 households; the average investment per home is \$5,250. The Weatherization program also manages the heating system repair program described above.

#### **State Energy Program (SEP) – 80% Federal, 20% match which is met primarily with the Petroleum Violation Escrow fund**

The U.S. Department of Energy's Formula SEP grant supports OSI's energy analysis, policy work, and related activities. DOE requires a 20 percent match, which New Hampshire meets with funds from the federally established Petroleum Violation Escrow fund and a small amount of general funds. SEP supports OSI's role on the Energy Efficiency and Sustainable Energy (EESE) Board, the Nuclear Decommissioning Financing Commission, and as a party before the Public Utilities Commission, the Federal Energy Regulatory Commission, and in regional energy security efforts. The grant supports our energy emergency response and preparedness efforts with the New Hampshire Department of Homeland Security. In recent years, OSI has used SEP funds to support the Department of Administrative Services' efforts to make state buildings more energy efficient.

#### **SHOPP (State Heating Oil and Propane Program) 100% Federal**

Accurate, up-to-date information about energy costs in New Hampshire are possible because OSI participates in the U.S. Department of Energy's SHOPP program. With this federal support, matched by the in-kind services of the private firms that report their current energy prices, OSI gathers data in coordination with the U.S. Energy Information Administration. OSI posts this data to our website.

### PLANNING PROGRAMS

#### **Conservation Land Stewardship (CLSP) – 100% Other Funds – CLS Endowment**

This program monitors 187 conservation easements throughout the state to ensure that they are managed properly and oversees an additional 246 municipally-held conservation land interests. The CLSP is funded by interest

income from the Land Conservation Endowment at Treasury, and through transfers from DNCR and Fish and Game for monitoring performed for those agencies.

**Municipal and Regional Assistance (MRA) – 100% General Funds**

OSI's Municipal and Regional Assistance (MRA) staff provides technical assistance on planning and zoning issues, and an annual training conference for local officials, publishes technical information on planning and zoning issues and handbooks for municipal land use boards, and provides staff support to various state boards and commissions. In addition, OSI provides funds to the Regional Planning Commissions to support their planning assistance to municipalities.

**National Flood Insurance Program (NFIP) – 75% Federal, 25% General Funds (required match)**

As the State's coordinating office for the National Flood Insurance Program (NFIP), OSI provides technical assistance and training to municipalities and various stakeholders regarding floodplain regulations, floodplain mapping, and flood insurance. OSI staff also evaluates community performance in implementing NFIP floodplain management activities, conducts various outreach activities, coordinates with federal and state agencies on floodplain management issues, and provides post-disaster assistance and support to municipalities and property owners. These activities enable property owners to purchase the relatively inexpensive NFIP insurance. They are funded by a Federal Emergency Management Agency annual grant, which requires at least a 25 percent match from state funds.

**State Data Center (SDC) – 100% General Funds**

Since 1982, OSI has been the designated state agency that manages the State Data Center (SDC), which involves a formal partnership with the Census Bureau. OSI staff prepares population estimates that are used to distribute rooms and meals tax revenue to municipalities, surveys all group quarters institutions annually as part of the population estimates work, surveys municipalities and reports on housing permit activity annually, prepares population projections, and provides advice and technical assistance to the Census Bureau's decennial operations. The Data Center staff assists agencies and the public to access and understand federal Census statistics.

**Geographic Information System (GIS) - 80% General Funds, 20% Other Funds**

OSI uses GIS technology to support its own programs and works with other state and regional agencies to coordinate the use of GIS for planning purposes. OSI staff use ESRI software and data developed in-house or from other agencies to provide mapping and analysis for each of the planning and energy programs listed above. In addition, OSI provides funds to the University of New Hampshire to support the state's geographic information system clearinghouse called GRANIT. OSI also chairs the state GIS Technical Advisory Committee, a forum which provides technical assistance to the new state GIS Committee.

**Governor's Scholarship Program**

OSI administers the newly created (FY18) Governor's Scholarship Program working with 23 educational institutions offering scholarships to college students who are New Hampshire residents.

**Volkswagen Settlement Fund Program**

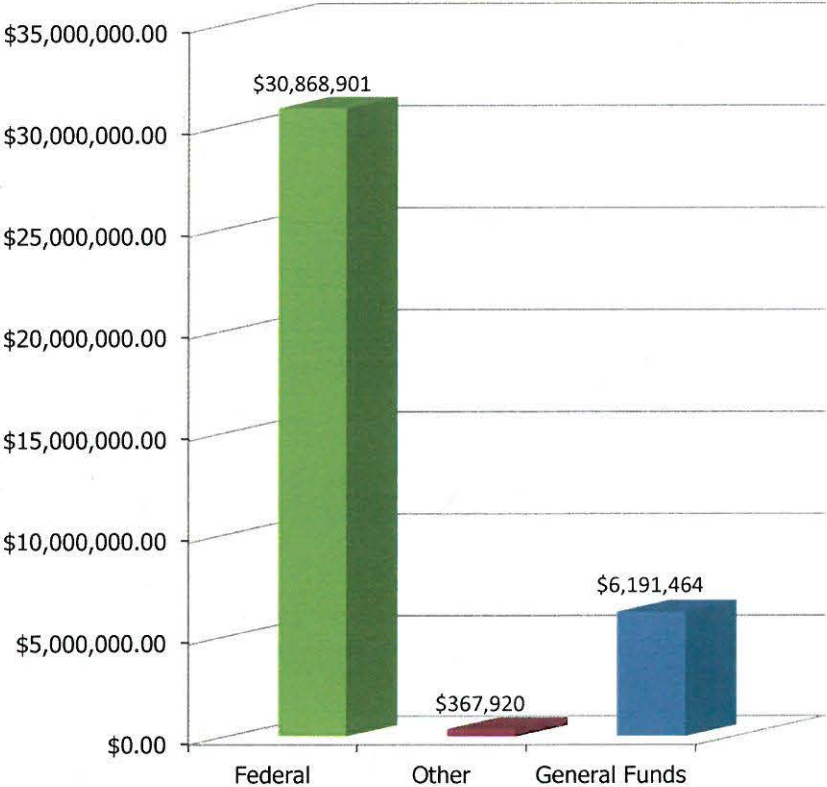
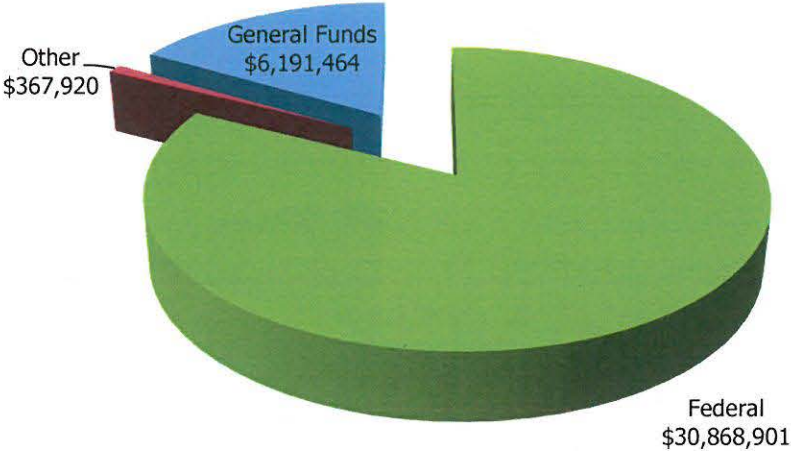
OSI is the lead agency for the Volkswagen Settlement funds and has partnered with the Department of Environmental Services to create the New Hampshire Mitigation Plan. New Hampshire has been awarded over \$30 million for projects that will decrease excess nitrogen oxide emissions.

**Other Energy grant opportunities**

OSI participates in other programs as opportunities arise, including pursuing competitive grant funding opportunities from US DOE and other federal agencies. In FY 2016 we secured a \$300,000 competitive State Energy Program grant to help the NH Department of Environmental Services work with municipal wastewater treatment plants to reduce their energy use and costs which has been extended to 12/31/2019.

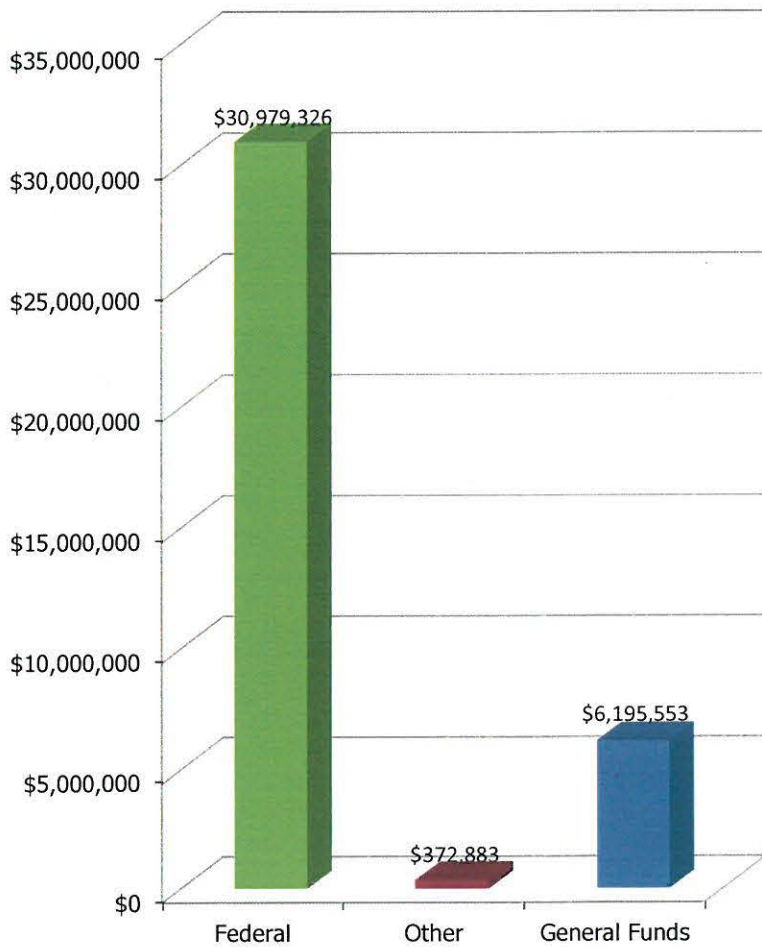
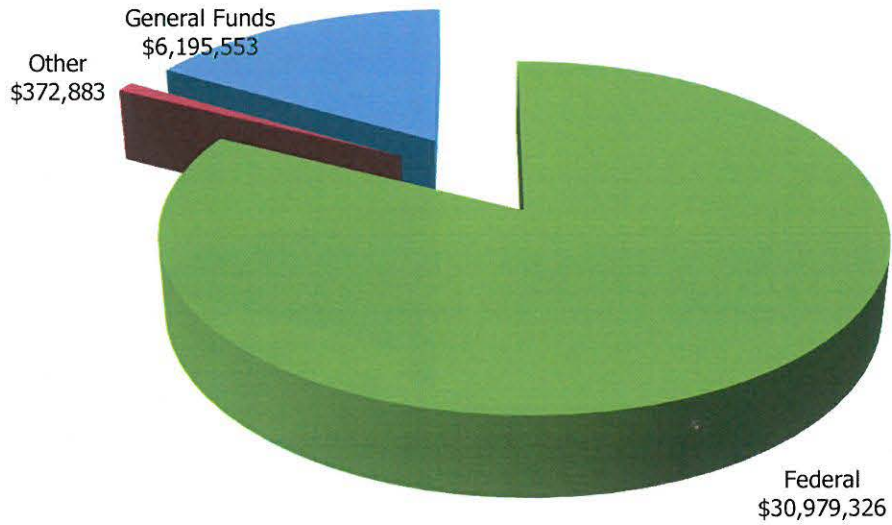
More information is at [www.nh.gov/OSI](http://www.nh.gov/OSI).

# FUNDING FOR FISCAL YEAR 2020



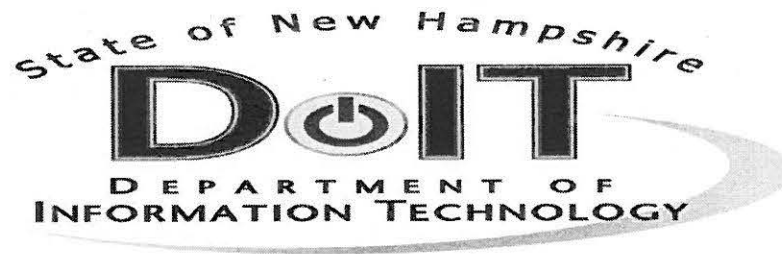
<u>Funding Sources</u>	<u>%</u>
<i>Federal Funding</i>	<i>82.5%</i>
<i>General Funds</i>	<i>16.5%</i>
<i>Other sources</i>	<i>1.0%</i>

## FUNDING FOR FISCAL YEAR 2021



<u>Funding Sources</u>	<u>%</u>
<i>Federal Funding</i>	<i>82.5%</i>
<i>General Funds</i>	<i>16.5%</i>
<i>Other sources</i>	<i>1.0%</i>





## Department of Information Technology Budget Information

### **Introduction:**

Good morning. My name is Denis Goulet and I am the Commissioner of the Department of Information Technology (DoIT). Joining me today is Ken Dunn, Deputy Commissioner of DoIT.

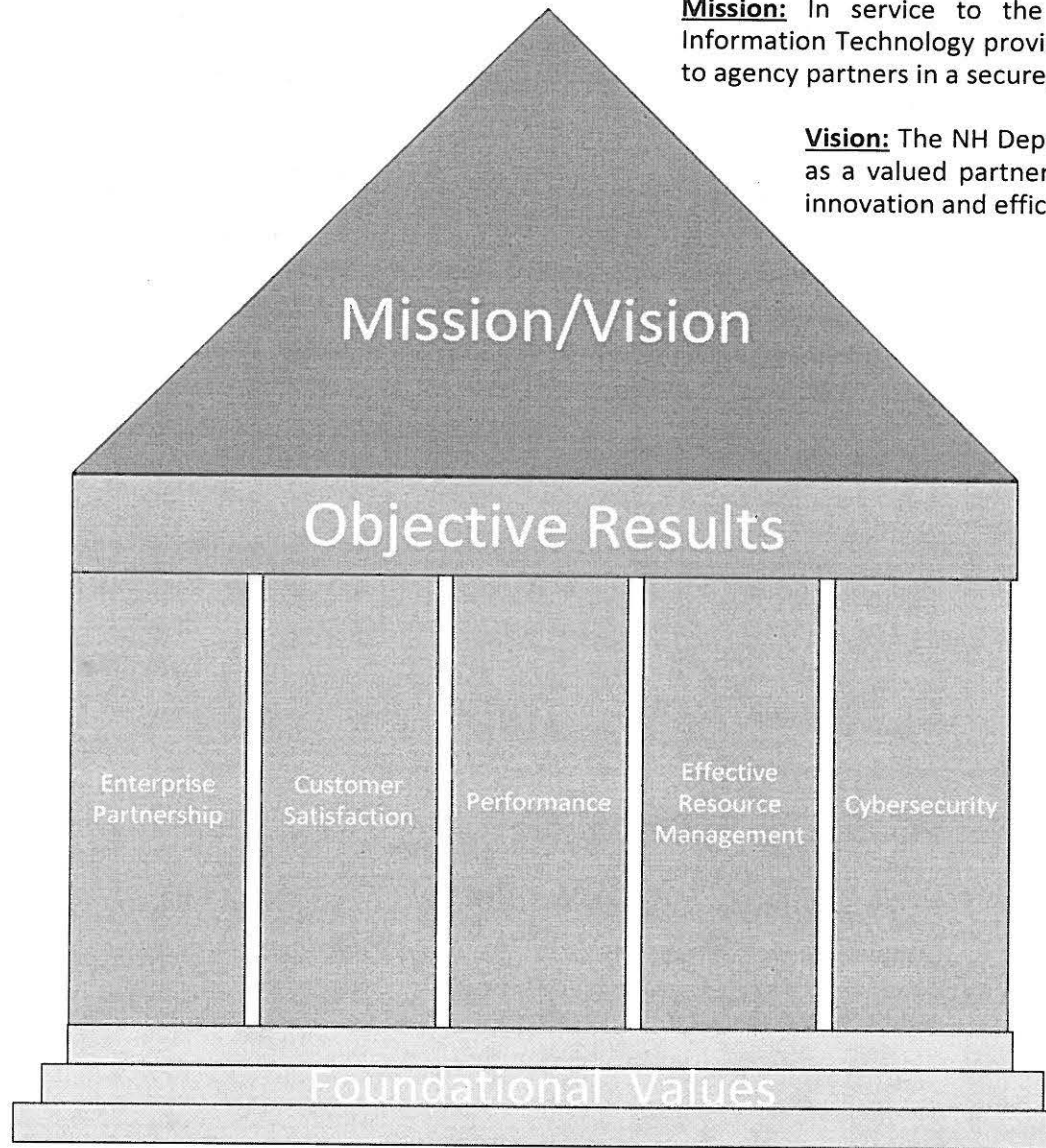
Thank you for the invitation to testify today and I welcome the opportunity to provide a high level overview of DoIT's proposed FY 20/21 Governor's Phase operating budget.

The Department of Information Technology is a centralized organization that works with all executive branch agencies to manage the state's technology infrastructure, products, applications and procurement processes in a consistent, secure and cost-effective manner. DoIT also manages statewide telecommunications architecture and service functions.

DoIT's full responsibilities are outlined in RSA 21-R. Our budget is defined on a biennial basis by working with each individual agency to address unique needs (via a direct chargeback method) as well as enterprise needs and services that would benefit all agencies (via shared services chargeback methods). In addition, the telecommunications infrastructure and associated support are maintained through the use of a revolving fund. The revolving fund enables Telecommunications to define fixed rates to fund ongoing operations and charge agencies for extra services when required and as needed.

**Mission:** In service to the citizens of New Hampshire, the Department of Information Technology provides comprehensive technical leadership and solutions to agency partners in a secure, transparent and fiscally responsible manner.

**Vision:** The NH Department of Information Technology will be recognized as a valued partner to New Hampshire and a major contributor toward innovation and efficiency efforts.



**Objectives by Theme:**

Enterprise Partnership

- Increase Enterprise Alignment
- Mature Governance

Customer Satisfaction

- Enhance Citizen Services
- Improve Customer Communications

Performance

- Promote Continuous Improvement

Effective Resource Management

- Employee Development
- Invest in Talent Management
- Promote Financial Transparency

Cybersecurity

- Strengthen the State's Security Posture

**Major Program Changes:**

The current major program change within the department is related to restructuring of the department's organizational structure. Realignment of the organizational structure allows the department to better align the DoIT organization with our strategic plan. The statutory authority to restructure was granted by 2018, Chapter 81:2. The need for organizational restructuring was reiterated by findings of the LBA's 2018 performance audit.

**Major Policy Changes:**

DoIT continues to execute on projects that are based on the strategic themes outlined in the Statewide Strategic Information Technology Plan. There is a focus on enterprise solutions managed through IT governance models with support and maintenance provided through shared funding and resources.

**DoIT's Strategic Initiatives:**

DoIT's strategic IT plan was ratified in 2017 by the IT Council. DoIT's primary goal as ratified by the IT council is to drive statewide business process alignment and in doing so, drive efficiencies and reliability. A soft copy of the Strategic IT Plan can found at this link: <https://www.nh.gov/DoIT/strategic/index.htm>

The approved strategic plan identified five foundational themes:

- Enterprise Partnership,
- Customer Satisfaction,
- Performance,
- Effective Resource Management
- Cybersecurity

**DoIT Cybersecurity:**

Cybersecurity is of primary importance to the State of New Hampshire as virtually all missions and business functions rely on the confidentiality, integrity and availability of our digital infrastructure. We deploy a vast array of hardware and software tools and services to ensure the cybersecurity of our systems, networks and most important of all – our citizen data. Threats to our critical information and to the underlying systems are non-stop and are in fact increasing on a daily basis due to the proliferation of threat actors such as hackers, cyber criminals, and foreign-directed cyber espionage.

DoIT must expand its cyber defense and protection capabilities to respond to these ongoing threats, and must adopt an evolving cybersecurity strategy which will keep pace with the threat actors. One pillar of our strategy is to map our cybersecurity capabilities to the five core functions (Identify, Protect, Detect, Respond, and Recover) of the National Institute of Standards and Technology (NIST) Cybersecurity Framework. By using the NIST Cybersecurity Framework as the underpinning of our cybersecurity program, DoIT is implementing a nationally recognized standard for the protection of our information, systems and networks.



**DoIT Proposed FY 20/21 Agency Efficiency and Additional Prioritized Needs Budget Request:**

The DoIT operating budget is established by working collaboratively with executive branch State agencies. This collaboration allows agency and DoIT staff to work together in defining and identifying *Efficiency* and *Additional Prioritized Needs* resources that are required to support the mission of DoIT and each individual agency. The budget as presented today fairly represents the resources DoIT requires over the next two years in order to provide a comprehensive technical leadership and solutions to agency partners in a secure, transparent and fiscally responsible manner.

- **Direct Agency IT Budget**-(Accounting Units 76070000 thru 76970000 and Accounting Unit 77020000) 100% of the budget in support of a specific agency;
- **Central IT Services and Operations**-(Accounting Unit 77030000) includes costs which are allocated between two or more agencies;
- **IT Salaries and Benefits**-(Accounting Unit 77080000) includes both direct and allocated IT authorized and funded positions;
- **Statewide Telecommunications**-(Accounting Unit 52130000) includes the cost of maintaining the statewide telecommunication infrastructure and associated support through the use of a revolving fund.

The *Additional Prioritized Needs* budget represents those resources which were not included in the FY 2019 budget. DoIT and agency personnel worked together to formulate an *Additional Prioritized Needs* budget that accurately reflected DoIT and agency budgetary needs above and beyond the *Efficiency* budget. The *Additional Prioritized Needs* budget was then categorized into one of the following three categories and then prioritized by each agency:

- 1.) Capital budget or grant funded in prior biennium that is now generating operating expense,
- 2.) Structural or contract increase for existing initiatives that were above target, or
- 3.) New initiatives.

DoIT Budget	FY 2018 Actual Expense	FY 2019 Adjust Auth. Budget	FY 2020 Agency Efficiency Request	FY 2020 Agency <u>Additional Prioritized Needs</u>	FY 2021 Agency Efficiency Request	FY 2021 Agency <u>Additional Prioritized Needs</u>
Direct Agency IT Budget (A/U 76070000-76970000 and A/U 77020000)	\$26,240,103.00	\$34,493,125.00	\$38,023,403.00	\$ 10,134,097.00	\$37,233,682.00	\$ 8,304,342.00
Central IT Services and Operations (A/U 77030000)	\$6,328,659.00	\$10,072,964.00	\$7,695,289.00	\$ 658,377.00	\$7,388,403.00	\$ 15,000.00
IT Salaries and Benefits (A/U 77080000)	\$35,840,695.00	\$41,611,738.00	\$43,192,322.00	\$ 559,986.00	\$44,209,779.00	\$ 585,310.00
Statewide Telecommunications (A/U 52130000)	\$4,829,814.00	\$5,219,620.00	\$5,178,728.00	\$ 629,700.00	\$5,228,201.00	\$ -
<b>TOTALS</b>	\$73,239,271.00	\$91,397,447.00	\$94,089,742.00	\$ 11,982,160.00	\$94,060,065.00	\$ 8,904,652.00
<b>Revenue</b>						
001-Other	\$67,817,994.00	\$85,447,275.00	\$88,911,014.00	\$ 11,352,460.00	\$88,831,864.00	\$ 8,904,652.00
00S-General Fund	\$591,463.00	\$730,552.00	\$0.00	\$0.00	\$0.00	\$0.00
003-Revolving Fund	\$4,829,814.00	\$5,219,620.00	\$5,178,728.00	\$ 629,700.00	\$5,228,201.00	\$0.00
<b>TOTALS</b>	\$73,239,271.00	\$91,397,447.00	\$94,089,742.00	\$ 11,982,160.00	\$94,060,065.00	\$8,904,652.00

<u>Additional Prioritized Needs</u>	FY 2020	FY 2021
Capital budget or grant funded in prior biennium that is now generating operating expense	\$ 3,419,142.00	\$ 2,955,588.00
New initiatives	\$ 5,474,041.00	\$ 3,723,897.00
Structural or contract increase for existing initiatives that were above target	\$ 3,088,977.00	\$ 2,225,167.00
<b>**See Appendix A for full detail**</b>	<b>\$ 11,982,160.00</b>	<b>\$ 8,904,652.00</b>

**DoIT Proposed FY 20/21 Agency Efficiency**

<b>DoIT Budget by Class</b>	<b>FY 2018 Actual Expense</b>	<b>FY 2019 Adjust Auth. Budget</b>	<b>FY 2020 Agency <i>Efficiency</i> Request</b>	<b>FY 2021 Agency <i>Efficiency</i> Request</b>
<b>Class</b>				
<b>10-Personal Services-Classified</b>	\$ 22,891,819.00	\$ 25,634,634.00	\$ 26,176,004.00	\$ 26,625,344.00
<b>12-Personal Services-Unclassified</b>	\$ 1,012,672.00	\$ 1,183,703.00	\$ 1,284,635.00	\$ 1,293,884.00
<b>18-Overtime</b>	\$ 553,710.00	\$ 815,898.00	\$ 816,091.00	\$ 829,351.00
<b>20-Current Expenses</b>	\$ 107,573.00	\$ 186,360.00	\$ 200,954.00	\$ 206,367.00
<b>22-Rents Other than State</b>	\$ 142,868.00	\$ 274,068.00	\$ 11,832.00	\$ 167,832.00
<b>25-State Owned Equip Usage</b>	\$ 10,158.00	\$ 30,000.00	\$ 17,000.00	\$ 17,000.00
<b>26-Organizational Dues</b>	\$ 9,000.00	\$ 16,500.00	\$ 17,600.00	\$ 18,890.00
<b>28-Transfer to General Svcs</b>	\$ 723,016.00	\$ 792,840.00	\$ 817,871.00	\$ 827,868.00
<b>30-Equipment</b>	\$ -	\$ -	\$ 6,450.00	\$ 450.00
<b>37-Technology-Hardware</b>	\$ 6,516,631.00	\$ 7,425,419.00	\$ 10,108,368.00	\$ 8,477,622.00
<b>38-Technology Software</b>	\$ 14,853,717.00	\$ 18,967,660.00	\$ 18,834,672.00	\$ 18,860,631.00
<b>39-Telecommunications</b>	\$ 3,685,519.00	\$ 4,159,750.00	\$ 2,895,952.00	\$ 2,882,172.00
<b>42-Additional Fringe Benefits</b>	\$ 1,480,548.00	\$ 1,910,204.00	\$ 2,730,147.00	\$ 2,777,032.00
<b>46-Consultants</b>	\$ 9,600,866.00	\$ 15,781,008.00	\$ 15,720,970.00	\$ 16,109,530.00
<b>49-Transfer to Other State Agencies</b>	\$ 11,642.00	\$ 11,850.00	\$ 11,500.00	\$ 11,500.00
<b>50-Temp Part Time</b>	\$ 352,181.00	\$ 563,275.00	\$ 528,410.00	\$ 534,153.00
<b>57-Books</b>	\$ 209.00	\$ 2,756.00	\$ 2,990.00	\$ 3,080.00
<b>59-Temp-Full Time</b>	\$ 96,132.00	\$ 104,667.00	\$ 105,300.00	\$ 108,011.00
<b>60-Benefits</b>	\$ 11,049,392.00	\$ 13,245,896.00	\$ 13,471,583.00	\$ 14,014,801.00
<b>66-Training</b>	\$ 111,595.00	\$ 220,300.00	\$ 264,461.00	\$ 226,501.00
<b>70-In State Travel</b>	\$ 19,760.00	\$ 28,484.00	\$ 27,175.00	\$ 27,175.00
<b>80-Out of State Travel</b>	\$ 10,263.00	\$ 42,175.00	\$ 36,750.00	\$ 37,750.00
<b>211-Catastrophic Casualty Insurance</b>	\$ -	\$ -	\$ 3,027.00	\$ 3,121.00
<b>Grand Total</b>	<b>\$ 73,239,271.00</b>	<b>\$ 91,397,447.00</b>	<b>\$ 94,089,742.00</b>	<b>\$ 94,060,065.00</b>

**DoIT Proposed FY 20/21 Agency Additional Prioritized Needs**

Class	FY 2020 Agency <u>Additional Prioritized</u> <u>Needs Request</u>	FY 2021 Agency <u>Additional</u> <u>Prioritized Needs Request</u>
<b>10-Salaries</b>	<b>\$ 343,317.00</b>	<b>\$ 357,806.00</b>
IT Employees (6 Positions, 4 direct, 2 shared)	\$ 343,317.00	\$ 357,806.00
<b>18-Overtime</b>	<b>\$ 250.00</b>	<b>\$ 250.00</b>
OVERTIME	\$ 250.00	\$ 250.00
<b>37-IT Hardware</b>	<b>\$ 3,084,062.00</b>	<b>\$ 1,690,322.00</b>
Network Hardware - New	\$ 839,164.00	\$ 125,964.00
Network Hardware - Replacement	\$ 459,700.00	\$ 532,500.00
PC Hardware - New	\$ 5,130.00	\$ -
PC Hardware - Replacement	\$ 535,290.00	\$ 146,830.00
PC Maintenance and Support	\$ 703,918.00	\$ 466,918.00
Server Hardware - Replacement	\$ 417,960.00	\$ 248,150.00
Server Maintenance and Support	\$ 122,900.00	\$ 169,960.00
<b>38-IT Software</b>	<b>\$ 3,754,161.00</b>	<b>\$ 3,079,798.00</b>
Agency Application Software	\$ 2,044,673.00	\$ 2,435,039.00
Enterprise, Network, and Operation Software	\$ 989,629.00	\$ 590,927.00
PC Software	\$ 719,859.00	\$ 53,832.00
<b>39-Telecommunications</b>	<b>\$ 124,930.00</b>	<b>\$ 30,000.00</b>
Telecommunications Data	\$ 124,930.00	\$ 30,000.00
<b>42-Add Fringe Benefits</b>	<b>\$ 35,808.00</b>	<b>\$ 37,319.00</b>
Post-Retirement Benefits	\$ 35,808.00	\$ 37,319.00
<b>46-IT Consultants</b>	<b>\$ 4,459,021.00</b>	<b>\$ 3,519,222.00</b>
IT Consul-Non-Benefit	\$ 4,459,021.00	\$ 3,519,222.00
<b>60-Benefits</b>	<b>\$ 180,611.00</b>	<b>\$ 189,935.00</b>
Fica (Permanent)	\$ 180,611.00	\$ 189,935.00
<b>Grand Total</b>	<b>\$ 11,982,160.00</b>	<b>\$ 8,904,652.00</b>



**Direct Agency IT Budget** consists of those items that are 100% allocated to a particular agency (Accounting Units 76070000 thru 76970000 and Accounting Unit 77020000). Although the overall Direct Agency *Efficiency* IT budget in support of the executive branch agencies shows an increase of 10% in FY 20 and 8% in FY 21, the increase is due to the shifting of \$3,329,700 from DoIT's *Shared Efficiency* budget to the DHHS *Direct Efficiency* budget. This shift occurred because DHHS is the one remaining agency utilizing the Mainframe which is why these costs are now accounted for within the agency direct budget.

DoIT Budget	FY 2018 Actual Expense	FY 2019 Adjust Auth. Budget	FY 2020 Agency <u>Efficiency</u> Request	FY 2020 Agency <u>Additional Prioritized Needs</u>	FY 2021 Agency <u>Efficiency</u> Request	FY 2021 Agency <u>Additional Prioritized Needs</u>
Direct Agency IT Budget (A/U 76070000-76970000 and A/U 77020000)	\$26,240,103.00	\$34,493,125.00	\$38,023,403.00	\$10,134,097.00	\$37,233,682.00	\$8,304,342.00

- PC Desktop supplies
- PC Hardware-Replacement
- Printers
- Desktops
- Laptops
- Server hardware
- Software licenses such as MS Office Suite and Oracle
- Mainframe Software
- Agency specific software
- Software including application maintenance for application and desktop solutions
- Air Cards
- Internet Services for state sheds
- Consultants in support of the mainframe
- Consultants in support of New Heights
- Consultants in support of VISION, and J-One

**DoIT Central IT Services and Operations** consist of those items in which are shared across two or more agencies. The department uses a variety of cost allocation metrics (PC Counts, Server Statistics, Office Allocation, Time Tracking, On Line Licensing and many more) to allocate the costs to each agency at a rate commensurate with each agency’s usage for items. As previously mentioned, \$3,329,700 was transferred from Central IT Services to the Direct DHHS budget.

<b>DoIT Budget</b>	<b>FY 2018 Actual Expense</b>	<b>FY 2019 Adjust Auth. Budget</b>	<b>FY 2020 Agency <u>Efficiency</u> Request</b>	<b>FY 2020 Agency <u>Additional Prioritized Needs</u></b>	<b>FY 2021 Agency <u>Efficiency</u> Request</b>	<b>FY 2021 Agency <u>Additional Prioritized Needs</u></b>
Central IT Services and Operations (A/U 77030000)	\$6,328,659.00	\$10,072,964.00	\$7,695,289.00	\$658,377.00	\$7,388,403.00	\$15,000.00

- Desktop and network services
- Desktop support solutions such as Exchange, anti-virus, anti-spam and web filtering tools, mobile device management, user account management, and office productivity suites
- End user support such as a tracking solution for help desk tickets
- Current expenses and other class items which are administrative overhead including things such as office supplies, rent, staff equipment, travel and employee training
- Operation support
- Virtual environment management
- Physical and virtual servers used to manage enterprise applications such as email, file sharing and data storage, application and web hosting, and backup solutions
- Web Services (including development and content management)
- Network infrastructure including the hardware and professional services required to maintain and support statewide Internet connectivity and the State’s core network
- Cybersecurity resources including networking and desktop solutions to protect the state’s IT infrastructure including intrusion detection, anti-virus solutions, event and incident tracking and monitoring tools, server, firewall and application vulnerability detection tools, encryption solutions, and professional services for security testing and remediation

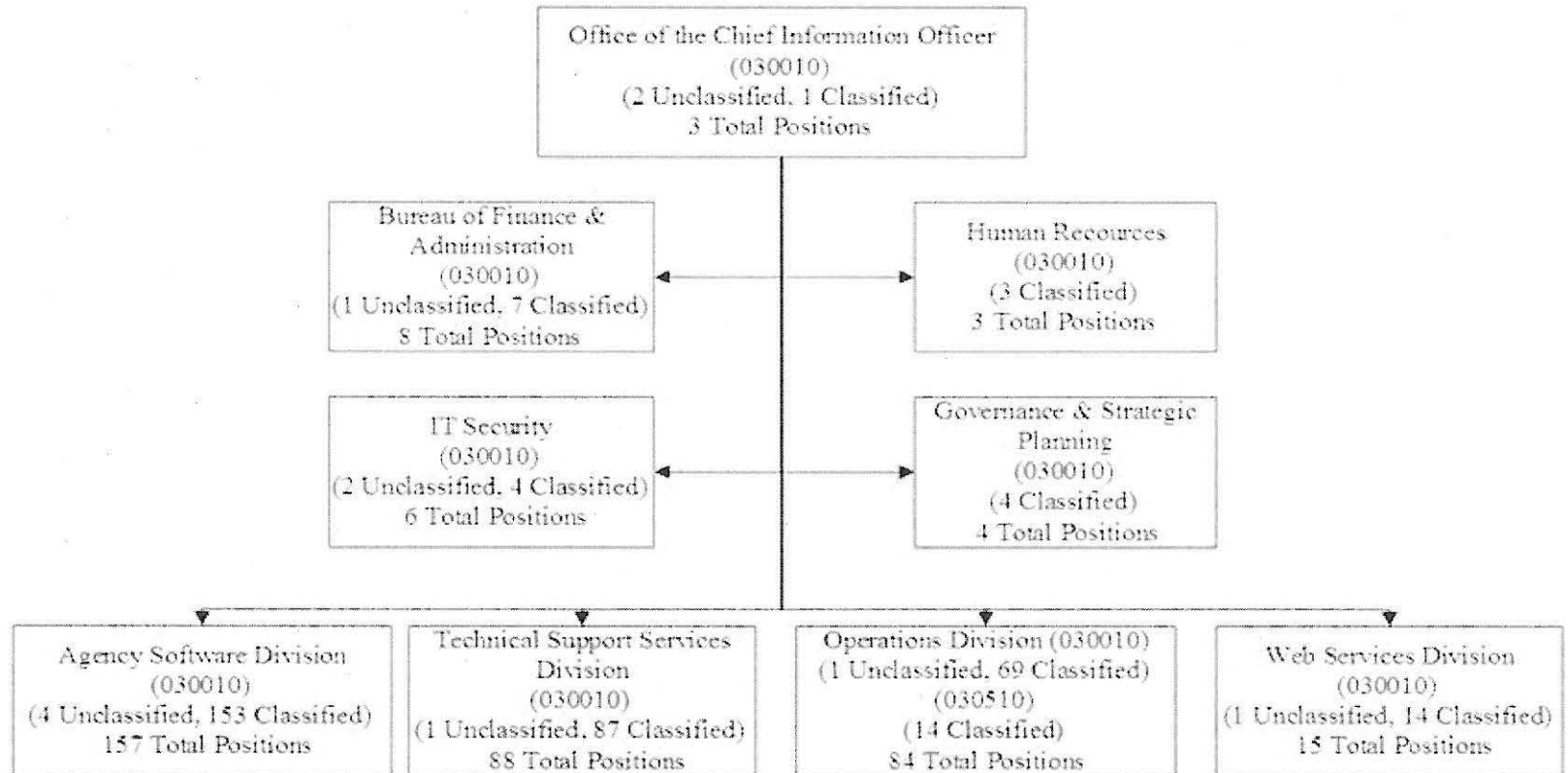
**DoIT Salaries and Benefits**-DoIT currently has a total of 368 authorized full time positions (356 Classified and 12 Unclassified). 357 full time positions are funded in the FY 20/21 Efficiency budget (199-Direct positions Efficiency, 158-Shared positions Efficiency) six are funded in the FY 20/21 *Additional Prioritized Needs* budget (4-Direct positions, 2 shared positions) and the remaining five positions are authorized but unfunded in FY 20/21.

<b>DoIT Budget</b>	FY 2018 Actual Expense	FY 2019 Adjust Auth. Budget	FY 2020 Agency <u><b>Efficiency</b></u> Request	FY 2020 Agency <u><b>Additional Prioritized Needs</b></u>	FY 2021 Agency <u><b>Efficiency</b></u> Request	FY 2021 Agency <u><b>Additional Prioritized Needs</b></u>
IT Salaries and Benefits (A/U 77080000)	\$35,840,695.00	\$41,611,738.00	\$43,192,322.00	\$559,986.00	\$44,209,779.00	\$585,310.00

- CIO's Office
  - Finance and Administration
  - Governance and Strategic Planning
  - Cyber Security
  - Human Resources
- Agency Software Division
  - DoIT liaison to the agency
  - Agency line-of-business applications
- Operations Division
  - Server and Data Center support
  - Network Engineering and support
  - Core network services providing security, internet access and telecommunications  
Technical Support Services Division
  - Desktop and E-mail
  - Enterprise Applications and File/Print support
  - Help Desk services
- Web Support Division
  - Web services, e-government, e-commerce support
  - Hosts/Manages agency web sites

Department Organizational Chart  
 Department of Information Technology – Total Authorized Positions  
 Department 03

FY 2019 Total Authorized Positions:  
 (12 Unclassified)  
 (356 Classified)



<b>DoIT Budget</b>	<b>FY 2018 Actual Expense</b>	<b>FY 2019 Adjust Auth. Budget</b>	<b>FY 2020 Agency <i>Efficiency</i> Request</b>	<b>FY 2020 Agency <i>Additional Prioritized Needs</i></b>	<b>FY 2021 Agency <i>Efficiency</i> Request</b>	<b>FY 2021 Agency <i>Additional Prioritized Needs</i></b>
Statewide Telecommunications (A/U 52130000)	\$4,829,814.00	\$5,219,620.00	\$5,178,728.00	\$629,700.00	\$5,228,201.00	\$ -

**Telecommunications** The primary purpose of the Statewide Telecommunications Bureau is to provide affordable communication at the lowest possible cost to state agencies and to enhance the current services and satisfy expansion demands. Statewide Telecommunications is a service oriented, revenue generating operation and a statewide provider of goods and services related to telephone and data communications. In FY 20/21 DoIT was able to lower the cost of numerous Telecommunications services. For example, the cost of a Centrex line was reduced by approximately 18%.

The FY 20/21 actual rates can be found in the NH First BARS Budget Development Guide, Exhibit G, Telecommunications Planning Guide.

### **Requested Adjustments**

**DoIT respectfully requests the following adjustments to the FY 20 and FY 21 *Efficiency* budget:**

77080000-IT Salaries and Benefits: Decrease FY 2020 by \$88,191 and decrease FY 2021 by \$92,281

Justification: Position #11242 is a DoIT position which is allocated 100% to NH Employment Security (NHES). At this time, NHES determined they no longer required this position and asked DoIT to unfund Position #11242 during the FY 20/21 biennium.

A/U	Class	Account	Account Description	FY 2020	FY 2021
77080000	010	500101	IT Employees	(\$53,177)	(\$55,464)
77080000	042	500620	Post-Retirement Benefits	(\$5,712)	(\$5,986)
77080000	060	500601	Benefits	(\$29,302)	(\$30,831)
				(\$88,191)	(\$92,281)

76660000-IT for Veteran's Council: Decrease FY 2020 by \$784 and decrease FY 2021 by \$0

Justification: The Federal VA requires that NH Office of Veterans Services staff use "PIV cards" (personal identity verification) in order to log into their Network from their laptops. Based upon this, the State's Mobile Security Software will not be needed.

A/U	Class	Account	Account Description	FY 2020	FY 2021
76660000	038	500175	Mobile Security	(\$784)	\$0
				(\$784)	\$0

Footnote Added:

The department of information technology is authorized to assess a fair and equitable charge for telecommunications and core network services, equipment and supplies. Such charges shall be made against departmental or institutional appropriations upon request and delivery. Funds arising from such charges shall be accounted for separately, and shall be continually appropriated to fund this account and for such purposes as may be approved by the governor and council.

**DoIT respectfully requests the following adjustments to the FY 20 and FY 21 *Additional Prioritized Needs* budget:**

76270000-IT for NH Employment Security: Decrease FY 2020 by \$193.00 and decrease FY 2021 by \$0.00.

Justification- The adjustment to Class 037-IT Hardware more accurately reflects the cost of hardware maintenance for the Mainframe used by the NHES federal cost accounting system.

A/U	Class	Account	Account Description	FY 2020	FY 2021
7627000	037	500165	Hardware Maintenance	(\$193.00)	\$0.00
				(\$193.00)	\$0.00

76660000-IT for Veteran's Council: Decrease FY 2020 by \$6,996.00 and decrease FY 2021 by \$1,600.00

Justification- The staff of Veteran's Services will have VPN/remote access into the Federal VA network for file storage and email. The State of NH email accounts are not needed at this time.

A/U	Class	Account	Account Description	FY 2020	FY 2021
76660000	038	500175	PC Software	(\$6,996.00)	(\$1,600.00)
				(\$6,996.00)	(\$1,600.00)

Agency and Description	2020	2021
003 - DoIT		
1		
<b>Capital budget or grant moved to operating budget</b>		
Cybersecurity Endpoint: Systems Center Configuration Manager		
Cyber security endpoints moved from capital to operating. To address protecting cyber endpoints and provide funding for vulnerability remediation efforts. Cybersecurity vulnerability if not approved.	\$ 607,377.00	
MS Systems Center Operations Manager		
Cyber security endpoints moved from capital to operating. To address protecting cyber endpoints and provide funding for vulnerability remediation efforts. Cybersecurity vulnerability if not approved.	\$ 36,000.00	
Professional Services for PCI/Shared, Hosted Environment		
Cyber security endpoints moved from capital to operating. To address protecting cyber endpoints and provide funding for vulnerability remediation efforts. Cybersecurity vulnerability if not approved.	\$ 15,000.00	\$ 15,000.00
2		
<b>New</b>		
Technology-Hardware		
Required to replace core telecommunication hardware that has reached end of life. Once the equipment reaches end of life, the manufacturer will no longer support the product and equipment failure will lead to an interruption of network services.	\$ 629,700.00	
3		
<b>New</b>		
SYSTEMS DEVELOPMENT SPEC VI		
Funding for a classified position to support Dept. of Safety's J-One Project. DOS will not have the required resources to move forward.	\$ 101,031.00	\$ 105,572.00
4		
<b>New</b>		
TECHNICAL SUPPORT SPEC V		
Funding for a classified position to support of DoIT's enterprise project management office. DoIT will not have the required resources to support this initiative.	\$ 97,507.00	\$ 101,977.00
5		
<b>New</b>		
SYSTEMS DEVELOPMENT SPEC IV		
Funding for a classified position in support of Dept. of Safety IT initiatives. DOS will not have the required resources to move forward.	\$ 88,021.00	\$ 92,080.00
SYSTEMS DEVELOPMENT SPEC VI		
Funding for a classified position to support Dept. of Safety's J-One Project. DOS will not have the required resources to move forward.	\$ 101,031.00	\$ 105,573.00
6		



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Agency and Description	2020	2021
<b>New</b>		
TECHNICAL SUPPORT SPEC III		
Funding for a classified position in support of Dept. of Ins and PUC IT initiatives. Insurance and PUC will not have the required resources to move forward.	\$ 85,136.00	\$ 88,995.00
7		
<b>New</b>		
TECHNICAL SUPPORT SPEC III		
Funding for a classified position in support of Dept. of Environmental Services. DES will not have the required resources to move forward.	\$ 86,961.00	\$ 90,814.00
007 - JC		
1		
<b>New</b>		
Mobile Security		
The JC will not be able to encrypt the hard-drive on a new laptop. This is standard for laptops containing confidential data.		\$ 56.00
Structural or contract increase		
Mobile Security		
The Judicial Council (JC) will not be able to encrypt the hard-drive on their existing laptop. This is standard for laptops containing confidential data.	\$ 20.00	
014 - DAS		
1		
<b>Structural or contract increase</b>		
Rightfax License/Maintenance		
The Department of Administrative Services (DAS) will not be able to purchase the necessary software to add additional storage to retain data in NHFIRST for the required length of time for audit purposes; DAS will not be able to upgrade 2 "end-of-life" SQL databases to remain supported by Microsoft for security updates and therefore cannot access these databases; DAS will not continue software support of the virtual servers that host the NHFIRST Oracle database and the NHFIRST application. Essentially, DAS will not be able to keep NHFIRST functional.	\$ 37,175.00	
DAS Will not be able to continue software support of the virtual servers that host the NHFIRST Oracle database and the NHFIRST application. Essentially, DAS will not be able to keep NHFIRST functional.		\$ 14,500.00
2		
<b>Structural or contract increase</b>		
Wireless Access Points		

Agency and Description	2020	2021
End-of-life wireless access points located within the State House Annex will not be replaced resulting in no wireless access in this building should they fail to function. Three end-of-life switches will not be replaced and if they fail to function, the Annex will loose connectivity to the state network, internet, and general server (application) access to include NHFIRST.	\$ 31,500.00	
Three additional end-of-life switches will not be replaced and if they fail to function, the Annex will loose connectivity to the state network, internet, and general server (application) access to include NHFIRST.		\$ 21,000.00
3 <b>Structural or contract increase</b>		
Disk Space/Backup Tapes		
DAS will not be able to back-up the additional data in NHFIRST related to the storage increase requested; they will not be able to pay for support & maintenance of the back-up server environment; and they will not own enough back-up tapes to retain copies of data should files/data need to be restored.	\$ 19,200.00	\$ -
4 <b>Structural or contract increase</b>		
Secure Email w-DLP		
DAS purchased Secure Mail software licenses in FY2018/2019 that was not specifically budgeted in Class 027. Secure mail encrypts emails to protect sensitive information contained in emails. They will have to stop using this software if this funding is removed.	\$ 4,320.00	\$ 4,608.00
5 <b>New</b>		
E-Mail CALs		
DAS will not be able to purchase Microsoft licenses designed to allow organizations to reduce the cost and complexity of meeting compliance requirements (Right to Know and Litigation Holds) with an integrated email archiving functionality and information protection capabilities.	\$ 12,825.00	\$ -
020 - DOJ		
1 <b>Structural or contract increase</b>		
Replacement Switches		
Three end-of-life switches will not be replaced and if they fail to function DOJ Headquarters will loose connectivity to the state network, internet, and access to their virtual server environment. The DOJ would have to stop using their Criminal Justice Information System (CJIS) compliant virtual server environment which houses their Prolaw application, Prolaw Database, file server, and various other DOJ software applications.		\$ 64,000.00

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Agency and Description	2020	2021
Three end-of-life switches will not be replaced and if they fail to function, the Office of the Chief Medical Examiner and the DOJ Headquarters will loose connectivity to the state network, internet, and access to their virtual server environment. The DOJ would have to stop using their Criminal Justice Information System (CJIS) compliant virtual server environment which houses their Prolaw application, Prolaw Database, file server, and various other DOJ software applications.	\$ 93,000.00	
2		
<b>Structural or contract increase</b>		
Tapes		
The DOJ virtual server environment will no longer have software maintenance support and the DOJ will not be able to upgrade 2 "end-of-life" SQL databases to remain supported by Microsoft for security updates. The DOJ would have to stop using their Criminal Justice Information System (CJIS) compliant virtual server environment which houses their Prolaw application, Prolaw Database, file server, and various other DOJ software applications.	\$ 35,500.00	\$ -
3		
<b>Structural or contract increase</b>		
Server Coverage (OPS)		
The DOJ will not be able to replace their end-of-life virtual server environment hardware. Maintenance on this hardware will not be purchased. If the DOJ server hardware environment fails; they would have to stop using their Criminal Justice Information System (CJIS) compliant virtual server environment which houses their Prolaw application, Prolaw Database, file server, and various other DOJ software applications.	\$ -	\$ 79,660.00
4		
<b>Structural or contract increase</b>		
Desktops & Monitors (Delta)		
The DOJ will not be able to replace 27 PC's that will be 5+ years old	\$ 21,340.00	
The DOJ will not be able to replace 28 PC's that will be 5+ years old		\$ 22,418.00
5		
<b>Structural or contract increase</b>		
MS Windows CALs w/SA		
The Department of Justice (DOJ) staff will not be able to access any information on any server that is running a MS Windows Operating System above version 2016.	\$ 9,588.00	\$ -
6		
<b>Structural or contract increase</b>		
OPS Back-Up Disk Destruction and Back-Up Tapes		
The end-of-life DOJ server backup environment will not be replaced and if it stops working; the DOJ servers and data will not be backed-up. They will not be able to restore any files/data from back-up tapes if needed.	\$ 8,000.00	\$ 7,000.00
021 - OPL		
1		

Agency and Description	2020	2021
<b>New</b>		
Board Members - Email		
Board Members on the OPLC Boards will not have state issued and maintained email accounts. The DOJ recommended this so that Board Members' personal email accounts and/or non-State work email accounts are not used which can contain confidential information or information related to a Litigation Hold and/or Right To Know request.	\$ 20,163.00	\$ 20,163.00
2		
<b>New</b>		
Laptops & Accessories (Delta)		
11 Laptops will not be purchased to be used by Board Members of OPLC Boards to access the States' secure ftp server when they are at the OPLC. Board meeting materials are currently uploaded to the secure ftp server so that Members can securely access meeting materials.	\$ 10,260.00	\$ -
022 - DBEA		
1		
<b>New</b>		
Laptops & Accessories		
This line was added to separate desktop and laptop replacement into two budget lines like all the other budgets - so not really new - as the cost would have been in the desktop line. Without this additional line the older devices will not be replaced.	\$ 5,130.00	
023 - DOS		
1		
<b>Structural or contract increase</b>		
Desktops & Monitors (Delta)		
Failure to fund this item will result in a significant number of PCs being beyond to 5/7 year replacement cycle.	\$ 14,550.00	\$ 46,874.00
Laptops & Accessories (Delta)		
Failure to fund this item will result in a significant number of laptops being beyond 5/7 year replacement cycle.	\$ 20,010.00	\$ 50,025.00
2		
<b>New</b>		
Software-Jone Project		
This is for funding an Enterprise Service Bus capability within the criminal justice information network. Failure to fund these items will result in the J-One program not able to advance in its implementation and further integrating data between, local law enforcement and various state agencies, including the judicial branch.	\$ 450,000.00	\$ 463,500.00
3		
<b>Structural or contract increase</b>		
VISION CONSULTANTS		

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Agency and Description	2020	2021
Failure to fund this item will limit the State's ability to add new features and expand capacity in serving the citizens of the state of New Hampshire. This limitations is a customer service issue.	\$ 500,000.00	\$ 500,000.00
4		
<b>Structural or contract increase</b>		
Contracted Services- DMV		
Failure to fund this item will result is a lost opportunity to realize future cost savings and take advantage of features cloud technology offers like capacity on demand and disaster recover.	\$ 190,000.00	\$ -
5		
<b>New</b>		
SAN Replacement		
Failing to fund this has will eventually cause production/operational issue due to limited disk space.	\$ 150,000.00	\$ -
6		
<b>Structural or contract increase</b>		
Switches & Load Balancers - municipal agents		
Failure to fund this item will result in not being able to procure the MDF or IDF switches either year. Failure to fund this item will have a potential network impact throughout the agency.	\$ 20,000.00	\$ 100,000.00
7		
<b>Structural or contract increase</b>		
State Police UPS		
Failure to fund these items will result system and network events affecting locations more frequently and for longer periods.	\$ 16,000.00	\$ 95,000.00
8		
<b>New</b>		
Video Management		
This cost represents the replacement of the obsolete facility video system. Failure to fund this item will result in a substantial increase in risk to employee and public safety. Cameras are a critical component of ensuring safety and delivering security. Failure to fund this item will also diminish the State's ability to properly monitor and administer agency locations	\$ 300,000.00	\$ 300,000.00
10		
<b>Structural or contract increase</b>		
Software- ASD		
Failure to fund this line item will prevent the agency from procuring any additional specialty software, additional licenses for new staff or unanticipated price increases.	\$ 40,000.00	\$ -
11		
<b>Structural or contract increase</b>		
Hardware- ASD		
Failure to fund these items will result in increased maintenance and operating costs.	\$ 208,000.00	\$ 210,000.00

Agency and Description	2020	2021
12		
<b>New</b>		
Hardware-Jone Project		
Failure to fund this item risks running an interagency system on an obsolete system beyond the 7 year cycle, that is out of warranty.	\$ 360,000.00	\$ 126,000.00
13		
<b>New</b>		
Software for VM		
Failure to fund this line item will result in the reduction of available virtual servers. This will directly increase hardware, software and management costs in the form of actual servers.	\$ 19,000.00	\$ -
14		
<b>New</b>		
COOP IPOC		
This cost represents the entire amount allocated for firewall and switch equipment at the IPOC. Failure to fund this item will delay the implementation of the IPOC's computing capability.	\$ 80,000.00	
This cost represents the entire amount allocated for firewall and switch equipment at the IPOC. Failure to fund this item will delay the implementation of the IPOC computing capability.		\$ 65,000.00
15		
<b>New</b>		
Hardware- DMV		
Failure to fund this item will result in direct delays to line staff serving customers. These delays will be high profile and public.	\$ 15,000.00	\$ -
16		
<b>Structural or contract increase</b>		
IT Consultants - MAAP / IDMS		
This cost represents a 5% increase to the current yearly contract cost. Failure to fund this item will limit the State's ability to ensure that there are qualified bidders as it is technically complex and has a long history of being sole source.	\$ 50,000.00	\$ 50,000.00
20		
<b>Structural or contract increase</b>		
Printer Maintenance - MAAP LEXMARK / CRMS		
This is the contract that will be ending. No Impact	\$ 80,918.00	\$ 80,918.00
17-A		
<b>Structural or contract increase</b>		
State Police Aircards		

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FY 20/21 Additional Prioritized Needs

Agency and Description	2020	2021
These funds are required to fund the state troopers ability to connect to technology as they are out on the road costs are currently at \$170,000 annually. Utilization is being driven by enhanced software systems and increased data requirements.	\$ 20,000.00	
17-B		
<b>Structural or contract increase</b>		
State Police Aircards		
These funds are required to fund the state troopers ability to connect to technology as they are out on the road costs are currently at \$170,000 annually. Utilization is being driven by enhanced software systems and increased data requirements.		\$ 30,000.00
18-A		
<b>Structural or contract increase</b>		
Contracted Services- ASD		
Vendor Repair Services - Non Warranty help with issues. Failure to fund this item will result in not being able to get escalation help with high priority issues.	\$ 12,000.00	
18-B		
<b>Structural or contract increase</b>		
Contracted Services- ASD		
Vendor Repair Services - Non Warranty help with issues. Failure to fund this item will result in not being able to get escalation help with high priority issues.		\$ 20,000.00
19-A		
<b>Structural or contract increase</b>		
IT Service Vendor-Highway Safety		
Failure to fund this item will result in Contracted Services needed for outside vendors to be non-existent.	\$ 15,000.00	
19-B		
<b>Structural or contract increase</b>		
IT Service Vendor-Highway Safety		
Failure to fund this item will result in Contracted Services needed for outside vendors to be non-existent.		\$ 15,450.00
9-A		
<b>New</b>		
Software-VISION Project		
Failure to fund this item will restrict DMV from provisioning any new employee positions with licensed copies of software.	\$ 35,000.00	\$ 50,000.00
9-B		
<b>New</b>		
Hardware-VISION Project		
Failure to fund this item will result in there being a shortage in available equipment for the Vision project and new employees. Delays will directly affect customers.		\$ 50,000.00

Agency and Description	2020	2021
<b>Structural or contract increase</b>		
Hardware-VISION Project		
Failure to fund this item will result in there being a shortage in available equipment for the Vision project and new employees. Delays will directly affect customers.	\$ 40,000.00	
024 - DOI		
1		
<b>New</b>		
IT Consultants		
The IT Strategic Initiatives Projects for NH insurance dept. NHID website redesign, implementation and hosting and Consumer Services Database enhancement (or) replacement would not be able to be completed.	\$ 100,000.00	
The IT Strategic Initiatives Projects for SharePoint, Financial system with SECURITY enhancements: Tax Collections (Revenue) and Financial Reporting and Analysis Tools enhancements will not be completed.		\$ 100,000.00
026 - DOL		
1		
<b>New</b>		
EDMS Upgrade		
Existing 20-yr old EDMS cannot migrate beyond Windows 7, presenting security & operational risk	\$ 984,721.00	
Potential inability to purchase ongoing support and maintenance to new EDMS		\$ 98,472.00
2		
<b>Structural or contract increase</b>		
Data Communications		
20-yr old cabling risks potential incompatibility between Cisco switching & cabling	\$ 104,930.00	
027 - NHES		
1		
<b>New</b>		
HP Maintenance		
These are all federal funds , no general funds involved. This is our normal annual HP maintenance fee. We had moved it from one line into a new line so that line was increased with that amount. But the older line decreased that amount. Without this maintenance that we have had for over 10 years NHES would have all its critical systems running on servers that were not supported and could not be fixed if any were to fail.	\$ 135,000.00	\$ 140,000.00
<b>Structural or contract increase</b>		
IBM Rational & WebSphere (UIM) and 3rd Party Maintenance		
These are all federal funds , no general funds involved. This is the software license and maintenance charge for NHES for the Main frame that the agencies federal cost accounting system runs on. Now that safety is off that main frame NHES needs to pick up the additional charges to maintain the system. Without this NHES would have no support for one of its most critical systems and could risk losing federal funding.	\$ 168,500.00	\$ 18,500.00
2		



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Agency and Description	2020	2021
<b>Structural or contract increase</b>		
Dollar Universe		
These are all federal funds , no general funds involved. NHES utilizes Dollar Universe for running all its batch jobs that generate all outgoing check and correspondence to the unemployed citizens of NH and to NH based employers. Dollar Universe is not supported by DoIT any longer so OPS has suggested moving to a different scheduling tool. This cost is to move to that new tool.	\$ 27,800.00	\$ 27,800.00
3		
<b>Structural or contract increase</b>		
VM Charges		
These are all federal funds , no general funds involved. NHES is moving from physical servers to virtual. This move makes the systems more supportable and much more seamless for disaster recovery. These are the increase for Vmware charges to make this happen. This is an increase up front but will save funding in the long run by not having to support all different physical servers.	\$ 143,900.00	\$ 24,900.00
4		
<b>New</b>		
POE Switches replacement, Routers, cables, etc. - Tobey Bldg. Equipment		
These are all federal funds , no general funds involved. This is to replace older switches and routers in the NHES infrastructure that are coming end of life and non-supported. If we do not approved this NHES will have a network infrastructure that cannot be supported and no longer able to have security patches and upgrades.	\$ 125,000.00	\$ 172,000.00
5		
<b>New</b>		
Server Upgrades - ELMI, Admin and NHUIS Replacement		
These are all federal funds , no general funds involved. This is to replace older servers in the NHES infrastructure that are coming end of life and non-supported. If we do not approved this NHES will have servers that are not supported and no longer able to have security patches and OS upgrades.	\$ 113,000.00	\$ 49,000.00
6		
<b>Structural or contract increase</b>		
Hardware maintenance, non-desktop, Plasmon Juke Box, tape drives, UPS, etc.		
These are all federal funds , no general funds involved. This is the hardware maintenance charge for NHES for the Main frame that the agencies federal cost accounting system runs on. Now that safety is off that main frame NHES needs to pick up the additional charges to maintain the system. Without this NHES would have no support for one of its most critical systems and could risk losing federal funding.	\$ 30,000.00	\$ -
7		
<b>New</b>		
UPS		

Agency and Description	2020	2021
These are all federal funds , no general funds involved. NHES will be unable to replace and upgrade the UPS devices supporting critical network and IT equipment in each NHES remote office. This will leave NHES with no recovery UPS in case of any power hits or interruptions.	\$ 4,860.00	
These are all federal funds , no general funds involved.NHES will be unable to replace and upgrade the UPS devices supporting critical network and IT equipment in each NHES remote office. This will leave NHES with no recovery UPS in case of any power hits or interruptions.		\$ 4,250.00
8		
<b>New</b>		
Secure Email w-DLP		
These are all federal funds , no general funds involved. On the recommendation of TSS, NHES is moving to secure email to protect citizens data and the confidential information it is in charge of for citizens and employers of NH.	\$ 4,305.00	\$ 4,592.00
035 - DNCR		
1		
<b>New</b>		
Consultant - Access DB		
If not approved, older Access Databases will not be updated and therefore will not be compatible with Office 2016.	\$ 5,000.00	
038 - TREA		
1		
<b>Structural or contract increase</b>		
Software - Virtual Sever Environment Charges		
The New Hampshire State Treasury will not be able to upgrade an "end-of-life" SQL database to remain supported by Microsoft for security updates and therefore will not be able to access this database. This database hosts the data for the States Debt Management System; Treasury's document sharing solution ("zerox doc-u-share") and their Anti-Virus software management module.	\$ 8,000.00	\$ -
043 - NHVH		
1		
<b>Capital budget or grant moved to operating budget</b>		
Electronic Medical Records - Annual Maintenance		
The New Hampshire Veterans Home (NHVH) Electronic Medical Records (EMR) maintenance has been paid by the Federal government under a capital project for EMR. That funding expires as of 6/30/19, they will need to load the full costs into class 027 starting in FY20. The NHVH will need to discontinue use of any modules of the EMR that they can not pay maintenance on.	\$ 26,465.00	\$ 31,788.00
2		
<b>New</b>		
Gerimenu, Sched Pro, Accucare, Res Comp Lab, Report Exec, Liaison ALLOY		

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FY 20/21 Additional Prioritized Needs

Agency and Description	2020	2021
The NHVH will not be able to integrate the Speare Memorial Hospital labs and the Concord Hospital radiology with the EMR system - PointClickCare.	\$ 27,461.00	\$ 30,577.00
3		
<b>Structural or contract increase</b>		
Energy Management System-Maintenance		
The New Hampshire Veterans Home will not be able to upgrade an "end-of-life" SQL database in the Production and Development/Test environments to remain supported by Microsoft for security updates and the NHVH will not be able to access this database. This database hosts the data for the Veterans Home Pharmacy database used to order and dispense medication for the Veterans.	\$ 7,160.00	\$ -
4		
<b>Structural or contract increase</b>		
Networking Equipment		
Three end-of-life switches will not be replaced and if they fail to function, the NHVH will loose connectivity to the state network, internet, access to their data housed on servers, and the Electronic Medical Records (EMR) system. Additionally, the Local Area Network (LAN) will not be upgraded from 1 Gig to 10 Gig to accommodate the additional devices needed for the Electronic Medical Records (EMR) system and VoIP phones.	\$ 76,000.00	\$ -
5		
<b>Structural or contract increase</b>		
Wireless Networking Equipment		
5 End-of-life wireless access points located within the NH Veterans Home will not be replaced resulting in limited wireless access in this building should they fail to function.	\$ 7,500.00	\$ -
6		
<b>Structural or contract increase</b>		
Desktops & Monitors (Delta)		
The NHVH will not be able to replace 24 PC's that will be 5+ years old	\$ 23,280.00	\$ 24,456.00
046 - DOC		
1		
<b>Structural or contract increase</b>		
Network Replacements		
If not approved, the agency will be in jeopardy of systems/network failure, impact to operations and additional maintenance costs associated with equipment repair and/or emergency replacement. Additionally, the agency will not be able to accommodate growing needs for operational network resources that benefit agency productivity and efficiency.	\$ 163,000.00	\$ 175,500.00
2		
<b>New</b>		
Time Clock Interface and Scheduling SW Licenses		

Agency and Description	2020	2021
<p>If not approved, the agency will continue to be unable to provide reliable, real-time information on the causes for overtime accrued in running the Department. The Department will have to continue to use security leadership time and accounting tech time to take self-reported data and synthesize to try to figure out overtime causes which detracts from their duties of providing security in lieu of using technology for efficiency.</p>	\$ 80,000.00	\$ 80,000.00
066 - VC		
1		
<b>New</b>		
Desktops & Monitors		
<p>The Office of Veterans Services (OVS) is planning to hire additional staff in FY2020. The Federal Veterans Administration has historically supplied this Office with Laptops, Docking Stations, 2 monitors per user, Keyboards, and mice. The Federal Veterans Administration will be taking back all hardware equipment as soon as replacement equipment can be ordered in FY2020. If this funding is not available OVS staff will have not computers to perform their work.</p>		\$ -
<p>The Office of Veterans Services (OVS) is planning to hire additional staff in FY 2020. The Federal Veterans Administration has historically supplied this Office with Laptops, Docking Stations, 2 monitors per user, Keyboards, and mice. The Federal Veterans Administration will be taking back all hardware equipment as soon as replacement equipment can be ordered in FY2020. If this funding is not available OVS staff will have not computers to perform their work.</p>	\$ 21,000.00	
2		
<b>New</b>		
Desktop Productivity Software		
<p>This funding is for the new software that will be required for the new devices to be used by new staff (does not include Email CALs and Windows CALs). The Federal Veterans Administration will be taking back all software as soon as replacement software</p>	\$ 6,016.00	
<p>This funding is for the new software that will be required for the new devices to be used by new staff (does not include Email CALs and Windows CALs). The Federal Veterans Administration will be taking back all software as soon as replacement software can be ordered in FY2020. If this funding is not available OVS staff will not have the necessary software to perform their work.</p>		\$ 1,600.00
3		
<b>New</b>		
E-Mail CALs - Enterprise		

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FY 20/21 Additional Prioritized Needs

Agency and Description	2020	2021
The office of Veterans Services may migrate into the Adjutant Generals Office and move from their current Veterans Administration email to the States central email in FY 2020 which will require that they purchase Microsoft exchange Client Access Licenses (CALs). If these are not funded/purchased and they move into the DoIT supported email system they will not be able to use our email environment until these CALs are purchased.	\$ 980.00	\$ -
4		
<b>New</b>		
MS Windows CALs w/SA		
The OVS staff will not be able to access any information on any server that is running a MS Windows Operating System above version 2016.	\$ 658.00	\$ -
075 - FGC		
1		
<b>New</b>		
Skype		
These licenses will greatly improve the communication and conferencing ability of FGC staff, especially remote users, reducing travel time and costs.	\$ 425.00	\$ 225.00
076 - HRC		
1		
<b>Structural or contract increase</b>		
Replacement switch/router		
An end-of-life switch will not be replaced and if it fails to function, the HRC will loose connectivity to the state network, internet, and access to their data housed on servers in the data center. If their end of life uninterruptible power supply (UPS) fails, the switch equipment will come down hard if the HRC loose street power which could cause other issues with their network access. HRC will not be able to purchase a wireless access point to be used in their conference room for investigation tasks.	\$ 9,200.00	\$ -
077 - NHLC		
1		
<b>New</b>		
Next Gen Project - Software Licenses		
This budget line is for licenses associated with the Next Gen Project. They are required to use the applications on the cloud. Licenses: Microsoft D365 Licenses (Annual Recurring Charges) - Retail, Finance & Operations (650k), CRM (71k), Devices (257k), BI & Skype ( 5k) and Azure Charges (200k). NHLC will not be able to operate its systems without these licenses.	\$ 1,000,000.00	\$ 1,183,000.00
081 - PUC		
1		
<b>New</b>		
Consultants for Support		

Appendix A  
 FY 20/21 Additior. Prioritized Needs

Agency and Description	2020	2021
The Commission would not be able to replace aging and degraded software critical to the Commission's operations. Outside resources are required to provide an integrated, cloud-based platform for agency data and document management needs.	\$ 200,000.00	\$ 200,000.00
2		
<b>Structural or contract increase</b>		
Hosted Solution Licensing		
This request is for 14 Hosted Solution software licenses to support Priority #1 without it we cannot proceed with the agency planning on a Microsoft Solution, most likely Dynamics 365.	\$ 42,588.00	
3		
<b>New</b>		
Network and Router Replacement and Maintenance		
This budget item is to replace the current End of life wireless controller. Without this upgrade there are potential Security vulnerabilities caused by discontinued updates to the device.	\$ 18,000.00	
084 - DRA		
1		
<b>Structural or contract increase</b>		
HW Maintenance for IBM and Document Imaging		
Increase due to second full high speed scanner being added and annual maintenance for the device to insure DR in the event that one scanner goes down. With new RIMS application, DRA no longer has the ability to bulk key documents if scanner is not available.	\$ 86,900.00	\$ 90,300.00
2		
<b>Structural or contract increase</b>		
Virtual Servers		
Critical MeF database will have SQL license go end of life and no longer supported.	\$ 45,000.00	
3		
<b>Structural or contract increase</b>		
ESRI Enterprise License Renewal, and USPS subscription		
USPS database cleansing for new system will stop .ESRI s tools will not be available to Municipal and Property field employees.	\$ 25,000.00	
USPS database cleansing for new system will stop.ESRI's tools will not be available to Municipal and Property field employees.		\$ 25,000.00
4		
<b>New</b>		
Skype		
inability for senior leadership to utilize messaging and application sharing technologies.	\$ 850.00	\$ 450.00
087 - PST		
1		

Appendix A  
FY 20/21 Additional Prioritized Needs

Agency and Description	2020	2021
<b>Structural or contract increase</b>		
Server Hardware		
End-of-life wireless access points located within Police Standards and Training rooms will not be replaced resulting in limited wireless access in this building should they fail to function. These replacements are funding over both years of the biennium. All recruit testing is completed online. Without wireless access law enforcement recruits would not have access to training materials or the online exams.	\$ 26,900.00	\$ 27,900.00
2		
<b>Structural or contract increase</b>		
IT Consultants		
This funding is for the purchase and implementation of replacement audio/video equipment at Police Standards and Training. This equipment is end-of-life and if it fails, they will not be able to provide distance Learning and communication between police departments throughout the state and Police Standards and Training.	\$ 23,000.00	\$ -
3		
<b>Structural or contract increase</b>		
Emergencies & After Hours Work		
Salaries/Benefits associated with PST OT	\$ 299.00	\$ 299.00
089 - BTLA		
1		
<b>Structural or contract increase</b>		
Desktops & Monitors		
The BTLA will not be able to replace 3 PC's that will be 5+ years old		\$ 3,057.00
Misc. Parts		
End-of-life switch will not be replaced and if it fails to function, the Board of Tax and Land Appeals (BTLA) will lose connectivity to the state network, internet, access to their data housed on servers, and the Legal Files system. BTLA will not be able to purchase wireless access points to be used in their conference room and Hearing room.	\$ 6,000.00	
2		
<b>Structural or contract increase</b>		
VM Annual Charge - application and database server		
The BTLA will not be able to upgrade an "end-of-life" SQL databases in the Production environment to remain supported by Microsoft for security updates and the Board will not be able to access this database. This database hosts the data for the Legal Files database which is the BTLA's primary system for their Cases Management.	\$ 8,000.00	
3		
<b>Structural or contract increase</b>		
Desktops & Monitors		

Agency and Description	2020	2021
The BTLA will not be able to replace 5 PC's that will be 5+ years old	\$ 4,850.00	
095 - DHHS		
1		
<b>Capital budget or grant moved to operating budget</b>		
Protech Solutions, Maintenance		
<p>Justification - Over the last 3 years DHHS replaced a legacy child support application with current technology leveraging Protech Solutions as the State's primary partner total capital expenditure of \$7.1M. This capital program will be completed in SFY 2019. Resulting in a maintenance and operations increase of \$2,364,300 in SFY 2020 and another increase to \$2,520,300 in SFY 2021 over the originally budgeted \$759,700. This increase ensures the staffing and expertise for maintaining the enhancements of the NECSES (New England Child Support Enforcement System) application.</p> <p>Without sufficient funding for maintenance and operations, BCSS is at risk of not meeting state and federal requirements for IV-D (Child Support) services, and failing federal data reliability audits, which will result in the loss of federal incentive funds, and potential fiscal sanctions against the IV-D and TANF (Temporary Assistance for Needy Families) programs. BCSS would also be at risk of diminished customer service and decreased support collections for children. This request qualifies for federal financial participation at a rate of 66%.</p>	\$ 2,364,300.00	\$ 2,520,300.00
2		
<b>Capital budget or grant moved to operating budget</b>		
Developmental Services IT Remediation Plan		
<p>Justification - These costs support contract costs/maintenance for the new IT system to manage the Bureau of Developmental Services HCBC waivers, including interfaces with New HEIGHTS and MMIS. If the system were not funded on an ongoing basis, 5,300 HCBC waiver clients would lose access to needed services and \$330,000,000 in provider payments would halt. Over 250 DHHS and Contract staff would not have an information system to perform their work duties. DHHS would have wasted the investment in the new system that was purchased in the previous biennium and would not satisfy the requirements identified in the LBA Performance Audit Report of February 2016 or the requirements identified in the 1915c waivers.</p>	\$ 370,000.00	\$ 388,500.00
3		
<b>Structural or contract increase</b>		
CA Workload Scheduler		
<p>Justification - Computer Associates (CA) Workload Automation provides us with a single point of control to define, monitor and manage scheduled and event-based activities across all of the Child Support (NECSES) applications and other platforms, which increases interoperability and reduces complexity and risks of inaccurate data entry. It reduces and simplifies our organization processes to include: scheduling definitions and code/solution reuse. Without the continued use of this tool, we would have to revert back to a manual process cancelling the investment made and efficiencies gained from the acquisition.</p>	\$ 19,085.00	\$ 20,039.00



Appendix A  
FY 20/21 Additional Prioritized Needs

Agency and Description	2020	2021
4		
Structural or contract increase		
TURBOCOURT Child Support Applications		
<p>Justification - The Bureau of Child Support Services (BCSS) is federally required to process applications for services within specified federal timeframes. Currently the department is performing this task manually and is unable to meet the minimum federal standard for efficiency of 75% to process the application. The current deficiency due to the manual process can directly impact federal performance incentive funds awarded to BCSS, and may result in financial penalties. Additionally the interoperability between the NH Judiciary, as a significant service partner and stakeholder to BCSS, is a major source of referrals to BCSS for services, but there is no access to automated services for parents upon the court's issuance of support orders. This results in significant delays for families to receive child support. This development will provide the capability to electronically create and submit a Child Support application on-line and from kiosks located at the courthouses and will improve performance and reduce the risk of not meeting federal requirements and facing financial penalties. This integrated solution would further provide positive outcomes for families by adding value to the customer experience, providing self-service capability, creating ease of access and increasing service effectiveness and efficiency.</p>	\$ -	\$ 250,000.00
5		
Structural or contract increase		
Tablets - NHH		
<p>Justification - 300 x Dell 5290 or equivalent Tablets (i5, 8GB RAM, 256GB HD) based computers with docks with touch at an estimated cost of \$1,400 each totals \$420,000. These units are needed to replace current manual paper based processes for consent for services as well as communications of needs. New Hampshire Hospital is looking to adopt the industry standard of utilizing tablet based computing to allow for point of service/care solutions by the nursing, physician and clinical staff serving the hospital clients. This machine will allow the business to leverage the touch capability to effectively treat patients at the time of service and eliminate potential weapons and ligature issues associated with cables and writing instruments</p>	\$ 420,000.00	
6		
Structural or contract increase		
Aircards to support the Tablets for deployment to NHH		
<p>Justification - 300 x aircard activations at \$34.99 per month for both fiscal years, amounts to \$125,964 annually. These aircards will be embedded in the 300 tablets to allow for contingency access to the network to ensure connectivity even when traditional wireless access is not operational. This is the first step in addressing the 24/7/365 needs of the New Hampshire Hospital's needs as well as providing a contingency plan for the current dependency on a single network connectivity point of failure.</p>	\$ 125,964.00	\$ 125,964.00
<b>Grand Total</b>	<b>\$ 11,982,160.00</b>	<b>\$ 8,904,652.00</b>

**Community College System of NH 2020-21 Operating Budget Request  
Presentation November 19, 2018  
Governor's Budget Panel**

Since late summer we have been discussing CCSNH's budget request with the Governor's team. What we present today is consistent with those discussions and is strongly in alignment with the education, training, and economic development priorities and needs of the State of NH as articulated by the Governor, Legislature and business community. We appreciate the opportunity to further discuss those today.

**CCSNH OVERVIEW**

*CCSNH is positioned for immediate and ongoing impacts on NH's workforce, and is one of the most critical institutions in the state to ensure economic resiliency through business cycles and economic transformations. CCSNH positions its academic programs and student support to meet the state's critical workforce needs in NH's most significant industries – including healthcare, advanced manufacturing, information technology, human services/addiction counseling, hospitality and skilled industrial trades -- and also to be a key provider of "middle-skilled" workforce for NH's emerging industries such as advanced composites and regenerative medicine.*

*CCSNH history shows clear focus on financial stewardship and student success. Over the past six years, tuition has risen only 2.4 percent, compared to 19 percent average for New England. CCSNH is highly focused on managing expenses through organizational efficiency and metrics-driven management. In 2015 CCSNH underwent a 16 percent personnel reduction, which included a 20 percent reduction at the system office. Thanks to a focus on best practice innovations in student services and investments in technology, CCSNH has improved student outcomes and academic program quality, as measured by workforce partnerships and transfer agreements to bachelors' programs. Today, CCSNH is a national model for student success.*

**Ninety-three percent of students attending NH's community colleges are NH residents.** *Over three-quarters of our graduates are employed in NH by the first quarter following their graduation (with a significant percentage of the balance continuing their education via our many transfer pathways). CCSNH not only builds talent, but we keep that talent here in New Hampshire strengthening our communities. CCSNH is a key driver of social mobility and community economic well-being. The CCSNH Board of Trustees and leadership is deeply committed to public mission and service to New Hampshire.*

*NH's community colleges help individuals, communities and the state's economy to be resilient – to respond when emerging opportunities and industries need a skilled workforce, and to support residents during economic downturns with training programs that enable them to adapt to changing needs. CCSNH helps individuals retrain for new jobs, helps businesses shift to new technologies and service needs, and helps communities transform themselves by partnering to recruit and support new industry. Keeping these local institutions strong in all cycles helps NH*

*avoid the most damaging effects of economic contraction and enables NH to optimize its growth opportunities.*

## **BUDGET REQUEST**

The focus on student success and economic alignment is carried out through our personnel. Salary and benefit adjustments represent what is required to meet contractual obligations (current and projected) with faculty and staff. This will help to ensure that CCSNH salaries do not fall further below regional medians for community college personnel, will support retention of talented faculty and staff, and help us maintain current mix of full time and adjunct faculty without deepening our overall reliance on adjunct instructors. It is in line with, or below, wage and personnel cost increases for similar staffing broadly and within higher education. The request also includes non-personnel operating expense two percent adjustment, which is below the current rate of inflation.

This level of funding will enable CCSNH to continue its progress on improving labor market and student success outcomes, and expanding partnerships with NH businesses. Labor market outcome strengths CCSNH presently demonstrates include:

- the highest average wages and lowest unemployment for associate degree graduates of any state in New England, and well above US average

Student outcome successes include:

- retention and graduation rates above national and regional averages
- continued growth in concurrent (Running Start) enrollment registrations.

Business collaborations include:

- hundreds of partnerships with employers across the state, in every region and every key industry sector.

Providing this support will enable CCSNH to continue to lead in student outcomes and remain affordable and accessible to NH families. It will also enable CCSNH to remain a lead institution in the state's 65 by 25 efforts. With this level of support, and without any unforeseen contingencies, CCSNH can commit to not raise tuition for at least one year, if not both, of the upcoming biennium. This is consistent with CCSNH's record of holding the line on student costs over the last decade better than any other institution of higher education in the state and region.

Much of the impact noted above is further detailed in the accompanying slides. While in the time available today we cannot present everything, or highlight impacts of each of our seven colleges within the regions they serve, we look forward to future opportunities to do so, with our presidents, industry partners, and board of trustees.



## **CCSNH FY20-21 Operating Budget Request and 65 by 25**

CCSNH's mission centers on student access and success, strengthening economic prospects for NH residents, and aligning with NH's workforce needs to meet NH's goal of 65 by 25

# Result Targets for FY20-21 Budget Request

- Grow programs in high need and opportunity areas to continue to strengthen and build New Hampshire's economy: focus on manufacturing, community healthcare, IT, skilled trades and other areas, including "on and off-ramps" for residents to continually access needed curriculum & programs
- Freeze tuition within the biennium
- Maintain personnel needed for programs and services, including paying attention to proportion of full-time:adjunct faculty
- Increase college-going rates of students from NH high schools, targeting regions with low college matriculation. Current strong progress working with DoE on pathways from HS/CTEs into college in NH, building links to NH employment
- Increase Running Start & Early College Enrollment, and Career Exposure and Readiness, in partnership with NH High Schools. *Enrollment up over 20% last year, with support of Governor's STEM scholarship program, trending towards additional gains*

RUNNING START ENROLLMENT STATE-WIDE	ACADEMIC YEAR	STUDENT COURSE REGISTRATIONS	PARTICIPATING HIGH SCHOOLS
	2017 - 2018	8,125	100
	2012 - 2013	5,573	97
	2007 - 2008	4,302	71

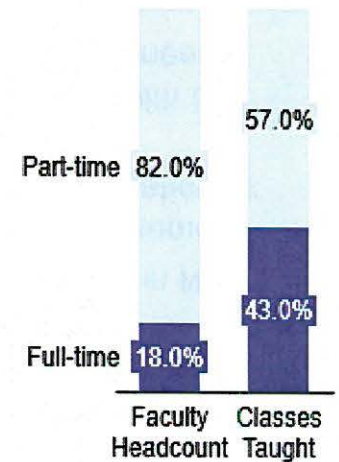
- Invest in Open Educational Resources (cost-free textbooks & course materials) to reach target of 30% of CCSNH course enrollment.
- Bring high-performing "co-requisite" remediation approach to scale at all seven colleges (remediation success in college-level courses with targeted supports)

# FY20-21 Budget Request Summary

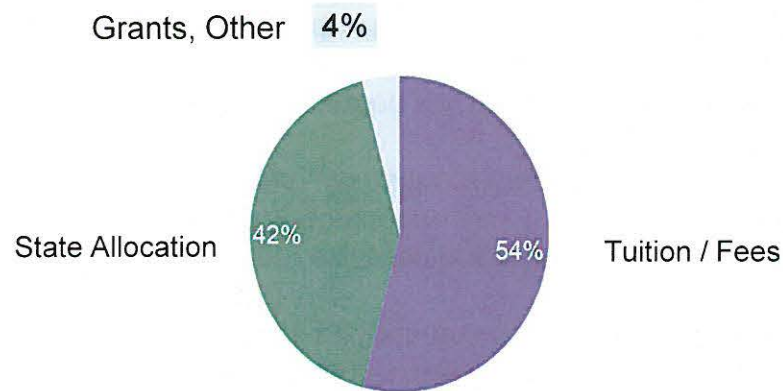
	FY19	FY20 Request	FY21 Request
State Support to CCSNH (see breakdown below)	\$47,075,000	\$53,478,000	\$54,205,000
Proposed Direct Support Initiatives (in CCSNH budget request, see slide 18)		\$ 2,450,000	\$ 3,000,000
Total Amount Contained in CCSNH/SONH budget request		\$55,928,000	\$57,205,000
<i>Additional funding for LPN programs – not contained in SONH budget document, proposed for FY19 surplus</i>		\$ 193,000	\$ 449,000

## Uses of Increased State Support:

- Funds personnel cost increases over biennium - an increase of \$11.91 in FY20-21, inclusive of salary & benefits. CCSNH achieves its mission through its personnel.
  - Supports current/projected headcounts which are already strained by 16% personnel reduction at colleges in 2015 and 20% reduction in system office
  - Avoids budget-driven increase to CCSNH's proportion of adjunct faculty (see figure, right)
  - Salary expense projected at \$8.05M (approximately 3 percent annual negotiated cost of living increase and 1 percent in annual step increases, inherited from agency status). Benefit cost increase is projected at five percent each year, or \$3.86 million.
- Supports anticipated 2% inflation on non-personnel expenses - \$1,623,000 over biennium
- Avoids tuition increase to meet expense needs
- "Direct Support Initiatives" are for targeted scholarship support described on slide 18



## Sources of Funding (FY18)



- CCSNH balances state allocation and tuition, trying to avoid further cuts to programs and services in lean operating environment, to **maintain capacity to address significant state workforce needs**
- CCSNH is committed to achieving operational efficiencies via such strategies as shared services

## NH Community Colleges focus on NH's needs in light of state's demographic & economic factors

With declining high school graduating classes and low unemployment, there is a clear need to:

- Focus on targeted programming and delivery strategies that **advance education and work skills of a greater percentage of high school students**
- Retain more of NH's college-going students in NH
- **Upskill NH's workforce – adults in NH with "some college" but no degree is 19% of adult population or 177,000, 10x number of annual HS grads**
- Address scarcity of employees/ applicants with the right skill-sets for employment opportunities/needs
- Remain affordable
- Support NH's economic resiliency

- For CCSNH\* the share of students from the bottom fifth of incomes as students who moved to the top fifth as adults is 16%, which is among the **top 10% for all community colleges across the country.**
- CCSNH rural colleges show the greatest economic mobility of all colleges in NH

*\*GBCC data not available*

# Investing in CCSNH Mission and 65 by 25 Vision is Investing in NH's Economic and Workforce Strength



## CCSNH Mission

*Our purpose is to provide residents with affordable, accessible education and training that aligns with the needs of New Hampshire's businesses and communities, delivered through an innovative, efficient, and collaborative system of colleges. CCSNH is dedicated to the educational, professional, and personal success of its students; a skilled workforce for our state's businesses; and a strong New Hampshire economy.*

## 65 by 25 Vision

*To maintain New Hampshire's positive economic indicators, including low unemployment and high per capita income, NH will need 65 percent of adults with education beyond high school. CCSNH is committed to achieving this vision by 2025.*

CCSNH helps individuals, communities and the state's economy in times of economic growth, and helps NH remain resilient during times of economic downturn, by adapting to the needs of the state and regions, including providing opportunities for NH residents to retrain and for businesses to recruit and employ in emerging fields.



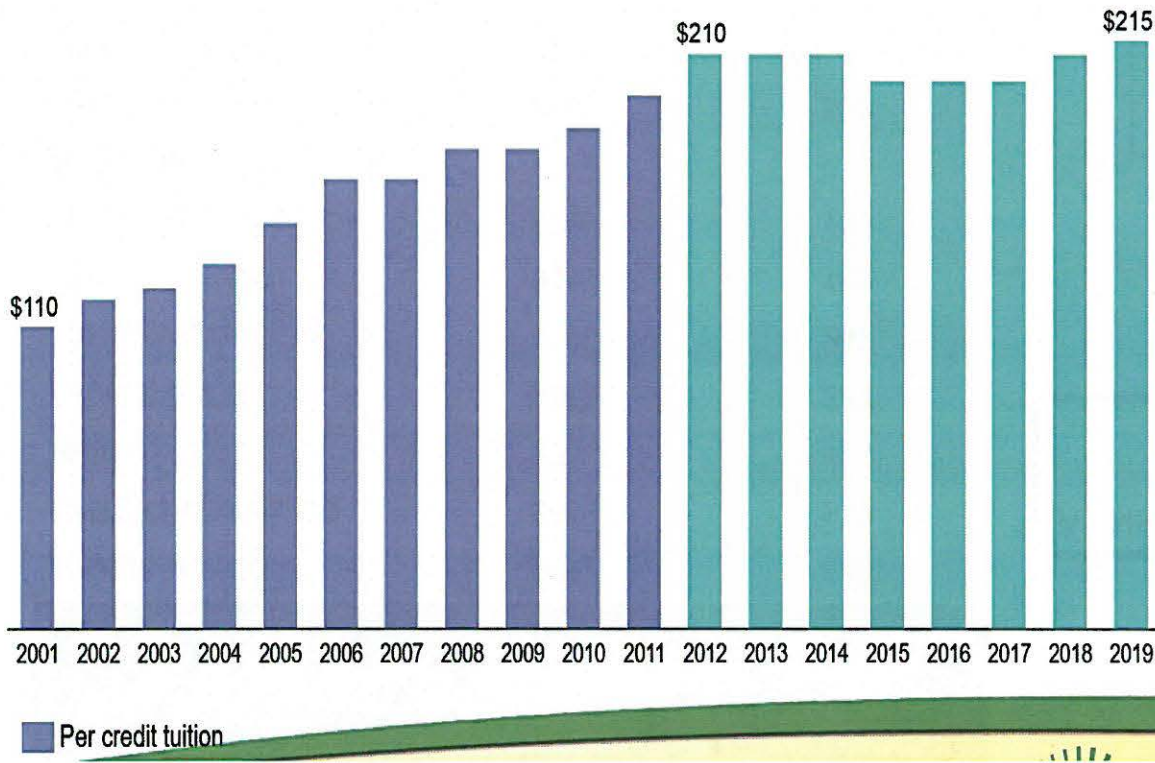
# How CCSNH Delivers on its Mission

- Campuses in **every region of NH** – to partner with local stakeholders to assess/meet regional needs and serve local populations
- *Supporting student success for all types of students. **93% of our students are NH residents** – learners of all ages seeking educational & career pathways that include:*
  - Associate degrees & certificates
  - Workforce training programs created in partnership with employers
  - Bootcamps, micro-credentials & “stackable” segments
  - Strong connections to high schools/CTE including low-cost dual-credit (Running Start/Early College)
  - Programs delivered on-site at companies around business schedule, online, on campus
  - Programs designed for transfer
- Mission requires agility to meet needs as they emerge
- CCSNH programs are part of a resilient and evolving economy
- *Targeted programming and delivery strategies that can counteract NH’s demographic and workforce challenges and meet NH’s needs*



## CCSNH Tuition – Prioritizing Affordability

- CCSNH has second-highest tuition rate for community college systems in country
- CCSNH tuition went up 2.38% from 2012 to 2019, compared to 19.4% in rest of New England
- Budget request designed to keep tuition flat for next two years



## Lowest College Tuition in NH

Annual Full-Time Tuition (in-state): \$6,450

In-state per credit: \$215

Out-of-State per credit: \$490

Focus since 2013 on arresting tuition increase trajectory, resulted in overall 2.4% increase over 6 years compared to 19% in rest of New England

## CCSNH - Serving NH Students

*Incoming 1<sup>st</sup>-yr students (total >100) % from New Hampshire*

INSTITUTION	% NEW / INCOMING STUDENTS FROM NH	# NEW / INCOMING STUDENTS FROM NH
Manchester CC	98%	537
NHTI, Concord's CC	98%	913
Nashua CC	96%	404
Great Bay CC	95%	387
Lakes Region CC	93%	247
River Valley CC	91%	162
White Mountains CC	87%	180
<b>NEXT HIGHEST % NH</b>		
PSU	49%	553
UNH (Durham)	42%	1,192
Rivier	42%	121
Colby Sawyer	40%	100
KSC	36%	375
New England College	23%	77

All NH Colleges, all states of origin: 15,379  
 All NH Colleges, NH origin: 6,221  
 CCSNH, NH origin: 2,830

*Serving NH students is a core mission element for CCSNH. Overall, 93 percent of CCSNH students are NH residents. Non-NH enrollment is typically attributed to serving a cross-border workforce with economic impact in NH.*

Source: EMSI labor market data, Freshmen Home State Report. Sourced from IPEDS. Includes all first-year postsecondary students enrolled in public and non-profit colleges and universities for the year 2016.

# CCSNH places premium on career advising, turning students into better consumers of higher education and keeping them in-state



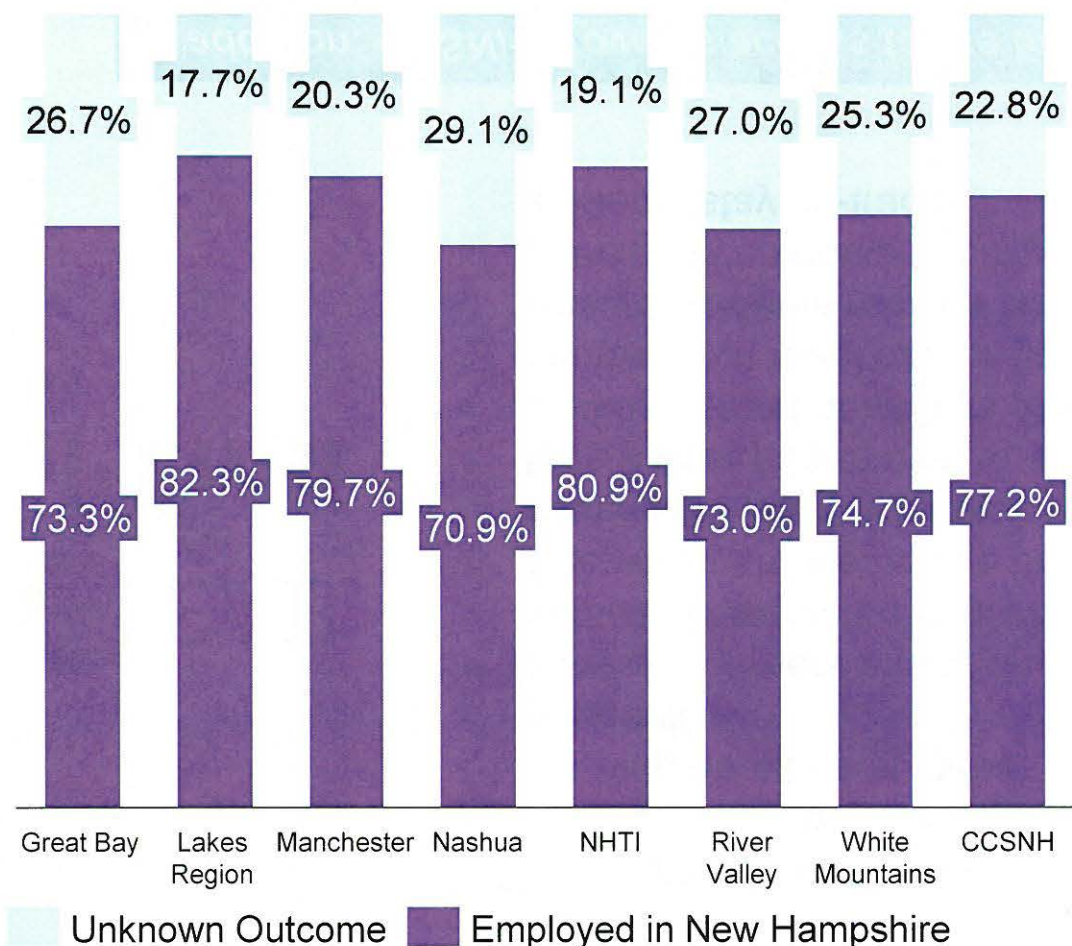
## CCSNH provides our students technology to

- Research career interests and conduct career assessment, learning about each career's typical tasks and requirements to gauge fit
- Evaluate careers based on how much they pay and whether that industry is expected to grow
- See which companies do the most hiring and explore live job postings to learn what they want from employees
- Map career information to educational pathways
- Conduct smart academic planning to match students to relevant courses that meet career goals
- Ensure students register onto semester-by-semester education plans, and empower faculty and professional advisors to ensure students stay on-track.

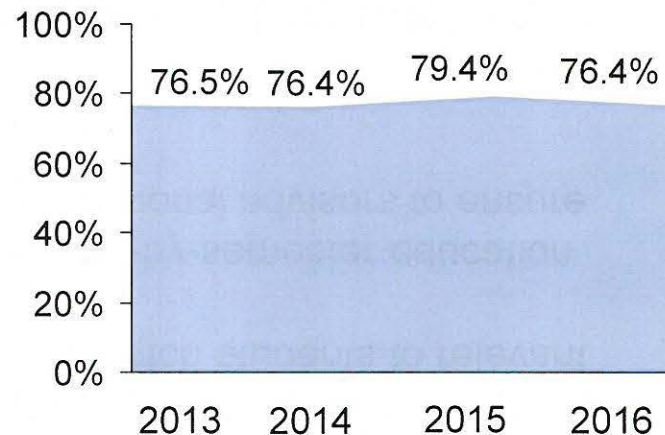
*In addition, CCSNH provides access to the EMSI Career Coach tool to all New Hampshire high school students, at no cost*

# Within one year, most CCSNH graduates have a job in NH

Percent of CCSNH certificate and degree completers employed in New Hampshire, Aggregation of 2013 - 2016



Percent of completers employed in NH, year-to-year



## Notes and Considerations

- For those who work in NH, seven percent live out-of-state
- **Data does not include self-employed or unemployed, or those continuing education full-time at baccalaureate level**

## CCSNH graduates students in high demand fields in NH

- CCSNH supplies NH with graduates in occupations with high projected annual openings and that require education beyond high school but less than 4-year degree, such as:
  - **Nursing (see next slide) and many other health care professions** including physical therapist assistant, dental hygienists, radiologic technologists, medical coding, surgical technologists
  - **Skilled trades** such as HVAC, electrical engineering technology, automotive technicians, marine engine technicians, mobile diesel equipment
  - **IT professions** across a range of sub-sectors including networking, web development, cybersecurity, tech support, VOIP, database administration, application developer, cloud services, specialized certifications (CISCO, Microsoft servers)
  - **Advanced manufacturing** positions such as robotics, advanced composites technicians, mechanical design, CNC programmer and operator, machine tool technology, nondestructive testing
  - **Business** professions such as accounting, HR management, paralegal studies, facilities management, sales and marketing
  - **Hospitality fields** including restaurant management, culinary arts, resort management, event and conference management
- **High employability** for individuals and **labor market alignment for NH economy**

# CCSNH Impact on NH Nursing Workforce

## NCLEX Pass Rates (2017)

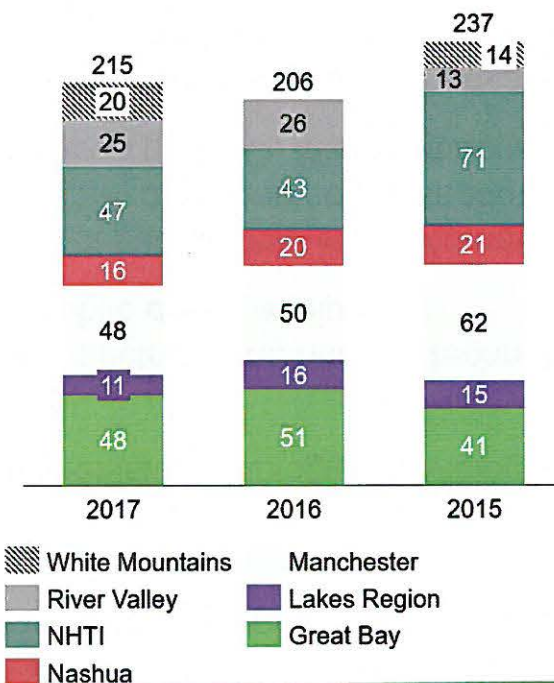
Great Bay CC	89%
Lakes Region CC	100%
Manchester CC	98%
Nashua CC	88%
NHTI (Concord)	88%
River Valley CC	92%
White Mountains CC	100%
Keene SC	76%
PSU	80%
UNH	100%

Source: NH Office of Professional Licensure

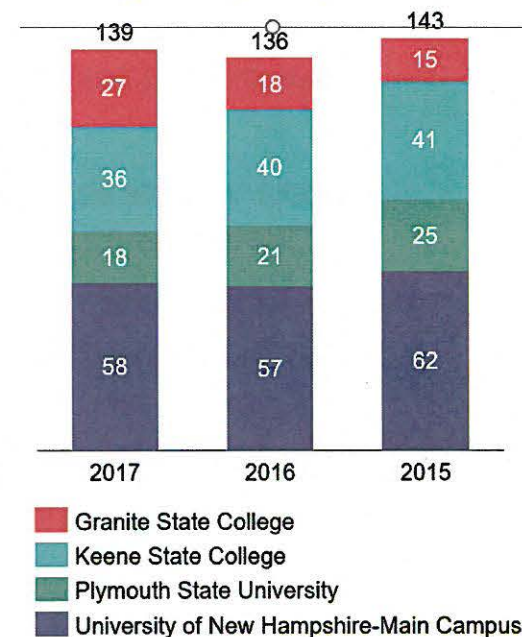
NH Average: 81%

- NH Community Colleges are largest provider of RN grads in NH among public institutions
- Local programs that serve NH residents in their communities, including many adults entering profession
- Graduates with ties to their NH communities and employers
- High quality programs with pass rates above state & national avgs
- Affordable, accessible

## RN grads (ADN) at CCSNH



## RN grads (BSN) at USNH

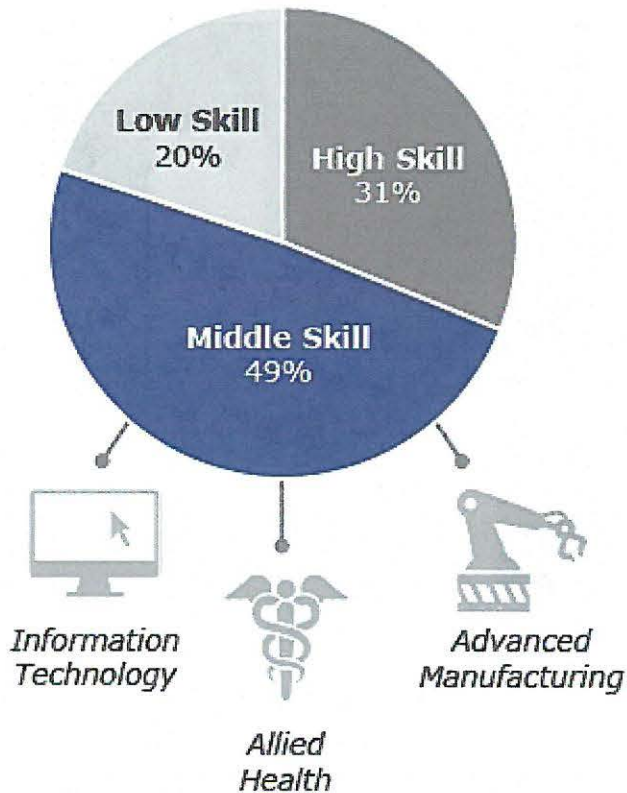


Sources: CCSNH: internal. USNH: IPEDS

# “Middle-skill” jobs are in increasing demand

## Middle-Skill Job Openings Plentiful

*Projected Job Openings by Skill Level, 2012–22*



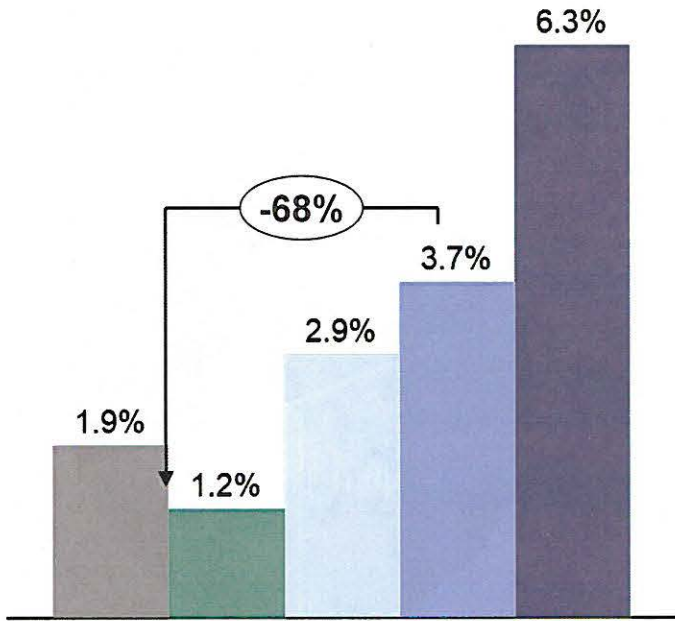
- NH postings and county-specific projections inform where we want to focus program development energy
- In New Hampshire, job postings in the last year have required skills in business, financial operations and management; healthcare; education; and STEM-related fields.

Source: “The Shifting Enrollment Landscape,” *Education Advisory Board* – citing National Skills Coalition, “United States’ Forgotten Middle,” 2014 and EAB Interviews

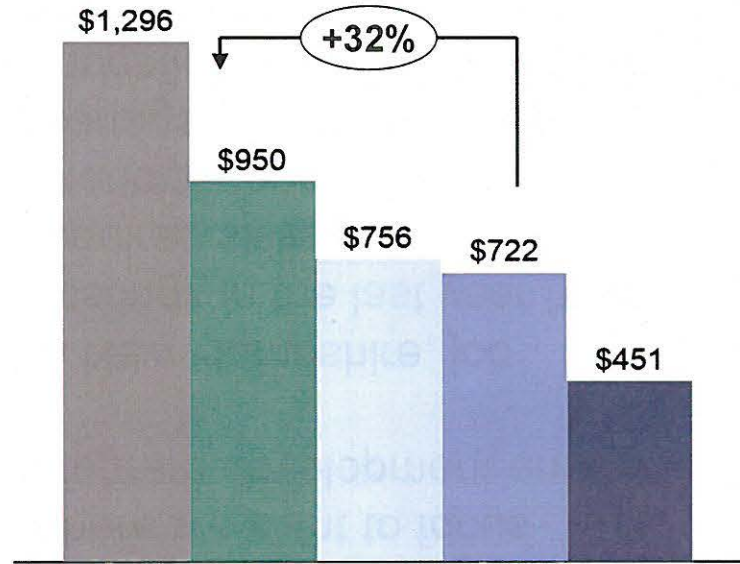


# NH Residents with an Associate Degree have significantly lower unemployment rates and higher income than those w/o

**NH Labor Force Statistics**  
**Unemployment Rate**  
 2017 Annual Avg



**NH Labor Force Statistics**  
**Weekly Wages**  
 2017 Annual Avg



Bachelors+
  Associate
  Some College, no Degree
  HS Grad
  Less than HS Grad

NHES: 2018-03-15 Labor Force and Wages by Age and Education

# CCSNH is working to optimize impact in a strong economy by up-skilling incumbent workers to the credentials/skills they need. Examples:



Customized program in aviation technology, with some semesters on-site at the company, some at Nashua Community College



Accelerated Medical Assistant program, where students receive tuition assistance and pay while attending college in bootcamp six-week full-time program.



Microelectronics bootcamp, advanced composites programs developed to align with hiring needs and career ladder opportunities



Training incumbent employees so company can incorporate new more productive equipment at its NH facility and "upskill" its workforce with LRCC's advanced manufacturing curriculum.



Up-skilling local (North Country) branch employees for increased retention, promotion and productivity



Statewide partnerships with local dealers and NH association, including co-op programs for students, scholarships, curriculum infused by industry representatives and job placements for graduates

## Other Examples of Industry Partnerships – local and statewide

- Lonza Biologics – customized biotech curriculum and employment pathways (Seacoast)
- Albany/Safran Aerospace - advanced composites, non-destructive testing (Rochester)
- Teleflex Medical (Jaffrey) – machine tool maintenance, OSHA requirements, blueprint specs
- Common Man family of restaurants (Statewide) – internship sites for culinary & restaurant management students
- Eversource (Manchester/Statewide) – co-created electrical lineworker training program
- New England Wire (Littleton) - CNC machining training
- Cottage Hospital (Woodsville) - specialized geriatric nursing care training
- Hitchiner (Milford) - robotics & mechatronics training
- Sig Sauer (Seacoast) - machining
- Whelan Engineering (Charlestown) - professional skills
- NE Delta Dental (Concord) - specialized customer service related to dental services
- Eastern Millwrights (Northern NH) - welding technology
- Seacoast Harley-Davidson - motorcycle technician training
- Eptam Plastics (Northfield) – advanced manufacturing
- New England Wire, Genfoot America, Burbdy, Rotobec (Northern NH) - CNC machining, 3D modeling, CAM
- Globe Manufacturing (Pittsfield)
- AML Partners (Franklin) - cybersecurity
- Rapid Manufacturing and Omni Components (Nashua area) – Advanced Manufacturing/CNC training
- Titeflex, GE, Scotia Technology, Axenics (Manchester area) – Tube formation certificate
- Specialized IT certificates to meet emerging needs
- ...and many more across NH. Specific partnerships and, ensuring curriculum reflects emerging needs in labor force

## Results Orientation and Record

1. **CCSNH has New-England-region leading graduation rates for the community college sector at 3-year, 6-year and 8-year levels**, and expects current retention strategies to have a dramatic effect on these outcomes
2. CCSNH's 3-year graduation rate has grown 19 percent in last five years, and **total degrees and certificates awarded is up 13 percent in last five years**
3. **77 percent of our graduates stay in state** and employed in New Hampshire the economic quarter following graduation –this rate of staying in-state is particularly important in high demand fields (e.g., nursing and IT) where 4-yr grads get pulled into Boston/Mass labor market
4. Graduates have **highest median earnings** in New England for CC grads and lowest unemployment rates in region, well below US average.
5. CCSNH is in **top ten percent among community colleges in the country in social mobility** (chance of moving from bottom income quintile to top).
6. High acceptance rate of CCSNH grads to UNH, SNHU and other 4-yr colleges, with very high (and increasing) percentage of full-credit transfer
7. Running Start course credits transferred to over **200 institutions nationally**.

## Direct-Support Proposals in Budget Request

### Targeted aid to students to incentivize NH college-going, completion

		FY20	FY21
"Finish Line" for adult Students	Support adults who are part-way toward a degree or cert - optimal target for upskilling NH workforce. Focus on high-demand fields. Level of funding to serve approx. 500 students annually	\$1,250,000	\$1,750,000
"Finish Line" High School/Career & Technical Education Students	Strengthen pipeline of NH high school grads in to NH colleges & counteract decline of HS grads/outflow to other states for college. Help HS grads complete a degree or cert in high-demand field, for those who have earned college credits through dual enrollment offerings. Funding to serve 100-150 students annually.	\$225,000	\$275,000
Addiction Counseling & Recovery Support	Aid for individuals in recovery to programs that will lead to stable employment; Aid to incentivize students to pursue degrees or certs in addiction counseling programs. Funding to serve approx. 250 students	\$975,000	\$975,000



New Hampshire

# Department of Education

## GOVERNOR'S BUDGET HEARING

FY 2020/2021 BUDGET REQUEST

**FRANK EDELBLUT, COMMISSIONER**

**TAMMY VAILLANCOURT, CHIEF FINANCIAL OFFICER**

November 20, 2018

# Department of Education

## Appropriations

	FY14	FY15	FY16	FY17	FY18	FY19	In process	
							FY20	FY21
General Fund Total	94,724,681	91,796,042	91,358,042	85,711,280	86,125,282	83,829,691	83,219,744	83,635,843
Federal Fund Total	226,667,625	231,426,417	227,553,805	227,207,065	225,799,708	228,257,073	220,518,594	222,212,280
Education Trust Fund	959,283,133	961,737,229	958,433,453	969,475,558	959,716,263	948,516,661	971,651,962	965,362,122
Inter-Agency							2,293,002	2,293,852
Other Funds	8,243,656	8,311,991	7,696,449	7,769,988	8,184,132	8,277,500	3,661,371	3,280,779
<b>Total</b>	<b>1,288,919,095</b>	<b>1,293,271,679</b>	<b>1,285,041,749</b>	<b>1,290,163,891</b>	<b>1,279,825,385</b>	<b>1,268,880,925</b>	<b>1,281,344,673</b>	<b>1,276,784,876</b>
General Fund Prioritized Needs							20,746,830	25,901,200
Total w/Prioritized Needs							<b>1,302,091,503</b>	<b>1,302,686,076</b>
Local Education Spending**	2,929,232,963	2,964,675,303	3,040,719,768	3,096,374,548	TBD 12/2018			
PK -12 Enrollment	183,223	181,056	178,328	176,314	174,875			
State Average Cost Per Pupil	14,001	14,375	14,902	15,311	TBD 12/2018			
<b>Total General Funds</b>	<b>94,724,681</b>	<b>91,796,042</b>	<b>91,358,042</b>	<b>85,711,280</b>	<b>86,125,282</b>	<b>83,829,691</b>	<b>103,966,574</b>	<b>109,537,043</b>
<b>General Funds State Aid</b>	<b>76,682,191</b>	<b>73,437,308</b>	<b>73,315,000</b>	<b>67,515,000</b>	<b>65,640,000</b>	<b>63,515,000</b>	<b>81,088,876</b>	<b>84,267,455</b>
077-Building Aid	45,181,264	42,800,000	42,800,000	37,000,000	35,000,000	33,000,000	38,509,549	41,688,128
600-Tuition & Transportation	7,422,619	7,400,000	7,400,000	7,400,000	7,400,000	7,400,000	10,835,798	10,835,798
606-Dropout Prevention	600,000	600,000	600,000	600,000	725,000	600,000	500,000	500,000
607-Statewide Special Ed	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
610-Career Tech Student Orgs	-	-	115,000	115,000	115,000	115,000	100,000	100,000
629-Special Ed Aid/078-Cat Aid	22,537,308	22,537,308	22,300,000	22,300,000	22,300,000	22,300,000	30,793,429	30,793,429
631-Building Aid Lease							250,100	250,100
<b>Pass Thru State Aid</b>	<b>12,360,218</b>	<b>12,515,200</b>	<b>11,650,399</b>	<b>12,683,092</b>	<b>13,909,802</b>	<b>13,638,480</b>	<b>14,712,898</b>	<b>14,709,347</b>
3015 602-Court Ordered Placements	2,500,000	2,500,000	1,500,000	1,500,000	1,500,000	1,500,000	2,000,000	2,000,000
1864 107-Scholarships-Orphans of Ve	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
1865 107-NE Board Higher Ed Schshps	147,000	147,000	147,000	147,000	147,000	147,000	147,000	147,000
3029 601/602-School Nutrition-Sec IV	1,016,003	1,016,003		1,015,313	1,016,003	1,019,701	1,019,701	1,019,701
2531 612-Assessment-State	2,250,000	2,250,000	2,250,000	2,250,000	2,250,000	2,250,000	2,250,000	2,250,000
4027 601-CTE Voc Ed-State	235,000	235,000	235,000	239,518	239,518	239,518	200,000	200,000
4039 601/602-Adult Education	2,891,640	3,021,764	3,982,913	4,147,436	4,148,436	4,148,436	4,047,150	4,043,599
2536 601-Field Programs-Match	3,271,828	3,296,686	3,486,739	3,335,078	3,335,098	3,335,078	3,400,000	3,400,000
3006 601-Ind Svcs-Part B	38,747	38,747	38,747	38,747	38,747	38,747	38,747	38,747
7534 102-NH Scholars Program							100,100	100,100
9007 107-Dual & Concurrent					850,000	950,000	500,100	500,100
4021 073-Robotics					375,000		1,000,100	1,000,100
<b>Sal/Ben/Operating</b>	<b>5,682,272</b>	<b>5,843,534</b>	<b>6,392,643</b>	<b>5,513,188</b>	<b>6,575,480</b>	<b>6,676,211</b>	<b>8,164,800</b>	<b>10,560,241</b>
Salaries	2,446,158	2,440,499	2,854,110	2,931,330	3,412,008	3,690,237	3,867,752	3,947,533
Benefits & Insurance	1,133,660	1,150,251	1,307,874	1,385,647	1,663,677	1,769,374	2,028,109	2,114,749
DOIT/Rent/Phone/Other	2,102,454	2,252,784	2,230,659	1,196,211	1,499,795	1,216,600	2,268,939	4,497,959
<b>Education Trust Fund</b>	<b>956,383,133</b>	<b>958,837,229</b>	<b>958,433,453</b>	<b>969,475,558</b>	<b>959,716,263</b>	<b>959,516,661</b>	<b>971,651,962</b>	<b>965,362,122</b>
District Public School Adequacy	936,064,198	936,064,198	931,015,998	932,482,099	925,637,420	912,081,734	920,209,542	913,919,702
Charter School Adequacy	20,318,935	22,773,031	27,417,455	36,993,459	34,078,843	36,434,927	40,442,420	40,442,420
Kindergarten Aid						11,000,000	11,000,000	11,000,000
<b>Headcount</b>	<b>303</b>	<b>303</b>	<b>288</b>	<b>288</b>	<b>294</b>	<b>294</b>	<b>282</b>	<b>282</b>

\*\* Does not include Charter Schools

# Department of Education

## FY20/21 Budget Request

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### Prioritized Needs

\$000s	SFY 20	SFY 21	Explanation
School Accountability	\$89	\$88	Position – School Accountability Program
Special Education Aid	\$8,493	\$8,493	Fully fund State's obligation
Robotics Education Fund	\$1,000	\$1,000	Continue to fund robotics education
Tuition & Transportation	\$3,436	\$3,436	Fully fund State's obligation
Dual & Concurrent Enrollment	\$500	\$500	Continue to fund college courses in which high school students earn college credit
NH Scholars	\$100	\$100	Funds to support NH Scholars Initiative
Building Aid	\$6,510	\$11,688	End moratorium & fund new building aid projects
Charter-Lease Aid	\$250	\$250	Est. to cover 30% of lease payments for Charter sch.
Court Ordered Placements	\$500	\$500	Increase appropriation to align with actual expenses of previous years



# Department of Education

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- Currently 294 full-time positions
- 1 New position request
  - ▣ School Accountability
- Eliminated 13 positions
  - ▣ 1 – NH Scholars position – no funds to support
  - ▣ 2 – Lack of Other Funds to support
  - ▣ 10 – Lack of Federal Funds to support

Good morning. It is an honor to be before you today to present the Department of Natural and Cultural Resources budget request for the 2020-2021 biennium.

This is the first time DNCR has presented a budget - as it only just became a Department in July of 2017 when Governor Sununu took advantage of an opportunity to leverage connections by merging Parks and Recreation and Forests and Lands with the State Library, Historical Resources and the NH State Council on the Arts.

This past spring Governor Sununu swore me in as the new Commissioner saying that I have "what it takes to drive DNCR onward into the future by supporting and growing our states creative economy while protecting the forests, lands, and waterways that make our state a great place to live, work, and raise a family."

This is what I was charged with and what I intend to accomplish - and the budget I bring to you today is designed to get us there.

The Governor's decision to create this new Department has already proven to be a wise move.

These 5 divisions share a mission to protect, preserve, promote and manage the State's natural and cultural resources, supporting New Hampshire's high quality of life and strengthening the experiences of our residents and guests.

DNCR is a big department.

In your packet you can review a snapshot of how large we are. We care for approximately 870 buildings of various types with a total value reaching nearly \$50 million. We also care for 22 bridges, 26 dams, 149 septic systems, 91 water systems and over 300 miles of roads and parking lots. We are heading into another busy winter season where we oversee the management of 7,200 miles of snowmobile trails - an important part of this state's booming outdoor recreation economy.

The significant scope of DNCR is also illustrated by the ways in which it touches many aspects of the daily lives of our citizens in every community in the state. If you need a certain book that your local library doesn't have, you can thank the State Library for providing the van service to get it to you. There are more New Hampshire high school students participating in "Poetry Out Loud" than play soccer. This program is organized by the State Council on the Arts. And with

our Historical Resources and management of Historic Sites, we provide stewardship of our past that has made us what we are today.

This Department is responsible for 504,104 acres of reservation and easement stewardship. We are responsible for the care of the forested landscape that defines our state and is so important to our economy. We provide the public with a wide variety of outdoor recreational opportunities on state-owned land and trails, support the NH forest-based economy through timber sales and state forest nursery seedling sales, conduct management to support wildlife habitat and important plant species and communities, conduct education and research programs; and ensure that state-held conservation easement properties are well managed and contributing to the state's economic and environmental health.

Planning for 2020 and 2021 is no small task. We must fulfill our statutory obligations while delivering excellent customer service. To that end, we recognize the need to invest wisely within our agency in order to successfully achieve these goals *while* honoring the fact that we are spending hard earned taxpayer dollars.

I am pleased to tell you that we have put together a budget request of \$54.4 million dollars that reflects the responsibilities we have and the opportunities we see to better serve the citizens of our state.

Comprised mainly by Federal and Other agency income funds, we are seeking a General Fund budget of \$9 million for each fiscal year -- which is only 1/6<sup>th</sup> or 16% of our overall budget.

With this yearly requested amount, we will be able to leverage the full use of these dollars.

This General Fund request of \$9 million reflects a ½ percent increase over the FY19 efficiency budget and includes \$1.4 million as prioritized needs for 2020 and 2021 which I will address shortly.

DNCR maintains a federally funded portion of the overall budget request of \$9.2 million, also representing about 1/6<sup>th</sup> of the departments total funding for FY20-21. The state benefits significantly from these federally funded programs – many of which require a state match. If the state does not provide this match, the federal funds targeted for New Hampshire are reallocated to other states.

Some examples of these federally funded programs include:

- Land and Water Conservation Fund (LWCF) which provides funding to support outdoor recreation projects throughout our state. More than 180 NH towns have benefited from this program over the years and just in this past year alone \$955,000 was awarded in grants to NH local communities.
- Forest and Lands Health, Protection & Management funding from the US Forest Service helps us with
  - pest and disease detection, monitoring, and control efforts
  - wildland fire suppression- which includes significant contributions to local volunteer fire services
  - and forest conservation easement acquisition
- Funding for the State Library is used to promote statewide support that fund public libraries activities such as interlibrary loan and summer reading programs. These funds do come with strings attached- we must maintain a level of funding from the state that does not go down below a rolling three-year average.
- The Historic Preservation Fund, in partnership with the National Parks Service is used to rehabilitate publicly-owned historic buildings, survey historic and archaeological properties, and complete *National Register of Historic Places* nominations and various other community-driven preservation planning and outreach programs.
- And the NH State Council on the Arts directs much of their federal funding to underserved populations. This includes our entire Arts in Health program in very rural areas of the state. This is an important part of the Council's mission and also a mandate from our funder, the National Endowment for the Arts.

The remaining \$36.2 Million consists of other funds as agency income and is generated primarily through our self-funded state park system. This substantial portion of funding represents the strength and anticipated continued growth and success of our parks-and-recreation business which has shown consistent growth for the *last nine years*. This is something we are extremely proud of!

The revenue from our state forests and parks not only supports their stewardship, but they are a significant economic driver in the state, providing jobs, supporting the forest products industry and making NH a great place to work and play.

Remaining sources are comprised of committed trust funds and other legislatively mandated dedicated funds with a small portion of transferred funds from interagency partnerships. Such sources include:

- Forest and Lands Management and Protection Fund - \$1.4m derived from timber sales and other forest products to fund management of forest reservations statewide.
- Forest endowment trust funds dedicated to forest education and stewardship – totaling \$500k
- Communication Tower Lease proceeds from a tower lease communication programs – that yields \$300k
- The NH Conservation Plate program – raising an amazing \$672k in FY18
- And OHRV and other off-road recreational vehicle registration revenues-that brings in about \$3.7 Million

Next, within the \$54 Million budget, we intend to *maintain* our record of making smart investments at the local level throughout our state and we intend to *increase and shift* some of these grants to better align with the needs and challenges facing our state. **Cumulatively, we plan to return approximately \$8 million in program revenue ranging from: grants in aid, to community trails and recreation maintenance, to outdoor recreation municipality grants, to arts development and historical artifact and site preservation programs.**

With this overall budget in mind, I would like to now make the case for our prioritized needs.

We have identified 5 new positions that we know, if filled, will allow us to better serve the citizens of our state.

We are asking for 2 new positions within the NH State Council on the Arts.

A “Grant Coordinator for Arts in Health” will allow this Department to better support our Governor’s mission to become a healthier state, freed from the opioid epidemic and in a stronger position to provide treatment and support for families dealing with mental health challenges.

Research clearly indicates that artistic interventions and activities can assist in the prevention of addiction, and in the treatment and aftercare of individuals with addiction and/or mental health disorders. The Arts Council currently makes grants in these areas but more can be done. The prioritized need request includes additional funds in the 073-Grants-Non Federal line for opioid and mental health- specific grants and partnerships and projects that serve veterans. It should be noted that increasing grants of this type also increases employment of creative workers and hence benefits the overall economy.

The second position we are requesting for the Council on the Arts is a "Program Assistant II".

This paraprofessional position will assist Division professional staff in developing and implementing grants, services, and visual and written communications. Our intention with this position is to have the individual assist *primarily* with the ever-growing Creative Communities program, managing databases, communicating with constituents, visualizing data for more effective communication about New Hampshire's creative economy, and assisting with the 'New Hampshire Creative Communities Network'. The PA will also assist in management of grant programs for communities and individual artists.

We see much opportunity to support New Hampshire's economic development and 21<sup>st</sup> Century Workforce Development goals. We are asking for additional funding in the 073-Grants-Non Federal line to:

-aid individual creative workers in accessing entrepreneurial training and opportunities to build their small businesses through a new mini-grant program. Both the Arts Council's Strategic Planning process and a convening in the spring called "Creativity Connects" identified this need.

Additional funding will add to our General Projects grant category to support projects related to creative placemaking. Such projects employ creative workers and generate excitement and interest in community spaces, which often results in increased business activity. In FY21, we are interested in creating a new grant category to support community cultural planning, to further business development and integration of creative businesses into the planning process.

Another specific way we know the NH State Council on the Arts can align with our state's goals is by supporting STEM to STEAM in our schools. It is now widely acknowledged that creativity is an essential component of training in science, technology, engineering and math. The Arts Council will meet this need with additional grants to K-12 schools for artist residencies that specialize in STEAM projects. Collaboration with other state agencies has been a successful

model for the Arts Division and an area where I see vast opportunity for this agency to be strategically focused on state-identified priorities.

I would also like to add that I have heard Governor Sununu get very excited when talking about attracting artists up from Lowell to move to our great state. By increasing our state's budget allocation from \$.30 to \$1 per capita he can show his commitment to the cultural sector as an important part of New Hampshire's economy and way of life. This increase would raise our state appropriation ranking from 44<sup>th</sup> in the country to 18<sup>th</sup> – a huge jump and one worth using as a tool to grow this sector of the economy.

This Department is also in need of 2 new Forest Rangers within the Division of Forests and Lands.

New Hampshire is the second most forested state in the nation, and this resource contributes to the social, economic, and environmental well-being of our citizens and visitors. Charged with protecting this vast resource is our state forest rangers. Whether enforcing environmental laws, assisting a local community with suppressing a wildfire, or protecting state properties from crimes, our forest rangers are on the front line. Ranger numbers have dwindled from 13 a decade ago to only 9 today. This number is not enough to keep up with the demands, so we are requesting two additional forest ranger positions in this budget to meet our statutory mandate of protecting over 4.5 million acres of forests.

There is one more position we are requesting.

The State of New Hampshire owns thousands of objects of historic value, located in the "State House Complex", at the state-operated historic sites, and at various other properties throughout the state. The collection *has immense historic and monetary value* and is consistently expanding. Various facilities managers, legislative committees and staff are responsible for these collections, but no professionally-trained individual exists in state government to assist them and provide the central organization and knowledge needed to ensure the collection's preservation, public access and interpretation.

The position of State Curator has existed for decades in state government but has not been funded for the last ten years. Recent conversations with the Executive and Legislative branches have demonstrated the need for funding the State Curator's position, particularly as it pertains to collections management, policies, and interpretation and the growing role of technology and digital platforms for curatorial functions.

The state's historical collections are irreplaceable, and without a State Curator in place to provide professional stewardship, organization and interpretation for the public, our irreplaceable collections are in danger.

As I conclude this presentation I wish to remind you that in his last budget address, Governor Sununu said,

“We are also reorganizing a new Department of Natural and Cultural Resources to create more comprehensive management and promotion of New Hampshire’s most treasured natural and cultural assets...In doing this, we want to acknowledge the natural beauty of New Hampshire, while supporting what we call ‘the creative economy’ which, I believe, to date has been really left on the sidelines. But, it is vital to the New Hampshire advantage and something that must be supported.”

The work accomplished within the NH Department of Natural and Cultural Resources clearly plays a vital role in maintaining the quality of life that we are so proud of.

The work we do can also align strategically with the goals set forth by our Governor.

The merging of these 5 divisions allows for more synergy internally as we have direct lines of communication and can share best practices and build upon existing relationships... but we are a Department poised to be even more beneficial to our citizens.

We are positioned to bolster our economic future through a robust and responsible outdoor recreation economy and a creative economy that is being recognized as a priority in communities large and small.

We are a department that can serve as the vehicle to deliver a great first impression to the many visitors who come here and *wish* they could live where they vacation. *They can!*

We are a department that can connect with the many Granite Staters struggling with recovery and mental health issues – the arts and the great outdoors create room for healing that traditional methods cannot.

And we are a department that can support students who want to graduate with a career ready education in Science, Technology, Engineering, the Arts and Math.

Thank you for your time today we are ready to answer any questions you have.



**STATE OF NEW HAMPSHIRE  
DNCR FACT SHEET**

Budget Summary (In Mil)	DEPARTMENT OPERATING BUDGET				CAPITAL BUDGET	
	ACTUALS	ADJ AUTH	AGENCY	AGENCY	FINAL	
	FY 18	FY 19	FY 20	FY 21	FY 18-19	
General Funds	\$ 7.3	\$ 7.6	\$ 9.0	\$ 9.0	State Parks*	\$ 3.9
Federal Funds	\$ 7.3	\$ 8.2	\$ 9.2	\$ 9.2	Forests & Lands	\$ 1.0
Other Funds	\$ 31.0	\$ 34.4	\$ 36.2	\$ 36.4	State Library	\$ 0.5
<b>Total</b>	<b>\$ 45.6</b>	<b>\$ 50.2</b>	<b>\$ 54.4</b>	<b>\$ 54.6</b>	<b>Total</b>	<b>\$ 5.4</b>

\* Park Fund \$200k - Jenness Beach

POSITION COUNTS (FY 20)				DNCR FLEET		# vehicles
Division	Classified	Unclassified	Total			
Commissioner's Office	28	1	29	Passenger Autos	7	
Forest and Lands	51	1	52	Trucks	153	
State Parks	69	2	71	Vans / Buses	4	
State Library	33	1	34	Mobile Equipment	50	
Arts Council	8	1	9	Snowmobiles / OHRV	76	
Historical Resources	12	1	13	<b>Total</b>	<b>290</b>	
<b>Total Full Time Permanent</b>	<b>201</b>	<b>7</b>	<b>208</b>			

HISTORICAL RESOURCES		
Seasonal:	Winter - 350+ / Summer - 560+	
Part-Time	200+	
Full-Time Temp:	22	
Historic tax credit proj under review	15	
Tax credit projects, investment value	\$62,802,683+	
State & Natl Register listed properties	8,662	
Inventoried property records	10,500+	
Archaeological sites	3,700	
Historic Highway Markers	259	
Preservation easement properties	40	
Fed & State project reviews	1,000+	
Fed & state Agy regulatory partners	70	
Certified Local Govts, local commissions	107	

STATE RESERVATIONS DATA - FORESTS & PARKS	
<b>Total Reservation and Easement Acreage Stewardship</b>	<b>504,104</b>
State Owned Reservations (acres)	169,170
Federal Flood Control Area (acres)	13,446
Fish & Game (acres)	53,479
<b>Reservation Acreage</b>	<b>236,095</b>
<b>Conservation Easements acreage</b>	<b>268,009</b>

Miles of Boundary Line Maintained	1,206		
Average Acres Treated Annually	1,573		
Board Feet Timber Harvested Annually (10yr avg)	11.3 million		
Campgrounds / Sites	23 / 1,427		
Day Use Parks	38		
Historic Sites	16		
Natural Areas / Waysides	8 / 7		
State Beaches (Lake & Ocean)	22		
Ski Areas (Downhill & X-country)	4		
Miles of Snowmobiles / OHRV trails	7,200 / 1,200		
Seacoast Metered Parking Spaces	1,644		
Retail Outlets in Parks	37		

**DNCR BUILDINGS INFRASTRUCTURE**

Total Buildings - Various Types	870		
Total Sq Ft Buildings	856,260 ft		
Building Value \$ (Millions)	\$48.60		
Roof Area Sq Ft	904,908 ft		
<b>Other Structures:</b>			
Pit Toilets	110		
Dams	26		
Bridges	22		
Wells	91		
Septic Systems	149		
Toilet/Bathroom Buildings	85		

STATE LIBRARY	
State Library Collection	650,000 vols
Blind and Physically Handicapped - Clients served	2,592
Inter-library loan prog items delivered	750,000 items
Delivery milage	250,000
Technology instruction sessions	75
Database usage	650,000 sessions
NH State Government Digital Document Depository	70,000 Docs

STATE COUNCIL ON THE ARTS	
FY17 Grants to communities	\$560,436
# of Grants	100+
Direct Economic Spending leveraged	\$40 million
Artists employed thru grant program	4000+
State Art Collection # disbursed	650+
% for Art Program # disbursed	350+



Dept 35 Fund Mix FY 20-21

Department of Natural and Cultural Resources Fund Mix Total					
<b>FY18 Actuals</b>					
	General Funds	Federal Funds	Other Funds	Total	Comments
	16.0%	16.0%	68.0%	100.0%	
<b>FY 19 Adj Auth</b>					
	General Funds	Federal Funds	Other Funds	Total	Comments
	15.1%	16.3%	68.5%	100.0%	
<b>FY 20 Budget</b>					
	General Funds	Federal Funds	Other Funds	Total	Comments
	16.5%	16.9%	66.5%	100.0%	
<b>FY 21 Budget</b>					
	General Funds	Federal Funds	Other Funds	Total	Comments
	16.5%	16.8%	66.7%	100.0%	

Dpt 35 Fund Mix by Div FY 20-21

DNCR Fund Mix by Division

		FY 18 Actuals	FY 19 Adj Auth	FY 20 Budget	FY 21 Budget
<b>Commissioner's Office</b>					
	General Funds	60.0%	53.3%	48.0%	47.1%
	Federal Funds	0.0%	0.0%	0.0%	0.0%
	Other Funds	40.0%	46.7%	52.0%	52.9%
		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Forests and Lands</b>					
	General Funds	27.5%	35.4%	37.2%	36.5%
	Federal Funds	33.0%	13.4%	11.6%	11.8%
	Other Funds	39.6%	51.2%	51.2%	51.8%
		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Parks and Recreation</b>					
	General Funds	0.7%	0.0%	0.0%	0.0%
	Federal Funds	6.5%	10.5%	12.9%	12.8%
	Other Funds	92.8%	89.5%	87.1%	87.2%
		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>State Library</b>					
	General Funds	56.5%	41.2%	40.5%	42.1%
	Federal Funds	43.5%	58.8%	56.8%	55.3%
	Other Funds	0.0%	0.0%	2.7%	2.6%
		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Arts Council</b>					
	General Funds	41.7%	38.5%	63.6%	63.6%
	Federal Funds	58.3%	61.5%	36.4%	36.4%
	Other Funds	0.0%	0.0%	0.0%	0.0%
		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Historical Resources</b>					
	General Funds	33.3%	28.6%	33.3%	33.3%
	Federal Funds	66.7%	71.4%	66.7%	66.7%
	Other Funds	0.0%	0.0%	0.0%	0.0%
		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>



Community Development  
Block Grant Program  
Governor's Budget Hearing

November 20, 2018

Dear Governor Sununu, Commissioner Arlinghaus, Budget Director Zellem and Legislative Leadership:

Over the next two fiscal years, the Community Development Finance Authority (CDFA) will administer approximately \$17.69 million in Community Development Block Grant (CDBG) funds from the Department of Housing and Urban Development (contingent on confirmation of federal funding levels). CDFA deploys CDBG funds to eligible municipalities to support the development of viable, sustainable and equitable communities by expanding economic opportunities, providing decent housing and a suitable living environment for persons of low- and moderate-income in New Hampshire.

The CDFA Board of Directors respectfully requests continued match funding from the State of New Hampshire in **the amount of \$392,000** over the next biennium. The request of \$196,000 per year represents a required match of state funds for New Hampshire's annual allocation of federal block grant funds under the CDBG Program. CDFA has the responsibility to administer this program under RSA 162-L:11-L:19.

In calendar years 2016 and 2017, funds from the state CDBG Program have created and/or retained nearly 174 livable wage jobs with benefits; rehabilitated or preserved over 536 affordable and workforce housing units; supported 892 micro businesses; and improved the lives of over 4,647 people in our state. CDFA has administered the annual allocation of federal CDBG funds on behalf of the State since July 2003, guiding the investment of more than \$130 million into New Hampshire communities. These critical resources have been deployed across the state and have made a significant impact on economic development, housing and community-based initiatives.

State CDBG funds are highly sought by municipalities and counties throughout New Hampshire, making the program highly competitive and resulting in highly effective projects. In addition, CDFA has consistently sought out ways to improve its operating efficiency to reduce its costs.

With the state's financial support, municipalities and counties within New Hampshire will benefit from more than \$17 million in federal funds to improve the lives and well-being of low- and moderate-income citizens of the state.

Respectfully,

Katherine Easterly Martey  
Executive Director

**NEW HAMPSHIRE PUBLIC UTILITIES COMMISSION**  
**Fiscal Years 2020-2021 BUDGET PRESENTATION**

**November 20, 2016**

The Public Utilities Commission (Commission) consists of three Commissioners and a staff of 70, for a total of 73 full-time, permanent employees. The Site Evaluation Committee with one full-time permanent position and the Office of Consumer Advocate (OCA) with 5 full-time, permanent employees are attached to the Commission for administrative purposes. I will address the SEC's budget later in my remarks and the Consumer Advocate, Donald Kreis, will speak to the OCA's budget separately.

The Commission is a quasi-judicial agency within the executive branch. As explained below, **it receives no general funds**. The Commission's core mission over the years has been to ensure that public utilities provide **safe and adequate service at just and reasonable rates**. In one of our most visible roles, we continue to adjudicate cases concerning electric, gas, telecommunications, and water utilities. The Commission's regulation of electric and telecommunications rates and terms, however, has undergone transformation. Electric energy rates are now market based and telecommunications rates have almost no regulation beyond the provision of basic service. The Commission's role, while different, has not diminished as it polices markets to ensure structures are in place to engender competition rather than regulation wherever possible. We also actively monitor wholesale markets and advocate when appropriate to protect the State's interests.

In recent years, the role of our Safety Division has grown, responding to storm events and grappling with cyber security risks. Our Consumer Affairs Division responds to approximately 8,000 consumer inquiries and complaints a year. We provide technical assistance to legislative committees and the Governor and we advocate at the regional and national levels on wholesale issues that affect New Hampshire citizens. In addition, the Legislature significantly expanded our core mission to include the administration of the Renewable Energy Fund and the Energy Efficiency Fund, and revamped the Site Evaluation Committee and attached it administratively to the Commission.

Before I review the budgets for each program accounting unit, I would like to note that we have achieved a Department efficiency budget that is within the Governor's expenditure target and will support current programs in a cost-effective manner. We have, however, requested additional funding for IT purchases to replace aging software applications that are at 'end-of-life.' Identified in our Information Technology Plan, those programs include critical applications such as automated docketing and case management for the Commission, the Site Evaluation Committee, and the Office of the Consumer Advocate, as well as the Commission's Consumer Affairs Interactions database. We expect the old applications will be replaced, in part, with a cloud-based Microsoft Dynamics solution, SharePoint and Drupal for web content. Development and managed services provider contracts will be outsourced.

**Office of the Commission**

Regulatory demands on the Commission continue to evolve. Advancements in technology, i.e., smart grids, distributed generation, renewable energy, energy efficiency, and storage, affect the production and distribution of energy and must be addressed in the context of our current industry structure. Rising costs of transmission and increasing physical and cyber threats present additional significant challenges for electric utilities. We, as regulators, must find ways to assure our utilities financial health while managing these

potentially industry-wide transformative pressures. We are prepared to meet these challenges with the same level of staffing by reassigning or reclassifying personnel when required.

Our largest expense other than salaries and benefits is the transfer to OIT of \$663,697 in FY20, which accounts for approximately 6.9% of our budget request. Approximately one-quarter of that expense is assigned to us and not within our discretion. Server replacement, an increase in storage capacity, software renewals, and consultant services have increased our IT budget significantly over FY18 actuals.

Transfers to other state agencies for non-discretionary expenses such as our lease at the Walker Building, Indirect Costs, Retirees Health Insurance, Telecommunications, and funding for two Attorney General Positions account for approximately 9.5% of our budget. Our consultant line was also increased in FY20 and FY21 to allow for participation in a multi-state effort to study and develop solutions for natural gas pipeline constraints and wholesale market issues that adversely impact energy rates in New Hampshire. Efforts were made to level fund or reduce the remaining operating expense items. **In summary, our efficiency budget for the Office of the Commission reflects an approximate 1% decrease for FY20 above FY19 adjusted authorization and a 1.6% increase for FY21 above FY20.**

### **Ratepayer Impact**

The Office of the Commission is the program appropriation unit for the Commission's core responsibilities. It is funded almost exclusively by an assessment on the gross utility revenue of regulated utilities, pursuant to RSA 363-A. The assessment also includes certain other entities that are not public utilities such as providers of competitive energy and telecommunications services. Those entities are not assessed on their revenue but are subject to either a direct or a minimum assessment. The Commission receives no general funds. The Commission's FY19 assessment to support our current budget was calculated based on New Hampshire operating revenues for regulated utilities of approximately \$2.3 billion dollars. For a customer with monthly utility bills totaling \$100, approximately 37cents go to fund the Commission's activities.

### **Safety Division**

The Commission's Safety Division receives 70% of its funds from a federal grant provided by the U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration (PHMSA) and the remainder from an assessment on New Hampshire gas utilities. The Safety Division has three major tasks: (1) to ensure gas pipeline safety in accordance with Commission rules and standards established through the federal Gas Pipeline Safety Act; (2) to administer the Underground Utility Damage Prevention Program (DigSafe); and (3) to perform duties associated with state emergency preparedness and homeland security. The Safety Division continually receives outstanding scores on its annual audit evaluation by PHMSA and ranks in the top five among states for enforcement actions that result in fines. We expect to deliver the same level of service in FY20 and FY21.

The largest new expense for the Division is the purchase of a mid-range SUV to be used by inspectors in order to provide safe access to rough terrain during field inspections of utility right of ways, crossings of state lands and public waters, and pipeline construction. Additional funds were also budgeted for office rent at the request of the federal government and a temporary position to employ a college engineering student as an intern for crossing petitions. Finally, the position responsible for administering the DigSafe program was transferred to

the Safety Division from the Office of the Commission. Accordingly, the FY20 budget for this unit increased 18% over FY18 actuals, but that the increase is reduced to 3.8% in FY21.

### **Renewable Energy Fund**

In 2007, the Legislature established renewable portfolio standards (RPS) that require providers of electricity to meet specified percentages of their supply through renewable generation. If providers cannot obtain renewable energy certificates to meet the required percentages, they must make alternative compliance payments (ACPs) to the Renewable Energy Fund (REF). ACP revenue fluctuates from year to year depending on the price and availability of renewable energy certificates in the regional energy market (CT, RI, MA, ME and NH), and the level of the ACPs in each of those states. Because the actual ACPs received here are the product of a regional energy market outside of our control, we cannot project with certainty what revenues will be. Accordingly, the FY20 and FY21 budget contains REF revenue projections of approximately \$5 million each year. The Commission has the ability to modify with certain conditions RPS class requirements and, in fact, has reduced Class III (which includes eligible biomass) requirements. The Commission determined that because there simply were not enough Class III credits available, it had to intervene to avoid much higher levels of ACPs.

The Sustainable Energy Division (SED) administers the RPS and manages the Renewable Energy Fund. SED staff engages in a number of activities related to the administration of the RPS including certifying renewable generators as eligible to produce and sells RECs in New Hampshire, monitoring and reporting on the New Hampshire RPS market, providing information to the legislature, and participating in a number of energy proceedings at the Commission. SED staff also manages rebate and competitive grant programs for renewable energy initiatives as directed by the legislature. Personnel costs account for 13.6% of the REF budget. Through reclassifications of positions, costs associated with administering the five rebate programs as well as the competitive grant program have been reduced by \$148,000. Transfers to DES have been budgeted for its administrative costs at \$12,500 for both FY20 and FY21 respectively. We have also set aside \$75,000 in both years in anticipation of using consulting firms to provide expert analysis on an ongoing basis to the Commission in collaboration with commissions in the five other New England states, to assist in the technical evaluation of proposals for funds and/or applications for certifications of renewable energy sources. As with the Energy Efficiency Fund discussed below, this is essentially a “pass through” fund, so if the revenue received is less than budgeted, disbursements through grants and rebates will be reduced accordingly.

### **Energy Efficiency Fund**

In 2012, legislation replaced the Greenhouse Gas Emissions Reduction Fund with the Energy Efficiency Fund and directed the Commission to refund auction proceeds in excess of the threshold price of \$1 per allowance to all electric service customers. The remainder of the proceeds, less administrative costs, is transferred to the utility administered “Core” energy efficiency programs. Further legislative action in 2014 set aside 15% of auction proceeds for low-income “Core” efficiency programs and directed the utilities to set aside \$2 million of auction proceeds for municipal and local government energy efficiency projects. The remainder is to be allocated to “all fuels, comprehensive energy efficiency programs” selected through a competitive bid process conducted by the Commission.

Estimated revenues for the Energy Efficiency Fund are based on market predictions. Accordingly, the FY20 and FY21 budget contains EEF revenue projections provided by the Department of Environmental Services



(DES) of approximately \$13 million each year. This estimate is consistent with the over \$12.7 million received in FY18.

The Commission's budgeted costs to administer the Energy Efficiency Fund are only \$23,277 for FY20 which reflects .07 FTE at \$9,660 and approximately \$3,258 in associated expenses. The budgeted costs only increase by \$458 in FY21. Those administrative costs are less than 0.1% of the projected revenue. Transfers to the Department of Environmental Services (DES) are the fund's largest expense at \$302,447 in FY20 and \$305,468 in FY21, of which approximately \$125,000 is New Hampshire's share of a contract with RGGI, Inc., manager of the quarterly auctions. Because this fund is essentially a "pass through" account, to the extent revenues are less than projected, funds to the electric utility companies Core programs and refunds to ratepayers will be reduced accordingly.

### **Site Evaluation Committee**

In 2014, the legislature amended RSA 162-H to restructure the membership and duties of the Site Evaluation Committee (SEC). The legislation, among other things, made the Chair of the Commission the Chair of the SEC, established an Administrator position, and attached the SEC administratively to the Commission. As an administratively attached agency, the SEC's budget is submitted with the Commission's, but its costs are not combined or associated with the Commission's operations.

In 2015, RSA 162-H was further amended, to establish an application and fee schedule and a continually appropriated site evaluation committee fund. As allowed by statute, the FY17 authorized budget was adjusted in August of 2016 to include additional funding for changes in the current law. The changes provided for the compensation and reimbursement of expenses for the public members, and for payments to the department of justice and the other state agencies that are required to participate in the SEC proceedings.

The current adjusted authorized FY19 budget of \$513,138 consists of costs that we characterize as either fixed or variable. Costs associated with a proceeding such as salaries and expenses for the public members and state agency representatives are considered variable and are dependent on the number and type of permitting applications received. Historically, the application and filing fees have, for the most part, covered the variable costs and we recently received approval from the Fiscal Committee to increase the application and filing fees by 20% as specified in RSA 162-H:8-a, II. Fixed costs (approximately \$200,000) are associated with salary, benefits and overhead for the SEC Administrator.

In addition to the application and filing fees, FY19 operations have been funded by a \$480,000 transfer from the Renewable Energy Fund as provided for in RSA 162-H:21, III. Any amount not expended from the Renewable Energy Fund during FY19 will lapse back to that fund at the end of the biennium and the ability to use additional Renewable Energy Funds beyond FY19 expires as well. RSA 162-H:21 provides the authority to fund operating costs of the SEC through General Fund appropriations. Accordingly, a footnote to the SEC budget has been added to allow the Chairman of the SEC to request additional funding from General Fund appropriations, if needed.

### Department Intro

- Established in last budget in July 2017
- We have 126 total staff including 20 current vacancies.
- With a singular mission of growing our state's business and tourism economies and jobs, the Legislature's decision to establish this department has already allowed the state to take a much more holistic and integrated approach to the business of economic development
  - Using the investments and marketing expertise of our tourism division and applying it to the need to recruit more workforce to fill thousands of jobs in the state
  - Finding new opportunities for the state to better align workforce education and training programs to meet the need of high growth sectors across the state
  - Taking full advantage of what New Hampshire offers ... and marketing a compelling case for new businesses, new residents, and keeping more students in state.
- In the end, we are positioned to serve as a hub for the spokes of our state's economic stakeholders, employers, and partners
- A big part of how we will implement that is our new statewide 10-year economic development plan, which is nearing completion and will be a big part of our strategic planning as a department

### Organization

- There are two Divisions within BEA: Economic Development and Travel and Tourism
- Within DED we house our:
  - Recruitment and retention function
  - Office of International Commerce
  - Office of Workforce Opportunity
  - Office of Government Contracting (PTAC)
- Within Travel & Tourism:
  - Domestic and international travel and tourism marketing and development
  - Bureau of Visitor Services
  - Bureau of Film and Digital Services

### First Budget

- It is important for members of the Committee to realize that this is the first budget we are proposing as the Department of Business and Economic Affairs.
- The budget that we have been operating under since fiscal 2018 has effectively been a version of the old DRED budget
  - DRED was a much larger organization with competing priorities and different missions.
  - DRED was also mostly operational in nature ... managing state parks, forests, and lands.
- Given our new, more specific mission and goal of providing a more holistic approach for economic development, our division directors and their staffs have been busy re-examining opportunities, identifying gaps, and overall giving a fresh look at our budget priorities.
- The majority of our requested increase is in marketing, and a big portion of that is in fact a statutorily designated apportionment of the state room and meals tax. Last year, a waiver of that statute was issued and the full statutory apportionment was not included in our last budget.

### **Brief Summary of Priorities and justifications (3)**

- Staff resources
  - We have specifically called out seven positions as part of our request
  - I do not take this request lightly.
  - Over the past 18 months, we have asked a lot of our staff through realignments and reconfigurations to cover a number of programmatic and administrative gaps in our organization that resulted from the split with DRED
  - A few examples:
    - We came over with one business office manager to administer a major effort to transition and separate the two departments ... including splitting a number of back office accounting and operational functions and building all-new systems and procedures to fit the needs of our new department and new leadership
    - In addition, we were restricted in the posting of an HR position until October, a position was not ultimately filled until the spring of this year
    - We have since brought in one full time staff manager to join our business office, again to administer the needs of an operation with 106 employees with 20 vacancies
    - As a result we felt it necessary to prioritize one staff accountant request
    - I would point out three other staff priorities that grow directly from gaps we have identified:
      - For a department that spends a lot of time marketing and interacting with the media on a multitude of statewide business, economic, and tourism, we have no Public Information Officer to help us maintain a narrative and media strategy
      - In the Office of International Commerce, we are missing a substantial opportunity to more directly and strategically market the state to foreign businesses and to more effectively help with the needs and requirements of our existing foreign owned employers, so we have requested two positions there to work with more businesses and actively recruit more foreign investment in our state
      - Lastly, we are the only state in the union without a convention and visitors bureau, which focuses on bringing more meetings, conferences, expositions to the state. Adding such a position would allow us to combine business recruitment efforts with an important service to our critical hospitality industry to help bring conferences and conventions to New Hampshire to experience what we offer as a business climate.
- Marketing Resources
  - As I mentioned, the increase to the Travel & Tourism marketing budget represents the full statutorily designated apportionment of the rooms and meals tax at \$10.875MM
  - The requested increase to the DED marketing budget will serve to separate that line item specifically from the travel & tourism budget and allow the division to focus on the implementation the state's new 10-year plan, while continuing to expand the ability to drive our digital media outreach in partnership with state employers with the aim of attracting workforce to NH in the coming decade

- Staff training Resources
  - Not something we have done for a long time
  - Represents a one-time capital investment in the human capital of my department to be on top of our game in serving as a hub for the employer community in the state.

**Other highlights and brief call-outs**

- BVS and its budget currently shows within the DTTD budget
- OWO, OIC, and PTAC are almost all entirely federally funded

**Areas of one-time capital investment**

- Staff training ... ~\$50,000

In conclusion:

I want to reiterate that our position is unique in the sense that this is the first BEA-specific budget.

Our budget is meant to represent what we feel a departmental budget with our mission should look like. We can justify any portion of what is requested here and we look forward to doing that in partnership with all of you in the coming months to match these departmental priorities with statewide realities.



Lindsey M. Stepp  
Commissioner

# State of New Hampshire Department of Revenue Administration

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PO Box 457, Concord, NH 03302-0457  
Telephone 603-230-5005  
www.revenue.nh.gov



Carollynn J. Lear  
Assistant Commissioner

## Testimony of Commissioner Lindsey Stepp

### Governor's Budget Hearings, FY 2020 / FY 2021 Operating Budget

November 20, 2018

Good morning, and thank you for allowing me the opportunity to present the FY 2020 and FY 2021 operating budget request from the Department of Revenue Administration (DRA). With me today are Assistant Commissioner Carollynn Lear and Business Manager Shelley Gerlarneau, and in the audience are Division Directors Fred Coolbroth, Deb Bourbeau, and Ora LeMere, and IT Lead Karen Sampson.

The mission of the DRA is to fairly and efficiently administer the tax laws of the State of New Hampshire, collecting the proper amount of taxes due, incurring the least cost to the taxpayers, in a manner that merits the highest degree of public confidence in our integrity. Further, we provide prompt and constructive assistance to the municipal units of government in matters of budget, finance, and the appraisal of real estate. Together, we developed a thoughtful operating budget that will provide the resources for our team to administer the tax laws of our state for another two fiscal years in a manner that is consistent with this mission, and will allow us to continue to improve our operations to the benefit of taxpayers.

In Fiscal Year 2018, the DRA collected \$2.3 billion in state revenue with an approved budget of less than \$21 million, some of which is for activities unrelated to revenue collection such as local assessment reviews and state aid. When those unrelated costs are accounted for, our cost of collection is under three quarters of one percent. The slides included with this testimony explain how we were able to build a biennial budget that continues to be an unparalleled return on state tax dollar investment.

We look forward to working with the Governor and the Legislature as they build the next two-year operating budget.

TDD Access: Relay NH 1-800-735-2964

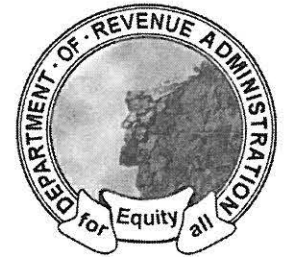
*Individuals who need auxiliary aids for effective communication in programs and services of the Department of Revenue Administration are invited to make their needs and preferences known to the Department.*

NH Department of  
Revenue Administration  
FY 2020 / FY 2021 Efficiency Budget

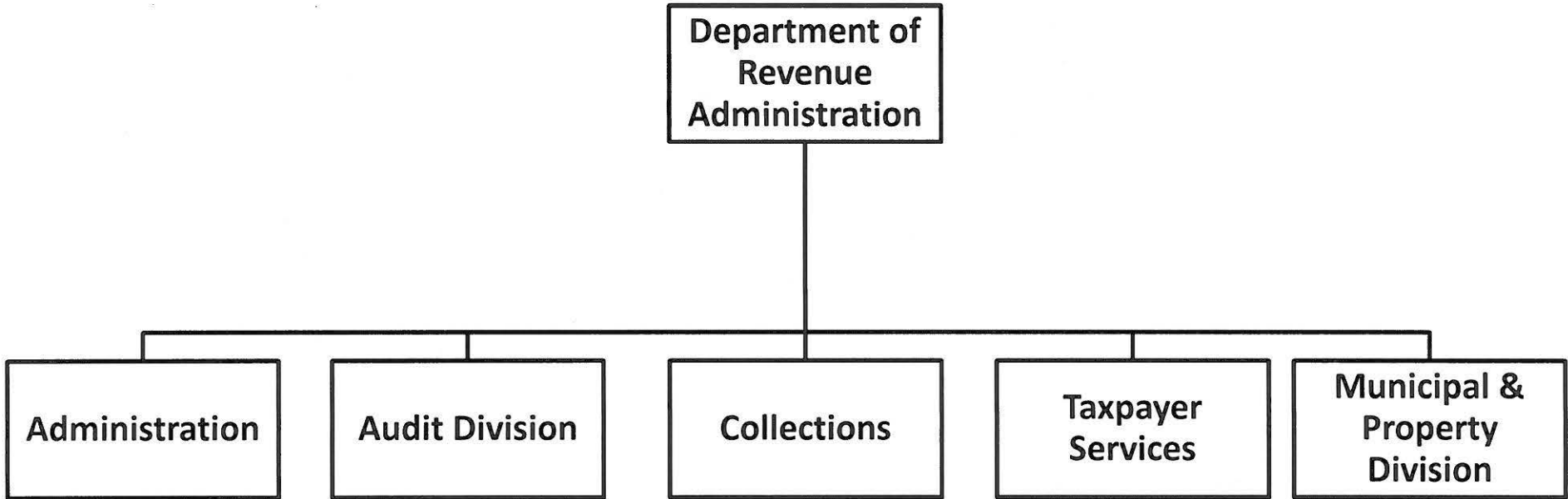
Governor's Budget Hearings  
November 20, 2018



# Mission



The mission of the Department of Revenue Administration is to fairly and efficiently administer the tax laws of the State of New Hampshire, collecting the proper amount of taxes due, incurring the least cost to the taxpayers, in a manner that merits the highest degree of public confidence in our integrity. Further, we will provide prompt and constructive assistance to the municipal units of government in matters of budget, finance, and the appraisal of real estate.





## **FY 2019 / FY 2020 Agency Budget – The Big Picture**

- Governor Sununu’s **general fund** target for DRA was a 0.5% increase over the FY19 base for FY20 and a 0.5% increase over FY20 for FY21:
  - Current FY19 budget: **\$18,976,350**
  - 0.5% increase: **\$94,882**
  - Target for FY20: **\$19,071,232**
  
  - Target for FY20: **\$19,071,232**
  - 0.5% increase: **\$95,356**
  - Target for FY21: **\$19,166,588**
  
- DRA general fund efficiency budget as submitted:
  - FY20: **\$19,071,232**
  - FY21: **\$19,166,588**
  
- DRA total funds budget (includes Flood Control and L&M Property Tax Relief Program):
  - Current FY19 budget: **\$21,450,365**
  - FY20 target (0.5% increase for all funds): **\$21,557,617**
  - FY20 efficiency budget as submitted: **\$21,448,367**
  - FY21 target (0.5% increase for all funds): **\$21,665,405**
  - FY21 efficiency budget as submitted: **\$21,546,859**

## **FY 2020 / FY 2021 Agency Budget Highlights**

- Current position count is static – 156 full time classified and unclassified positions.
  - Our general fund operating budget is 70% salary and benefits; we're a department of people, not things or programs.
- DoIT services and positions are maintained.
  - DoIT efficiency budget costs held steady at approximately \$2.8 million per year.
- Funding for critical vendors included (e.g., web-file, equalization & tax rate setting, temp. services, etc.).
- Maintains operational capabilities as we anticipate adjusting resources for Revenue Information Management System (RIMS) project.
- No new major costly initiatives to drive the other 30% (non-salary and benefits).
- Division Directors, Business Office, and other managers worked hard to budget conservatively and accurately, requesting funds for needs not wants.

## FY 2020 / FY 2021 Agency Budget – The Big Picture

- The DRA's efficiency budget as submitted covers all current operations, increases in shared services costs, increases in salaries and benefits provided for in the collective bargaining agreement and maintains the current number of authorized positions.
- The DRA's additional prioritized needs include:
  - \$340,000 in FY20 and FY21 for services to assist DRA with Periodic Project Health Assessments for the Revenue Information Management System (RIMS).
    - Health assessments will gauge the vendor's performance on the project, the project timeline, and also DRA's progress in adapting to the new system.
    - One year contract not to exceed \$339,000 was approved by G&C on October 31, 2018 for FY19, with the option of up to three additional one year renewals.

## FY 2020 / FY 2021 Agency Budget – The Big Picture

- DoIT direct and shared additional prioritized needs include:
  - \$86,900 in FY20 and \$90,300 in FY21 for hardware maintenance for a second document imaging scanner that was budgeted for, and will be purchased, in FY19.
  - \$45,000 in FY20 for upgrade of Modernized eFile SQL server database. Extended support ends 7/9/19 on current version. Benefits include enhancements, fixes and security updates.
  - \$20,000 in FY20 and FY21 for annual maintenance and support of a US postal database for cleansing to ensure correct addresses that will be used in the migration to the new RIMS system.
  - \$5,000 in FY20 and FY21 for annual maintenance and support of a geographic information system license (ESRI) that will provide Municipal and Property field employees enhanced tools after implementation in FY18 and FY19.
  - \$13,482 in FY20 and \$261 in FY21 for shared software and consultant services with DoIT.
  - \$850 in FY20 and \$450 in FY21 for Skype software in order to increase staff productivity and improve collaboration.

## FY 2020 / FY 2021 Agency Budget Highlights

- Flood Control – RSA 122:4
  - \$887,000 (\$259,865 general fund and \$627,135 other funds) in FY20 and \$887,000 (\$256,729 general fund and \$630,271 other funds) in FY21.
  - The Department reimburses cities and towns for lost property taxes resulting from property acquired in the Acquisition of Land by the United States for Navigations and Flood Control.
  - The FY20 and FY21 budget assumes Massachusetts will reimburse their share of 70% of Merrimack River Valley compact as well as 50% of the Connecticut River Valley compact and Connecticut will reimburse their share of 40% of the Connecticut River Valley compact.
  - There is a long history of Massachusetts not paying its obligation timely or sufficiently for the Merrimack River Valley compact, with \$1,992,884 currently outstanding for FY15, FY16, FY17 and FY18 (payments through FY14 have been settled).
  - Governor is authorized to draw a warrant for the payment of such reimbursements out of money in the treasury not otherwise appropriated.
    - Department estimates requesting a warrant be issued for FY19 for \$613,494.

## FY 2020 / FY 2021 Agency Budget Highlights

- Low and Moderate Property Tax Relief – RSA 198:57-61
  - Property tax relief program related to the Statewide Education Property Tax, supported by an appropriation from the Education Trust Fund.
  - \$1,750,000 in both FY20 and FY21.
  - Funding is consistent with total program cost for recent years (\$1,434,931 in FY18).
  - Decrease of \$100,000 for FY 2019 Adjusted Authorized.
  - Below FY20 Target of \$1,859,250 and FY21 Target of \$1,868,546.

## Update on FY 2018 / FY 2019 Budget Priorities

- Revenue Information Management System (RIMS)
  - DRA received a \$30,160,000 capital appropriation through general funds and other funds to replace the DRA's Tax Information Management System.
  - A comprehensive RIMS request for proposal (RFP) was developed, two proposals were received, reviewed and scored, a vendor was selected and the contract was negotiated. DRA contracted with BerryDunn for assistance with this multi-year process (\$270,000).
  - A contract with Fast Enterprises, LLC was approved by G&C on October 31, 2018 and the vendor has already begun work implementing its commercial off-the-shelf software, GenTax, for tax collection and administration.
  - Implementation will consist of three phases, each taking about a year, and the contract will also include support and maintenance of the system for four years after implementation.
  - Total cost for the seven year contract is \$29,550,000.
  - DRA has also entered into a contract with BerryDunn to provide periodic health assessments that will gauge the vendor's performance on the project, the project timeline, and also DRA's progress in adapting to the new system.

## Update on FY 2018 / FY 2019 Budget Priorities

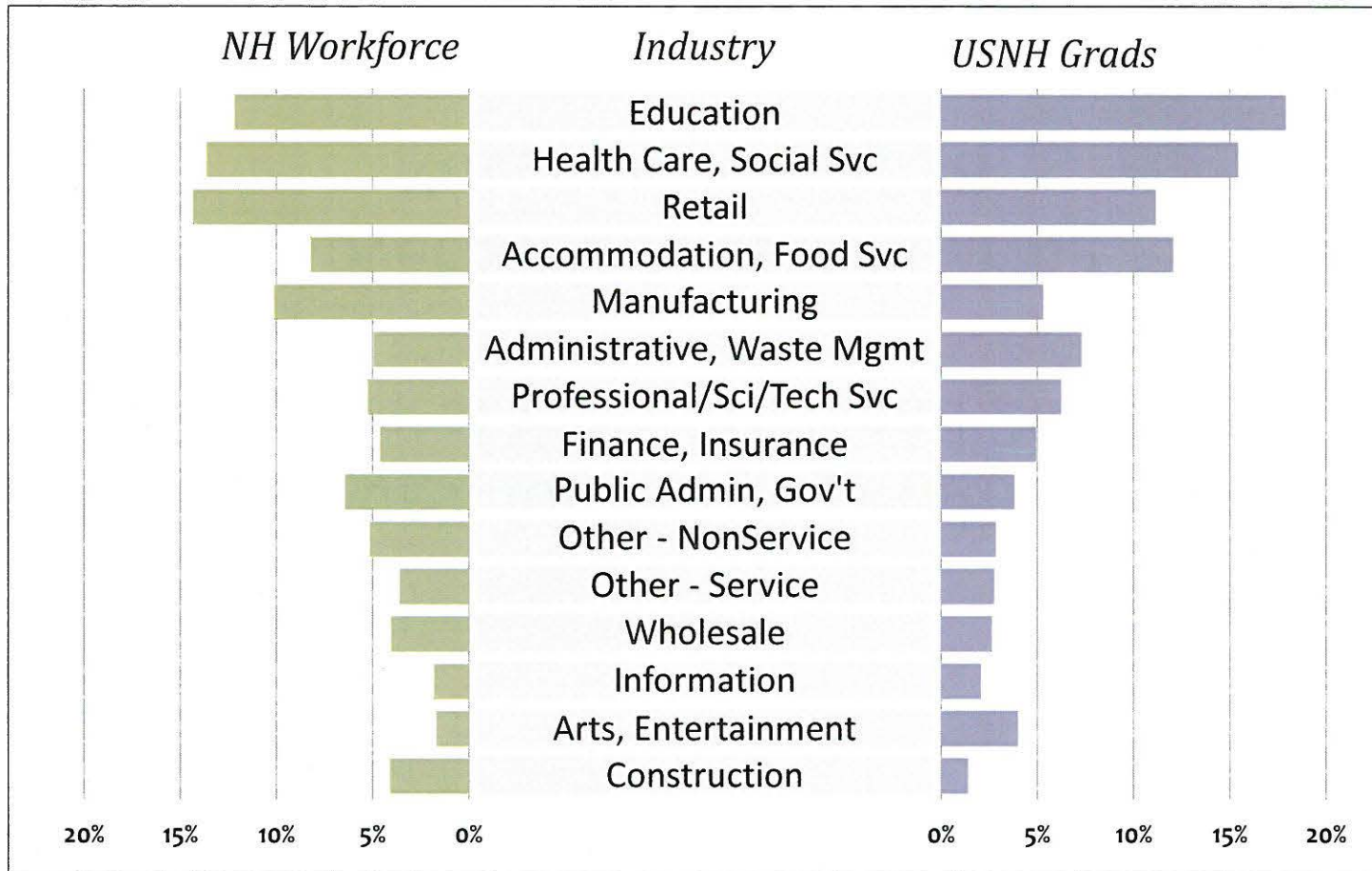
- Staffing
  - Final budget included additional assumed general fund revenue resulting from the establishment of three new positions – Multi-State Auditor, Multi-Entity Auditor, Compliance Officer II.
  - Final budget assumed \$0.4m in additional revenue in FY 2018 and \$3.1m in FY 2019 attributable to the establishment of these new position.
  - Currently, 30 of 32 field audit positions are filled and all eight compliance officer positions are filled.
  
- Tax Policy
  - DRA and DoIT staff worked diligently to implement and advertise significant tax policy changes during the current biennium, including: Business Profits Tax (BPT) and Business Enterprise Tax (BET) rate reductions, BPT and BET exemptions for regenerative manufacturing companies, BT synchronization to the Internal Revenue Code (IRC) and increasing the IRC section 179 deduction, allowance of the education tax credit against the Interest and Dividends Tax, and several others.
  - DRA staff also actively participated in numerous discussions and presentations regarding the Tax Cuts and Jobs Act of 2017, and various legislative study commissions on topics including legalization of marijuana, the *Wayfair* decision, apportionment of business profits tax and utility property valuation.



USNH Request for State Operating Support  
In Fiscal Years 2020 and 2021

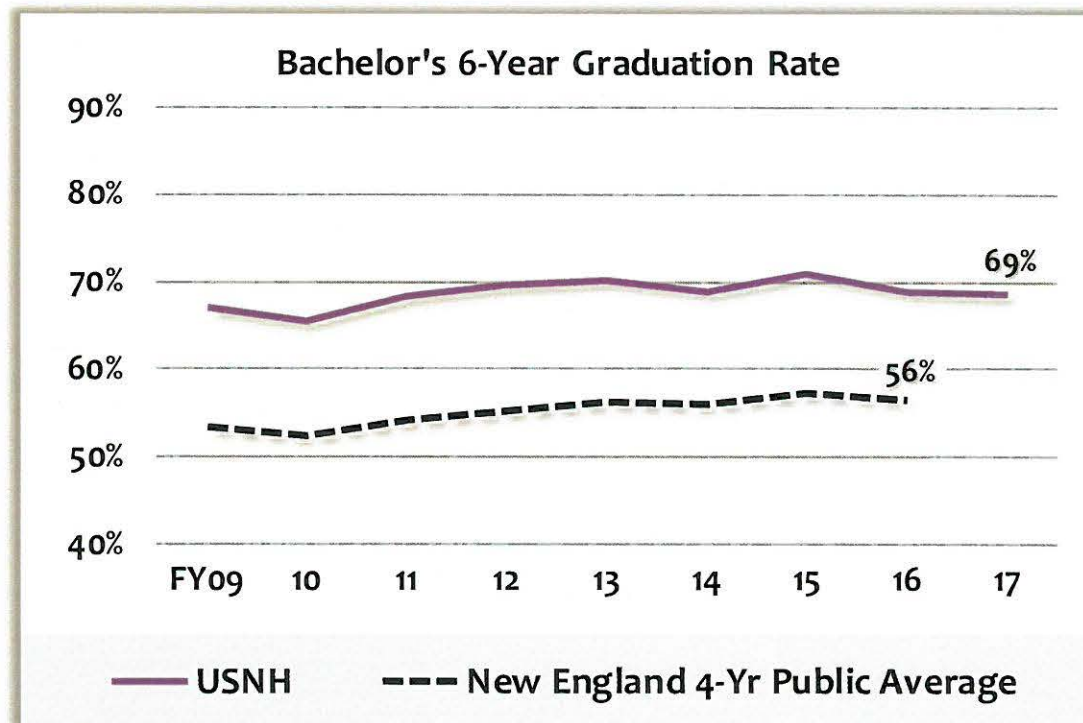
Governor's Budget Hearing  
November 16, 2018

# NH Industry Proportion NH Total Workforce and USNH NH Bachelor's Grads



Workforce data from NH Employment Security, Economic and Labor Market Information Bureau.  
Employment data based on NH Employment Security wage records for USNH bachelor's degree earners employed in NH within approximately one year of graduation.

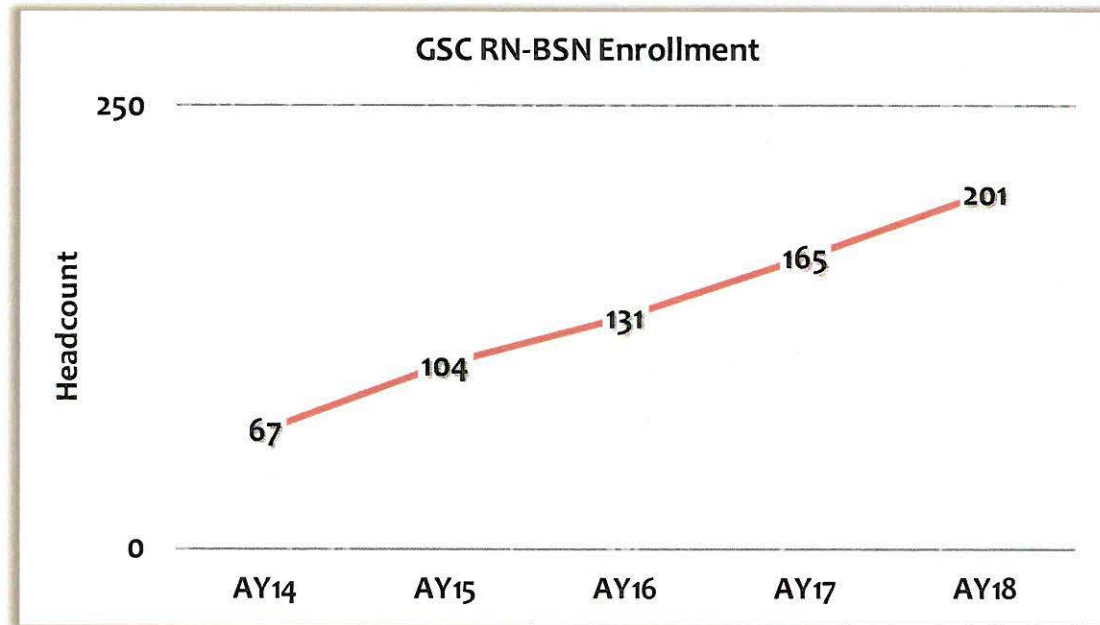
# Graduation Rates Are Critical to Meeting Workforce Needs



Source: IPEDS Graduation Rates. FY17 comparator data not available.

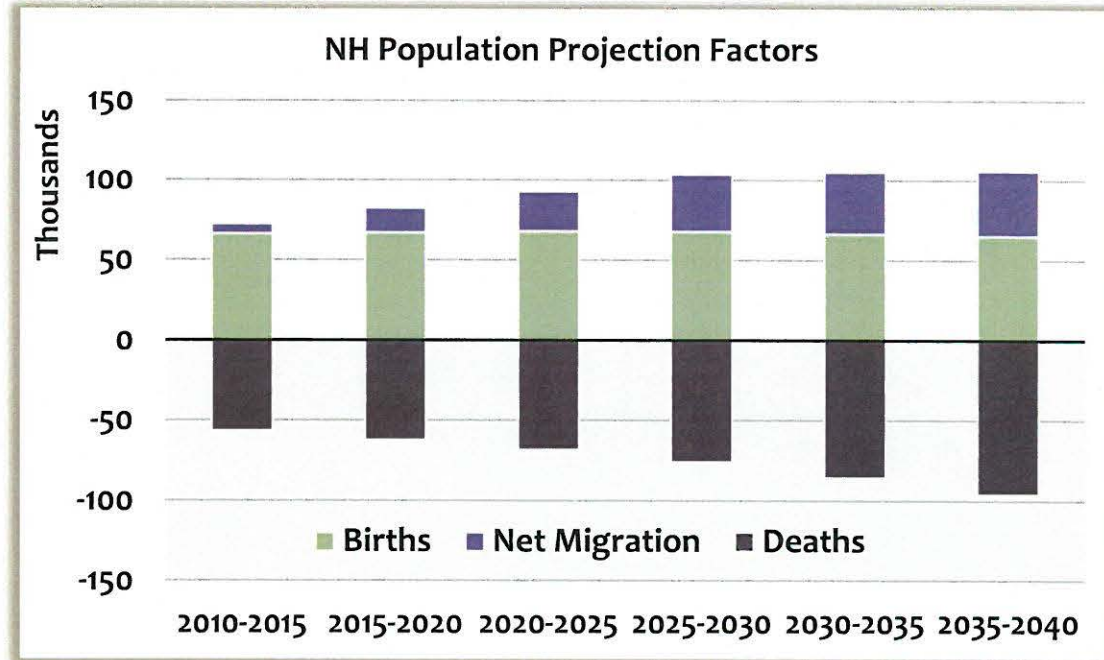
# RN-BSN Degree Completion Pathway

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Source: Granite State College. Enrollment new and continuing.

# NH Population Projections



RLS Demographics and the NH Office of Energy and Planning, *State of New Hampshire Regional Planning Commissions County Population Projections, 2016*

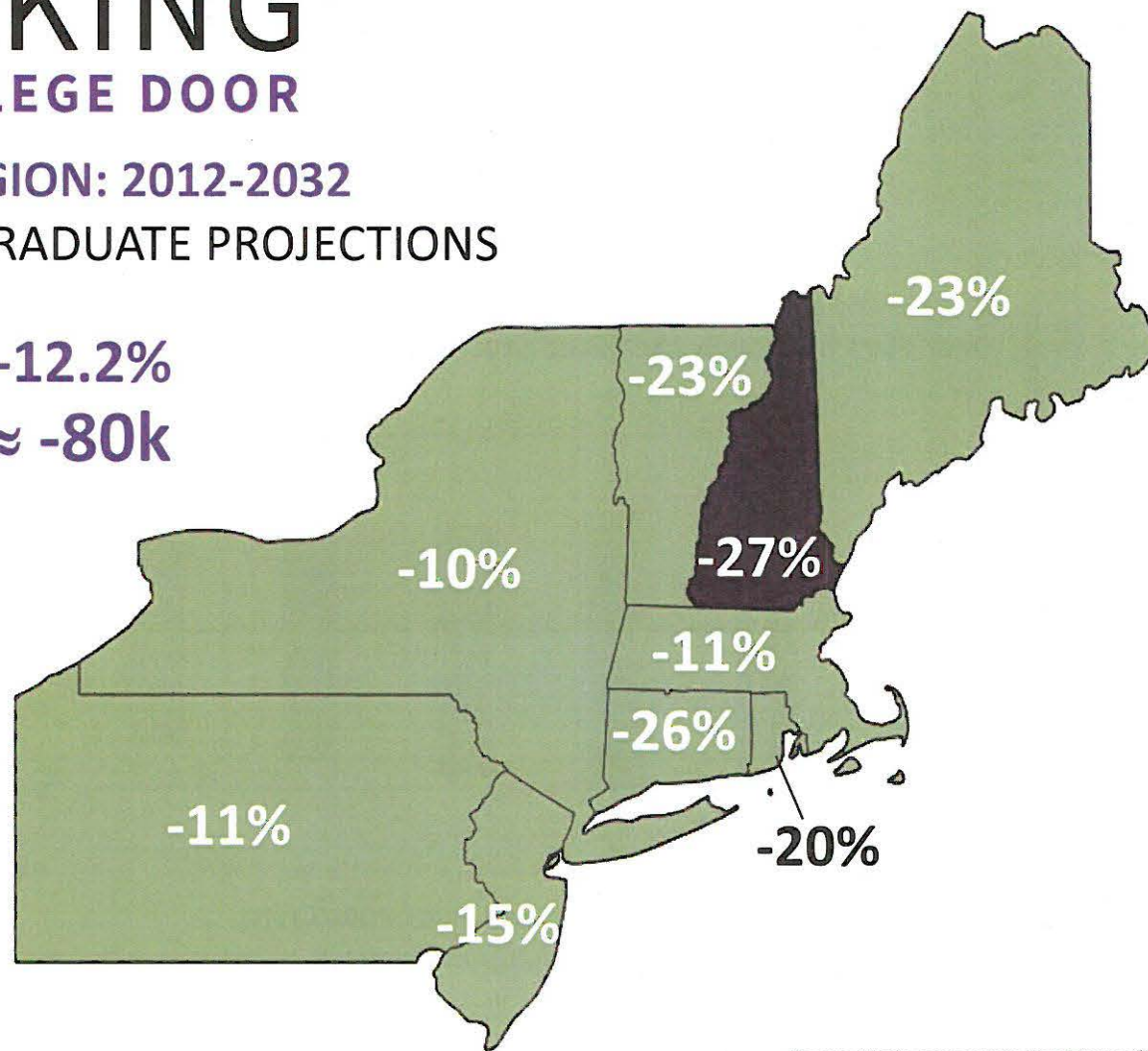
# KNOCKING

## AT THE COLLEGE DOOR

NORTHEAST REGION: 2012-2032

HIGH SCHOOL GRADUATE PROJECTIONS

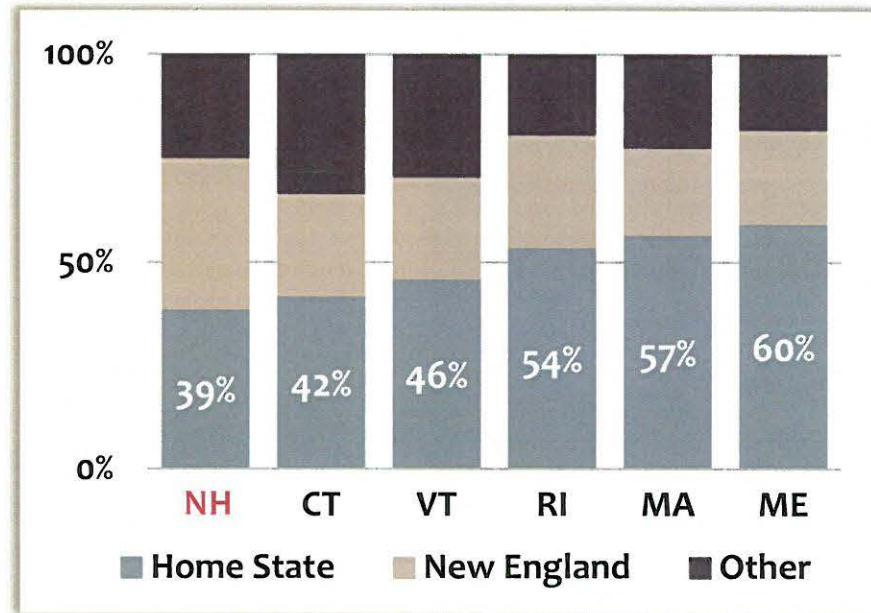
**NORTHEAST -12.2%**  
**≈ -80k**



Source: Western Interstate Commission for Higher Education, Knocking at the College Door, Projections of High School Graduates Through 2032, <http://knocking.wiche.edu>.

# New England Enrollment 4-Year College-Going High School Grads

State Share by Residency

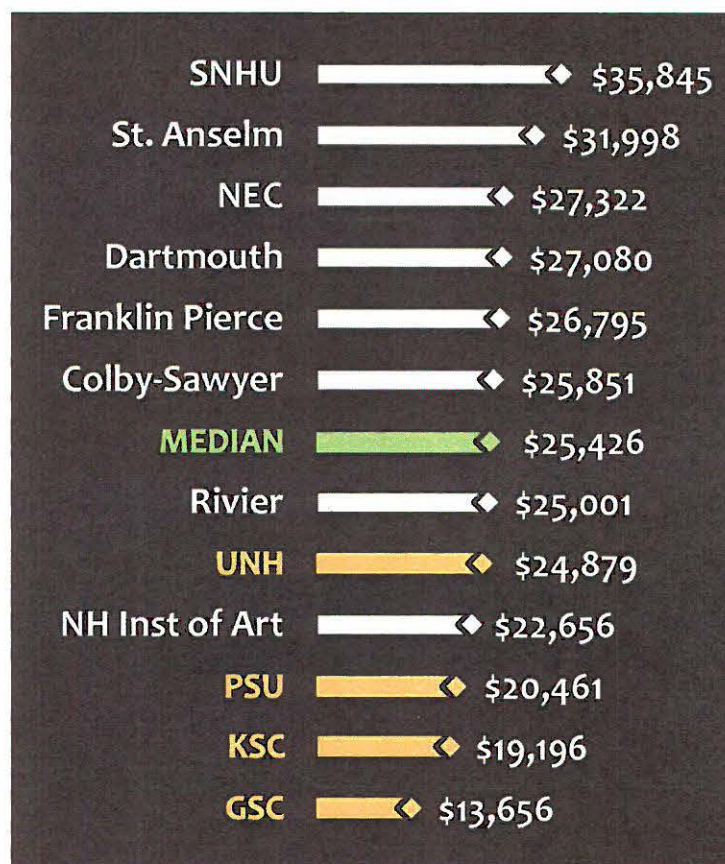


Data from U.S. Dept. of Education, National Center for Education Statistics, IPEDS, biennial data collection. Fall 2016 provisional data, most recent publicly available.  
Includes public and private 4-year institutions. Students graduating from high school within 12 months prior to fall enrollment.  
"Other" reflects high school grads enrolling in states outside of New England.

# Average Net Price of Attendance

## *U.S. College Scorecard*

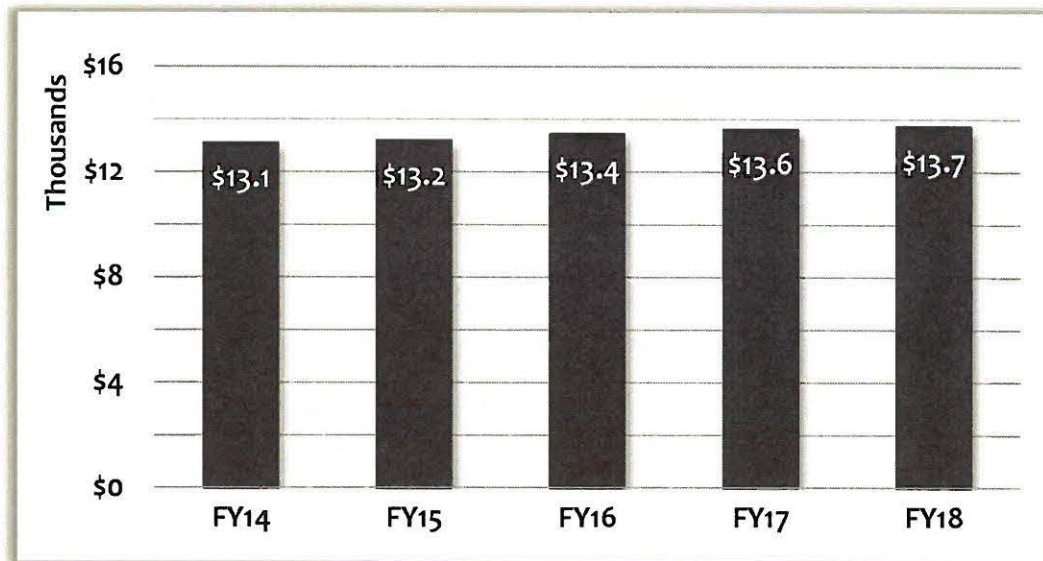
Annual net price for NH undergrads after financial aid – includes tuition, mandatory fees, books and supplies, room and board, and other living expenses as calculated for financial aid.



Data from U.S. Department of Education, U.S. College Scorecard, retrieved 09/11/18. FY16 data, most recent available for comparability.  
Average undergraduate net price for first-time full-time freshmen receiving federal aid, after all grant/scholarship aid. For public schools this is the average net price for in-state students.



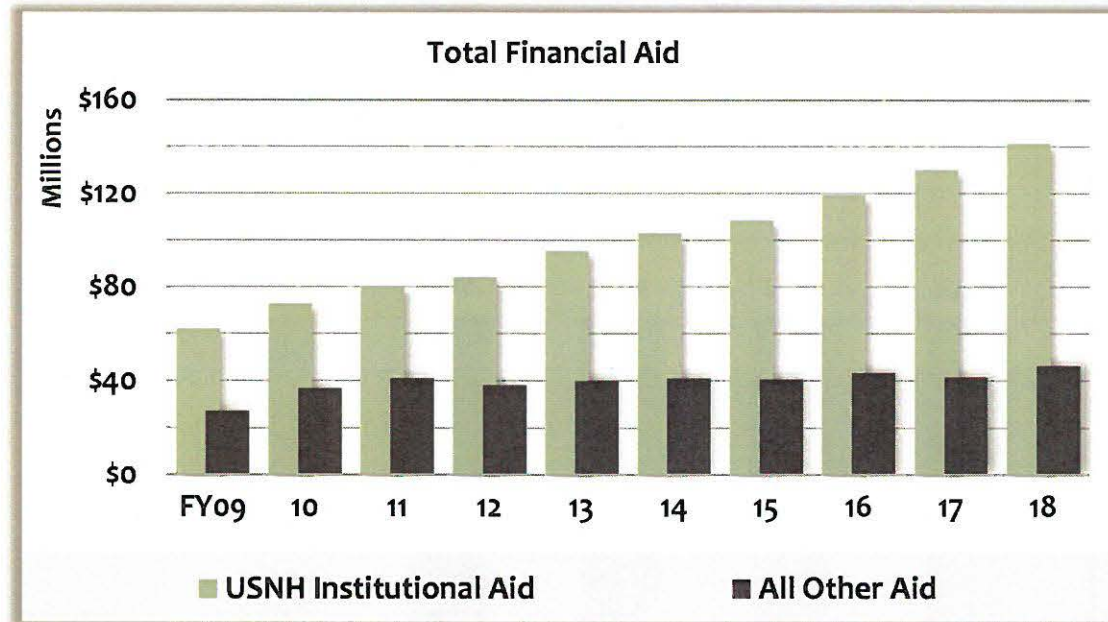
## Average Tuition & Fees per Student Net of Institutional Aid



Average annual increase = 0.5%  
Cumulative 5-year increase = 2.5%

Reflects total gross tuition and mandatory fee revenue of all students net of institutional aid awarded to all students, divided by total 12-month student FTE.  
Financial data from USNH Controller's Office. Student FTE data from campus Institutional Research or Enterprise Computing Offices.

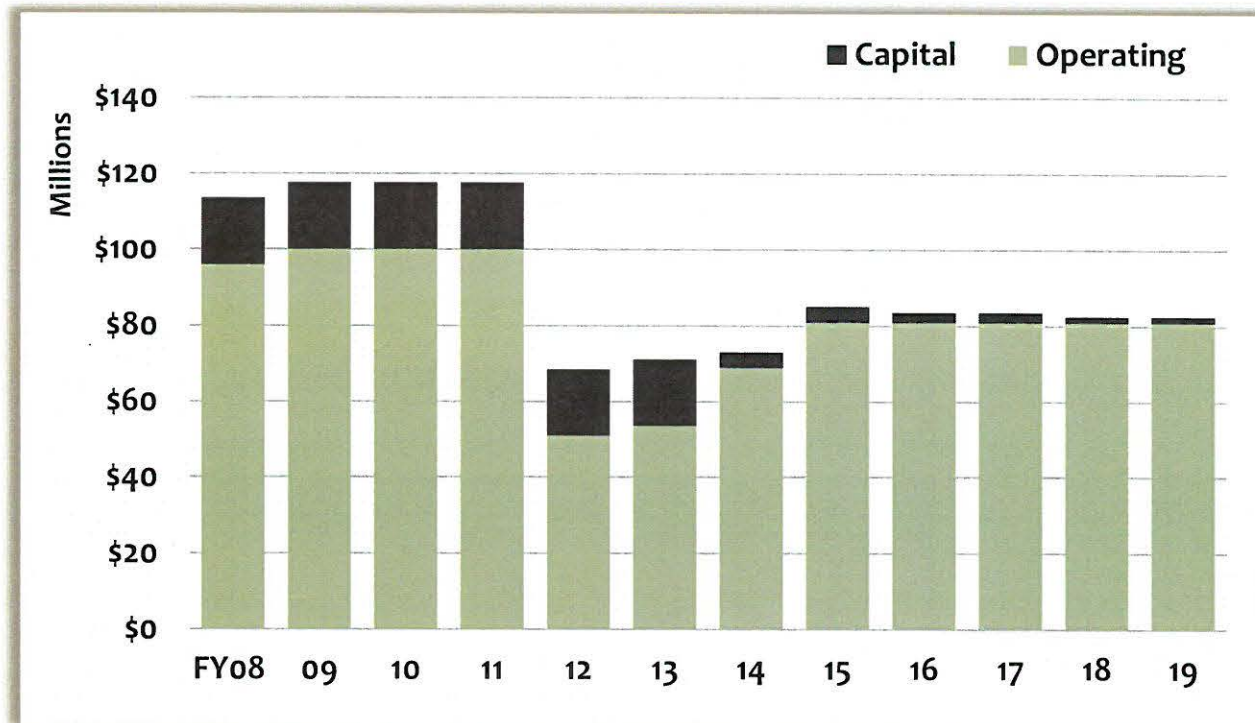
# Holding Down Net Tuition



Financial aid funded from unrestricted institutional resources in FY18 was more than double (2.3x) the amount awarded at the start of the decade.

Data from USNH Controller's Office.

# State Support for USNH NH Students



Capital appropriations as budgeted; amount displayed is divided equally between the two years of each biennium.

# Granite Guarantee



## Parents & Students

Parents & Students > Granite Guarantee

- USNH Institutions
- Transfer Resources
- Granite Guarantee**
- Tuition and Fees
- Clery Act Information

### Granite Guarantee

The Granite Guarantee is a financial aid program that makes college possible for qualified first-year New Hampshire students by covering the cost of tuition for four years. This program defines our commitment to providing a world-class education at the University of New Hampshire (Durham), Keene State College and Plymouth State University.

We're here to answer your questions!

- Call 844-309-3855
- Visit the college websites:
  - University of New Hampshire: <https://www.unh.edu/main/granite-guarantee>
  - Keene State College: <https://www.keene.edu/admissions/aid/grants/granite/>
  - Plymouth State University: <https://www.plymouth.edu/prospective/financial-assistance/financial-assistance/granite-guarantee/>

**Need Help?**  
CHAT LIVE NOW

# USNH FY 20/21 State Operating Budget Request

Unlike any previous appropriation requests, USNH is focusing its request for additional dollars on one-time strategic investments that align with targeted STEM-related workforce needs and is seeking an inflationary increase in its request for ongoing operating support.

<i>in millions</i>	FY 18	FY 19	Total	FY 20	FY 21	Total
Ongoing State Operating Support	\$ 81	\$ 81	\$ 162	\$ 83.0	\$ 84.0	\$ 167.0
Non-recurring Strategic Investment				\$ 12.0	\$ 15.0	\$ 27.0
<b>Total Request</b>				<b>\$ 95.0</b>	<b>\$ 99.0</b>	<b>\$ 194.0</b>

## Ongoing State Operating Support

## Uses of General State Operating Support

State operating support allows USNH to charge significantly lower tuition for NH resident students as compared to those students who come from out of state.

	Undergraduate Tuition Academic Year 2018-19		All Full-time Equivalent Students Fall 2018 Enrollment		
	NH Resident	Nonresident	NH Resident	Nonresident	Total
UNH Durham	\$15,140	\$30,520	7,506	8,123	15,629
Plymouth State	\$11,580	\$20,250	2,578	2,147	4,725
Keene State	\$11,468	\$20,432	1,535	1,952	3,487
Granite State	\$314/credit	\$355/credit	1,187	281	1,468
			12,806	12,503	25,309

UNH enrollment includes all UNH campuses

One-Time Strategic State Support  
**STEM Talent Pipeline  
Initiative**



# USNH Request for FY 20/21 One-Time Strategic State Support

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USNH requests \$12 million in FY 20 and \$15 million in FY 21 for one-time support to grow the pipeline of STEM talent so critically needed in NH. The funding would be allocated equally at \$9 million to each of the three residential campuses over the 20/21 biennium.

<i>in millions</i>	Fiscal Years		Total
	2020	2021	
UNH	\$ 4.0	\$ 5.0	\$ 9.0
PSU	4.0	5.0	9.0
KSC	4.0	5.0	9.0
Total One Time Strategic Investment	\$ 12.0	\$ 15.0	\$ 27.0

# State Funding Requested for Priority Strategic Needs

<b>UNH</b>		
Significantly increasing nursing capacity		\$ 9,000
<b>PSU</b>		
Robotics and Electromechanical Technology Program	\$ 925	
Robotics Maker Spaces	950	
Retrofit learning spaces	600	
Strength and Conditioning Lab	500	
Health and Human Enrichment Cluster	1,500	
Career Center	850	
Center for Excellence in Health Sciences	1,475	
Expand cluster projects with No Country business & communities	500	
Integrate cluster approach into PSU education programs	650	
Scholarships for student internships	1,050	
		9,000
<b>KSC</b>		
Business Partnership Hub	7,500	
Launch workforce programs impacting Southwest region	1,500	
		9,000
Total Biennium Request One Time Strategic State Investments		<u>\$ 27,000</u>

# UNH Nursing and Health Sciences Initiative

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**UNH Nursing and Health Sciences Initiative: \$9 million in one-time State funding to support this \$12.3 million project**

Expand nursing facilities to accommodate 75-100 new students per year across health sciences programs, including renovating 20,000-30,000 square feet of space on or near the Durham campus.

- Add nurse practitioner programs with additional specializations in acute care and psychiatric mental health.
- Expand B.S. Nursing and Direct Entry Master's in Nursing programs while exploring addition of a second degree option in nursing.
- Add an occupational therapy assistant program with a 2021 targeted launch.

# UNH Priority Strategic Needs

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## UNH - Nursing and Health Sciences Initiative

Renovate laboratory space for nursing and occupational therapy expansion	\$ 9,000,000
Expand simulation labs for student training	\$ 1,500,000
Add occupational therapy assistant program	\$ 650,000
Expand B.S. Nursing, Direct Entry Master's in Nursing (DEMN) and nurse practitioner programs, including N.H.-based clinical placements	\$ 1,150,000
	\$ 12,300,000

## KSC Business Partnership Hub \$7.5 million

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### Supporting the education of a regional talent pipeline

- Repurpose existing Monadnock Hall residence hall to create a Business Partnership Hub for precision optics design, engineering and machining lab, technology-enhanced classrooms, and engagement/maker space for businesses and entrepreneurs.
- Built on history and new relationships—BAE Systems, Corning, Moore-Nanotechnology, and Omega. Programs will include multiple credentials in addition to bachelor's degree offering.
- Also leverage investment to build out new KSC/CCSNH programs in manufacturing.

# KSC Program Expansion and Development \$1.5M

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## **Building community educational pathways in technology and health**

- Build on new co-location partnership between Keene State, River Valley Community College, and Nashua Community College to further expand nursing pathways and credentialing to both increase nursing graduates and upskill existing workforce.
- Create new programs to address LADAC, MLADAC, and other needed substance abuse counseling credentials to better meet community behavioral health demands.
- Increase number of RN and BSN graduates and create other nursing credentials in high demand (ARN, LNA, LPN) in the Southwest region of the state.

## PSU: Building Capacity to Educate NH Students & Creating a 21<sup>st</sup> Century Workforce

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<i>in thousands</i>		
<b>PSU</b>		
Robotics and Electromechanical Technology Program	\$	925
Robotics Maker Spaces		950
Retrofit learning spaces		600
Strength and Conditioning Lab		500
Health and Human Enrichment Cluster		1,500
Career Center		850
Center for Excellence in Health Sciences		1,475
Expand cluster projects with No Country business & communities		500
Integrate cluster approach into PSU education programs		650
Scholarships for student internships		1,050
		\$ 9,000

# PSU: Building Capacity to Educate NH Students & Creating a 21<sup>st</sup> Century Workforce

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## **Build Robotics and Electromechanical Technology Program**

One-of-a-kind program providing students with a career-focused technical application of robotics and electromechanical technology. Position PSU as a Robotics Gateway for the North Country. Target of 120 students as the program grows. Focus on working closely with North Country businesses, communities, and manufacturing companies that have suffered as the manufacturing employment base has eroded and must become more focused on technology and automation.

## **Build a Cluster-based curriculum and focused programs in Life Sciences, Innovation and Entrepreneurship, and Health and Human Enrichment (Allied Health)**

Including a Center for Excellence in Health Sciences that will double the size of our undergraduate and graduate Nursing program while adding a track for a Nurse Practitioner program that will train medical professionals to work and stay in NH.



# PSU: Building Capacity to Educate NH Students & Creating a 21<sup>st</sup> Century Workforce

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## **Build a Cluster-based curriculum and focused programs in Life Sciences, Innovation and Entrepreneurship, and Health and Human Enrichment (Allied Health)**

Including a Center for Excellence in Health Sciences that will double the size of our undergraduate and graduate Nursing program while adding a track for a Nurse Practitioner program that will train medical professionals to work and stay in NH.

## **Scholarships for Student Internships and Project-based Learning Environments**

## **Integrate Cluster approach into PSU Education programs**

Continue the innovative work going on in p-12 school districts and to support the Holmes Center for School Partnerships and Educator Preparation.

## GSC Continued STEM Workforce Development

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- GSC has introduced an MS in Nursing and an MS in Healthcare Management to provide alternatives for working and “nontraditional” adult students.
- Continuation of RN->BSN Pathway Program in conjunction with CCSNH.
- Expansion of Employer Partnership Programs (e.g., Wentworth Douglas, Hypertherm, Maine Health).
- Expansion of customized training programs for employers (e.g., Easterseals).
- Expansion of validation of employer-sponsored training for college credit to facilitate credentialing and degree completion (e.g., Dartmouth Hitchcock Medical Center).

**State of New Hampshire**  
**Governor's Hearing on the Operating Budget**  
**LOB Rooms 306-308**  
**November 16, 2018**

**UNIVERSITY SYSTEM OF NEW HAMPSHIRE**

The University System of New Hampshire is the state's primary provider of a highly educated workforce and graduates the largest number of science and engineering undergraduates in New Hampshire, providing critical support for New Hampshire's bioscience industry and the expanding need for high-skilled health care workers. Graduates of the four institutions that comprise the University System have proven to be highly valued by New Hampshire companies such as BAE, Medtronic, Fidelity, Lonza, and many more. USNH also serves as one of the state's largest economic engines, with an annual impact of over \$2 billion.

USNH will leverage its own borrowing capacity to the extent possible to maximize the State's return on investment. USNH is already investing \$6 million in new bioscience labs in Manchester in support of the ARMI initiative and has developed an RN-BSN degree completion program at Granite State College that ensures every CCSNH nursing student has an affordable four-year degree pathway. This nursing completion program is offered entirely online as well as on-site, and a second completion option is being launched at Keene State in partnership with River Valley Community College to give students a residential option should they choose it. USNH was able to launch these initiatives without seeking additional State dollars, but by leveraging State investment we expect to be able to do even more to double nursing capacity at both UNH and PSU, launch a precision optics program, and offer new programs in automation and robotics.

A strong focus on cost containment through the leveraging of economies of scale across our four institutions has allowed us to keep net tuition increases below the cost of inflation in spite of flat State funding for the past five years. The State investment USNH does receive covers State mandates and offsets tuition for New Hampshire residents, helping to keep New Hampshire students in New Hampshire. USNH cost management has led to USNH institutions providing the lowest cost-of-attendance options for four-year college-going students in New Hampshire. USNH high graduation rates also ensure that the State maximizes its return on investment further, with State cost per graduate lower than any other public system in New England (two-year or four-year).

The marginal increase in the base appropriation being sought is intended to support our ability to continue efforts such as the Granite Guarantee (recently expanded to incoming New Hampshire Community College graduates), while the primary investment increase being sought will be strategically targeted to STEM-related workforce needs such as increased nursing capacity, addiction counselor education, and advanced manufacturing programs. This strategic ask is unique in that it is an initiative that leverages all four USNH institutions in an effort to have statewide impact. It is also an initiative designed to build long-term capacity with one-time funding. This ask is unlike any previous operating request and has been designed with significant industry input and the engagement of the Governor's Office so that it will have maximum impact.

New Hampshire faces significant workforce challenges that includes a skills gap leading to a growing number of unfilled advanced manufacturing, bioscience, and health care positions. Employment Security projections indicate that by 2024 New Hampshire will need, for example, 25 percent more biomedical engineers, 17 percent more biochemists, 13 percent more biological technicians, and 18.5 percent more employees in the health care industry, which is indicative of the greater workforce deficit.

USNH is committed to doing its part to address state economic and workforce needs by leveraging the strengths of its four institutions. This request will allow us to support a vibrant business and industry environment with greater impact, which is reflected in the support of our State investment request from the BIA and industry leaders across the state.

#### USNH Operating Appropriation Request FY20 and FY21

<i>(dollars in millions)</i>	FY18	FY19	Total	FY20	FY21	Total
Ongoing State Operating Support	\$ 81	\$ 81	\$ 162	\$ 83	\$ 84	\$ 167
Non-recurring Strategic Investment				12	15	27
<b>Total Request</b>				<b>\$ 95</b>	<b>\$ 96</b>	<b>\$ 194</b>

#### Non-recurring Strategic Investment Allocation

<i>(dollars in millions)</i>	FY20	FY21	Total
UNH	\$ 4	\$ 5	\$ 9
PSU	4	5	9
KSC	4	5	9
<b>Total Request</b>	<b>\$ 12</b>	<b>\$ 15</b>	<b>\$ 27</b>

#### Strategic Investment Details

	<i>(dollars in thousands)</i>	FY20	FY21
<b>UNH</b>			\$ 9,000
Significantly increasing nursing capacity			
<b>PSU</b>			
Health and Human Enrichment Cluster		\$ 1,500	
Center for Excellence in Health Sciences		1,475	
Strength and Conditioning Lab		500	
Robotics and Electromechanical Technology Program and Robotics Makerspaces		1,875	
Retrofit learning spaces		600	
Integrated Cluster approach in PSU education programs		650	
Expand Cluster projects with North Country business/communities		500	
Career Center		850	
Scholarships for student internships		1,050	
			\$ 9,000
<b>KSC</b>			
Business Partnership Hub		\$ 7,500	
Launch workforce programs impacting Southwest region		1,500	
			\$ 9,000
<b>Total Biennium One-Time Strategic Investments</b>			<b>\$ 27,000</b>

USNH Capital Appropriation Request 2020-2025

<i>(dollars in millions)</i>	Prior to	FY20-21		FY22-23		FY24-25		TOTALS
	FY20 USNH	State	USNH	State	USNH	State	USNH	
UNH Biological Sciences	\$ 3.4	\$ 10.0	\$ 20.0	\$ 10.0	\$ 27.6	\$ 15.0		\$ 86.0
PSU Hyde Innovation and Entrepreneur Center	0.5	2.0	4.0	2.5	4.0		4.0	17.0
KSC Elliot Student Services Center			2.7	2.5	8.0	2.0	4.8	20.0
<b>Total Request</b>	<b>\$ 3.9</b>	<b>\$ 12.0</b>	<b>\$ 26.7</b>	<b>\$ 15.0</b>	<b>\$ 39.6</b>	<b>\$ 17.0</b>	<b>\$ 8.8</b>	<b>\$ 123.0</b>

**State of New Hampshire  
Governor's Hearing on the Operating Budget  
LOB Rooms 306-308  
November 16, 2018**

**UNIVERSITY OF NEW HAMPSHIRE  
Strategic Investment Request**

Good morning Governor and members of the legislature,

I want to start by saying how proud I am to be serving as UNH's president. I also want to begin by letting you know that I intend to work hard on behalf of UNH to strengthen the relationship between the university and our elected officials here in Concord. I want you all to view UNH as critical partner to help to move New Hampshire forward.

As you well know, state demand for nurses and behavioral health specialists is increasing as health care providers address the opioid crisis, mental health, our aging population, and other health care challenges. The Bureau of Labor Statistics projects a 15 percent growth by 2026 for Registered Nurses, 31 percent for Nurse Practitioners, and 23 percent for Substance Abuse and Behavioral Disorder Counselors. In fact, all health care sectors forecast strong growth, the highest being in the ambulatory setting. Nurses prepared to treat patients in specialty areas such as intensive care, surgical, post-anesthesia, and home-based care will be critical.

Since 2014, the UNH bachelor's in Nursing program has grown by 33 percent. We have added two new online specialty programs—a post-master's Mental Health Nurse Practitioner certificate and a doctor of Nursing Practice degree—and have worked diligently to expand our clinical placements across the state. But more needs to be done to matriculate enough licensed professional nurses who can work in a variety of emerging and specialty practice settings.

The \$9 million State request, which UNH will bolster with an additional \$3 million in institutional funds, will be used to address the two major roadblocks to further program growth: facilities and clinical placements. Specifically, we will:

1. construct a state-of-the-art patient simulation center;
2. bring online a TelePractice Center to expand program and service reach and access;
3. develop interprofessional instructional spaces to teach team-based health care; and
4. hire faculty and clinical staff to support the programs.

State support for this Health Sciences Initiative will allow us to double nursing enrollment through a combination of existing program growth and the development of new programs in Psychiatric Mental Health and Acute Care.

Importantly, these funds will allow us to further leverage federal grants the university has received in recent years, including:

- funding to train 116 master's-level Social Work and Occupational Therapy students for positions in underserved areas of the state;
- a grant to train Nurse Practitioners in Medicated Assisted Treatment, which combines behavioral therapy and medications to treat substance use disorders; and
- resources to support the infrastructure related to the TelePractice Center and for programs that use the technology to increase community capacity for medicated assisted treatment and to address antenatal substance use.

UNH and the University System are committed to addressing the state's critical workforce needs. This initiative, supported by a one-time request of the State, will allow UNH to significantly increase our capacity, expand our reach, and embrace new technologies in a way that will benefit our students, graduates, and New Hampshire's medical community and patients for generations to come.

Thank you for your time and I would be happy to answer any questions about our request.

**State of New Hampshire  
Governor's Hearing on the Operating Budget  
LOB Rooms 306-308  
November 16, 2018**

**GRANITE STATE COLLEGE  
Strategic Investment Request**

Granite State College serves a unique role within USNH, focusing on meeting the needs of New Hampshire's working adults for whom completing a college degree—whether a bachelor's in Nursing, IT, or Accounting or a master's in Project Management or Healthcare—creates new opportunities to participate more fully in New Hampshire's evolving economy.

Although each student who comes to Granite State College is unique and represents a particular set of circumstances, there are some common attributes that describe them and some common needs that unite them. Ninety percent are working—the majority are working full-time, and 80 percent of them are working right here in New Hampshire. More than 80 percent come to us as transfer students, with approximately one in three coming to us through the Community College System of New Hampshire. Almost 60 percent of our students are at least 30 years of age and many carry the weight of family and community responsibilities as well as those of student and employee on their shoulders. Despite the fact that almost all of our students are employed, nearly 40 percent of our undergraduate students are Pell-eligible. For all of these reasons, Granite State College looks for every opportunity to help our students to find the most affordable paths we can offer to a high-quality education that aligns with their academic and career interests.

One illustration of this commitment is the extent to which Granite State College values workplace-based learning. A GSC student can earn up to half of the credits required for a degree through documented college-level learning outcomes that have been achieved outside of a college classroom. The most familiar examples of this are found among our students who are veterans and who receive college credit for the education and training provided by various branches of the United States Armed Forces; however, GSC also awards college credit for documented learning associated with a myriad of employer- and industry-sponsored programs in business and finance, health care, and hospitality (among other areas). Within New Hampshire, and specific to support for employees of the State and its municipalities, GSC regularly validates and awards credit for education and training provided by the New Hampshire Division of Personnel Management, New Hampshire Department of Education, New Hampshire Association of Counties, New Hampshire Police Standards and Training Council, and New Hampshire Fire Standards and Training Council. A portion of the USNH request for the one-time appropriation in the upcoming biennium is to expand the scope of our validations for workplace-based learning, particularly in the areas of medical and behavioral health and human services, but also in targeted areas of opportunity that align with other areas of New Hampshire's economy, to create opportunities for students and to strengthen the workforce for New Hampshire's employers.



A second illustration of GSC's commitment to affordable and efficient degree completion opportunities for New Hampshire's working adults—and their employers—is reflected in the RN-BSN degree completion program mentioned in the chancellor's remarks. Through this program, offered on behalf of the University System through GSC, we provide CCSNH graduates who have earned their associate's degree in Nursing and their RN credential through CCSNH with the opportunity to complete their four-year degree in Nursing at the same tuition rate as they would pay at CCSNH institutions. This concept has been successful with Granite State College now serving more than 200 students through our Nursing degree programs, and we believe that it can be applied to address a broader range of New Hampshire's health care workforce needs. With a modest one-time investment requested in the appropriations request for the upcoming biennial budget, GSC seeks to expand this same affordable option to CCSNH graduates who have earned associate's degrees or certificates in other allied health programs.

Finally, in support of an ongoing USNH-wide effort to identify and incorporate "open educational resources"—academically appropriate textbooks and course materials that complement our curricula and that can be made available to students without cost—GSC has requested one-time funding to expand this effort to include CCSNH institutions, along with USNH institutions, in an effort to lessen the impact of high textbook costs have on students' direct costs and the resulting debt associated with earning a college degree.

Although all three of the elements in this portion of the USNH appropriation request emanate directly from GSC's unique mission, each of them also has the potential to serve all four USNH institutions as well as to be of value to students enrolled in the seven CCSNH institutions, furthering our collective interest in creating more seamless opportunities for New Hampshire students and better support for New Hampshire's economic future.

**State of New Hampshire  
Governor's Hearing on the Operating Budget  
LOB Rooms 306-308  
November 16, 2018**

**PLYMOUTH STATE UNIVERSITY  
Strategic Investment Request**

Three years ago, Plymouth State University embarked on a journey to reinvent itself and to increase its linkages with, and to heighten its impact on, the state of New Hampshire. The University's approach to reinvention is closely aligned with the state's need for new workforce development and is driven by the need for new skill sets that involve a strong focus on problem-solving and STEM programs. Plymouth's transformation toward Integrated Clusters directly addresses the needs of the state's businesses. In fact, each Cluster relates to New Hampshire's economic priorities through a multifaceted approach that links the state's workforce needs directly to our educational process. It is a multidisciplinary way of thinking, which presents authentic learning experiences and addresses real issues faced by organizations, businesses, communities, and government.

The metamorphosis of Plymouth State into Integrated Clusters has necessitated a change in our organization and focus. It has required PSU to shift both institutional priorities and investments into programs and tools that directly advantage our students and state. Clusters have been established and we are now building Open Laboratory spaces—areas in which students, programs, faculty, and external partners can come together and work on real-world problems, developing solutions that support student education, business development, and strong connections between students, our state, and business.

Our request is built on an integrated workforce strategy, linking nine key initiatives that are transformative to the North Country and Lakes Region and are designed to bring economic prosperity to the rest of the state. A STEM workforce focus connects the technology and health needs of the region to development in the southern parts of the state in biotechnology, medical devices, advanced manufacturing, ARMI, and robotics. The integrated workforce strategy provides for additional support to our students and businesses through enhanced career advising—linking the project-based focus of the Clusters with the workforce needs of companies. This is critical, as is providing scholarships for internships, as 45 percent of our students are first-generation college-goers and, among the USNH residential institutions, we have the highest percentage of Pell-eligible students.

Overall funding impact will be to meet the health and technology workforce needs of the Lakes Region and North Country and bring economic prosperity to the rest of the state. Using project-based Cluster learning, students will take theory and apply it in their field, working with businesses, and graduating prepared to meet the needs of the New Hampshire economy. Please see financial details provided.



# PSU's Integrated Clusters

24 Departments and 3 Colleges into 7 Interdisciplinary Clusters



## The Four Tools of Integrated Clusters

- First-Year Seminar
- Open Laboratories
- Gen Ed Direction Courses *(themed and possibly with certificates)*
- Integrated Capstone Experience *(Junior or Senior Year)*

## A Challenge-based, Integrative Education

See further up here.



Plymouth State University's nine key initiatives are:

1. Increased nursing and biomechanical capacity. PSU will better meet the state's critical health care needs for well-trained nurses and other physical and mental health professionals, especially in the more rural, less accessible parts of the state. Funding will provide start-up money and technology to double the size of the PSU nursing program (as the New Hampshire Board of Nursing allows), add two graduate nursing programs, strengthen the partnership between nursing and counseling and resources, and add a graduate program in biomechanics. (\$1,500,000)
2. New Center for Excellence in Health Sciences. The Center will guarantee close collaboration between students, faculty, and external allied health partners, ensuring that PSU graduates have practical experience grounded in theoretical knowledge to help to fill significant state workforce needs in these areas. (\$1,475,000)
3. Strength and Conditioning Lab for PSU's health programs—Nursing, Physical Therapy, Outdoor Adventure, Exercise and Sport Physiology, Health Education, and Athletic Training. Using the space in the existing Physical Education Center (which has been repurposed through investment by PSU and the State), the new programs in health sciences and human performance become a critical resource. The co-location of programs, development of collaborative learning spaces, and provision of adequate laboratory space and technology, combined with health-related programming and projects directed to adaptive programs, healthy aging, and community health and wellness, will enhance life and improve health for central and northern New Hampshire residents through the training of needed health professionals. (\$500,000)

4. Robotics and Electromechanical Technology program, cyber-security and data visualization labs, STEM labs—start-up, tech, and buildout. The technological and physical renovations to the Draper and Maynard building will set the stage for new business development in security, data analytics, the creative economy, manufacturing, and electronics and technology. By adding this program we will leverage the computer science capability in the Exploration and Discovery Cluster. The development of this program will help us to broaden the appeal and create opportunities for biotech, ARMI, data visualization, medical devices, and more. Robotics and electromechanical technologies are needed for New Hampshire biotech, advanced manufacturing, and North Country business development. An added benefit will be the opportunity to utilize these spaces/labs for K-12 STEM, STEAM, and Computer Science 4NH programming. This program is a key ingredient to tie the education of PSU students to the business needs of the region and give students the skills, experiences, and space to work on projects to solve business challenges. (\$1,875,000)
5. Retrofit current learning spaces into collaborative learning areas and Open Labs. Adaptation of existing space will support our changed programs, pedagogies, and curricula. With corresponding technology for these areas as well as new classroom technology, we can further engage and interact with external partners. PSU will be able to attract collaborative partners, including business and government entities throughout the state, with state-of-the art technology. (\$600,000)
6. Integrated Cluster approach in PSU Education programs. Strengthen the impact of PSU’s already highly regarded Education programs by integrating the Cluster approach and project-based learning within P-12 Education. The funding will allow expansion of the Holmes Center for School Partnerships and Educator Preparation’s innovative work with school partnerships across the state, while promoting solutions to New Hampshire’s educational issues in collaboration with its partners. (\$650,000)
7. Expand North Country projects. Projects that focus on and take place in the North Country—an area that contains many of the state’s most economically challenged communities and where many PSU students are from—help to transform these communities and businesses. We are working in collaboration with Granite State College on projects to increase the number of nurses and behavioral health professionals in New Hampshire communities, especially in the North Country. (\$500,000)
8. Establish a Career Center. The Center will integrate career and academic advising with internships and alumni mentors, which will give students a greater understanding of the workforce needs of the state. Students may explore careers they would not have known of before through internships, project-based learning, external partnerships, and alumni mentors. Students will realize their career purpose for attending college and may better plan their academic path to meet it, giving them the drive to complete college and achieve greater individual post-graduation success while better meeting the state’s workforce needs. (\$850,000)

9. Fund internship access for students. We expect that many internships will be in health-related areas, yet many students cannot afford an internship experience. The funds could reduce the students' need to work during their unpaid internship semester allowing the individual to concentrate on the application of their learning to their internship. Funding could also provide local businesses with a temporary, inexpensive labor force and help students to network with local business, thus encouraging students to stay and work within the state. We are transforming PSU into a borderless and project-based university with both internships and classes linked to Open Labs. An integrated career and academic center that links to project-based Integrated Clusters and Open Labs will better connect students to the future and current workforce and development needs of the state. (\$1,050,000)

**Plymouth State University**  
**Building Capacity to Educate New Hampshire Students and**  
**Create a Twenty-First Century Workforce**  
*dollars in thousands*

Health and Human Enrichment Center	\$1,500
Center for Excellence in Health Sciences	1,475
Strength and Conditioning Lab	500
Robotics and Electromechanical Technology Program and Robotics makerspaces	1,875
Retrofit learning spaces	600
Integrated Cluster approach in PSU education programs	650
Expand Cluster projects with North Country business and communities	500
Career Center	850
Scholarships for student internships	1,050
	\$9,000



**State of New Hampshire  
Governor's Hearing on the Operating Budget  
LOB Rooms 306-308  
November 16, 2018**

**KEENE STATE COLLEGE  
Strategic Investment Request**

Good morning and thank you. I am Melinda Treadwell, President of Keene State College.

The University System of New Hampshire is adapting to an increasingly competitive business climate. During the biennium, the system will deliver innovative and exciting public/private partnership development through support and engagement with the Advanced Regenerative Manufacturing Institute (ARMI) led by the flagship, UNH. Beyond the critical state support for ARMI, this appropriations request will provide investment in, and successes for, the regional campuses in the areas of high tech manufacturing and community health care.

Keene State College (KSC) has completed aggressive cost-containment and organizational redesign in the face of failed market penetration and the resultant enrollment decline over recent years. The college now has a balanced budget and enrollment has begun to stabilize.

The challenge for the college at this moment in its 109-year history is investment flexibility for emerging regional workforce demands, given limited performance margins during our recovery. This multi-year appropriation request will provide essential, targeted funds to stimulate next phase economic growth and programmatic development to meet the priority social and economic needs of the regional economies served by KSC.

As KSC redesigns and becomes increasingly vital, the college is actively deepening partnerships with businesses, municipalities, and nonprofit organizations to meet the mission and needs of the Monadnock region. Keene State is pushing the cutting edge of change in higher education, and we are graduating students who are broadly educated and ready to succeed in their communities and in the workforce. We recognize that the future of higher education will demand innovative, collaborative thinking to build quality programs with partners.

For the biennium, we seek \$9 million in appropriation investment for KSC. These resources will provide focused one-time investment for the most critical educational and support priorities in the southwestern region of our state—community health and precision manufacturing and technology.

If we receive this support, Keene State College will:

- Create a Business Partnership Hub with a focus on technology-enhanced classrooms, precision manufacturing, and optics.
  - o We will raze or renovate Monadnock Hall—a current residence hall with Main Street frontage and adjacency to our STEM and business programs. KSC will develop exciting and essential educational programming in precision manufacturing. We will focus on optics as a specialization.
  - o The KSC Business Partnership Hub will be the collaboration, design, and educational site where our relationship with British Aerospace Engineering, Moore-Nanotechnology,



Corning, Omega Graphics, as well as the City of Keene, Cheshire Medical Center, and others will create innovative career pathway credentials for the future workforce. These one-time investment dollars will catalyze:

- the development and delivery of a series of credentials across the educational spectrum from high school to adult redevelopment and training;
  - the educational focus to expand our precision manufacturing program with a focus on optics and our health care offerings;
  - a synchronous engagement venue for courses, collaboration, and program delivery across the University System and with our business partners;
  - an engagement and makerspace for entrepreneurs in the region to access our resources and student talent; and
  - a center of professional development and educational program collaboration with the Community College System (CCSNH), KSC, Antioch University, as well as our regional businesses, policy makers, health care providers, and regional nonprofit organizations.
- o The requested funds will support the “standing up” of new, vital educational programs for the southwest region. During the biennium, KSC and CCSNH, with our business partners, will identify not only the existing programs, but also new stackable certificates and credentialing pathways for future regional workforce needs in precision manufacturing, optics, and community health. The Hub will support design, collaboration, and delivery of programs.
  - o The following is a summary of the anticipated capital costs for the development of this Business Partnership Hub:

State Contribution	Keene State College	Business Partners	Total
\$ 7,500,000	\$ 725,000	\$ 1,648,365	\$ 9,873,365

- Provide seed money for the development of new programs aimed at addressing regional health and wellness issues. (The State portion of this is \$1.5 million over the biennium with the remaining \$700,000 from the college.)
  - o Granite State College, Keene State College, and Plymouth State University will collaborate with other partner institutions across the state to increase substance abuse counseling credentials for a future workforce.
  - o During the biennium, KSC will offer to a state and regional audience, licensed alcohol and drug counselor certificate (LADC and MLADC).
  - o KSC will work with regional day and residential treatment programs to increase credentialing for their future workforce needs and will create shared teaching, learning, faculty and student support environments for our region.

The requested one-time dollars will enable us to focus energy to build the support environments and the educational opportunities needed to address these pressing issues for the region.

Thank you for considering this request and for the time and attention this morning.

**New Hampshire Employment Security (NHES)**  
**Public Hearing on Agency Budget Request FY 2020/2021**  
**Friday, November 16, 2018 @ 10:45am in Legislative Office Building Room 306 - 308**

- NHES receives no state general funds and the majority of its non-matching federal funding comes from the United States Department of Labor (USDOL).
  
- We base our biennium budget projection on the knowledge and expectation of the continuation of our core programs: Employment Services, Unemployment Insurance and Labor Market Information.
  
- The Department also receives supplemental funding in the form of a 0.2% diversion of employer state unemployment taxes (RSA 282 A:87) for administrative support in order to cover federal funding shortfalls, and from which \$2M annually is deposited into the Training Fund administered by the Department of Business and Economic Affairs in connection with the Job Training Program for Economic Growth, RSA 12-O:30 through 37.



**New Hampshire Employment Security (NHES)**  
**Public Hearing on Agency Budget Request FY 2020/2021**  
**Friday, November 16, 2018 @ 10:45am in Legislative Office Building Room 306 – 308**

- NHES offers a variety of services to claimants, job seekers and employers in 12 full service offices and 3 itinerant offices located throughout the state. Therefore, personal service and benefit costs comprise the largest portion of our overall budget.
  
- **Personnel-related costs** comprise approximately **67% of our budget**. A declining economy increases our workloads and, therefore, increases our budget due to increased staffing needs plus associated costs. When unemployment claims increase, NHES receives additional federal funding based on workloads in excess of our base budget workload counts.

**New Hampshire Employment Security (NHES)**  
**Public Hearing on Agency Budget Request FY 2020/2021**  
**Friday, November 16, 2018 @ 10:45am in Legislative Office Building Room 306 - 308**

- A growing economy and low unemployment rate like we are currently experiencing now, results in decreased funding. To put this into context, in July 2011, at the start of the FY12-13 biennium, the total number of staff at the department was 453 (374 full time and 79 part time); in July 2013, at the start of the FY14-15 biennium, the total number of staff decreased to 314 (268 full time and 46 part time); in July 2017, at the start of the FY18-19 biennium, the total number of staff was down to 265 (238 full time and 27 part time).
- The current staffing totals at the department as of July 2018 stayed about the same at 261 (231 full time and 30 part-time).
  - This is a decrease of 192 employees or 42% since July 2011.
  - This is the lowest staffing going back at least 40 years.

**New Hampshire Employment Security (NHES)**  
**Public Hearing on Agency Budget Request FY 2020/2021**  
**Friday, November 16, 2018 @ 10:45am in Legislative Office Building Room 306 – 308**

- **Department of Information Technology (DoIT)** costs comprise approximately **12% of our overall budget**. With this budget, NHES supports approximately 26 full-time equivalent DoIT positions: 19 embedded within NHES.
  
- **The Job Training Fund** (administered by BEA) receives \$2,000,000 annually, which represents approximately **6% of our overall budget**.
  
- NHES relies heavily on **technology** to administer our programs; therefore, in addition to class 027 (DoIT), our software, equipment and equipment-related maintenance budget represents approximately **8% of our overall budget**.

**New Hampshire Employment Security (NHES)**  
**Public Hearing on Agency Budget Request FY 2020/2021**  
**Friday, November 16, 2018 @ 10:45am in Legislative Office Building Room 306 - 308**

- **The remaining 7% of our overall budget is comprised of general operating expenditures** such as telecommunications, postage, utilities, supplies, rent, building maintenance contracts, etc.
  
- The Department submitted a budget of \$13,684,136 for SFY 2020 and \$14,007,404 for SFY 2021 in the category of personal services for permanent classified and unclassified staff. This includes 286 classified positions (of which 35 are unfunded this biennium) and 7 unclassified positions.
  
- NHES included the Granite Workforce program as an additional prioritized need in its 2020/2021 biennium budget. This program is funded 100% by using allowable federal funds available from the TANF program (Temporary Assistance for Needy Families) administered by DHHS. Granite Workforce

**New Hampshire Employment Security (NHES)  
Public Hearing on Agency Budget Request FY 2020/2021  
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(GW) is a six month pilot program administered by NHES and DHHS starting in January 2019. This program is part of the reauthorization of Medicaid expansion (Granite Advantage Health Care Program) to assist individuals in meeting the new work and community engagement requirements in Granite Advantage. Considering the time and effort devoted to creating this program together with the need to continue to find eligible workers to meet the growing demand from New Hampshire employers, we have included this program in the 2020/2021 biennium budget.

The budget for the Granite Workforce program includes 3 part-time and 11 full-time positions plus associated costs in order to meet the anticipated needs of delivering this program on a statewide basis.

**New Hampshire Employment Security (NHES)**  
**Public Hearing on Agency Budget Request FY 2020/2021**  
**Friday, November 16, 2018 @ 10:45am in Legislative Office Building Room 306 - 308**

**Discussion of Initiatives Impacting NH Businesses:**

- The Unemployment Compensation Trust Fund is currently at \$313M. To put this into perspective, the balance was at \$238M at the beginning of the recession as of December 31, 2007. NHES paid out \$275M in benefits from December 2007-June 2009.
  
- The recession forced NH to borrow approximately \$120 million from USDOL during 2010 and 2011 in order to continue to be able to pay benefits but NH was able to repay amounts borrowed in full prior to being charged any interest.

**New Hampshire Employment Security (NHES)**  
**Public Hearing on Agency Budget Request FY 2020/2021**  
**Friday, November 16, 2018 @ 10:45am in Legislative Office Building Room 306 - 308**

- In all, thirty-six states and territories depleted their trust funds during the Great Recession and seventeen states and territories had sufficient reserves in their trust funds to avoid borrowing.
  
- Most states that were forced to borrow were not as fortunate as NH as they incurred significant borrowing costs. California made the final repayment on its loan in April of 2018.
  
- The highest the NH trust fund balance has ever been was \$340M on May 7, 2001.

**New Hampshire Employment Security (NHES)**  
**Public Hearing on Agency Budget Request FY 2020/2021**  
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- As a result of the statutory changes made in 2009 that became effective in 2010 increasing UI taxes on NH businesses, the trust fund has grown and recovered from the Great Recession.
  
- Due to the growth of the trust fund, NH businesses have experienced tax rate reductions since the 4<sup>th</sup> quarter of 2014.
  
- These reductions started at 0.5% but have since grown where businesses received 1.0% reductions for all of 2016 through the 3<sup>rd</sup> quarter of 2018. The reduction has now increased to the maximum allowed by state law of 1.5% for the 4<sup>th</sup> quarter of 2018. The current trust fund forecast shows that the 1.5% reduction will continue through the 1<sup>st</sup> quarter of 2019.



**New Hampshire Employment Security (NHES)**  
**Public Hearing on Agency Budget Request FY 2020/2021**  
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- The actual savings for employers resulting from these reductions during 2015-2017 is nearly \$180 million, plus the additional \$60 million in savings realized as a result of the removal of the surcharges, brings the total savings to \$240 million.
  
- While NH's unemployment rate being one of the lowest in the country has received considerable attention from the media, the fact that NH currently is tied for the lowest UI tax rate in the country is often overlooked.
  
- Other initiatives at the Department include:
  - Continued focus on assisting employers to find the skilled workers they need. While the number of Granite Staters working is at an all-time high, the state's population growth rate is only 1/3<sup>rd</sup> of what it was a decade

**New Hampshire Employment Security (NHES)**  
**Public Hearing on Agency Budget Request FY 2020/2021**  
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ago. As a result, employers continue to need to be creative in how they search for employees to meet their staffing needs.

- Meeting this demand to assist NH employers find capable employees continues to be the focus for the Department. We conducted 20 job fairs during 2018 throughout the state including conducting job fairs on every campus for USNH and on every campus for the CCSNH. Most recently we partnered with AARP and BEA and conducted a successful job fair in Manchester focused on mature workers attracting nearly 700 job seekers.
  - Over 1,400 employers have participated in these 20 job fairs.
  - Over 3,500 job seekers have attended.

**New Hampshire Employment Security (NHES)**  
**Public Hearing on Agency Budget Request FY 2020/2021**  
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- There have been nearly 19,000 job opportunities available at these job fairs.
  
- In addition to large scale events for employers, we also offer small scale customizable recruitment events and assistance for employers in each of our 12 offices throughout the state. We regularly host employers at our offices to recruit customers coming in to utilize our employment services.
  
- We have continued our aggressive approach to dealing with unemployment fraud. We learned during the Great Recession that protecting the unemployment trust fund is critical during all phases of the economic cycle. We have partnered with the NH AG's office to aggressively prosecute unemployment fraud where we have established a national model obtaining felony convictions with actual jail time and,

**New Hampshire Employment Security (NHES)**  
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most importantly, sending a clear message that unemployment fraud is a serious crime and will not be tolerated.

- Continued successful implementation of wage garnishment and federal tax refund offset as effective tools for collecting fraudulently obtained benefits.

**Discussion of Initiatives Impacting NH Citizens:**

- New Hampshire's current unemployment rate of 2.6% is one of the lowest in the country and the lowest in the New England region. The current national unemployment rate is 3.7%.

**New Hampshire Employment Security (NHES)**  
**Public Hearing on Agency Budget Request FY 2020/2021**  
**Friday, November 16, 2018 @ 10:45am in Legislative Office Building Room 306 - 308**

- The average duration of unemployment in New Hampshire continues to decrease. The average duration is now 12.7 weeks. People are potentially eligible for 26 weeks, but are collecting on average much less and thus returning to work.
  
- The national average for unemployment duration is currently 15.4 weeks and Massachusetts has an average duration of 17.5 weeks.
  
- So again, New Hampshire is getting people back to work faster than the nation as a whole and faster than our neighbor to the south.

**New Hampshire Employment Security (NHES)**  
**Public Hearing on Agency Budget Request FY 2020/2021**  
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- New Hampshire also has a lower percentage of people exhausting their unemployment benefits. New Hampshire has an average exhaustion rate of 17.1% whereas the national average as of September 30, 2018 was 35%.
  
- So, in New Hampshire, only 17% of the people that file for unemployment benefits actually exhaust those benefits.
  
- We have continued our veteran hiring initiative launched in 2014 called OPERATION VETS CONNECT to help unemployed veterans connect with employers.
  - This is all about promoting veterans and their skills in part by better articulating to the civilian employer community how well these skills

**New Hampshire Employment Security (NHES)  
Public Hearing on Agency Budget Request FY 2020/2021  
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acquired as a result of their military service translate to the civilian workforce.

- I look forward to the next biennium and continuing to provide essential services to the people and businesses of New Hampshire.

# New Hampshire Banking Department

## Budget Request Presentation

2018-2019 Biennium

2020-2021

The New Hampshire Banking Department (“NHBD”) is committed to protecting the public’s interest through the professional supervision of the financial services it regulates and thereby providing consumer protection in vibrant and competitive financial service markets.

### 1) Structure of the NHBD

- NHBD is organized into two divisions:
  - Banking and Trust Supervision Division: oversees the activities of 16 banks, 10 credit unions and 30 non-depository trust companies and 4 family trust companies.
  - Consumer Credit Division (CCD): oversees several thousand licensed lenders (i.e., mortgage banks and brokers, small loan companies, money transmitters, etc.).
- NHBD has 55 Authorized positions, including 5 unfunded positions.
- NHBD is not seeking any additional positions in the 2020-2021 budget request.
- NHBD plans to consolidate and/or reclassify several existing positions for budget efficiency and to improve service to consumers and businesses (see item 4).

### 2) Department Funding

- 100% of NHBD revenues come from Other Sources.
- NHBD is funded entirely by the private businesses it regulates.

### 3) Efficiency Budget Figures

- Adjusted Authorized expenses for both divisions in current fiscal year are \$6,607,305.
- Efficiency Budget Request for 2020: \$6,590,898  
((\$53,026 below Efficiency Target)
- Efficiency Budget Request for 2021: \$6,751,762  
(Meets the Efficiency Target)

### 4) Three projects to enhance effectiveness and create budget efficiency

- **Career Ladder**  
Unfund four vacant examiner positions currently held for career advancement.  
Replace with a career ladder to retain valuable employees and create budget flexibility.
- **IT Examiner**  
Combine two funded but vacant Bank Examiner II positions into one Bank Examiner IV/Information Technology Examiner.  
More efficient and cost effective than certifying all examiners in IT examination.
- **Public Information Officer**  
Reclassify a vacant Program Specialist position into a Public Information Officer to:
  - Pursue Governor’s Digital Government Initiative, and
  - Enhance and expand community outreach/financial literacy efforts.



Trust Companies

AB Trust Company, LLC  
Ankura Trust Company, LLC  
Boston Partners Trust Company  
Cambridge Associates Fiduciary Trust, LLC  
Cambridge Trust Company of New Hampshire, Inc.  
Charter Trust Company  
DWS Trust Company  
Exeter Trust Company  
Family Capital Trust Company  
Fidelity Institutional Asset Management Trust  
Company  
Fiduciary Trust Company of New England, LLC  
Fiduciary Trust Company of New Hampshire  
Geode Capital Management Trust Company, LLC  
GLAS Trust Company LLC  
Hemenway Trust Company LLC  
John Hancock Trust Company LLC  
Lincoln Financial Group Trust Company, Inc.  
Loomis Sayles Trust Company, LLC  
Loring, Wolcott & Coolidge Trust, LLC  
Mercer Trust Company  
MFS Heritage Trust Company  
MillRiver Trust Company  
The New Hampshire Trust Company  
Newport Trust Company  
Perspecta Trust LLC  
Putnam Fiduciary Trust Company  
State Street Bank and Trust Company of New  
Hampshire  
The 1911 Trust Company, LLC  
VantageTrust Company, LLC

Banks

Bank of New England  
Bank of New Hampshire  
Claremont Savings Bank  
Franklin Savings Bank  
Mascoma Bank  
Meredith Village Savings Bank  
Merrimack County Savings Bank  
Northway Bank  
Optima Bank & Trust Company  
Piscataqua Savings Bank  
Primary Bank  
Profile Bank  
Salem Co-operative Bank  
Savings Bank of Walpole  
Sugar River Bank  
Woodsville Guaranty Savings Bank

Credit Unions

Bellwether Community Credit Union  
Freudenberg-NOK Employees Credit Union  
Granite State Credit Union  
Holy Rosary Regional Credit Union  
Members First Credit Union of N.H.  
New Hampshire Postal Credit Union  
Northeast Credit Union  
Service Credit Union  
St. Mary's Bank  
Triangle Credit Union



# ***Overview of the Department of Health and Human Services FY 20-21 Budget Request***

**Presented November 19, 2018**

**Commissioner Jeffrey A. Meyers  
CFO Kerrin A. Rounds**



# Agenda

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- ▶ **Mission, Roles, and Responsibilities**
- ▶ **Caseloads**
- ▶ **Organization Structure**
- ▶ **Staffing**
- ▶ **Efficiency Budget Request**
- ▶ **Prioritized Needs**



# Mission and Responsibilities

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## Mission

To join communities and families in providing opportunities for citizens to achieve health and independence

- To meet the **health needs** of New Hampshire citizens
- To meet the **basic human needs** of our citizens
- To provide **treatment and support services** to those who have unique needs including **disabilities, mental illness, special health care needs** or **substance abuse**
- To **protect** and care for New Hampshire's' most vulnerable citizens



# Key Roles of DHHS

## Educate

- Educate the public and providers on navigating complex systems of care

## Deliver Services to Clients

- Delivered through our District Offices around the State
- Client services call center
- Direct care - NH Hospital, Glenclyff Home, Designated Receiving Facility, and Sununu Youth Services Center

## Protect the Health and Safety of Our Citizens

- Protect children and adults from abuse and neglect
- Public health disease prevention, surveillance, and response

## Provide Regulatory Oversight

- Health facilities
- Child care facilities
- Food service businesses
- Public health disease prevention, surveillance and response

## Insure Program & Operational Integrity



# Selected Caseloads

Year *	Unduplicated	Medicaid	LTC	FANF	APTD	SNAP
2010	146,491	117,326	7,312	14,392	8,337	101,013
2011	153,338	119,554	7,217	13,796	8,740	113,127
2012	154,765	119,338	7,189	11,781	8,834	117,047
2013	157,348	130,239	7,194	8,559	8,115	120,153
2014	154,862	132,034	7,265	7,330	7,834	113,326
2015	188,750	171,732 ^	6,996	6,622	7,530	107,934
2016	202,248	186,599	7,114	5,435	7,081	99,978
2017	202,563	187,222	6,941	5,109	6,690	93,856
2018	200,575	185,659	7,639	7,063	6,310	88,404
2018**	196,054	181,148	7,532	7,461	6,070	82,277

\* As of January

\*\* As of September

^ Increase of approx. 39k as a result of changes to Medicaid Eligibility and NHHPP



# NH Department of Health and Human Services

## DHHS Overview

Commissioner

Deputy Commissioner

### Associate Commissioner Population Health

#### Division of Public Health

- Population Health & Community Services
- Infectious Disease Control
- Public Health Protection
- Laboratory Services
- Public Health Statistics and Information
- Public Health Systems, Policy & Performance
- State Epidemiologist

#### Division of Medicaid Services

- Clinical Operations
- Medicaid Policy
- Dental Services
- Health Care Reform
- Managed Care

### DHHS 24/7 Facilities

- New Hampshire Hospital
- Glenciff Home for the Elderly
- Sununu Youth Services Center
- Designated Receiving Facility

### Associate Commissioner Human Services & Behavioral Health

#### Division of Economic & Housing Stability

- Family Assistance
- Employment Supports
- Housing Supports
- Child Support Services
- Child Development & Head Start Collaboration

#### Division for Behavioral Health

- Mental Health
- Drug & Alcohol Services
- Children's Mental Health

#### Division of Long Term Supports & Services

- Adult Protection Services
- Elderly & Adult Services
- Developmental Services
- Designated Receiving Facility
- Special Medical Services
- Community Based Military Programs

#### Division for Children, Youth & Families

- Field Services
- Family, Community & Program Support
- Organizational Learning & Quality Improvement
- Sununu Youth Services Center

### Associate Commissioner Operations

#### Bureau of Information Services

- Data Management
- Information Security
- DHHS Systems Oversight

#### Bureau of Human Resource Management

- Organizational Development & Training Services

#### Bureau of Facilities Maintenance & Office Services

#### Administrative Operations

- Legal & Regulatory
- Program Planning and Integrity
- Quality Assurance and Improvement
- Health Equity
- Finance

#### Communications Bureau

#### Emergency Services Unit

#### Employee Assistance Program

# Current Staffing

	Total Authorized Permanent Positions
Division of Behavioral Health	38
Division of Children, Youth, and Families	653
Division of Economic and Housing Stability	568
Division of Long Term Supports and Services	141
Division of Medicaid Services	27
Division of Public Health	237
Glenclyff	164
New Hampshire Hospital	618
Office of the Commissioner - Operations	509
Grand Total	2,955





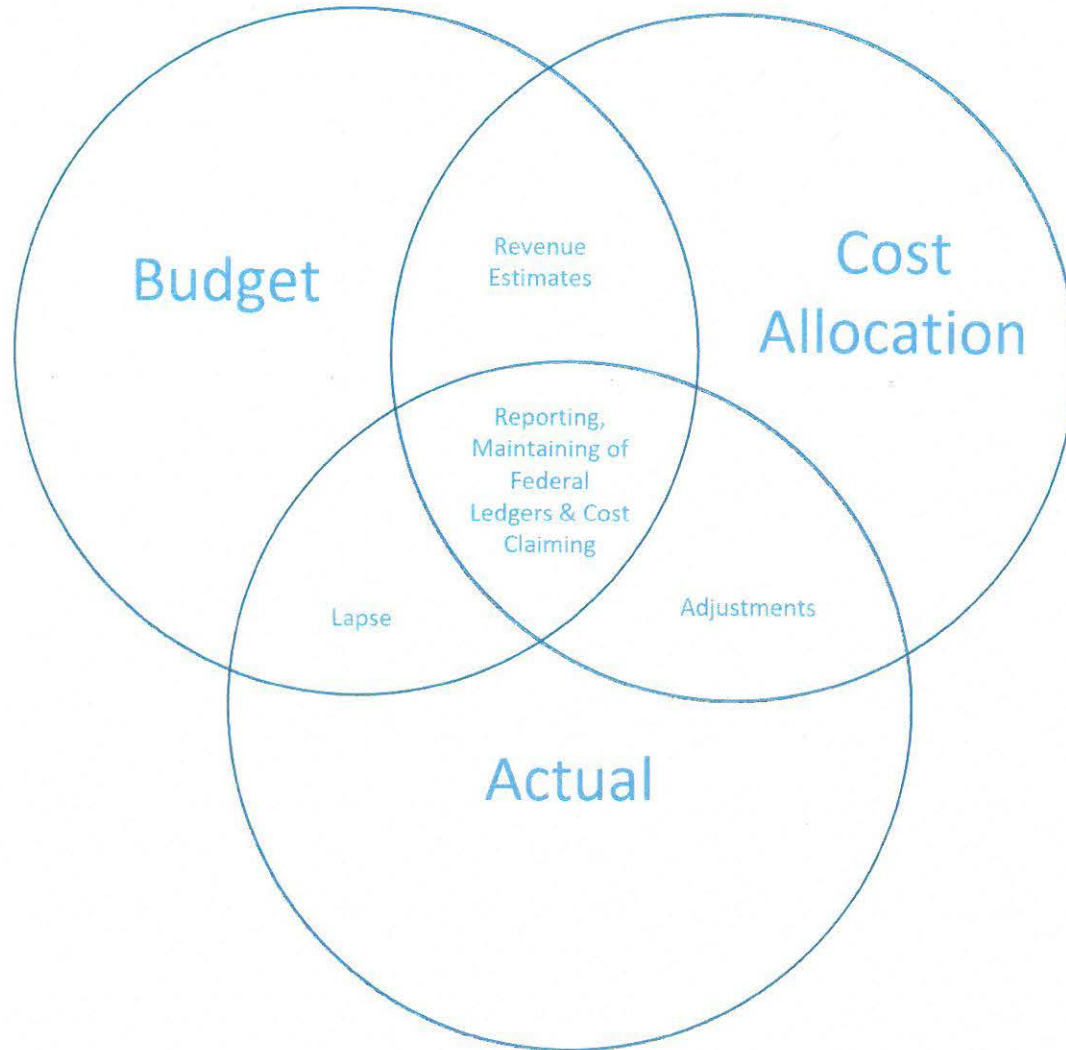
# Efficiency Budget Request

Shown in Thousands	Total Funds AA FY19	General Funds AA FY19	Total Funds Efficiency SFY20	General Funds Efficiency SFY20	Total Funds Efficiency SFY21	General Funds Efficiency SFY21
Division of Behavioral Health	73,594	30,514	95,512	30,286	76,498	31,903
Division of Children, Youth, and Families	120,734	68,474	132,397	79,306	133,938	80,492
Division of Economic and Housing Stability	162,778	61,721	154,192	63,665	155,698	63,942
Division of Long Term Supports and Services	804,576	206,372	873,791	221,267	870,809	217,801
Division of Medicaid Services	1,011,695	246,383	1,079,879	218,657	1,096,933	222,797
Division of Public Health	86,595	16,614	108,162	15,264	107,861	15,696
Glenclyff	16,221	8,110	16,830	8,498	17,036	8,479
New Hampshire Hospital	74,652	31,407	78,821	35,358	80,274	36,130
Office of the Commissioner - Operations	69,958	38,797	73,466	41,624	73,865	41,727
Office of the Commissioner - Bureau of Information Services <i>MMIS is in Medicaid # here</i>	63,667	24,851	40,659	22,562	40,806	22,912
<b>Grand Total</b>	<b>2,484,470</b>	<b>733,243</b>	<b>2,653,709</b>	<b>736,487</b>	<b>2,653,718</b>	<b>741,879</b>



# Budgeting

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# Prioritized Needs

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SUD and Mental Health Rates

DCFY/Child Protection System

Transitional/Respite/Permanent Housing

10-Year Mental Health Plan



# Prioritized Needs, continued

DD/ABD/IS/CFI Waiver Services

State Loan Repayment/Workforce

MMIS

District Office Moves

Staff Resources



# STATE OF NEW HAMPSHIRE

2020-2021



## Judicial Council

### *Mission Statement*

*To oversee the delivery of effective legal representation to indigent NH residents in criminal, child protection and guardianship court proceedings and to engage in public/private partnerships for civil legal services.*

## **Membership of the Judicial Council**

Pursuant to RSA 494:1, the Judicial Council is comprised of the following members:

- The 4 members of the judicial branch administrative council, appointed pursuant to Supreme Court rules.
- The attorney general or designee.
- A clerk of the superior court, selected by the chief justice of the superior court.
- A clerk of the circuit court, selected by the administrative judge of the circuit court.
- The president-elect of the New Hampshire Bar Association.
- The chairperson of the senate judiciary committee or a designee from such committee appointed by the chairperson.
- The chairperson of the house judiciary committee or a designee from such committee appointed by the chairperson.
- Eight other members appointed by the governor and council, 3 of whom shall be members of the New Hampshire Bar Association of wide experience who have been admitted to practice in the state for more than 5 years, and 5 of whom shall be members of the public who are not lawyers.
- Five other members appointed by the chief justice of the supreme court, 3 of whom shall be members of the New Hampshire Bar Association of wide experience who have been admitted to practice in the state for more than 5 years, and 2 of whom shall be members of the public who are not lawyers.

## **Current Members of the Council**

Supreme Court Justice	The Hon. James Bassett
Superior Court Chief Justice	The Hon. Tina Nadeau
Circuit Court Administrative Judge	The Hon. David King
Administrative Office of the Courts Director	Christopher Keating
Senate Judiciary Chair	Senator Sharon Carson
House Judiciary Chair	Representative Claire Rouillard
Attorney General	Gordon MacDonald
President Elect of the Bar	Edward Philpot
Clerk of the Superior Court	Karen Gorham
Clerk of the Circuit Court	Gina Belmont

8 members appointed by Governor and Council, 3 of whom shall be Bar members:

Attorney Daniel Will  
Attorney Philip Utter  
Attorney Brian J.X. Murphy  
Kimberly Casey  
Steven Lubrano  
Dino Scala  
Dr. Alan Seidman

5 members appointed by the Chief Justice of the Supreme Court, 3 of whom shall be Bar members:

Attorney Stephanie Bray  
Attorney John Durkin  
The Hon. James Duggan (Vice-Chair)  
Nina Gardner (Chair)  
Stephen Reno

## **Standing Committees**

### **Indigent Defense Subcommittee**

Attorney Phil Utter  
Attorney John Durkin  
Attorney Christopher Keating

### **Child Protection Subcommittee**

Dr. Alan Seidman  
The Hon. Kris Spath  
Gina Belmont  
Nina Gardner  
Attorney Christopher Keating

### **Executive Committee**

The Hon. Tina Nadeau  
Kimberly Casey  
Attorney Daniel Will  
Attorney Christopher Keating  
Nina Gardner

**New Hampshire Judicial Council**  
**Contract Attorney Unit Schedule**  
**FY 2019**

The Judicial Council sets the reimbursement rates for attorneys who contract with the Council to provide defense representation to the indigent accused in appointed cases.

The Council sets the reimbursement rate per unit and establishes the unit values per case type.

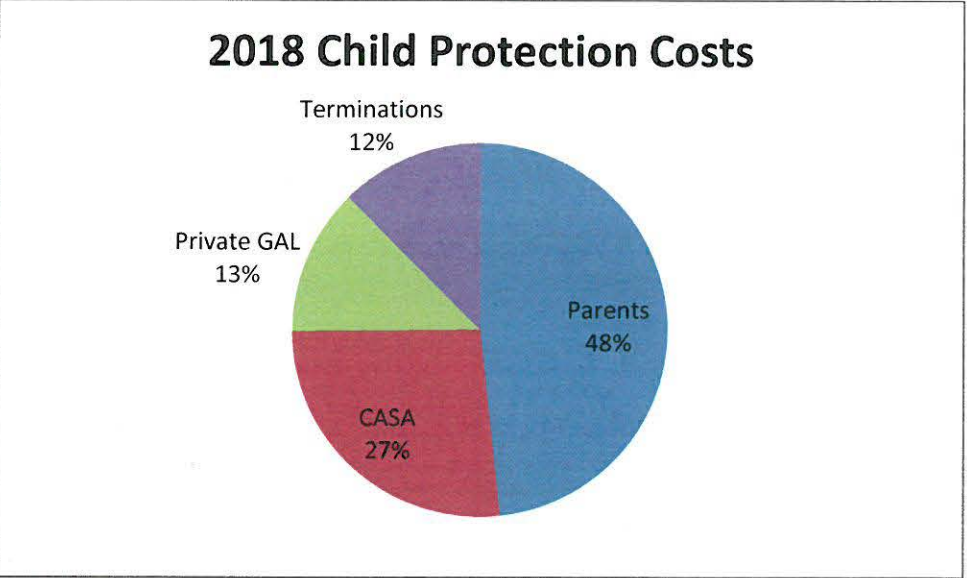
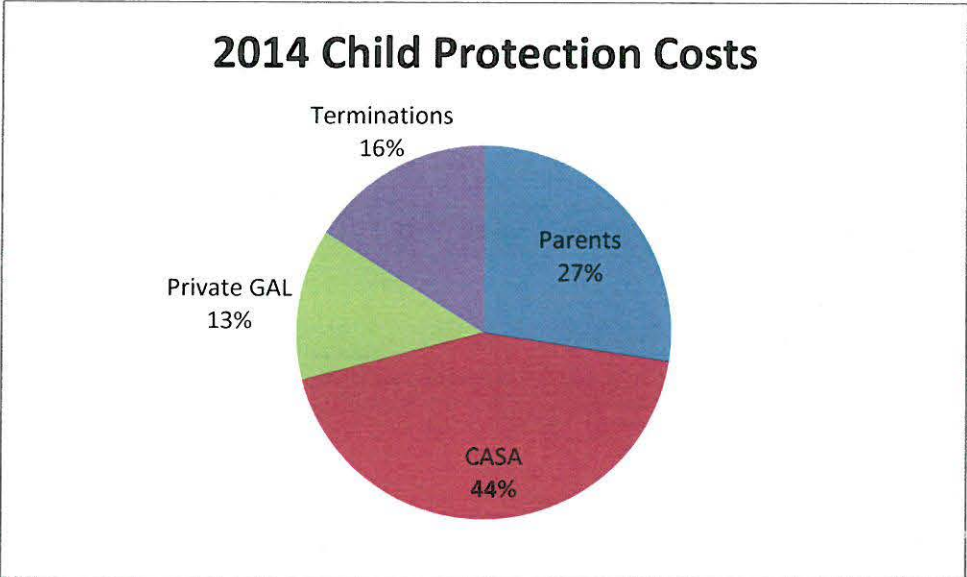
For State Fiscal Year 2019, the Judicial Council set the reimbursement rate at \$300 per unit. The Council established the unit values for different case types as follows:

Case Type	Units Assigned	Dollar Value
Felony 1 (AFSA, FSA, FDA)	8.30	\$2,490.00
Felony	2.75	\$825.00
Circuit Court Misdemeanor	1.00	\$300.00
Superior Court Misdemeanor/Complaint	1.50	\$450.00
Misdemeanor Appeal from Circuit Court	1.50	\$450.00
Juvenile Delinquency Proceeding	1.00	\$300.00
Juvenile Review Hearing and related work	.33	\$99.00
Preparation of a Notice of Appeal	1.00	\$300.00
Habeas Corpus Petition	1.00	\$300.00
Specialty Court Appearance	.25	\$75.00
“Others” as defined by the contract (VOP, Witness Rep, Sentence Related, etc.)	.75	\$225.00
Consultation with a juvenile in a delinquency case	No formal decision made on unit value yet	



**Child Protection Costs**

Service Provider	FY14	FY15	FY16	FY17	FY18
Parent Attorney	\$311,673	\$542,142	\$790,576	\$1,003,448	\$1,158,342
CASA	\$494,000	\$539,000	\$589,000	\$639,000	\$639,000
Non-CASA GAL	\$148,192	\$113,446	\$160,547	\$225,522	\$304,972
TPR/Parent Attorney & GAL	\$182,177	\$190,816	\$160,745	\$166,513	\$297,551
<b>Total Child Protection Costs</b>	<b>\$1,136,042</b>	<b>1,385,404</b>	<b>\$1,700,868</b>	<b>\$2,034,483</b>	<b>\$2,399,865</b>



<b>Attorney Fees &amp; Fee Caps</b>				If the trial judge approves a motion to exceed the fee cap, is secondary approval by an administrative judge required?
Attorneys: \$60/hour; Attorneys – Major Crime*: \$100/hour, Paralegals:\$35/hour (Supreme Court Rule 47(2)(a), 48(2)(a)) Unless approved by formal motion in advance, travel TIME reimbursed only to permit counsel to meet with incarcerated client in criminal cases, (Rule 47). Mileage is reimbursed in addition to the fee cap, (Mileage: 54¢/mile in 2016).				
Case Type	Proceeding	Cap	Cap Rule	
Criminal	Misdemeanor	\$1,400	47(2)(b)	No
Criminal	Felony	\$4,100	47(2)(c)	
Criminal	Felony 1*	\$8,000	47(2)(c)	
Criminal	Homicide*	\$20,000	47(2)(d)	
Criminal	victim or witness representation	NO CAP	----	
Delinquency	delinquency (169-B)	\$1,700	48(2)(b)	Yes
Delinquency	review hearings in delinquency cases	\$300	48(2)(i)	
Child Protection	abuse/neglect (169-C)	\$1,700	48(2)(b)	
Child Protection	de novo appeal of an abuse/neglect case	\$1,400	48(2)(c)	
Child Protection	Review hearing in abuse/neglect case	\$300	48(2)(i)	
Child Protection	termination of parental rights	\$1,700	48(2)(f)	
Involuntary Admissions	involuntary admissions under 135-C	\$600	48(2)(g)	
Guardianship	guardianship of a minor, RSA 463	\$1,200	48(2)(d)(i)	
Guardianship	guardianship of an adult, RSA 464-A	\$900	48(2)(d)(ii)	
Guardianship	annual review hearings	\$300	48(2)(e)	
All	supreme court appeal	\$2,000	47 (2)(e) & 48(2)(h)	No

<b>Guardian ad Litem Fees and Fee Caps</b>			If the trial judge approves a motion to exceed the fee cap, is secondary approval by an administrative judge required?
\$60 per hour, (Supreme Court Rule 48-A(2)(a)) Unless approved by formal motion in advance, travel TIME not reimbursed. Mileage is reimbursed in addition to the fee cap, (Mileage: 54¢/mile in 2016).			
GAL Services in what kind of Proceeding?	Fee Cap	Rule	
Delinquency (RSA 169-B)	\$900	48-A(2)(c)	Yes
Abuse & Neglect (RSA 169-C 19)	\$1,400	48-A(2)(b)	
Termination of Parental Rights	\$1,400	48-A(2)(e)	
Guardianships (RSA 463 or 464-A)	\$1,400	48-A(2)(g)	
Superior Court Appeals	\$900	48-A(2)(f)	
Review Hearings	\$300	48-A(2)(d)	
Victim or Witness Representation	NO CAP	----	----



# New Hampshire Department of Labor

Governor's Fiscal Year 2020-2021

Agency Budget Hearing

Tuesday, November 20, 2018



# New Hampshire Department of Labor

## **Division of Administration and Support**

### **AU 60000000**

- Department leadership and policy
  - Commissioner and Deputy
    - Finance and Budget
  - Human Resources and Payroll
    - Legal Services
- Department-wide Logistics and Support
- 10 Classified; 2 Unclassified positions



# New Hampshire Department of Labor

## Inspection Division

**AU 61000000**

- Labor Inspection and Compliance
  - Boiler and Elevator Inspection
  - Administration and Support
    - 37 Classified positions



# New Hampshire Department of Labor

## Inspection Division AU 61000000

	SFY 16	SFY 17
Employee Wages Recovered	\$1,363,131	\$1,047,531
Labor Inspections Completed	858	937
Formal & Informal Hearings	585	642
Boiler & Pressure Vessel Inspections	11,185	10,409
Elevator Inspections	5,240	5,216
Safety Inspections	1,466	1,097
Labor Law Seminars Conducted	38	32
Employers Attending Seminars	2,385	2,547



# New Hampshire Department of Labor

## **Worker Compensation Division**

### **AU 62000000**

- Administration and Supervision
  - Claims Bureau
- First Report of Injury processing
  - Trust Fund Management
- Worker Compensation Coverage Unit
  - Hearings Bureau
  - 45 Classified positions



# New Hampshire Department of Labor

## Worker Compensation Division AU 62000000

	SFY 16	SFY 17
Process First Reports of Injury	38,475	40,049
"Lost Time" Injuries	6,630	6,822
Formal Hearings Concluded	2,268	2,036
Appeal Hearings with Comp Appeals Board	232	157
WC Coverage Civil Penalties Collected	\$857,538	\$916,911
Trust Fund Expenditures	\$16,244,768	\$17,850,335





## New Hampshire Department of Labor

FY 2019 ADJ AUTH

\$ 10,605,750

FY 2020 TARGET

\$ 10,658,779

FY 2021 TARGET

\$ 10,712,073

FY 2020 EFFIC BUDGET

\$ 10,513,283

FY 2021 EFFIC BUDGET

\$ 10,704,073

UNDER TARGET

\$ 145,496

UNDER TARGET

\$ 8,000



# New Hampshire Department of Labor

## **Additional Prioritized Needs**

FY 2020 - \$1,097,207

FY 2021 - \$98,619

This request is for the replacement and modernization of the existing 18-year old electronic document management and workflow system. The existing system is vital to all major business processes. On any given day the system is utilized continuously by over two-thirds of staff. The current EDMS system cannot operate beyond Windows 7. The request also includes re-cabling the Spaulding Building to replace 20 year old infrastructure.

TOTAL DEPT OF LABOR	FY 2019 ADJ					FY 2020 EFFIC				FY 2020	FY 2021
	FY 2018 ACT	AUTH	BUDGET	\$ CHG	% CHG	BUDGET	\$ CHG	% CHG	ADDL PRIOR	ADDL PRIOR	
									NEEDS	NEEDS	
010 Personal Services-Perm. Classi	3,483,462	4,436,485	4,255,832	(180,653)	-4.1%	4,351,023	95,191	2.2%	-	-	
011 Personal Services-Unclassified	110,542	117,804	125,479	7,675	6.5%	125,480	1	0.0%	-	-	
012 Personal Services-Unclassified	73,505	112,669	108,840	(3,829)	-3.4%	114,390	5,550	5.1%	-	-	
017 FT Employees Special Payments	-	-	100,000	100,000		100,000	-	0.0%	-	-	
020 Current Expenses	124,736	234,662	235,564	902	0.4%	226,816	(8,748)	-3.7%	-	-	
022 Rents-Leases Other Than State	8,668	24,588	24,088	(500)	-2.0%	22,924	(1,164)	-4.8%	-	-	
024 Maint.Other Than Build.- Grnds	6,543	7,515	7,500	(15)	-0.2%	7,500	-	0.0%	-	-	
026 Organizational Dues	3,195	6,100	4,800	(1,300)	-21.3%	4,800	-	0.0%	-	-	
027 Transfers To Oit	1,054,990	1,171,454	1,234,415	62,961	5.4%	1,250,598	16,183	1.3%	1,097,207	98,619	
028 Transfers To General Services	284,182	308,438	330,089	21,651	7.0%	334,333	4,244	1.3%	-	-	
030 Equipment New/Replacement	64,331	74,848	88,339	13,491	18.0%	71,206	(17,133)	-19.4%	-	-	
039 Telecommunications	54,662	55,141	68,025	12,884	23.4%	68,025	-	0.0%	-	-	
040 Indirect Costs	258,202	147,681	183,564	35,883	24.3%	189,070	5,506	3.0%	-	-	
046 Consultants	-	1	1	-	0.0%	1	-	0.0%	-	-	
049 Transfer to Other State Agenci	2,588	2,722	3,448	726	26.7%	3,745	297	8.6%	-	-	
050 Personal Service-Temp/Appointe	171,865	190,133	211,000	20,867	11.0%	211,100	100	0.0%	-	-	
057 Books, Periodicals, Subscripti	2,692	4,865	4,450	(415)	-8.5%	4,450	-	0.0%	-	-	
060 Benefits	1,983,500	2,659,954	2,522,924	(137,030)	-5.2%	2,635,576	112,652	4.5%	-	-	
064 Ret-Pension Bene-Health Ins	405,226	433,300	419,600	(13,700)	-3.2%	453,400	33,800	8.1%	-	-	
065 Board Expenses	325,768	508,677	478,420	(30,257)	-5.9%	430,420	(48,000)	-10.0%	-	-	
066 Employee training	-	-	5,000	5,000		5,000	-	0.0%	-	-	
070 In-State Travel Reimbursement	72,799	90,712	78,240	(12,472)	-13.7%	70,529	(7,711)	-9.9%	-	-	
080 Out-Of State Travel	2,431	12,000	8,750	(3,250)	-27.1%	8,750	-	0.0%	-	-	
211 Catastrophic Casualty Insurance	-	-	8,914	8,914		8,936	22	0.2%	-	-	
061 Unemployment Compensation	-	1	1	-		1	-	0.0%	-	-	
062 Workers Compensation	25,238	6,000	6,000	-		6,000	-	0.0%	-	-	
<b>EXPENDITURE TOTAL</b>	<b>8,519,125</b>	<b>10,605,750</b>	<b>10,513,283</b>	<b>(92,467)</b>	<b>-0.9%</b>	<b>10,704,073</b>	<b>190,790</b>	<b>1.8%</b>	<b>1,097,207</b>	<b>98,619</b>	
									-	-	
402207 W C Insurance Assessments(Adm)	6,849,256	8,544,799	8,519,953	(24,846)	-0.3%	8,661,998	142,045	1.7%	862,083	77,486	
406979 Inspection Fee-Certificate-Licenses	1,669,869	2,060,951	1,993,330	(67,621)	-3.3%	2,042,075	48,745	2.4%	235,124	21,133	
<b>REVENUE TOTAL</b>	<b>8,519,125</b>	<b>10,605,750</b>	<b>10,513,283</b>	<b>(92,467)</b>	<b>-0.9%</b>	<b>10,704,073</b>	<b>190,790</b>	<b>1.8%</b>	<b>1,097,207</b>	<b>98,619</b>	



Margaret D. LaBrecque  
Commandant

**New Hampshire Veterans Home**  
139 Winter Street  
Tilton, NH 03276-5415  
[www.nh.gov/veterans](http://www.nh.gov/veterans)



Telephone: (603) 527-4400  
Fax: (603) 286-4242

**GOVERNOR'S PUBLIC BUDGET HEARING  
FISCAL YEARS 2020-2021  
November 16, 2018**

Members of the Governor's Committee:

Thank you for the opportunity to make this presentation to you.

The New Hampshire Veterans Home was established under RSA: 119 in 1890 for the care and treatment of Civil War veterans and has since provided high quality, professional long-term care and treatment services to our state's elderly and disabled veteran population. The Veterans Home is presently a 250-bed long-term care facility. The Home's budget is supported by revenue from the State of New Hampshire General Fund (47%), the U.S. Department of Veterans Affairs (28%), and from individual resident's payments (25%).

The FY 2020-2021 Veterans Home budget reflects the Home's goals, priorities, and needs for the upcoming biennium.

This budget has been prepared and is being submitted upon the planning assumption of having a resident census of 225 veterans. The Home's current census is 183 with 71 active applications and 31 applicants that have been approved but are waiting in the candidate pool. Both the Life Enhancement Dementia Unit for veterans at risk for wandering and the Tarr Units, which is for veterans who have capacity, have veterans waiting for an appropriate bed.

Qualified staffing, particularly in Nursing, continues to be a challenge in terms of recruitment and retention in order to meet the increased resident census and care needs. Vacancies remain in these direct care positions and we will continue to fill them. The trend towards increased home care, assisted living and other alternative care programs has impacted the typical profile of our veterans being admitted at the New Hampshire Veterans Home – they generally are older, frailer and more disabled.

VA regulations mandate that qualified nursing staff is available on a daily basis to meet needs for nursing care in a manner and in an environment which promotes each resident's physical, mental and psychological well-being, thus enhancing their quality of care and quality of life. Additional challenges with women's health care, bariatric care, hospice care, dementia with behavior disturbances, as well as the specialized care of our Vietnam veterans, must also be addressed.

During the upcoming biennium, additional new and replacement equipment, beds and over head lifts will also be required to keep up with the greater care needs of our residents and the successful implementation of the Electronic Medical Records has required the increased use of computers and other electronic devices.

The New Hampshire Veterans Home has a tradition of providing high quality care and cost-effective operations in serving the disabled and elderly veteran population in New Hampshire. With the continuing support of Governor Sununu and this Committee, the Veterans Home will be able to continue in this tradition.

Respectfully submitted: Margaret D. Labrecque, Commandant



**OFFICE OF PROFESSIONAL LICENSURE AND CERTIFICATION  
STATE OF NEW HAMPSHIRE**

121 South Fruit Street  
Concord, New Hampshire 03301  
Telephone 603-271-6766 · Fax 603-271-0597

**Joseph G. Shoemaker**  
Technical Division Director

**Peter D. Danles**  
Executive Director

**Sheri Walsh**  
Health Division Director

In 2019, The Office of Professional Licensure and Certification (OPLC) became a self-funded agency based on SB 531-FN, passed on 6/29/2018. When this occurred, many expenses once budgeted and paid through General Funds became expenses of OPLC.

Below is a summary of these expenses:

	2019	2020	2021
<b>SWCAP</b>	\$1,077,387	\$1,082,774	\$1,082,774
<b>Retirement Health</b>	\$305,900	\$310,500	\$334,800
<b>DoIT</b>	\$276,577	\$276,577	\$276,577
<b>Nursing Impaired Program</b>	\$246,600	\$246,600	\$246,600
<b>Insurance Policies and Contracts</b>	\$3,383	\$3,383	\$3,401
<b>Unemployment</b>	\$3,000	\$3,015	\$3,015
<b>Workers Comp</b>	\$3,000	\$3,015	\$3,015
<b>Employee Assistance Program (EAP)</b>	\$1,767	\$2,514	\$2,723
<b>Total</b>	<b>\$1,917,614</b>	<b>\$1,928,378</b>	<b>\$1,952,905</b>

## **Additional Prioritized Needs**

OPLC has requested additional prioritized needs of \$3.5M over the two fiscal years, to meet the operative needs of the agency.

These needs include:

- The PDMP program, including 3 employees, which will be partially funded by OPLC in 2020 and fully funded in 2021, as federal grants run out. \$1.2M
- Salaries and benefits for new, full and part time necessary employees of \$1.1M
- Professional Conference Fees of \$360K
- Professional Membership Fees of \$180K
- Mobile inspection software of \$200K
- Expert Witness Fees of 160K
- Provider and Staff Training at \$138K
- New and replacement equipment (including vehicles) of 105K
- Email addresses for Boards (requested by APU) \$41K

State Treasury  
FY 2020 – 2021  
Agency Budget Presentation  
November 19, 2018

Page

- 1 Overview Outline
- 2 Summary of Agency Request by Organization
- 3 Budget Issues, Efficiency Initiatives, Challenges, and Ongoing Projects

State Treasury  
Fiscal Years 2020 and 2021  
Agency Budget Presentation  
Overview Outline  
November 19, 2018

1. Structure of Treasury Budget
  - a. Five of Treasury's 9 organization codes constitute over 96% of total budgeted dollars. See attached spreadsheet for explanatory notes.
    - i. Debt Service for General Funded and USNH capital projects – General and Federal Funds
      - a) Assumed \$10 million in capital appropriations for USNH
    - ii. Debt Service for CCSNH capital projects (reimbursed by CCSNH)
    - iii. Debt Service for School Building Aid – Other Funds
      - a) Funded from restricted portion of Meals and Rooms tax
    - iv. General Fund Distributions to Municipalities – General Fund
      - a) Meals and Rooms tax distribution (RSA 78-A:26)
      - b) Reinstatement of State Revenue Sharing with cities & towns (RSA 31-A)
    - v. Unique College Savings Plan – Other Funds
2. Structure of Treasury Organization
  - a. Treasury Operations
    - i. 12 positions – one of which is currently vacant
  - b. Abandoned Property
    - i. 10 positions – two of which are currently vacant
3. Unrestricted Revenue Estimates
  - a. Abandoned Property General Fund escheatment
    - i. FY 2020: \$14.1 million and FY 2021: \$17.6 million
  - b. Interest on Surplus Funds
    - i. Net earnings from pooled cash are allocated to dedicated funds identified in statute to receive earnings allocation
    - ii. Earnings generated by \$110M Rainy Day Fund investments are credited to GF
    - iii. Robust total net earnings were generated in FY18 (nearly \$6 million)
    - iv. Budget maintained at zero for the 2020-2021 biennium
      - a) Portion of pooled cash used in compensating balance arrangements with select banks to cover cost of institutional services
      - b) Rising interest rate environment is expected to prevail into at least FY20, however excess pooled cash levels depend on revenue performance
      - c) Treasury takes conservative approach in not budgeting revenue



State Treasury  
 Fiscal Year 2020 - 2021  
 Agency Budget Presentation  
 Summary of Agency Request by Organization  
 November 19, 2018

	B	C	D E F G H I				J K L M N				O P Q			
			Adjusted Authorized FY 2019				State Treasury Efficiency Request / Prioritized Needs Change Request FY 2020				FY 2021			
Description	Organization from Agency Budget Request	General	Other	Total	% of	General	Other	Total	% of	General	Other	Total	% of	
		Fund	Funds	Funds	total	Fund	Funds	Funds	total	Fund	Funds	Funds	total	
1 Treasury Operations NOTE 1	1050TRE	1,150,539	181,186	1,331,725	1%	1,213,481	187,586	1,401,067	1%	1,208,052	189,950	1,398,002	1%	
2 Debt Service NOTE 2	2076DEB	98,453,181	2,000,000	100,453,181	49%	91,944,214	1,850,494	93,794,708	40%	87,745,593	1,729,088	89,474,681	39%	
3 Debt Service School Building NOTE 3	5972DSS	0	11,902,560	11,902,560	6%	0	11,490,451	11,490,451	5%	0	8,311,872	8,311,872	4%	
4 Gen Fund Dist to Municipality NOTE 4	8023SFG	68,805,057	0	68,805,057	33%	99,021,111	0	99,021,111	43%	104,021,111	0	104,021,111	45%	
5 CCSNH Debt Service Fund	8713CCS	0	3,301,360	3,301,360	2%	0	3,086,218	3,086,218	1%	0	3,398,701	3,398,701	1%	
6 Abandoned Property NOTE 5	8021ABP	0	2,722,677	2,722,677	1%	0	2,798,183	2,798,183	1%	0	2,862,403	2,862,403	1%	
7 Unique Program NOTE 6	1047UPR	0	14,740,000	14,740,000	7%	0	16,519,969	16,519,969	7%	0	16,927,118	16,927,118	7%	
8 Ben Thompson Trust Fund	8024TRF	0	31,888	31,888	0%	0	31,888	31,888	0%	0	31,888	31,888	0%	
9 LCHIP	1390LCP	0	3,500,000	3,500,000	2%	0	3,500,001	3,500,001	2%	0	3,500,001	3,500,001	2%	
<b>Total</b>		<b>168,408,777</b>	<b>38,379,671</b>	<b>206,788,448</b>	<b>100%</b>	<b>192,178,806</b>	<b>39,464,790</b>	<b>231,643,596</b>	<b>100%</b>	<b>192,974,756</b>	<b>36,951,021</b>	<b>229,925,777</b>	<b>100%</b>	
<b>FY2020 - FY2021 Notes:</b>														
1. Includes DoIT prioritized need of \$5,544 for SQL Server licensing within Treasury Virtual Server environment. Treasury runs SQL server for Debt system, Docushare and other utilities within DoIT's support environment.														
2. 2% Federal Funds (BABS Subsidy) 98% General Funds includes debt service for general funded State capital projects and USNH capital appropriations.														
3. Pursuant to RSA 198:15-a debt service for school building aid is paid from meals and rooms tax revenue.														
4. General Fund Distribution to Municipality includes Meals and Rooms Distribution and Revenue Sharing. Meals and Rooms budget includes a maximum of \$5,000,000 annual increase per the calculation as a prioritized need. Revenue Sharing was suspended for the 18-19 biennium and is identified as a priority need in the 20-21 budget at \$25,216,054 annually.														
5. Includes prioritized need to extend the contract for cloud-based operating system of \$146,865 for enhancements and efficiencies. Also includes DoIT prioritized need of \$2,545 for SQL Server licensing within Treasury Virtual Server environment. Treasury runs SQL server for Debt system, Docushare and other utilities within DoIT's support environment.														
6. The Unique Program represents two scholarship programs benefitting financially-qualified NH students attending participating NH post-secondary institutions. The funding is derived from an investment management assessment charged to participants in the College Savings Plan, collected by Fidelity, approximately half of which is remitted to the State as sponsor and trustee of the Plan.														

State Treasury  
Budget Issues, Efficiency Initiatives, Challenges, and Ongoing Projects  
November 19, 2018

Thank you for the opportunity to provide an overview of the State Treasury budget as well as information relating to current Treasury efficiency initiatives and challenges. Please do not hesitate to contact me directly at 271-2624 or [bdwyer@treasury.state.nh.us](mailto:bdwyer@treasury.state.nh.us) if I can be of assistance or if you have additional questions.

In summary of Treasury's budget considerations, efficiency initiatives, challenges, and priorities as they relate to the 2020-21 biennium, I offer the following:

- Immediate budget issues
  - Determination of whether to suspend revenue-sharing with municipalities (RSA 31-A)
  - Determination of whether to suspend maximum annual increases of \$5 million in the meals and rooms tax distribution to municipalities (RSA 78-A:26, II)
  
- Current Efficiency Initiatives
  - Treasury is collaborating with other department commissioners and administrators on specific initiatives designed to produce efficiencies related to agency disbursements. One such focus is to reduce the number of vendor checks produced through various initiatives including the following, which are currently in progress or under consideration:
    - Expand the scope of allowable procurement card purchases made by agencies.
    - Consider alternative payment methods (i.e. gift cards) for one-time vendor payments which typically consist of refunds, reimbursements and claims payments.
    - Consider changing the schedule of vendor payments from daily to weekly in order to increase the aggregation of checks and save time spent by all personnel involved in daily vendor check production.
  - Following the successful 2015-16 implementation of the new Abandoned Property operating system ("KAPS"), Treasury will seek approval in FY19 to extend the subscription contract to add automated efficiencies in the areas of claims processing, holder reporting, and document imaging, resulting in increased productivity and stronger internal controls.
  - Abandoned Property Division expected to be fully staffed by end of FY19 (2 vacant other-funded positions), strengthening the mission to ensure holder compliance with the reporting requirements and reunite NH citizens with their unclaimed property.
  - Leveraging compensating balance arrangements with its banks, Treasury consistently refines its analytical efforts to optimize operating cash balances in order to generate sufficient earnings credits to pay for institutional banking services, while deploying any remaining cash to generate "hard dollar" interest earnings. In addition, in the 2018 annual nationwide survey of government banking costs, Treasury scored 44, with 0 being lowest cost and 100 being highest cost. This score represents a return to below the "reasonable" range for banking costs, meaning that Treasury's cost of institutional banking services is once again below the national average after having scored 62 in 2016.

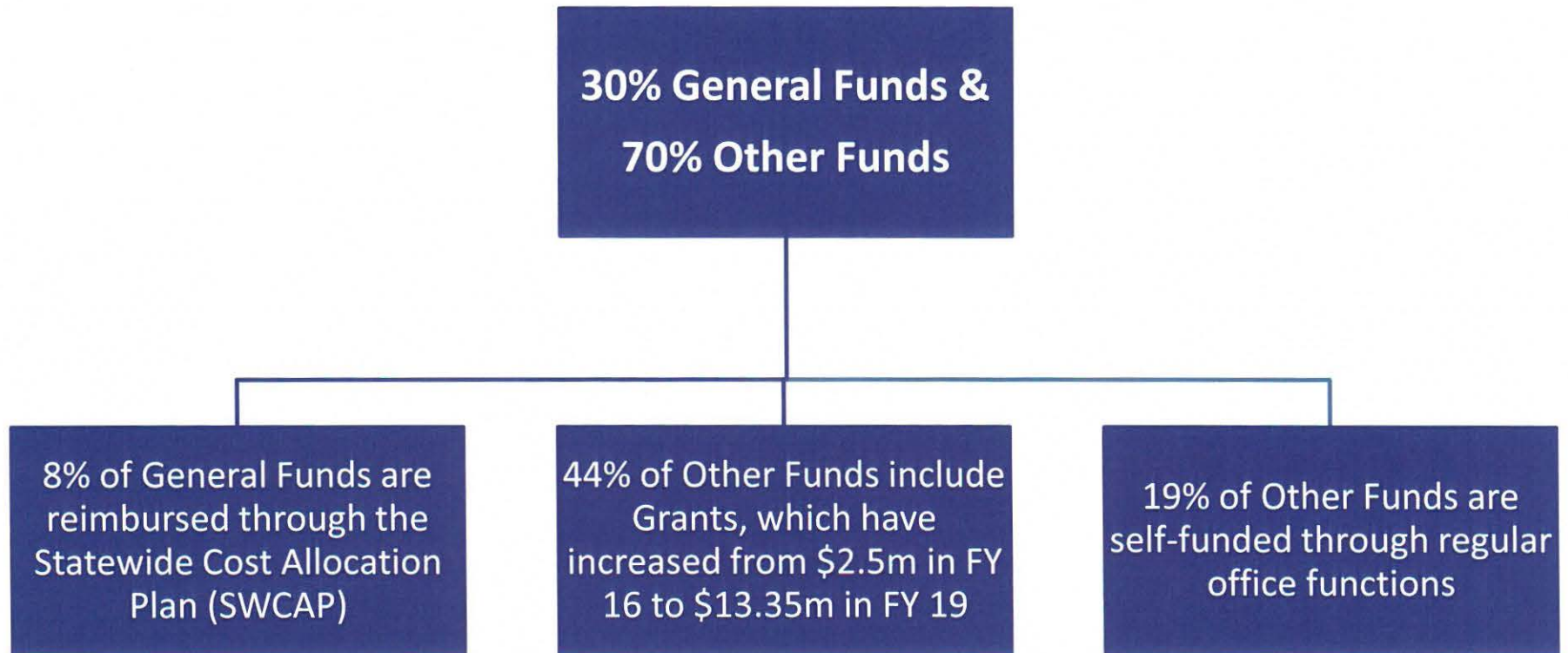
State Treasury  
Budget Issues, Efficiency Initiatives, Challenges, and Ongoing Projects  
November 19, 2018

- Issues/Challenges facing Treasury
  - As this essential consumer protection division (which returns an average of \$6.5 million to NH property owners and transfers on average \$12.8 million to the General Fund annually) transitions back to full staffing levels, a larger workspace footprint would enhance both productivity and workplace comfort. The Division when fully staffed (7 employees) has outgrown its small office on the second floor of the State House Annex. Treasury requests that any planned retrofit of the Annex workspace allocation would consider a larger space for the Division.
  
- Major Ongoing Projects
  - Treasury continues to explore and leverage automation and LEAN process enhancements whenever possible within the overarching objectives of maintaining strong internal controls and appropriate segregation of duties in order to minimize fraud risk.
  - Treasury maintains a very active and thorough fraud risk assessment program, with semi-annual assessments of progress made in strengthening areas of exposure.
    - Across all of its functional areas, Treasury utilizes an objective scoring methodology that results in the efficient targeting of areas requiring improvement while routinely monitoring those that are well-protected, striving to identify and implement enhanced measures throughout the year.
    - Treasury leverages these assessments to strengthen its cybersecurity posture and internal control structure in order to defend against potential cyber intrusions and other fraud attempts targeting daily financial operations. In the past year, Treasury has been active in delivering presentations that convey, to both financial service vendors and colleagues at the municipal government level, the collective obligation to pursue the most secure financial operations and best practices.
  - The State Treasurer and the Director of the Governor's Commission on Disability, as co-administrators of STABLE NH, are very active in promoting throughout NH this nascent, tax-advantaged savings program that benefits those with disabilities, launched in December 2017.

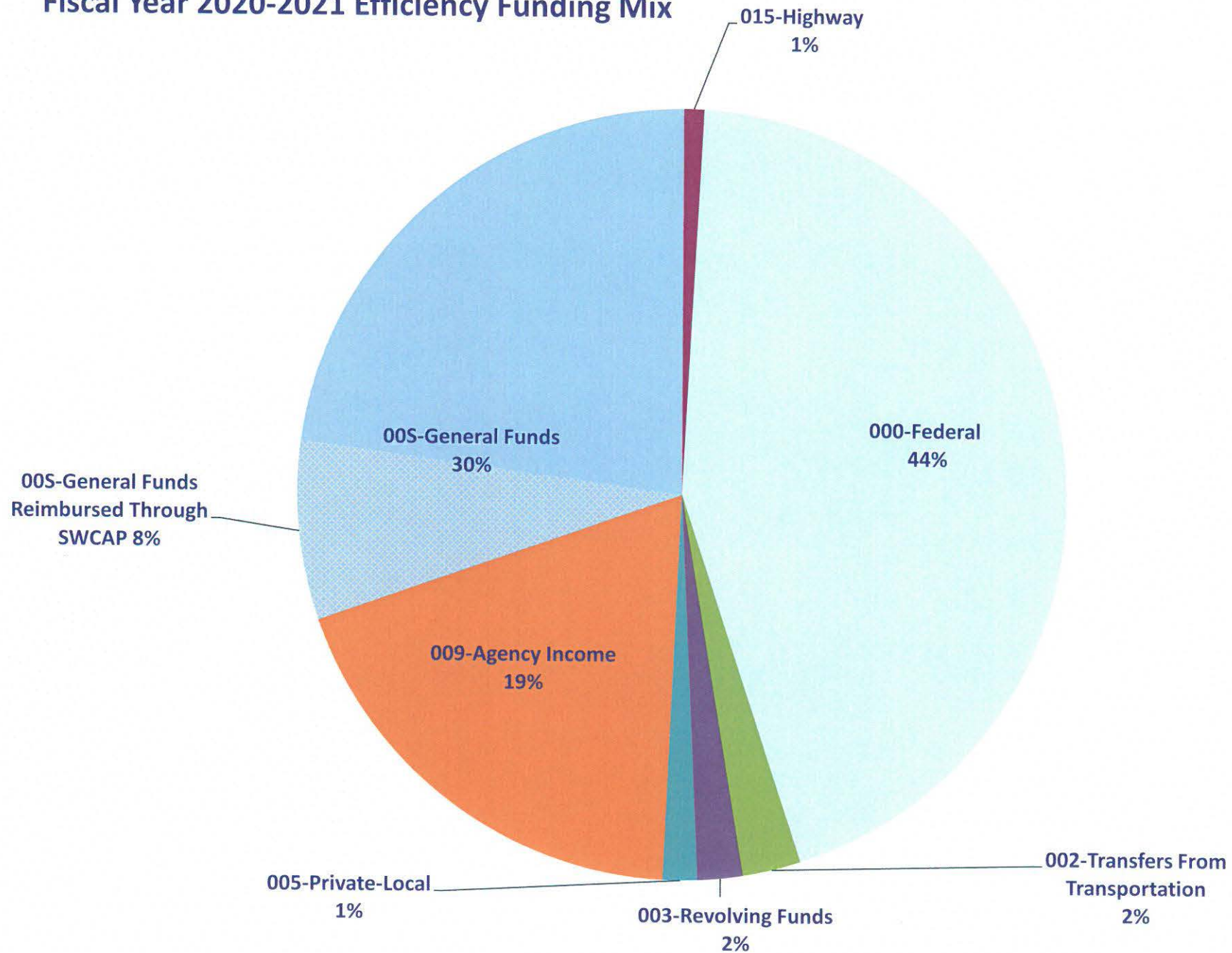
# Attorney General's Efficiency Budget



# Efficiency Budget: Overview

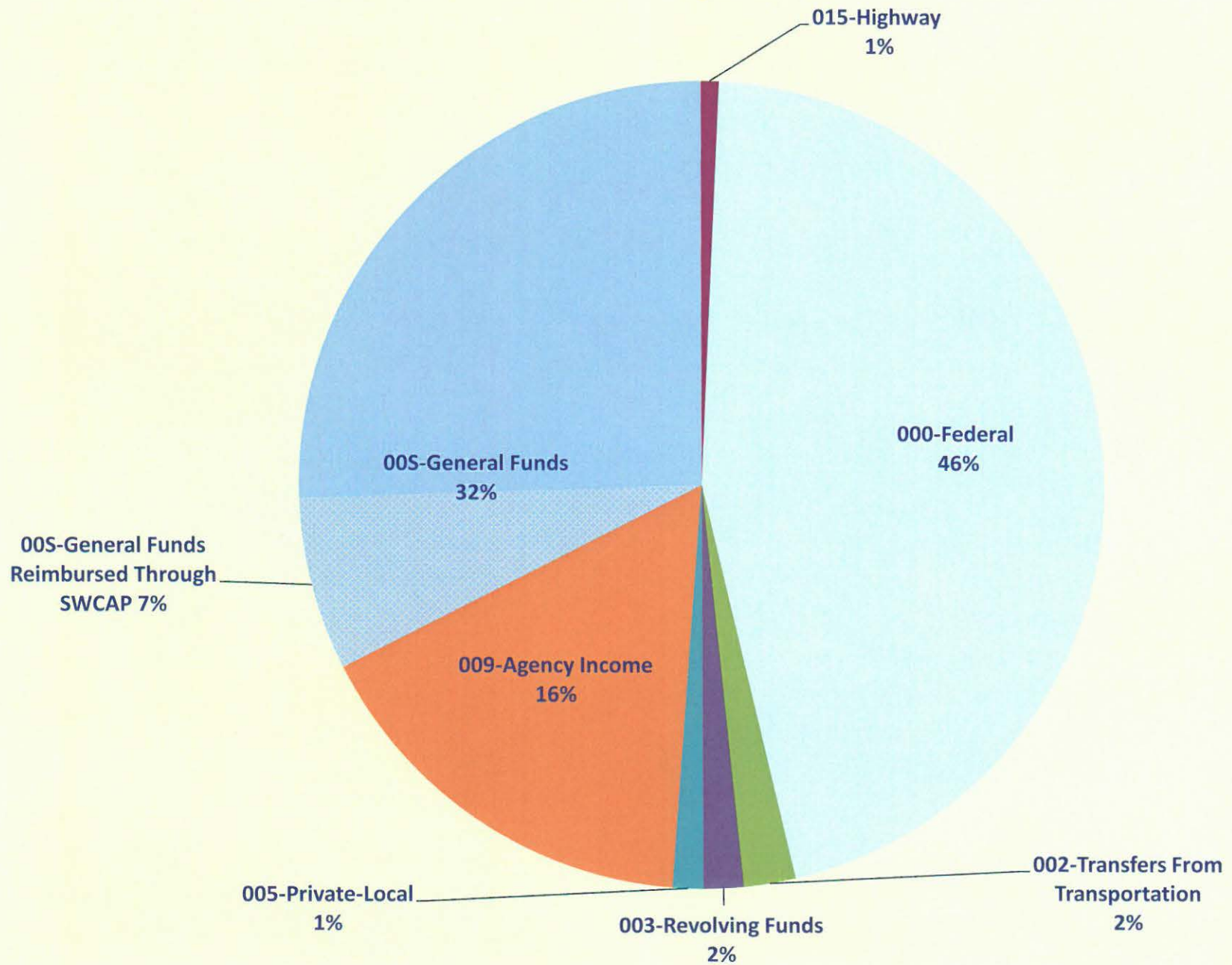


# Department of Justice Budget Requests Fiscal Year 2020-2021 Efficiency Funding Mix



# Department of Justice Budget Requests

## Fiscal Year 2020-2021 Prioritized Needs Funding Mix



# Attorney General's Prioritized Needs





# Prioritized Needs FY 2020-2021

Permanent  
Associate Medical  
Examiner

Drug Task Force  
Resources

2 Cold Case  
Attorneys

Permanent Civil  
Rights Unit

Appeals Attorney

Civil Attorney

Election Law Unit  
Paralegal

**Full Text Remarks of Chief David Cahill, Chairman  
New Hampshire Police Standards and Training Council  
Governor's Budget Hearing  
November 16, 2018**

Good Afternoon. For the record, my name is David Cahill. I am the Chief of the Sunapee Police Department and I serve as Chairman of the New Hampshire Police Standards and Training Council. The Police Standards and Training Council set the hiring and educational standards for all the police, state corrections, and probation-parole officers in New Hampshire. We operate the NH Police Academy that all local police, county sheriff deputies, state troopers, conservation officers, liquor investigators and other full-time law enforcement personnel must attend to become certified as a full time police officer in this state. We also operate the part-time officer basic training classes that all part-time police officers must complete to obtain part time police officer certification, as well as the NH Corrections Academy that all state corrections officers attend in order to obtain corrections officer certification.

We provide a catalog of specialized, advanced and in-service refresher training at our facility in Concord and regionally around the state, to assist officers in completing the annual requirements to maintain their certification.

As part of our responsible for regulating over 4300 officers, we holds disciplinary hearings and may suspend or revoke the certification of officers that have violated Council rules or committed a crime or an act of moral turpitude.

We provide services to law enforcement agencies including a monthly newsletter that informs the police community about new laws, court decisions and tactics. We offer assistance and advice in the areas of police administration and management.

We are an independent executive branch agency, governed by a 14 member Police Standards and Training Council. We are not affiliated with any law enforcement or prosecutorial agency, thereby avoiding potentials conflict of interest with our regulatory function and decertification duties.

We provide services with 21 full-time and 5 part-time positions, which include sworn staff, clerical staff, and building maintenance employees. Our staff is assisted by adjunct instructors, most of whom are unpaid volunteers and a small number of contracted instructors. We operate a 77,000 square foot training facility located on 20.87 acres of grounds across from NHTI – Concord's Community College in Concord.

## Efficiency Budget Request

At the beginning of the budget process, PSTC received target allocations from the Governor's office in the amount of \$3,641,175 for FY20 and \$3,659,381 for FY21. Our submitted budget is within those allocations.

Our adjusted authorized budget for FY19 is currently \$3,623,060.

Our FY20 request of \$3,576,990 represents a 1.27% decrease from the FY19 adjusted authorized budget and is 1.76% below the FY20 Efficiency target.

Our FY 21 request of \$3,601,985 represents an increase of 0.7% over the FY20 request, while remaining 0.58% below the FY19 adjusted authorized budget and 1.56% below the FY21 Efficiency target.

We were able to draft budgets below the FY19 level due to high cost purchases in FY19, (a pickup truck for snow plowing and a tractor to replace an aged Gator utility vehicle).

## Conclusion

We are requesting a nearly level budget while maintaining the current level of service to the citizens and law enforcement agencies of the state, meeting our obligations to provide up to date basic training to newly hired law enforcement officers, specialized and refresher training for in-service officers and seeking compliance with hiring, educational and ethical standards.

Thank you for listening to our presentation. I would be happy to answer any questions that you may have.



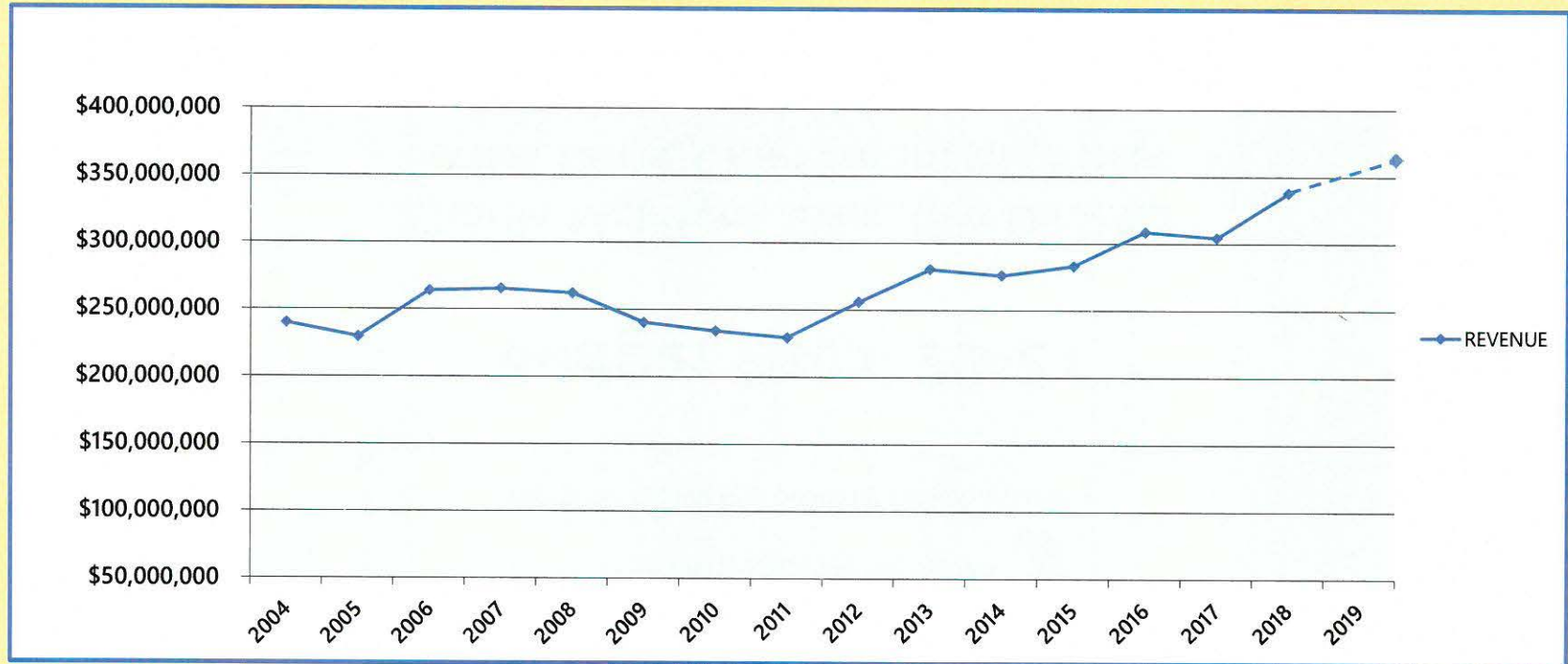
Nearly \$2 Billion and Counting for our Schools

## **Budget Fiscal 20-21**

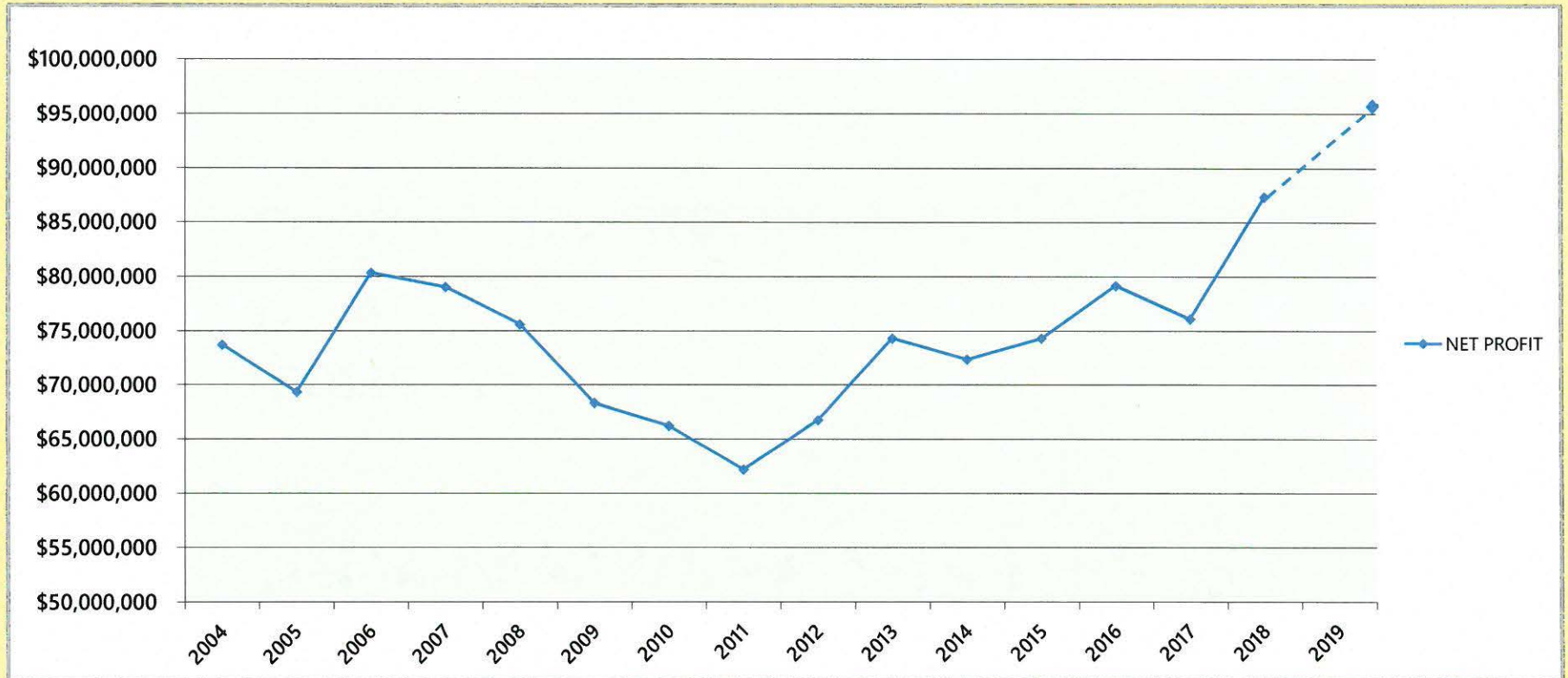
**Charlie McIntyre, Executive Director**  
**James Duris, Chief Financial Officer**

November 16, 2018

## REVENUE



## NET PROFIT



# **Cost Drivers in FY 2020 – 2021**

- **iLottery**
- **Keno**
- **Existing Product Growth**



**State of New Hampshire  
Department of Safety**

**2020 - 2021  
Agency Budget Request**

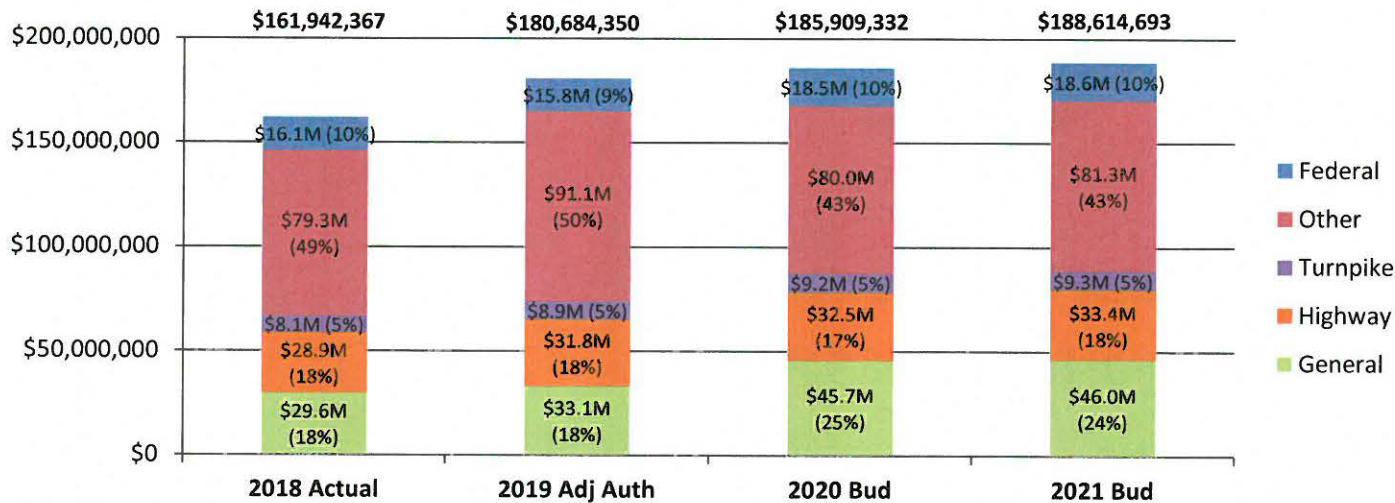
Friday, November 16, 2017



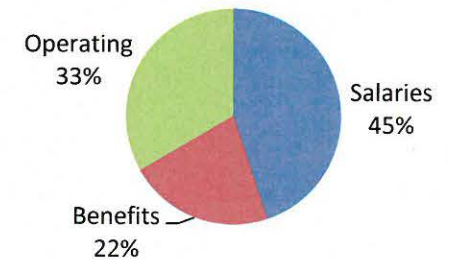
# Department of Safety - Efficiency Request (20/21)

The Department of Safety (DOS) is the third largest department in State government. The Department affects the lives of all New Hampshire residents by enforcing criminal, motor vehicle and boating laws, and providing for fire safety, emergency communications and disaster planning. The Department consists of the Divisions of Administration, Motor Vehicles, State Police, Homeland Security and Emergency Management, Emergency Services and Communications, Fire Standards and Training & Emergency Medical Services, Fire Safety, and the Commissioner's Office.

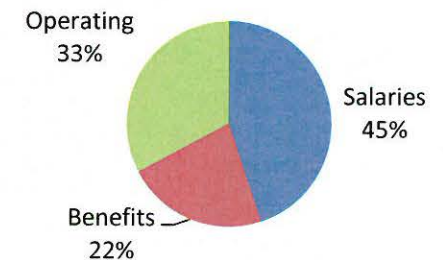
## DOS Budget & Funding Mix



## 2020 DOS Budget



## 2021 DOS Budget



## Summary of Significant Changes

- \$2.7M increase in FY20 and \$5.5M increase in FY21 is due to increases in wages, additional wage schedule step, and expected employee increments.
- \$2.5M increase in FY20 and \$2.4M increase in FY21 is due to increases in DOIT expenses driven by DMV and NHSP increased reliance on technology for effective and efficient delivery of service, and inclusion of federal grants that were not part of the final FY19 budget.
- \$12.6M increase in General Funds requested are to support mission critical areas including Detectives, Forensic and Toxicology Lab, and the Division of Fire Safety due to weaknesses in existing dedicated fund sources.

## Current Active FT Positions



Classified

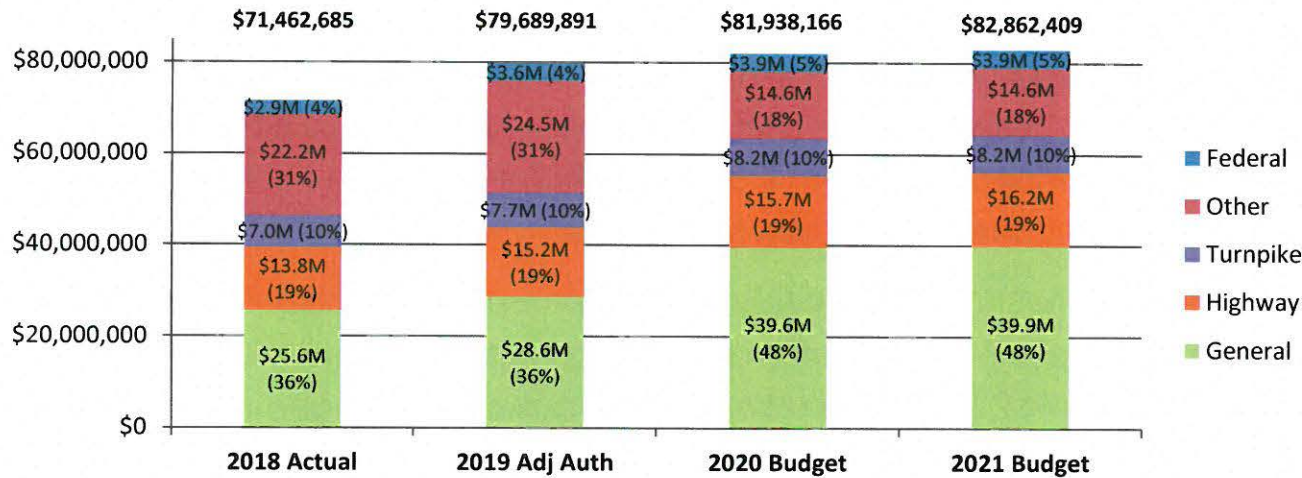


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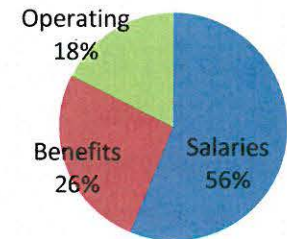
# Division of State Police - Efficiency Request (20/21)

As a state law enforcement agency, the New Hampshire State Police (NHSP) patrols New Hampshire's state highways, toll roads and interstates, enforcing state criminal, motor vehicle and other public safety laws. The Division has concurrent jurisdiction in towns under the population level of 3,000 and primary jurisdiction on all interstate highways. The Division operates 7 troop stations and a Marine Patrol facility providing a visible law enforcement presence across the state.

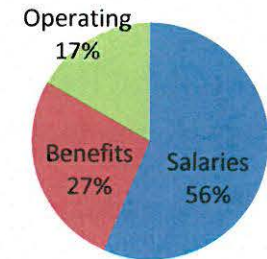
## NHSP Budget & Funding Mix



## 2020 NHSP Budget



## 2021 NHSP Budget



## Summary of Significant Changes

- \$853K increase in FY20 and \$2.3M increase in FY21 is due to increase in salaries and benefits cost due to increases in wages, additional wage schedule step, and expected employee increments.
- \$1.4M increase in FY20 and \$872k increase in FY21 is due to increases in Operating Costs due to transfer of J-One system expenses into the Division and increases in Debt Service costs.
- Replaced Plea by Mail (Other Funds) with General Funds in Detective's Bureau (\$8M), Forensic Lab (\$1.5M), and Toxicology Lab (\$693k) to ensure continued level of service.
- Replaced remaining Criminal Records Funds (Other Funds) with General Funds in Permits and Licensing (\$145k) to ensure continued support of both programs.

## Current Active FT Positions



Classified



Unclassified

## Division of State Police – Additional Prioritized Need (20/21)

- **J-One IT System Costs (\$811k/\$591k)** - The J-One system drives the Criminal Justice system in New Hampshire. J-One integrates the computer systems and data of the Courts, DMV, Corrections, and Law-enforcement entities from at all levels, improving the effectiveness and efficiency of New Hampshire's criminal justice system. Increases in consulting costs are expected and hardware needs replacing. Funds include migrating the J-One system to a CJIS compliant cloud based solution, eliminating approximately \$360k in additional hardware replacement costs.
- **Trooper OT & Holiday Pay (\$487k/\$487k)** – Funds are required to mitigate staffing shortages from ongoing leave including FMLA, worker's compensation, military leave, sick, and annual leave. Failure to fully fund Overtime and Holiday Pay will result in less Troopers on patrol and available for service calls during regular hours and holidays which see increased tourism and higher than normal traffic and service call demands.
- **Replacement Vehicles (\$694k/\$653k)** – NHSP has a defined vehicle replacement plan which is required to insure that its fleet can safely respond to all types of emergency calls and conditions. Failure to fund scheduled vehicle replacements will result in NHSP having to take vehicles out of service due to safety or mechanical issues and force the use of vehicles with marginal safety and mechanical issues creating safety concerns for both the Trooper and the general public.
- **Ballistic Vests (\$50k/\$57k)** – These are essential life safety equipment and required to be replaced at the end of their 5-year useful life. Injury or death may result due to use of expired ballistic vests.
- **Portable Radios (\$243k/\$243k)** -Failure to fund replacements for end of life portables radios adversely effects officer and public safety. Troopers are required to work in various terrains and geographies outside of their vehicles and portable radios are critical communications equipment for the officer.
- **Ammunition (\$90k/\$80k)** - Reduction of ammunition will result in a 50% reduction of weapons training for Troopers, a cornerstone for officer and public safety. Reducing training to once per year increases liability for the Division and Troopers as these trainings ensure that perishable skills are maintained and improved.

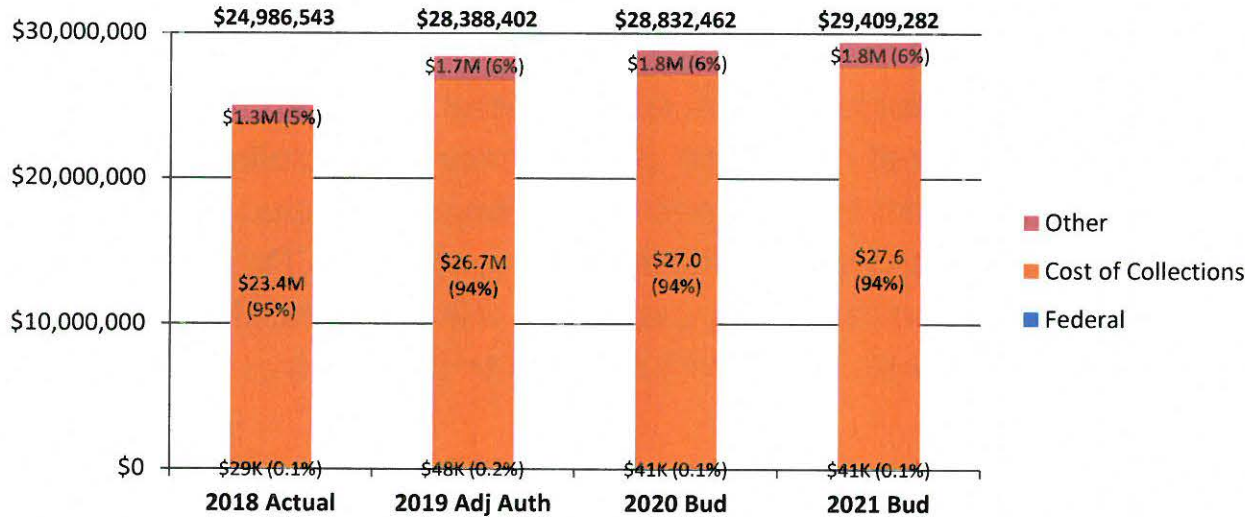
## Division of State Police – Additional Prioritized Need (20/21)

- **OT Costs Lab (\$69k/\$76k)** - The current opioid epidemic continues to impact the Forensic and Toxicology Labs with record numbers of case submissions requiring analysis. This trend is expected to continue. The Forensic Lab has been able to reduce backlogs from a high of 3,600 cases to approximately 450 cases. Reducing the overtime budget severely impacts the throughput of seized drug and toxicology cases and cause the backlog to increase to a point where it will impact services to the criminal justice system.
- **Lab Equipment (\$170k/\$170k)** – Existing gas chromatograph/mass spectrometer (GC/MS) instrumentation is at end of life. This equipment is used to confirm the presence of controlled drugs in seized drug and toxicology cases. Several of the current instruments will no longer be included on service maintenance contracts. Failure to replace these machines will reduce the current (10) GC/MS down to (6) and severely impact the throughput of seized drug and toxicology cases. This will cause backlogs to increase and would have a debilitating effect on Forensic Laboratory services to the criminal justice system.
- **Pharmacy Compliance Investigator/Inspector (\$85k/\$89k)** - This position is instrumental in preventing the diversion of controlled drugs. Given the importance and demand for these specialized services, this existing full-time temporary position needs to be converted to a full-time permanent position.
- **Cruiser Cameras (\$806k/\$736k)** – Implementing a State Police Cruiser Camera program will promote safety and reduce risk to the Troopers and the public they serve. An additional (3) positions; (1) Business System Analyst, (1) Paralegal II, and (1) Program Spec II will be required at additional cost (\$234k/\$241k) if this program is funded.
- **Granite Shield Grant Program (\$1.2M)** – Granite Shield funding is not included in the DOS agency request. This program was legislatively established and funded through June 30, 2019.

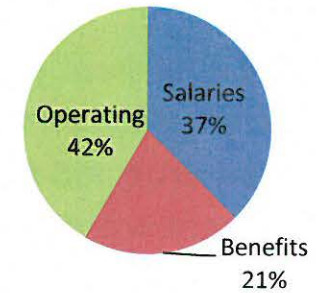
# Division of Motor Vehicles – Efficiency Request (20/21)

The mission of the Division of Motor Vehicles is to enhance public safety on the roadways of New Hampshire by ensuring that our drivers, vehicles, and service providers are properly credentialed and by providing resources for the maintenance of our roadway infrastructure and to consistently provide an exceptional and efficient customer service in the area of licensing, motor vehicles, and motor vehicle related matters.

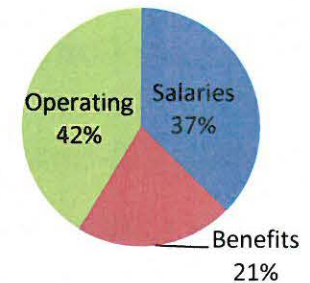
## DMV Budget & Funding Mix



## 2020 DMV Budget



## 2021 DMV Budget



## Summary of Significant Changes

- \$94k FY20 and \$526k FY21 increase in salaries and benefits cost due to increases in wages, additional wage schedule step, expected employee increment, and increase in PT funding.
- \$350k FY20 and \$495k FY21 increase in Operating Costs due to increases in DOIT expense and Debt Service costs.

## Current Active FT Positions



Classified

Unclassified

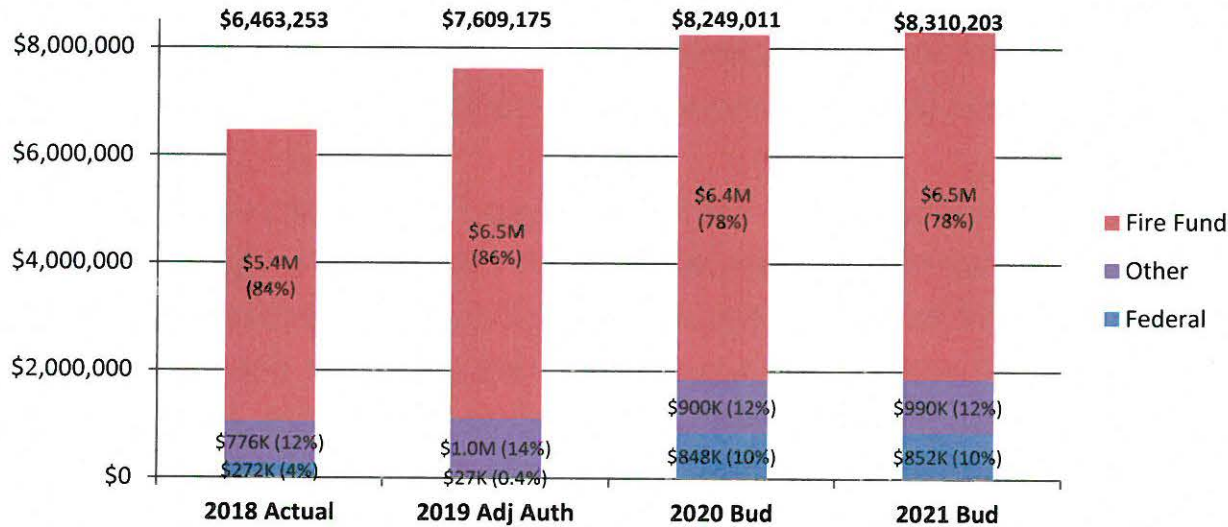
## Division of Motor Vehicles – Additional Prioritized Need (20/21)

- **VISION System / DOIT Expense (\$1.3M/\$997k)** - In October 2017, the DMV successfully implemented the VISION system replacing the obsolete legacy driver licensing system. VISION is used to process all DMV transactions including licensing, financial responsibility, and processes over \$80M in Highway Fund revenues. Additional software, hardware, and consultant costs are needed to ensure this critical DMV customer service processing system continues to operate efficiently. Consulting rates are expected to increase and data storage capacity needs to be increased. Failure to address will result in significant data storage constraints which will negatively impact system performance and lead to increased customer wait times.
- **Lakes Region Substation (\$355k/\$358k)** - A new location in the Lakes Region would decrease customer wait times in both Concord and Tamworth locations which both experience a high average wait time. Wait –times are expected to increase as Real-ID requirements become effective in October 2020. The proposed new Lakes Region location would have a direct positive customer service impact. Currently citizens who reside in the Lakes Region have to drive to Concord or Tamworth. This new location would have decreased travel time, as well as wait times experienced at these locations. Location requires (4) new positions (1) CTO Supervisor, (2) CTO, (1) Driver License Examiner.
- **New DMV Positons (120k/\$122k)** – A new Cash Terminal Operator (CTO) I is needed at the Epping DMV to address increased demand at this location which is leading to increased customer wait times. The creation of a secondary call center at the Gorham DMV requires a full-time CTO II to supervise. Both positions are direct responses to increased demand for DMV services by NH residents and will help to reduce wait times.

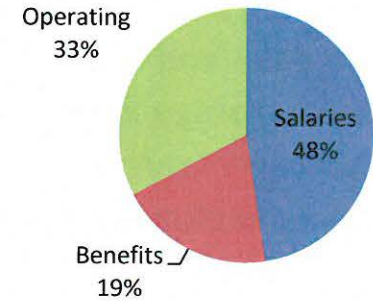
# Division of Fire Standards & Training and EMS - Efficiency Request (20/21)

The Division of Fire Standards and Training & Emergency Medical Services (FST&EMS) is committed to training, educating, and certifying emergency and community responders to protect the citizens and visitors of New Hampshire. The training and services provided cover a vast demographic of first responders from firefighter, EMS providers, public works and citizen volunteers.

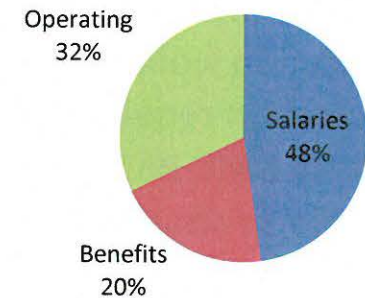
## FSTEMS Budget & Funding Mix



## 2020 FSTEMS Budget



## 2021 FSTEMS Budget



## Summary of Significant Changes

- \$340K FY20 and \$435K FY21 increases are due to increases in salaries and benefits costs due to increase in wages, additional wage schedule step, and expected employee increments.
- \$300K FY20 increase and \$265K FY21 increase in operating costs due to increase in federally funded awards to locals associated with opioid abuse response.

## Current Active FT Positions



Classified      Unclassified

## Division of Fire Standards & Training and EMS – Additional Prioritized Need (20/21)

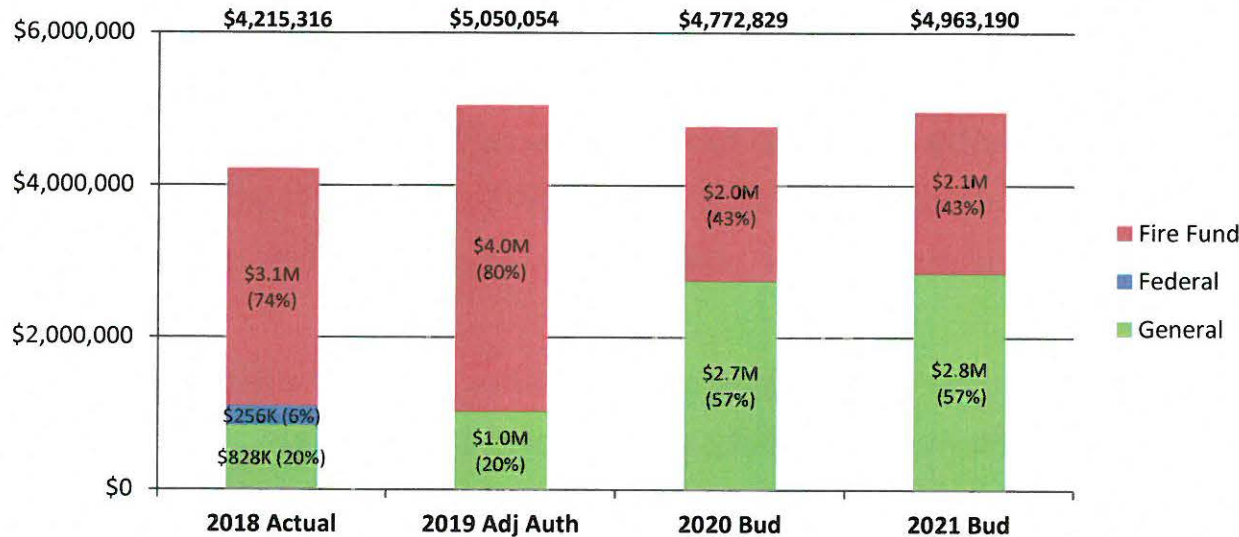
- **Part-Time Instructors & Related Costs (\$177k/\$197k)** – These funds are necessary for FSTEMS to maintain current training levels. These cost include consumables, salaries and benefits, equipment, books and mileage reimbursement for instructors and staff. These reductions negatively impact the amount of training available to New Hampshire first responders and increase public risk for loss of property and life. The Division is one of the only agencies in the State that can offer these certification and training programs and is currently unable to meet the current training demands of the fire and EMS service. Core training programs include basic firefighter skills such as Firefighter I and II, Fire and EMS instructor, Fire Officers, technical rescue, emergency driving, and fire inspection programs.
- **Facilities Funding (\$62k/\$72k)** - Training firefighters and EMS providers is very resource intensive. Lack of appropriate and working facilities results in poor quality training and even course cancelation. These funds are needed to maintain the buildings, campus, drill yard, and training props to minimize disruptions in service and usage. Funds are also required to continue leasing space to film and develop online training programs. These online programs result in decreases in travel cost and time for local first responders.



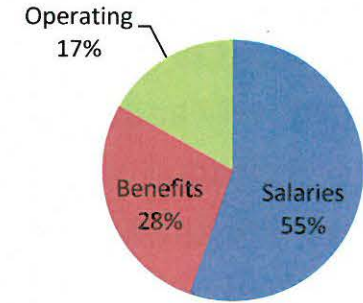
# Division of Fire Safety - Efficiency Request (20/21)

The mission of the Division of Fire Safety is to prevent deaths, injury and property loss by promoting a safe fire, building and hazardous materials environment for the citizens and visitors of New Hampshire through education, engineering, investigation and enforcement. The Division investigates all fires, building collapses, and carbon monoxide releases, other than from automobiles, which cause death and assists any local fire chief, law enforcement, or local governing board requesting assistance.

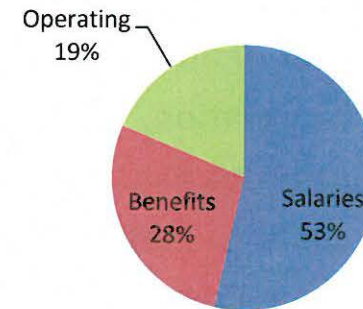
## Fire Safety Budget & Funding Mix



### 2020 FS Budget



### 2021 FS Budget



## Summary of Significant Changes

- \$21K FY20 decrease and \$47K FY21 increase in salaries and benefits is due to a \$136K decrease in PT expenses which offset the increases in wages, additional wage schedule step, and expected employee increments.
- \$255K FY20 decrease and \$134K FY21 decrease in operating costs due to decreases in current equipment purchases and retiree health costs.
- Replaced Fire Fund Revenue (Other Funds) with General Fund Revenue in Fire Safety Administration (\$1.7M) to ensure continued level of service.

## Current Active FT Positions



Classified



Unclassified

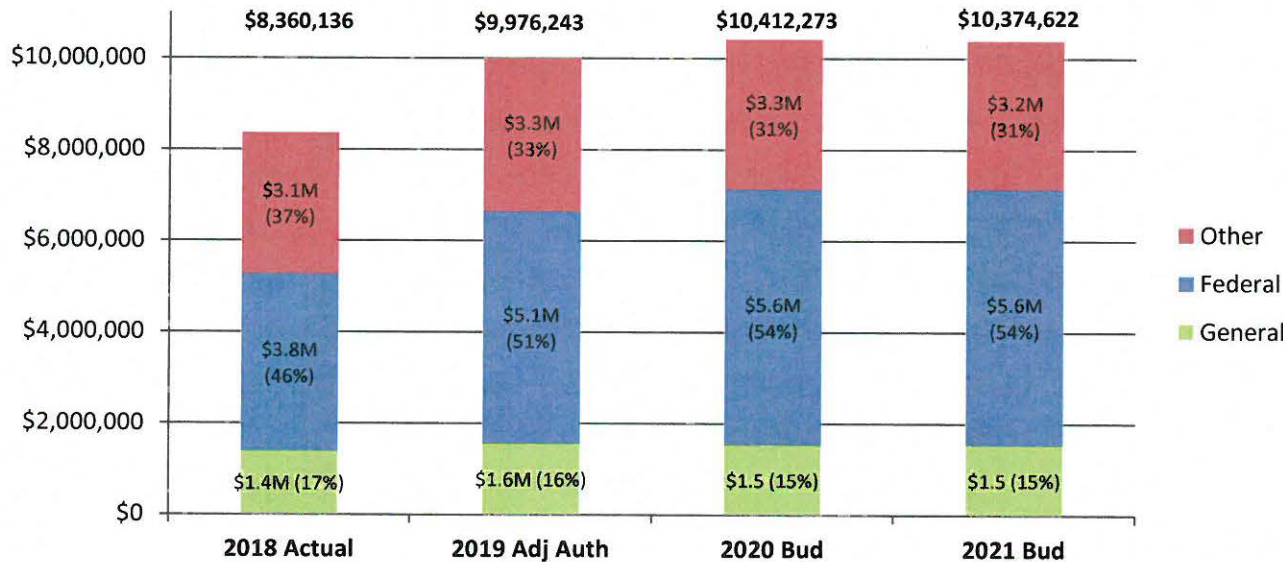
## Division of Fire Safety – Additional Prioritized Need (20/21)

- **Part-Time Employees (\$519k/\$533k)** - The Division is unable to meet the needs of current inspection requests at current staffing levels. This results in significant delays to external customers and can cause negative economic impact and increased customer complaints. These employees support building, fire, and life safety inspections as well as plan reviews, oversight of state building projects, and assistance to local fire and building officials.
- **Consumables, Publications and Equipment (\$77k/67k)** - This funding is needed to restore the Division's ability to maintain current operations. Reduction in consumables will cause purchases of fire protective clothing and gear to be limited for fire investigators as well as evidence cans and tools used to conduct fire investigations. Books and periodicals will be reduced limiting the amount of material that our public education personnel can distribute to the public and fire departments throughout the state. The number of hazardous materials response guidebooks and related materials provided to law enforcement and fire service personnel will also be reduced, as will purchase of building and fire codebooks for Division employees.
- **New State Building Inspector (\$107k/\$84k)** - The Bureau of Building Safety and Construction has the need for a full time State Building Inspector (Program Specialist IV) to conduct inspections of new construction of state buildings and buildings in towns that do not have a building official. This new program brings in revenue through building permits. A full time position is necessary for the success of the program to assure the Division is providing the inspection resources and skills required.

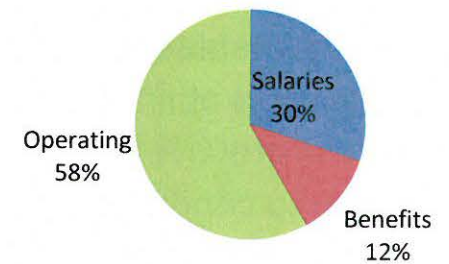
# Division of Homeland Security & Emergency Management – Efficiency Request (20/21)

The Division of Homeland Security and Emergency Management (HSEM) is responsible for coordinating New Hampshire’s response to major natural or human-caused disasters. HSEM employees form the core of the State’s emergency response organization and operate the State Emergency Operations Center (SEOC). During major disasters, the SEOC is augmented with liaisons from a variety of State, federal and private sector agencies. HSEM is organized into six functional areas: Administration, Operations, Planning, Technological Hazards, Field Services and Communications.

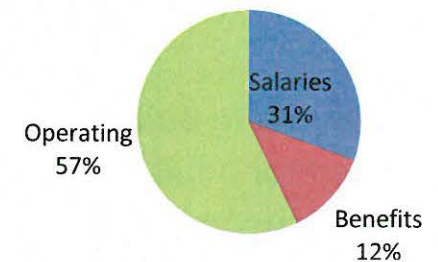
## HSEM Budget & Funding Mix



## 2020 HSEM Budget



## 2021 HSEM Budget



## Summary of Significant Changes

- \$129K FY20 and \$211K FY21 increase in salaries and benefits due to increases in wages, additional wage schedule step, and expected employee increments.
- \$307K increase in FY20 and \$187K increase in FY21 is due to an increase in IT costs, contracts, and equipment.

## Additional Prioritized Need (20/21)

- \$100K/\$101K additional DOIT costs including switches and routers to build COOP functionality at the IPOC.

## Current Active FT Positions



Classified

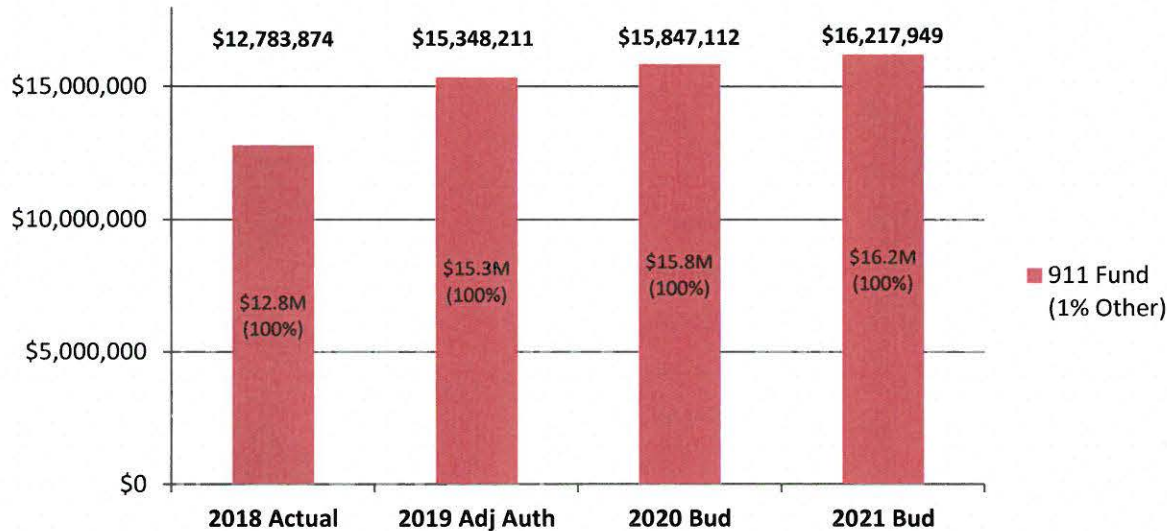


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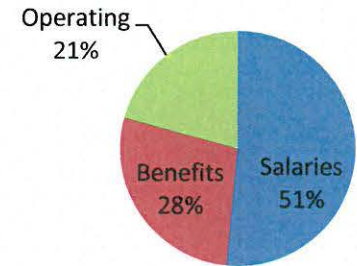
# Division of Emergency Services and Communications - Efficiency Request (20/21)

The Division of Emergency Services and Communications (DESC) oversees the statewide enhanced 911 system, utilizing 911 as the primary emergency telephone number. By calling or texting 911 from any telephone in New Hampshire, help can be dispatched within minutes for any type of emergency. Caller ID technology allows us to get help to people, even if they are not able to speak. E911 staffs two redundant Public Safety Answering Point (PSAP) call centers: one in Concord and one in Laconia.

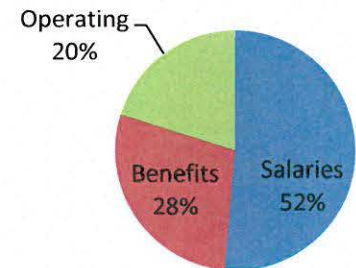
## DESC Budget & Funding Mix



## 2020 DESC Budget



## 2021 DESC Budget



## Summary of Significant Changes

- \$514K FY20 increase and \$892K FY21 increase is due to increases in wages, additional wage schedule step, and expected employee increments.
- \$14K FY20 decrease and \$23K FY21 decrease in operating expenses is due to miscellaneous decreases in cost.

## Additional Prioritized Need

- The Division of Emergency Services and Communication has no additional prioritized needs.

## Current Active FT Positions



Classified

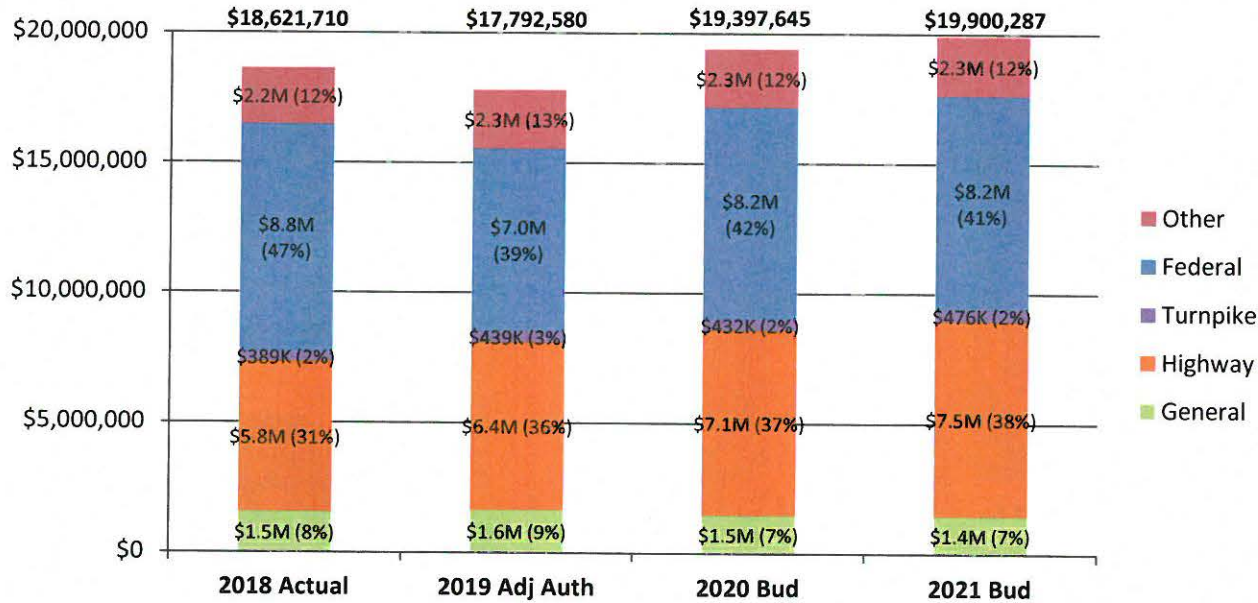


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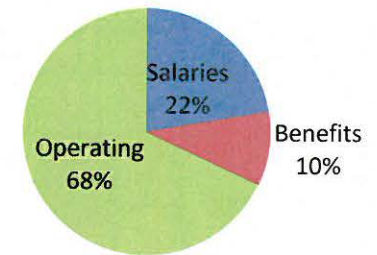
# Office of the Commissioner - Efficiency Request (20/21)

The Office of the Commissioner (OCOM) consists of the Commissioner of the Department of Safety and two Assistant Commissioners. All seven divisions report directly to the Commissioner. The Commissioner of Safety is appointed by the Governor and confirmed by the Executive Council to provide executive leadership and direction to the Department. The Legal Unit and the Public Information Officer report directly to the Commissioner. The Bureau of Hearings, Information and Analysis Center, Aerial Lift Safety section, Office of Highway Safety (OHS), and Grants Management Unit (GMU) are all funded through the OCOM.

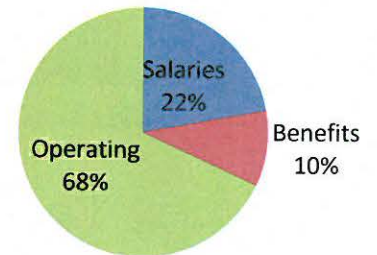
## OCOM Budget & Funding Mix



## 2020 OCOM Budget



## 2021 OCOM Budget



## Summary of Significant Changes

- \$691K increase in FY20 and \$844K increase in FY21 is due to increases in wages, additional wage schedule step, and expected employee increments.
- \$913K increase in FY20 and \$1.3M FY21 increase in operating costs is due to inclusion of Homeland Security Grant funds that were removed from the FY18/19 budget.

## Current Active FT Positions



Classified



Unclassified

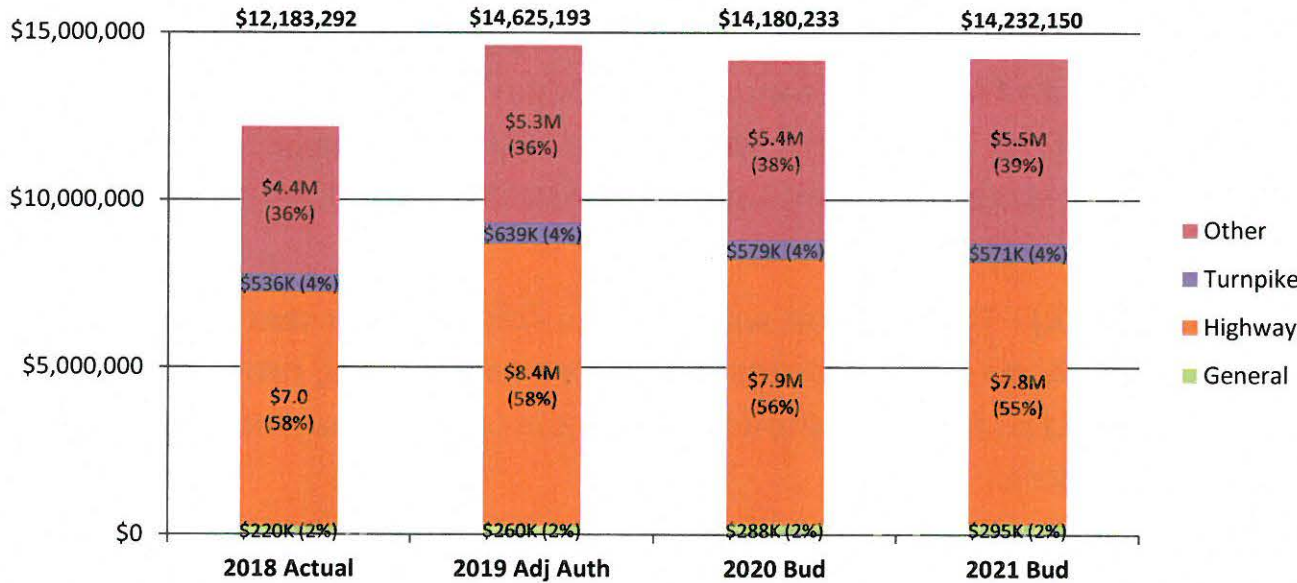
## Office of the Commissioner – Additional Prioritized Need (20/21)

- **Property Upkeep Funding (\$229k/\$45k)** – The Department of Safety owns and operates 9 facilities across the state that are maintained with a budget of \$70k. Most facilities are old and have significant deferred maintenance needs. Additional funds are needed to ensure critical deferred maintenance items are resolved.
- **New Hearings Examiner (\$98k/\$102k)** - The Department of Safety Prosecution Unit, DWI prosecutor provides case prosecution and legal assistance to the Department on DWI/OUI alcohol/drug related cases throughout the state with a special emphasis on cases in courts in the northern and western parts of the state. This position is needed as the workload of the Prosecution Unit is beyond the current capacity.
- **New Program Specialist IV (\$82k/\$84k)** - The position will evaluate risk management in the Division through audits, recommendations, and best practice related to; systems, procedures, evidence, reports, grants, details, policies, training, administrative procedures, payroll systems, proper supervision, staffing and practices.

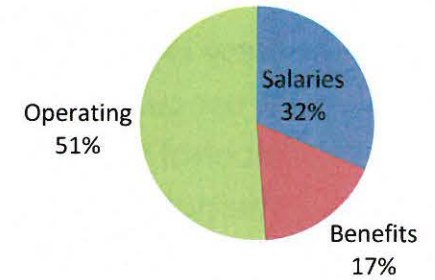
# Division of Administration - Efficiency Request (20/21)

The mission of the Division of Administration is to provide the highest quality support services to the Department of Safety and its Divisions in the areas of revenue collection, expenditure reporting, and management of human resources, budgets, grants, and assets.

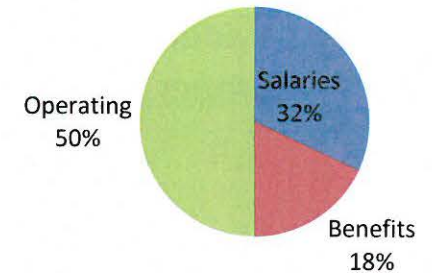
## Admin Budget & Funding Mix



## 2020 ADMIN Budget



## 2021 ADMIN Budget



## Summary of Significant Changes

- \$81K increase in FY20 and \$279K increase in FY21 is due to increases in wages, additional wage schedule step, and expected employee increments.
- \$527K decrease in FY20 and \$672K decrease in FY21 is due to transfer of J-One DOIT costs to NHSP.

## Current Active FT Positions



Classified



Unclassified

## Division of Administration – Additional Prioritized Need (20/21)

- **DOIT Expenses (\$786k/\$823k)** – Additional Class 027 expenses are needed to ensure that all IT systems used by the Department of Safety remain fully operational and secure. End of life equipment and software increase operational and data security risks. These funds are needed to maintain current public safety related systems and minimize downtime.
- **New Accountant I (\$63k/\$65k)** – This position will function in the Accounts Payable Section and engage in approvals of field purchase order requests and requests from the Divisions related to P-Card usage. Existing resources are unable to address current volume of requests. This position will relieve the Administrator of the Business Office from this responsibility to focus on primary responsibilities.
- **New Stock Clerk III (\$56k/\$58k)** – This re-establishes a full time warehouse position that was transferred to Central Maintenance due to previous layoffs. This position will fill critical role in receiving where workload is currently bottleneck and backloging. Full time permanent assignment of one employee will ensure consistency and accuracy as well as establish a single knowledgeable contact for customers. Position will be cross-trained for other duties to fill in during absences/vacations.
- **New Management Analyst (\$73k/\$74k)** - position that will be focused on continued integration of performance metrics and into Division of Administration processes and reporting. Assist in the development of management, analytical and program policies. Develops and implements performance management and system control programs to enforce standards. Plans and implements management studies and develops statistical reports for use by management and stakeholders.





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# ***New Hampshire Liquor Commission***

**GOVERNOR'S FISCAL YEAR 2020-2021  
AGENCY BUDGET HEARING**

**November 16, 2018**



# Income Statements



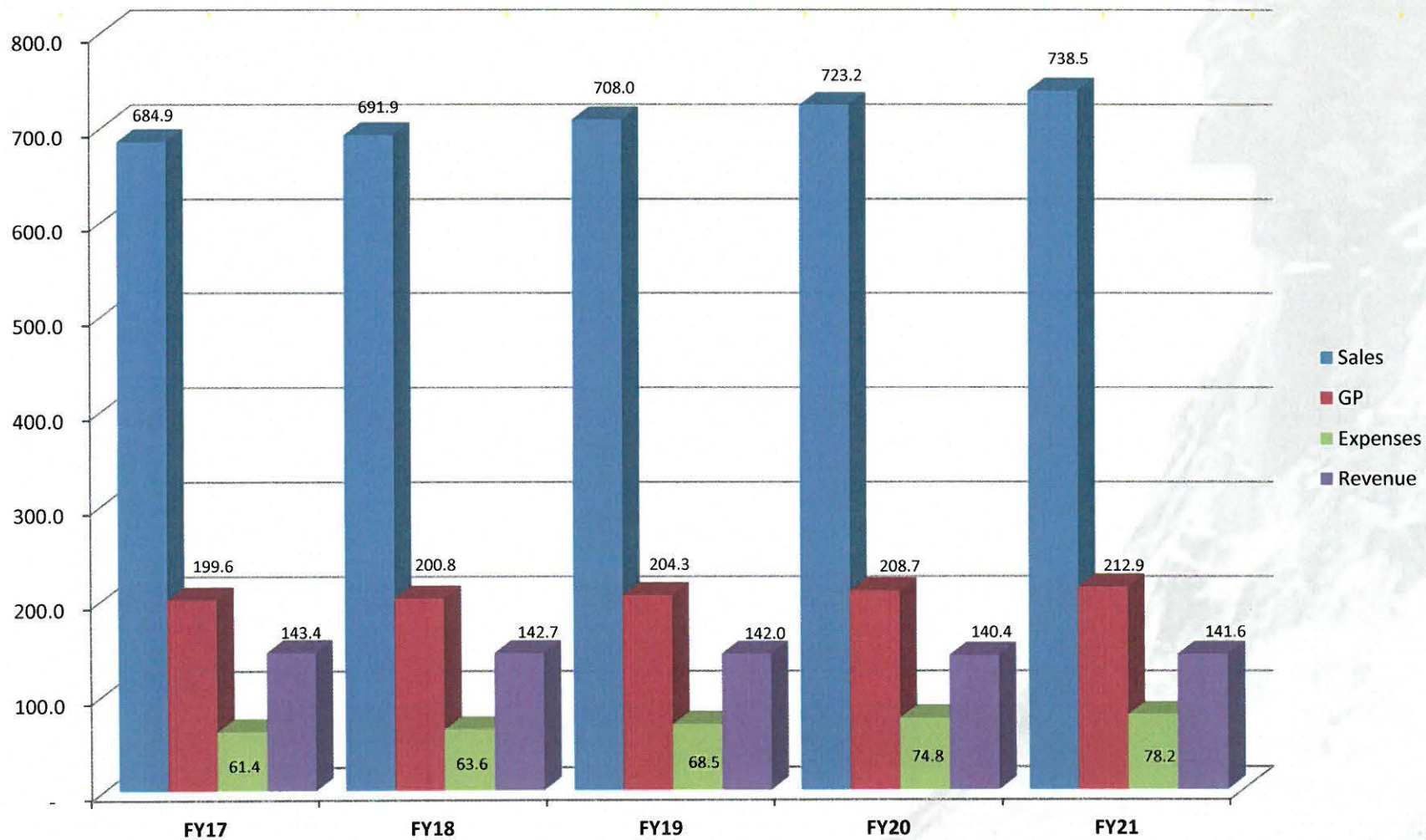
## Fiscal Years 2018 - 2021

### NEW BUDGET REQUESTS

	FY 2018	FY 2019 Estimates	FY19 Est. vs FY18		FY 2020				FY 2021					
			\$	%	Efficiency Budget	Prioritized Need	Total Request	Diff FY20-FY19 Est \$	%	Efficiency Budget	Prioritized Need	Total Request	Diff FY21-FY20 \$	%
Total Sale thru Register	707,728,015	722,831,886	15,103,871	2.1%	738,371,648		738,371,648	15,539,762	2.1%	753,958,772		753,958,772	15,587,124	2.1%
Discounts, CC Fees, Etc	(15,874,081)	(14,806,751)	1,067,330	-6.7%	(15,148,568)		(15,148,568)	341,817	2.3%	(15,495,482)		(15,495,482)	(346,914)	-2.3%
Net Sales	691,853,935	708,025,135	16,171,201	2.3%	723,223,080		723,223,080	15,197,945	2.1%	738,463,290		738,463,290	15,240,209	2.1%
Total Goods For Resale	491,098,065	503,716,587	12,618,522	2.6%	514,532,271		514,532,271	10,815,684	2.1%	525,515,093		525,515,093	10,982,822	2.1%
Gross Profit from Sales	200,755,870	204,308,548	3,552,678	1.8%	208,690,810		208,690,810	4,382,261	2.1%	212,948,197		212,948,197	4,257,387	2.0%
	29.0%	28.9%			28.9%		28.9%			28.8%		28.8%		
Other Revenue	5,565,950	6,217,833	651,883	11.7%	6,499,438		6,499,438	281,605	4.5%	6,785,479		6,785,479	286,041	4.4%
Expenses	(63,575,423)	(68,530,283)	(4,954,859)	7.8%	(73,380,221)	(1,450,749)	(74,830,970)	6,300,687	9.2%	(76,554,035)	(1,623,209)	(78,177,243)	3,346,273	4.5%
Net Liquor Profit (NLP)	142,746,397	141,996,099	(750,298)	-0.5%	141,810,026		140,359,278	(1,636,821)	-1.2%	143,179,642		141,556,433	1,197,156	0.9%
Transfer to Alcohol Abuse Prevention & Treatment Fund	(6,799,930)	(10,053,818)	(3,253,888)	47.9%	(10,250,207)		(10,250,207)	(196,390)	2.0%	(10,472,222)		(10,472,222)	(222,015)	2.2%
Liquor Transfer to General Fund	135,946,467	131,942,281	(4,004,186)	-2.9%	131,559,819		130,109,070	(1,833,211)	-1.4%	132,707,419		131,084,211	975,140	0.7%
Beer Tax	12,828,291	13,000,000	171,709	1.3%	13,100,000		13,100,000	100,000	0.8%	13,100,000		13,100,000	-	0.0%
Total Transfer to General Fund	148,774,758	144,942,281	(3,832,477)	-2.6%	144,659,819		143,209,070	(1,733,211)	-1.2%	145,807,419		144,184,211	975,140	0.7%
Total Revenue (NLP & Beer Tax)	155,574,688	154,996,099	(578,589)	-0.4%	154,910,026		153,459,278	(1,536,821)	-1.0%	156,279,642		154,656,433	1,197,156	0.8%
Expense to Net Sales Ratio	9.2%	9.7%			10.1%		10.3%			10.4%		10.6%		



# Sales, Expense and Revenue History



FY17 - FY18 Actuals  
FY19 - FY21 Estimates



# FY2020 – 2021 Budget Request



	B		B	C	D	E	FY 2020				Difference FY20 vs		FY 2021							
	FY 2018 Expenses	FY 2019 Estimates					FY18 vs FY19	FY 2019 Adj Auth.	FY 2019 Est vs Adj Auth	%Diff	Efficiency Budget	Prioritized Need	Total Request	FY20 vs FY19 Est \$	%	FY19 Adj Auth \$	%	Efficiency Budget	Prioritized Need	Total Request
1 <b>Salary &amp; Benefit Expenses:</b>																				
2 Personnel Services - Full time <sup>1</sup>	16,660,704	18,024,754	8.2%	19,247,583	(1,222,829)	-6.4%	19,523,239	-	19,523,239	1,498,485	8.3%	275,656	1.4%	19,920,227	-	19,920,227	396,988	2.0%		
3 Benefits <sup>2</sup>	9,147,187	10,163,476	11.1%	11,213,489	(1,050,013)	-9.4%	11,151,341	-	11,151,341	987,865	9.7%	(62,148)	-0.6%	11,616,066	-	11,616,066	464,725	4.2%		
4 Other Personnel - Part time <sup>3</sup>	10,589,370	10,915,000	3.1%	11,849,887	(934,887)	-7.9%	11,263,000	-	11,263,000	348,000	3.2%	(586,887)	-5.0%	11,547,001	-	11,547,001	284,001	2.5%		
5 Retiree Pension Benefit Health Ins.	1,807,781	1,813,664	0.3%	2,386,400	(572,736)	-24.0%	1,809,400	-	1,809,400	(4,264)	-0.2%	(577,000)	-24.2%	1,983,300	-	1,983,300	173,900	9.6%		
6	38,205,043	40,916,894	7.1%	44,697,359	(3,780,465)	-8.5%	43,746,980	-	43,746,980	2,830,086	6.3%	(950,379)	-2.1%	45,066,594	-	45,066,594	1,319,614	3.0%		
7 % To total Budget	60.32%	60.05%		59.28%			60.16%		58.98%	46.89%			59.39%			58.14%	39.55%			
8 <b>Current Expenses:</b>																				
9 Current Expenses <sup>4</sup>	4,194,905	4,064,400	-3.1%	4,471,437	(407,037)	-9.1%	4,029,950	-	4,029,950	(34,450)	-0.8%	(441,487)	-9.9%	4,062,329	-	4,062,329	32,379	0.8%		
10 Rents & Leases <sup>5</sup>	7,700,613	8,356,411	8.5%	7,593,495	762,916	10.0%	8,709,270	-	8,709,270	352,859	4.2%	1,115,775	14.7%	8,765,250	-	8,765,250	55,980	0.6%		
11 Utilities - Heat, Elec, Water <sup>6</sup>	1,774,535	1,820,200	2.6%	2,073,720	(253,520)	-12.2%	1,925,000	-	1,925,000	104,800	5.8%	(148,720)	-7.2%	2,029,900	-	2,029,900	104,900	5.4%		
12 Telecommunications <sup>7</sup>	487,987	495,305	1.5%	574,435	(79,130)	-13.8%	595,200	-	595,200	99,895	20.2%	20,765	3.6%	604,100	-	604,100	8,900	1.5%		
13 Contracts for Oper Services <sup>8</sup>	2,572,819	2,578,617	0.2%	1,840,562	738,055	40.1%	2,853,300	500,000	3,353,300	774,683	30.0%	1,512,738	82.2%	2,929,000	500,000	3,429,000	75,700	2.3%		
14 Mainten-Bldg & Grds & Own Force	50,450	48,000	-4.9%	66,268	(18,268)	-27.6%	49,000	-	49,000	1,000	2.1%	(17,268)	-26.1%	50,500	-	50,500	1,500	3.1%		
15	16,781,310	17,362,933	3.5%	16,619,917	743,016	4.5%	18,161,720	500,000	18,661,720	1,298,787	7.5%	2,041,803	12.3%	18,441,079	500,000	18,941,079	279,359			
16 % To total Budget	26.49%	25.48%		22.04%			24.97%		25.66%	21.52%			24.30%			24.44%	8.37%			
17 <b>DoIT - Information Technology <sup>9</sup></b>	2,643,503	2,750,000	4.0%	3,306,372	(556,372)	-16.8%	3,269,470	1,010,749	4,280,219	1,530,219	55.6%	973,847	29.5%	3,073,078	1,183,209	4,256,286	(23,932)	-0.6%		
18 % To total Budget	4.17%	4.04%		4.39%			4.50%		5.89%	25.35%			4.05%			5.49%	-0.72%			
19 <b>Equipment <sup>10</sup></b>	777,965	974,221	25.2%	1,256,000	(281,779)	-22.4%	999,540	-	999,540	25,319	2.6%	(256,460)	-20.4%	1,018,506	-	1,018,506	18,966	1.9%		
20 % To total Budget	1.23%	1.43%		1.67%			1.37%		1.37%	0.42%			1.34%			1.31%	0.57%			
21 <b>Travel Expenses:</b>																				
22 In-State Travel <sup>11</sup>	168,696	172,478	2.2%	215,648	(43,170)	-20.0%	179,377	(60,000)	119,377	(53,101)	-30.8%	(96,271)	-44.6%	184,153	(60,000)	124,153	4,775	4.0%		
23 Out-of-State Travel	18,602	19,346	4.0%	34,214	(14,868)	-43.5%	20,120	-	20,120	774	4.0%	(14,094)	-41.2%	20,925	-	20,925	805	4.0%		
24	187,298	191,824	2.4%	249,862	(58,038)	-23.2%	199,497	(60,000)	139,497	(52,327)	-27.3%	(110,365)	-44.2%	205,077	(60,000)	145,077	5,580	4.0%		
25 % To total Budget	0.30%	0.28%		0.33%			0.27%		0.19%	-0.87%			0.27%			0.19%	0.17%			
26 <b>Other Expenses</b>																				
27 Audit Funds	126,078	130,000	3.1%	142,800	(12,800)	-9.0%	131,000	-	131,000	1,000	0.8%	(11,800)	-8.3%	132,000	-	132,000	1,000	0.8%		
28 Debt Services <sup>12</sup>	2,553,243	3,475,000	36.1%	6,512,366	(3,037,366)	-46.6%	3,750,000	-	3,750,000	275,000	7.9%	(2,762,366)	-42.4%	5,400,000	-	5,400,000	1,650,000	44.0%		
29 Indirect Costs to Admin Svcs	1,672,993	1,714,722	2.5%	1,865,906	(151,184)	-8.1%	1,766,164	-	1,766,164	51,442	3.0%	(99,742)	-5.3%	1,819,149	-	1,819,149	52,985	3.0%		
30 EAP <sup>13</sup>	10,000	10,000	0.0%	10,000	-	0.0%	34,783	-	34,783	24,783	247.8%	24,783	247.8%	37,682	-	37,682	2,899	8.3%		
31 Organizational Dues	675	2,911	331.3%	2,911	-	0.0%	3,070	-	3,070	159	5.5%	159	5.5%	3,120	-	3,120	50	1.6%		
32 Workers & Unempl Comp.	380,074	609,000	60.2%	731,392	(122,392)	-16.7%	660,000	-	660,000	51,000	8.4%	(71,392)	-9.8%	690,000	-	690,000	30,000	4.5%		
33	4,743,063	5,941,633	25.3%	9,265,375	(3,323,742)	-35.9%	6,345,017	-	6,345,017	403,384	6.8%	(2,920,358)	-31.5%	8,081,951	-	8,081,951	1,736,934	27.4%		
34 % To total Budget	7.49%	8.72%		12.29%			8.73%		8.73%	6.68%			10.65%			10.43%	52.06%			
35 <b>LIQUOR TOTAL:</b>	63,338,182	68,137,506	7.6%	75,394,885	(7,257,379)	-9.6%	72,722,223	1,450,749	74,172,972	6,035,466	8.9%	(1,221,913)	-1.6%	75,886,285	1,623,209	77,509,493	3,336,521	4.5%		
36 <b>Grants &amp; Other Funds</b>	237,243	392,777	65.6%	623,785	(231,008)	-37.0%	657,998	-	657,998	265,221	67.5%	34,213	5.5%	667,750	-	667,750	9,752			
37 <b>TOTAL:</b>	63,575,423	68,530,283	7.8%	76,018,670	(7,488,387)	-9.9%	73,380,221	1,450,749	74,830,970	6,300,687	9.2%	(1,187,700)	-1.6%	76,554,035	1,623,209	78,177,243	3,346,273	4.5%		



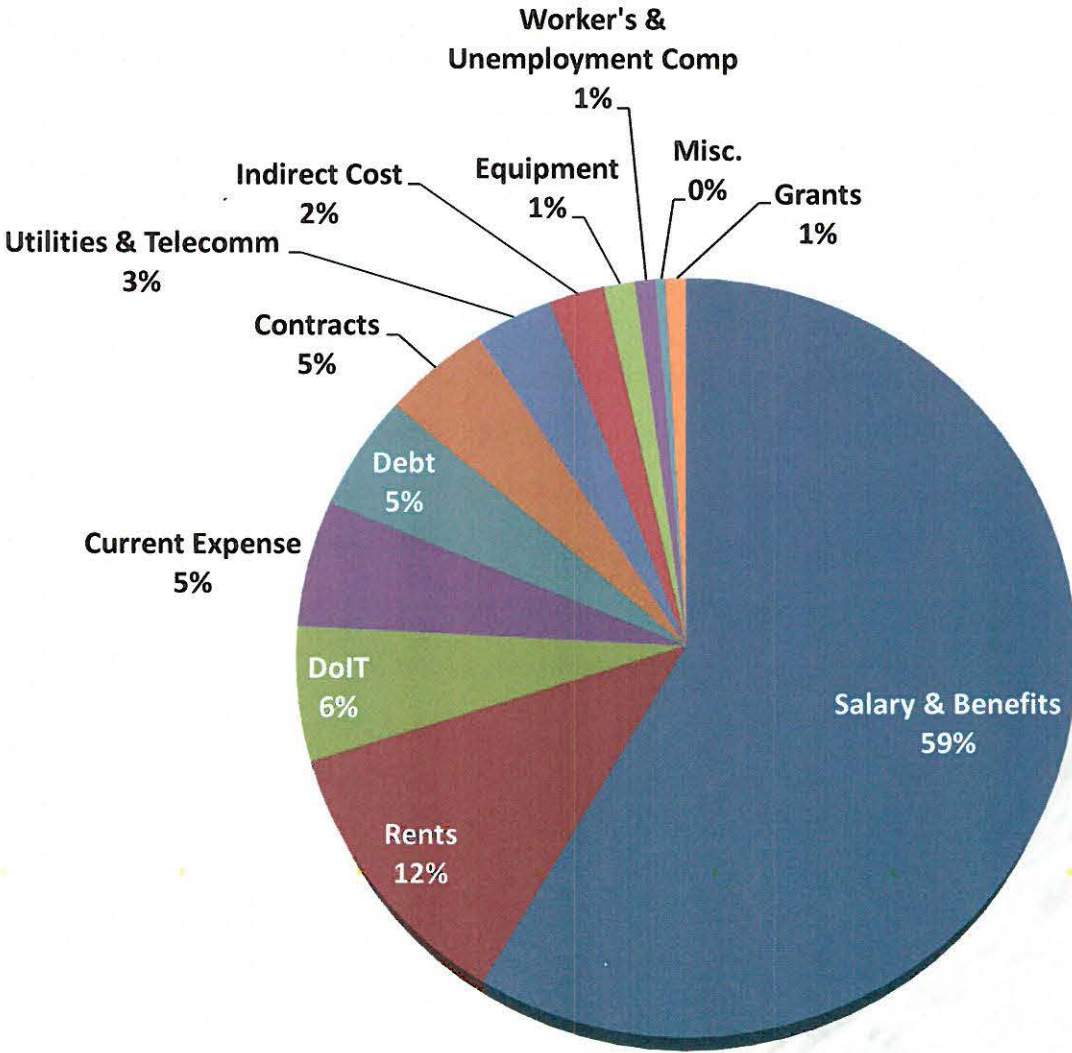
# Notes to Budget Requests



1. In FY18 8 new positions were added and due to hiring process most were not filled until 6 months into FY18 therefore the increases in FY19 and FY20 are funding positions for a full year along with pay raise and step increases.
2. Benefits are based on current employees and plans.
3. Part-time salaries are based on current trends and staffing requirements.
4. Current Expenses are flat because funding for trash removal and snow plowing was moved to class 103 Contracts for Operational Services.
5. Rents & Leases increase is due to current rent structure and expanding square footage for new store locations.
6. Utilities are based on historical rates and increasing to accommodate for additional square footage from recently renovated locations.
7. Telecommunications includes funding the annual cost for Wi-Fi in the stores which is required as part of the NextGen project.
8. Contract for operations is in large part due to the moving a trash removal and snow plowing contract and adding smart safe and armored car pick-ups.
9. DoIT primary increase is for prioritized need request for licensing and support for NextGen project (new back-office and point-of-sale system)
10. Equipment is flat funded to maintain operations and replace equipment at the end of its useful life.
11. In-state travel decrease is a result of smart safes and armored car pick ups which means store employees no longer have to travel to the bank.
12. Debt Services is utilized to pay bond principal and interest payments from our capital construction projects such as NextGen, headquarters renovation, and video surveillance systems and new projects to include Portsmouth traffic circle store and the start of remodeling our two highest volume stores on either side of Interstate 95
13. Employee Assistance Program budget amount was provided by HH&S and is increasing because of the new methodology used for the charging of service. The FY20-21 budget amounts are based on a cost per employee.

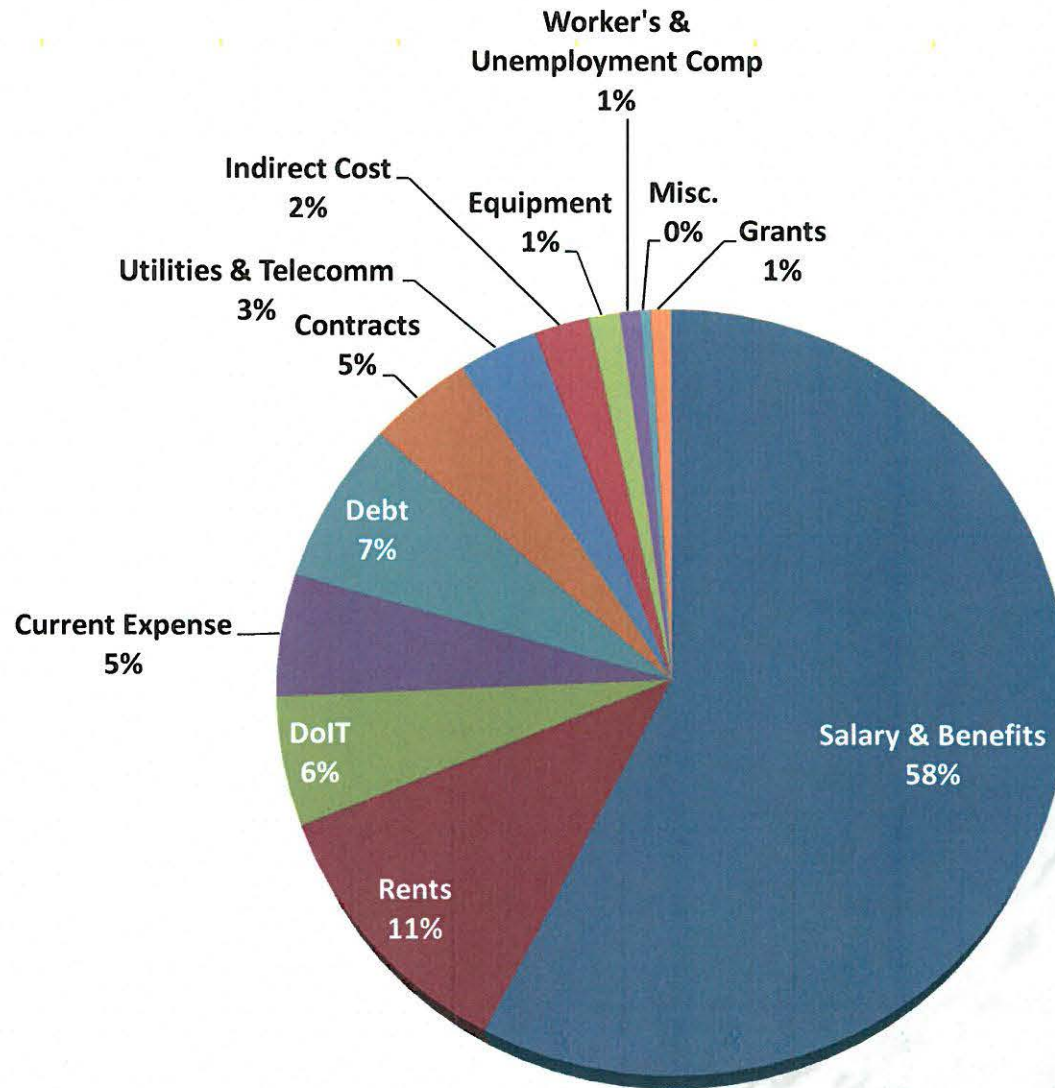


# Fiscal Year 2020 Expense Breakdown



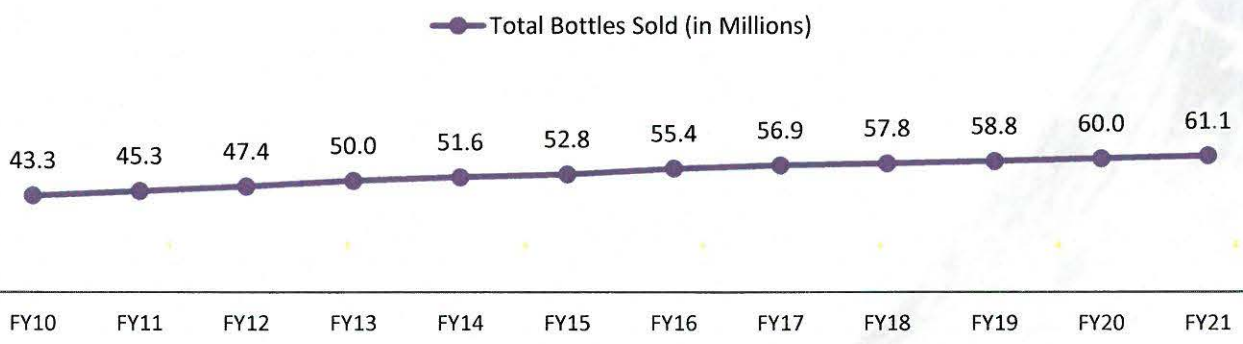
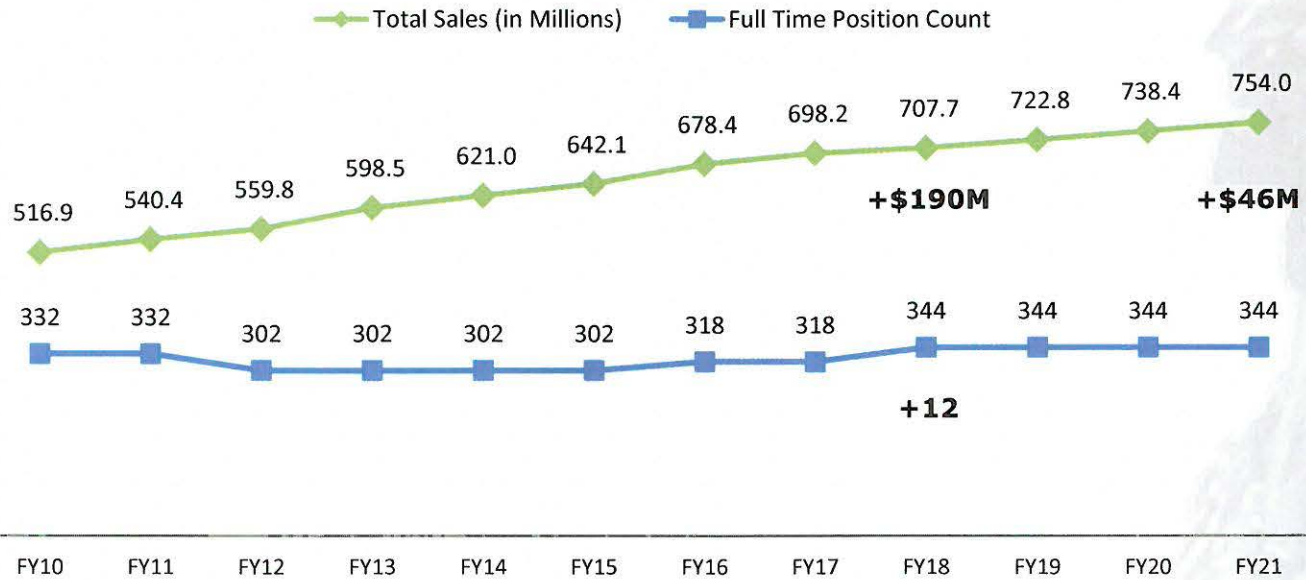


# Fiscal Year 2021 Expense Breakdown





# Sales to Full-Time Positions and Bottles Sold



FY10 - FY18 Actuals  
 FY19 - FY21 Estimates





## **Contact Information**

**Joseph W. Mollica, Chairman**  
**Tina Demers, CFO**

**230-7005**

# New Hampshire Department of Corrections



SFY 2020-2021  
Budget Hearing  
November 19, 2018

# State of New Hampshire Department of Corrections

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## Mission Statement

Our mission is to provide a safe, secure, and humane correctional system through effective supervision and appropriate treatment of individuals, and a continuum of services that promote successful re-entry into society for the safety of our citizens and in support of crime victims.



**The New Hampshire Department of Corrections was created by statute in July 1983.**

RSA Section 21-H:3 The Department of Corrections, through its officials, shall be responsible for:

- Providing for, maintaining and administering such state correctional facilities and programs as may be required for the custody, safekeeping, control, correctional treatment and rehabilitation of inmates;
- Supervising persons placed on probation and persons released on parole and administering probation and parole services;
- Acting in an advisory capacity in assisting law enforcement agencies and communities in the prevention of crime and delinquency; and
- Ensuring that victims of crime are treated in a manner consistent with RSA 21-M:8-k.

# State of New Hampshire Department of Corrections

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## Major Changes and Accomplishments

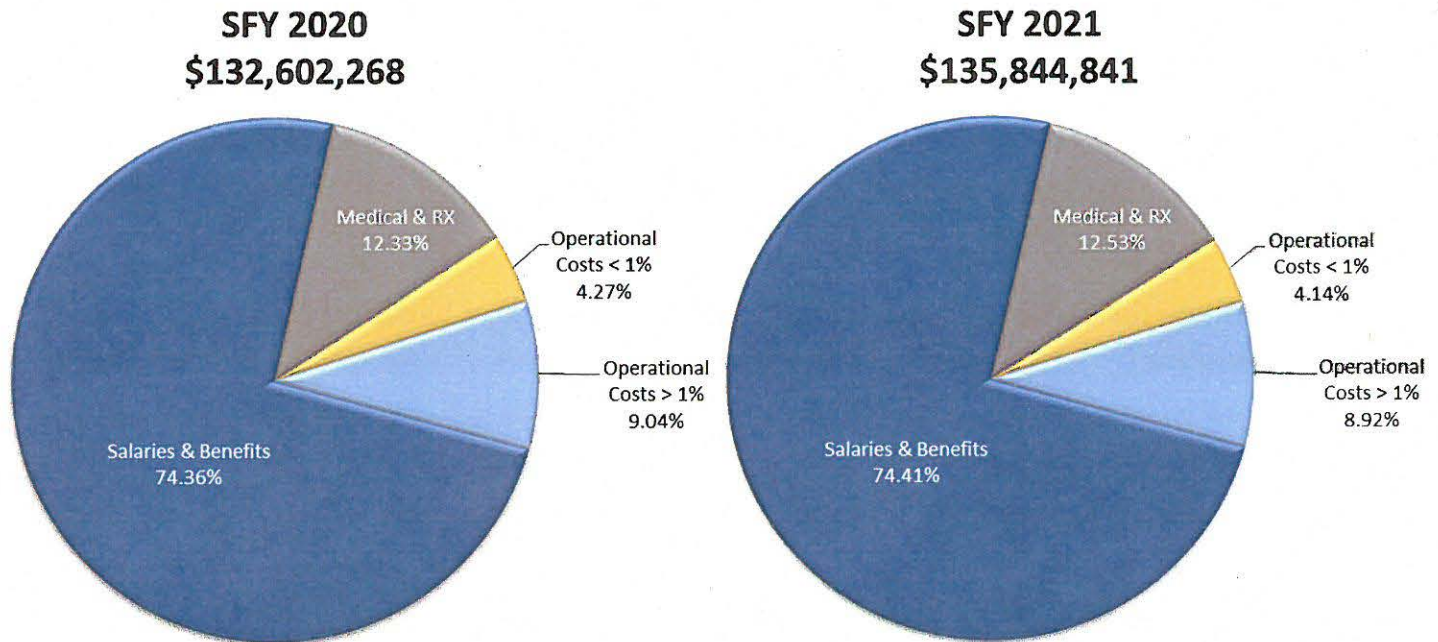
- The new women's facility became fully operational in April 2018
- Two additional Canine Units have been established
- Body scanners have been installed in the prison facilities
- Tablets for use by persons under departmental control have been deployed in all facilities
- The Department will be the first agency to implement the statewide scheduling/timekeeping software solution (expected in SFY 2019)
- A social media based recruitment marketing campaign was introduced in February 2018
- Teamsters and SEA Union agreements increased uniformed staff salary 9.1%



# State of New Hampshire Department of Corrections

## SFY 2020 - 2021 Efficiency Expenditure Request

The Agency has a proven record for being prudent in spending the State's general funds. We have created a budget that funds statutory requirements and will allow the Agency to carry out its mission and serve the citizens of New Hampshire.



Major Expense Classes General Funds	SFY 2018 Actual Expenses	SFY 2019 Adjusted Authorized Budget	SFY 2020 Efficiency Expenditure Request	SFY 2020 Additional Prioritized Needs	SFY 2021 Efficiency Expenditure Request	SFY 2021 Additional Prioritized Needs
Salary & Benefits	73,989,637	90,108,497	94,108,217	373,806	96,592,343	390,392
Overtime	10,488,435	4,489,346	4,489,526	-	4,489,526	-
<b>Total Personnel Costs</b>	<b>84,478,072</b>	<b>94,597,843</b>	<b>98,597,743</b>	<b>373,806</b>	<b>101,081,869</b>	<b>390,392</b>
Prescription Drugs	2,864,028	2,403,535	3,320,355	-	3,549,459	-
Medical	10,929,709	10,126,103	13,034,613	-	13,470,117	-
<b>Total Medical &amp; RX</b>	<b>13,793,737</b>	<b>12,529,638</b>	<b>16,354,968</b>	<b>-</b>	<b>17,019,576</b>	<b>-</b>
Utilities	4,094,938	4,894,480	4,679,578	-	4,727,304	-
OIT Expense	2,055,866	2,372,402	3,094,054	288,010	3,118,634	256,373
Food Institutions	2,672,374	2,702,374	2,730,118	-	2,762,618	-
Current Expense	1,429,419	1,506,196	1,477,949	2,200	1,507,703	2,200
<b>Total Operational Costs &gt; 1% of Budget</b>	<b>10,252,597</b>	<b>11,475,452</b>	<b>11,981,699</b>	<b>290,210</b>	<b>12,116,259</b>	<b>258,573</b>
<b>Total Operational Costs &lt; 1% of Budget</b>	<b>6,489,139</b>	<b>5,104,042</b>	<b>5,667,858</b>	<b>214,349</b>	<b>5,627,137</b>	<b>54,166</b>
<b>Total</b>	<b>115,013,545</b>	<b>123,706,975</b>	<b>132,602,268</b>	<b>878,365</b>	<b>135,844,841</b>	<b>703,131</b>

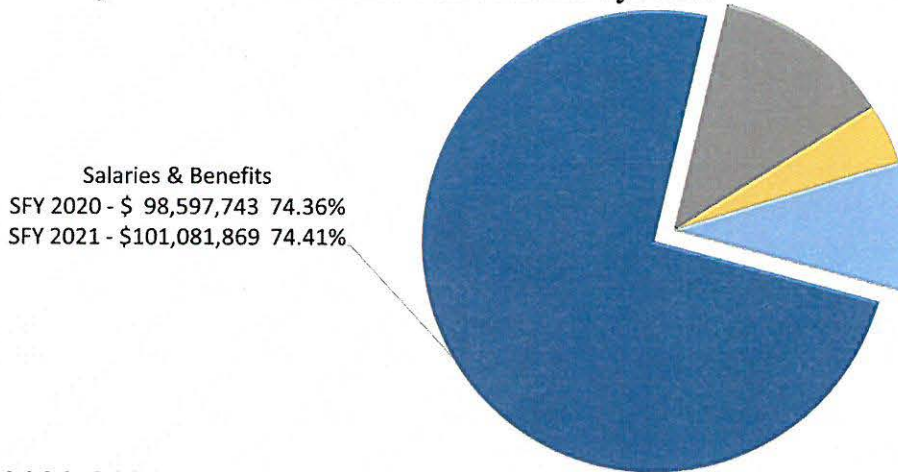
\* Full SFY 2020-2021 Efficiency Expenditure Request and Additional Prioritized Needs Request can be found on page 14

# State of New Hampshire Department of Corrections

## SFY 2020 - 2021 Efficiency Expenditure Request

### Personnel Services

Personnel services, approximately 74% of the total request, includes classified, unclassified and part-time salaries, holiday pay, overtime and benefits. The authorized positions approved allow the Department to be successful in its mission to provide a safe, secure and humane correctional system.



In SFY 2020-2021:

- All 973 authorized full-time positions are funded
- Overtime is budgeted at \$4.5 M. This is an estimated minimum budget target based on 100% of the 514 uniformed positions filled

With personnel services as budgeted for SFY 2020-2021 and approval of the statutory change below, the intent is to use funding associated with unfilled positions to fund the overtime generated as a result of the vacancies. As recruitment and retention strategies are more and more successful, and positions are and remain filled, the need to transfer funding should diminish.

*Department of Corrections; The following classes within the department of corrections shall be exempt from the transfer restrictions in RSA 9:17a, 9:17c, classes 10-personal services-perm classified, 11-personal services-unclassified, 12-personal services-unclassified, 18-overtime, 19-holiday pay, 50-personal service-temp/appointed and 60-benefits. The department is authorized to transfer funding in these classes within and amongst all accounting units provided that any transfer of \$100,000 or more shall require prior approval of the fiscal committee of the general court and governor and council.*

All three of these components are integral parts of the Department's approach to budgeting personnel services in a challenging recruiting environment.

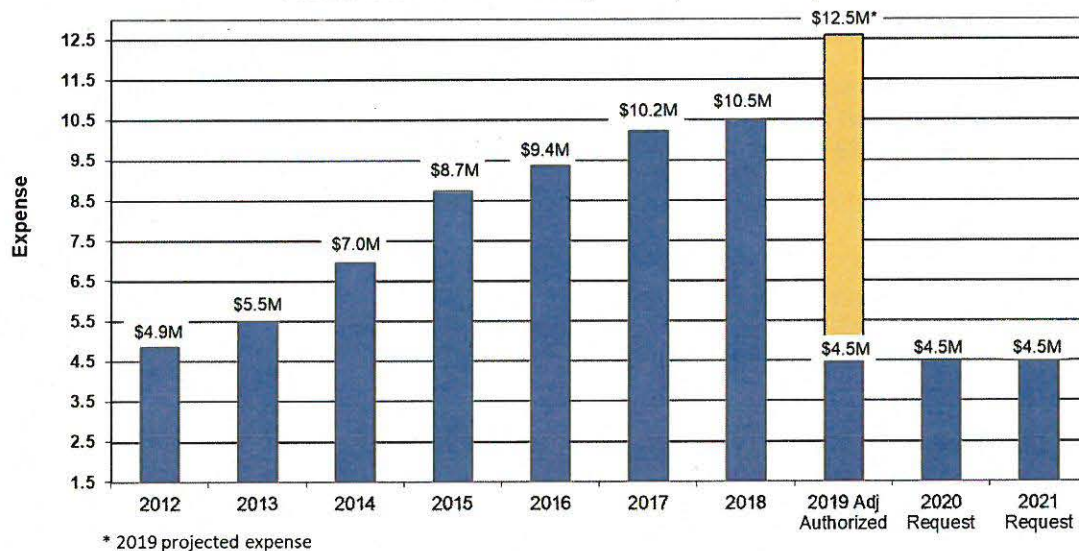
# State of New Hampshire Department of Corrections

## SFY 2020 - 2021 Efficiency Expenditure Request

### Overtime

Overtime results from vacant positions, filling posts due to leave (annual, sick, workers compensation, FMLA), required training, hospital duty, direct observation and military deployment. The need for overtime, as a result of vacant positions, creates the potential for a vulnerable working environment and challenges quality of life issues for staff.

**Fiscal Year Overtime Expense (in millions)**



#### Overtime strategies:

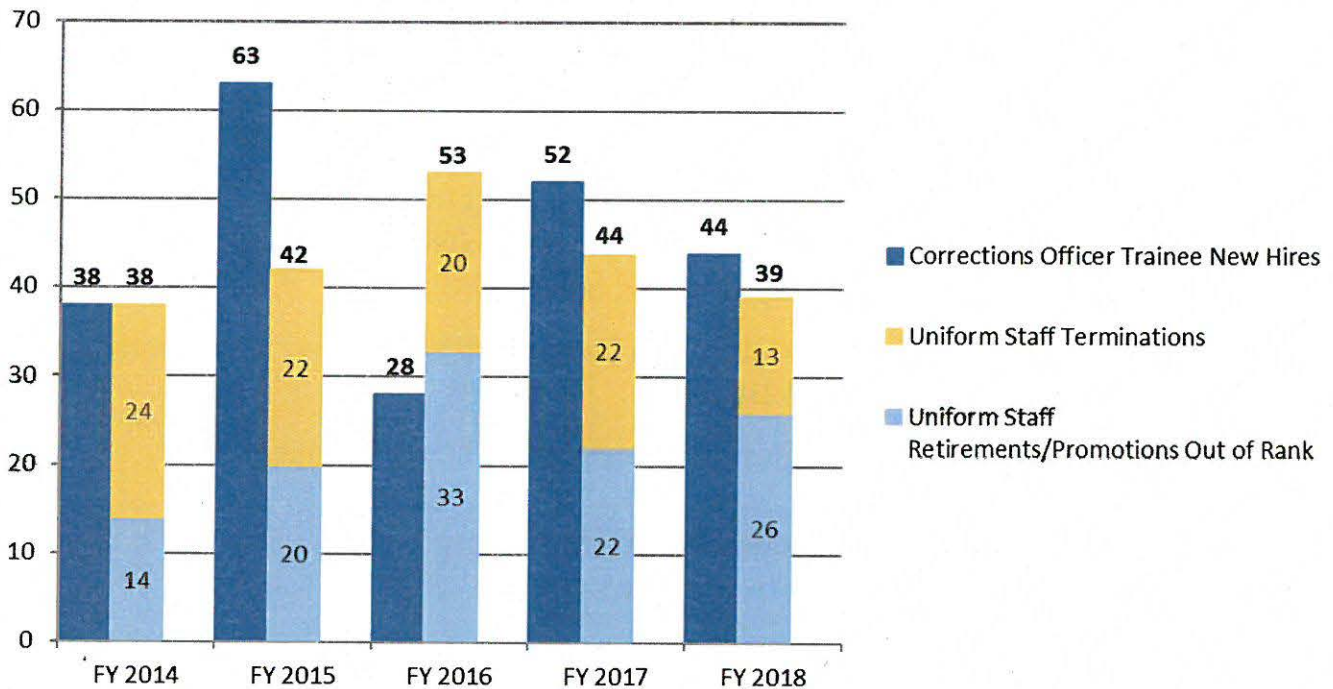
- Offer all corrections officers leaving the Department in good standing the opportunity to continue working in part-time officer positions
- Certify probation/parole officers as corrections officers to fill shifts to aid in reducing the use of forced overtime
- Utilize non-uniform staff for one-on-one observation
- Peer support program - residents are paired with other residents under observation
- The Department will be the first to test and implement the statewide scheduling/timekeeping software solution. The software will automate the scheduling process, allow shift commanders more time in the facilities and provide robust reports for in-depth overtime analysis

# State of New Hampshire Department of Corrections

## SFY 2020 - 2021 Efficiency Expenditure Request

### Retention and Recruitment

With an increased effort to recruit and retain corrections officers, the number of newly hired corrections officer trainees is now above the number of uniformed staff retirements and terminations.



#### Retention strategies:

- An active Recruitment and Retention Committee
- Exit interviews
- Staff surveys
- Enhanced communications
- Investment in education – joint endeavor with Granite State College to bring college staff to the prisons to discuss education paths and credits earned through corrections
- Retirement education seminars held for staff
- Academy roundtable – academy participants can discuss career paths and opportunities with executive staff



# State of New Hampshire Department of Corrections

## SFY 2020 - 2021 Efficiency Expenditure Request

### Recruiting strategies:

- Added a dedicated part-time recruiting corrections officer
- Continued contracting with a recruitment marketing firm in SFY 2020-2021
- Job fairs/class presentations – 27 in SFY 2018
- Recruitment table at NHTI
- Facility tours for college students interested in careers in criminal justice
- Outreach to military recruiting sites and recruiting networks, including the NH Employment Services of the Guard and Reserves (NHESGR) and partnership with the Department of Safety Division of State Police
- Internet- LinkedIn, indeed, postings on college job boards and announcements of job fairs on Facebook and Twitter
- Recruitment cards - challenge staff to recruit one new employee



**JOIN OUR TEAM - MAKE A DIFFERENCE**  
NH DEPARTMENT OF CORRECTIONS  
Recruitment Information

Online applications at [www.nh.gov](http://www.nh.gov) (see back of card)

NHDOC Recruiting Office  
P.O. Box 1806  
Concord, NH 03302  
TEL: (603) 271-5645  
FAX: (603) 223-2333

    
[DOC-Recruitment@doc.nh.gov](mailto:DOC-Recruitment@doc.nh.gov)  
<http://nhdocjobs.com/>

Apply following these steps at [www.nh.gov](http://www.nh.gov)

-   
Click on the JOBS icon on the lower right side of the page
-   
Click on NH State Government Job Opportunities
-   
Login or Register and complete your profile
-   
Review vacancies using the key word: CORRECTIONS



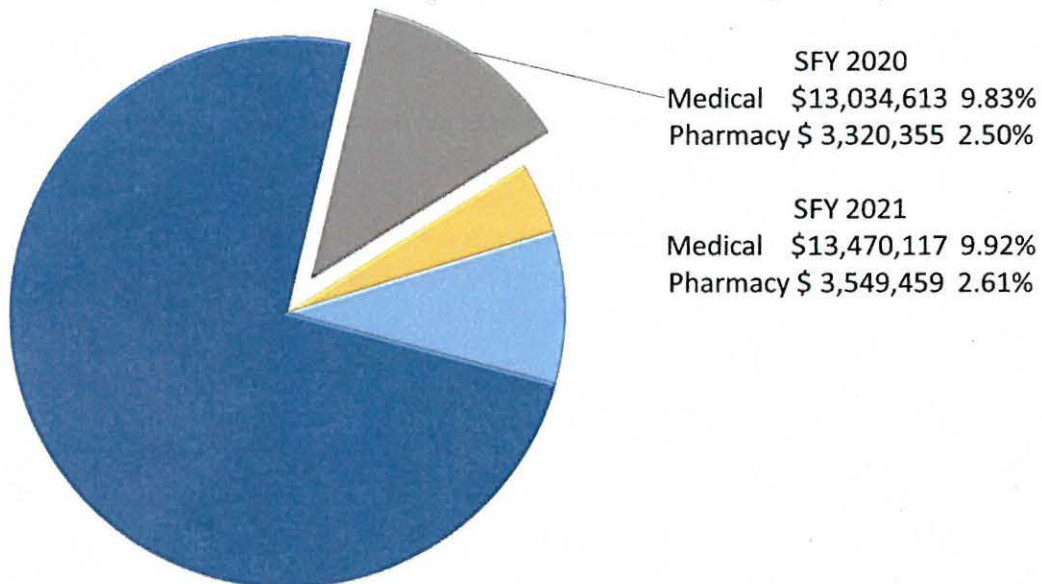
Change your job to a career you're proud of in only a few weeks!

# State of New Hampshire Department of Corrections

## SFY 2020 - 2021 Efficiency Expenditure Request

### Medical and Pharmacy

The medical and pharmacy request, approximately 12% of the total efficiency expenditure request, is budgeted at a level that is representative of the forecasting of past expense and future healthcare costs, which are based on national health expenditures as published by the Center for Medicare & Medicaid Services. The goal of this budget is to reduce the need to request additional funding during the biennium.



The following statutes/footnotes are requested to continue in the SFY 2020-2021 biennium to allow the Department to provide the medical and pharmaceutical services required by law:

*In the event expenditures are greater than amounts appropriated, the Commissioner may request, with prior approval of the Fiscal Committee, that the Governor and Council authorize additional funding. Upon Fiscal Committee and Governor and Council approval, the Governor is authorized to draw a warrant from any money in the Treasury not otherwise appropriated (Expenditure Class 101, Accounting Units 5833, 8231 and 8234 within Activity MED465010) and (Expenditure Class 100, Accounting Unit 8236 within Activity MED465010).*

*Footnote F: This appropriation shall not lapse until June 30, 2021 (Expenditure Class 101, Accounting Units 5833, 8231 and 8234 within Activity MED465010 and Accounting Unit 8301 within Activity COM460010) and (Expenditure Class 100, Accounting Unit 8236 within Activity MED465010).*

# State of New Hampshire

## Department of Corrections

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### SFY 2020 - 2021 Efficiency Expenditure Request

In order to retain and recruit pharmacy staff, the Department is requesting current classified pharmacist positions be established as unclassified to align with other agencies and move closer to the occupational wages earned as published by the US Dept. of Statistics for New Hampshire for these positions.

*Department of Corrections: Unclassified Positions Established.*

*I. The following positions are hereby established in the department of corrections and shall be qualified to that position by reason of education and experience and shall be nominated by the Commissioner of Corrections for the appointment by the Governor and the Executive Council, who shall serve at the pleasure of the Commissioner. The Chief Pharmacist shall oversee the Pharmacy Unit and supervise the pharmacist I-IV as well as perform such duties that the Commissioner from time to time may authorize.*

*Department of corrections chief pharmacist  
Department of corrections pharmacist (1) I  
Department of corrections pharmacist (2) II  
Department of corrections pharmacist (3) III  
Department of corrections pharmacist (4) IV*

*II. The salary of these positions shall be determined after assessment and review of the appropriate temporary letter grade allocation in RSA 94:1-a, I(b) for the position which shall be conducted pursuant to RSA 94:1-d and RSA 14:14-c.*

*III. Upon completion of this action and appointment of the positions identified in paragraph I, the following positions shall be abolished to allow for the transition of these classified positions with its available appropriations into the unclassified positions. Funding shall be transferred into expenditure class 011, within accounting unit 02-46-46-465010-8236. The incumbents in the abolished classified positions shall be offered the opportunity to seek the commissioner's nominations for the unclassified positions:*

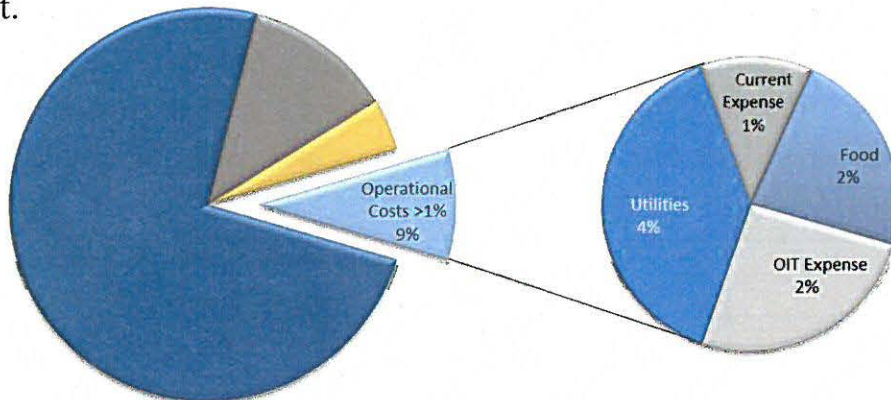
*chief pharmacist #19851  
pharmacist #12997  
pharmacist #19553  
pharmacist #19848  
pharmacist #16290*

# State of New Hampshire Department of Corrections

## SFY 2020 - 2021 Efficiency Expenditure Request

### Other Operational Costs

Operational expenses listed below are each more than 1% of the efficiency expenditure request and when combined represent a total of approximately 9% of the request.



### Utilities

SFY 2020 \$4,679,578 - SFY 2021 \$4,727,304: This expense is for utilities at all Department facilities and includes heat, electricity, water and sewer expense.

### OIT Expense

SFY 2020 \$3,094,054 - SFY 2021 \$3,118,634: This expense is for shared costs with the Department of Information Technology (DoIT) and the Department's direct costs. Funding supports infrastructure including switches, routers, and servers, along with software applications such as the offender management database, electronic medical records, dental records, digital file storage and on-going deployment of voice over internet protocol (VoIP).

### Food

SFY 2020 \$2,730,118 - SFY 2021 \$2,762,618: Over 7,500 meals are served daily while meeting religious and other special dietary needs.

### Current Expense

SFY 2020 \$1,477,949 - SFY 2021 \$1,507,703: This expense is for consumable supplies used by the Department to carry out its mission.

The remaining operational expenses are each less than 1% of the budget and represent the remaining 4% of the SFY 2020-2021 efficiency expenditure request.

# State of New Hampshire Department of Corrections

## SFY 2020-2021 Additional Prioritized Needs Request

SFY 2020 - \$878,365

SFY 2021 - \$703,131

### Division of Field Services

**SFY 2020 - \$398,370:** Four additional Probation/Parole Officers (PPO's) will assist to reduce the supervision cases to PPO ratio, which is currently 113:1. The American Probation/Parole Association's ideal caseload ratio is 50:1. These positions will bring drug court and other active supervision caseloads into closer alignment with best practices.

TITLE	LG	Salary	Benefits	Total Salary & Benefits	Other Expenses*	Total Salary, Benefits & Other Expenses
Probation-Parole Officer II	22	\$ 57,408	\$ 36,044	\$ 93,452	\$ 6,141	\$ 99,593
Total for Four Positions	22	\$ 229,632	\$ 144,174	\$ 373,806	\$ 24,564	\$ 398,370

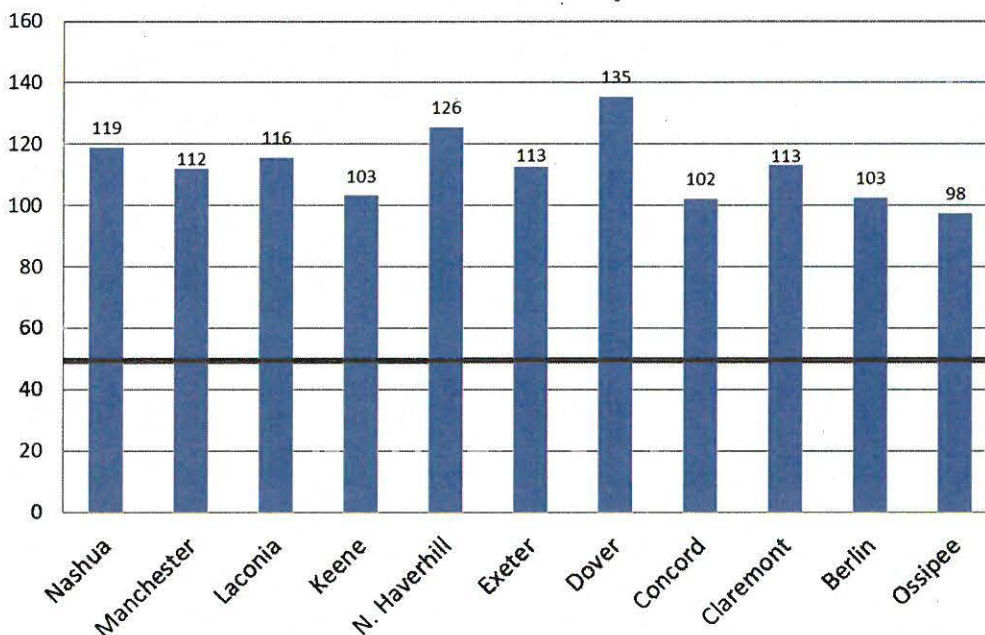
\* Class 20 Current Exp: Clothing Reimb \$550; Class 30 Equipment: Weapons & Vest \$3,335  
Class 37 Hardware: \$1,127; Class 38 Software: \$589; Class 39 Telecom: Cell Phone Stipend \$540

**SFY 2021 - \$394,752:** Continued expense for four additional PPO's.

TITLE	LG	Salary	Benefits	Total Salary & Benefit	Other Expenses*	Total Salary, Benefits & Other Expenses
Probation-Parole Officer II	22	\$ 59,768	\$ 37,830	\$ 97,598	\$ 1,090	\$ 98,688
Total for Four Positions	22	\$ 239,072	\$ 151,320	\$ 390,392	\$ 4,360	\$ 394,752

\* Class 20 Current Exp: Clothing Reimb \$550; Class 39 Telecom: Cell Phone Stipend \$540

**Caseload Ratio by Office**



# State of New Hampshire

## Department of Corrections

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### SFY 2020-2021 Additional Prioritized Needs Request

#### OIT Expense

**SFY 2020 - \$288,010:** The funding associated with these additional prioritized needs addresses replacement and expansion of equipment necessary to provide needed services within the Department.

DoIT shared costs of \$45,883 are related to cybersecurity upgrades.

\$80,000 is the placeholder for the Department's share of costs associated with the scheduling/timekeeping software.

The existing network backbone at the NHSP/M is not sufficient to handle current network traffic demands of existing systems and in its current state does not provide the ability to enhance other dependent devices/systems. \$162,127 will be used to replace existing servers, switches, and fiber needs to increase overall bandwidth and provide the necessary pipeline to support VoIP and additional security cameras, body cameras and Taser cameras to include the transmission and storage of video from those devices. It will also allow for enhanced security by segregating security related traffic to an independent and secure network.

**SFY 2021 - \$256,373:** DoIT shared costs remain at \$45,883 for cybersecurity upgrades.

\$80,000 is the placeholder for the Department's share of costs associated with the scheduling/timekeeping software.

\$130,490 is to continue the upgrade of the Department's security related network.

# State of New Hampshire

## Department of Corrections

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### SFY 2020-2021 Additional Prioritized Needs Request

#### Drone Detection Systems

**SFY 2020 - \$150,000:** This funding request is for drone detection systems for each of the three prison facilities. The drone detection system casts an electronic net over the prison property alerting security to the presence of a drone. The detection system will prevent drones from approaching our secure perimeter undetected and dropping contraband (e.g. illegal drugs, weapons).

#### Cell Phone Detection Devices

**SFY 2020 - \$41,985:** This funding is for portable standing cell phone detection devices. The device can detect cell phones, even if the cell phones are turned off. This helps prevent the interdiction of cell phone contraband. Cell phones pose a unique risk in corrections facilities, both because persons under departmental control can use cell phones to coordinate disturbances, as well as use them to further victimize the persons they have committed crimes against. Cell phone detection devices are now standard surveillance technology in correctional facilities.

#### Body Cameras

**SFY 2021 - \$52,006:** This request is to provide security staff body cameras to enhance overall surveillance of all activities when engaging with persons under departmental control. The Department experiences numerous legal filings, body cameras can be a resource in defending actions as well as confirming the facts of engagement between security and persons under departmental custody, similar to police and the public.

# State of New Hampshire Department of Corrections

## SFY 2020-2021 General Fund Efficiency Expenditure Request and Additional Prioritized Needs Request

Class	Description	SFY 2020 Efficiency Expenditure Request	SFY 2020 Addl Prioritized Needs	SFY 2020 Total	SFY 2021 Efficiency Expenditure Request	SFY 2021 Addl Prioritized Needs	SFY 2021 Total
010	Personnel Services-Permanent	53,537,406	229,632	53,767,038	54,506,712	239,072	54,745,784
011	Personnel Services-Unclassified	1,065,285	-	1,065,285	1,078,367	-	1,078,367
012	Personnel Services-Unclassified	249,162	-	249,162	249,163	-	249,163
018	Overtime	4,489,526	-	4,489,526	4,489,526	-	4,489,526
019	Holiday Pay	926,178	-	926,178	940,068	-	940,068
050	Personal Services-Temporary	1,466,783	-	1,466,783	1,492,880	-	1,492,880
060	Benefits	36,863,403	144,174	37,007,577	38,325,153	151,320	38,476,473
	<b>Total Personnel Services 74.4%</b>	<b>98,597,743</b>	<b>373,806</b>	<b>98,971,549</b>	<b>101,081,869</b>	<b>390,392</b>	<b>101,472,261</b>
100	Prescription Drugs	3,320,355	-	3,320,355	3,549,459	-	3,549,459
101	Medical Payments to Providers	13,034,613	-	13,034,613	13,470,117	-	13,470,117
	<b>Total Medical/RX 12.3%</b>	<b>16,354,968</b>	<b>-</b>	<b>16,354,968</b>	<b>17,019,576</b>	<b>-</b>	<b>17,019,576</b>
023	Heat, Electricity & Water	4,679,578	-	4,679,578	4,727,304	-	4,727,304
027	OIT Expense	3,094,054	288,010	3,382,064	3,118,634	256,373	3,375,007
021	Food Institutions	2,730,118	-	2,730,118	2,762,618	-	2,762,618
020	Current Expense	1,477,949	2,200	1,480,149	1,507,703	2,200	1,509,903
	<b>Total Operations Expense &gt; 1% 9.0%</b>	<b>11,981,699</b>	<b>290,210</b>	<b>12,271,909</b>	<b>12,116,259</b>	<b>258,573</b>	<b>12,374,832</b>
022	Rents & Leases Other than State	739,462	-	739,462	710,152	-	710,152
024	Maint, Other than Bldg/Grounds	102,000	-	102,000	102,000	-	102,000
026	Organizational Dues	7,080	-	7,080	7,080	-	7,080
028	Transfers to General Services	410,427	-	410,427	415,767	-	415,767
030	Equipment	543,760	205,325	749,085	512,111	52,006	564,117
037	Technology - Hardware		4,508	4,508	-	-	-
038	Technology - Software		2,356	2,356	-	-	-
039	Telecommunications	443,813	2,160	445,973	443,813	2,160	445,973
042	Transfer to COLA	6,326	-	6,326	6,326	-	6,326
047	Own Forces Maint-Bldg/Grounds	196,576	-	196,576	196,576	-	196,576
048	Contract Maint-Bldg/Grounds	348,926	-	348,926	349,134	-	349,134
049	Transfer to Other State Agencies	26,151	-	26,151	28,330	-	28,330
057	Library Expense	13,710	-	13,710	13,710	-	13,710
061	Unemployment Comp	10,833	-	10,833	10,833	-	10,833
062	Workers' Comp	673,008	-	673,008	673,008	-	673,008
066	Employee Training	84,205	-	84,205	84,205	-	84,205
068	Remuneration	1,025,971	-	1,025,971	1,025,971	-	1,025,971
070	In-State Travel	393,365	-	393,365	401,159	-	401,159
080	Out-of-State Travel	8,827	-	8,827	8,837	-	8,837
102	Contracts - Program Services	482,144	-	482,144	486,533	-	486,533
103	Contracts - Operational Services	121,283	-	121,283	121,375	-	121,375
211	Catastrophic Casualty Ins	28,339	-	28,339	28,565	-	28,565
230	Interpreters	1,551	-	1,551	1,551	-	1,551
242	Transportation of Inmates	100	-	100	100	-	100
	<b>Total Operations Expense &lt; 1% 4.3%</b>	<b>5,667,858</b>	<b>214,349</b>	<b>5,882,207</b>	<b>5,627,137</b>	<b>54,166</b>	<b>5,681,303</b>
	<b>Total General Funds Request 100%</b>	<b>132,602,268</b>	<b>878,365</b>	<b>133,480,633</b>	<b>135,844,841</b>	<b>703,131</b>	<b>136,547,972</b>



# State of New Hampshire

## Board of Tax and Land Appeals

Michele E. LeBrun, Chair  
Albert F. Shamash, Esq., Member  
Theresa M. Walker, Member  
-----  
Anne M. Stelmach, Clerk



Governor Hugh J. Gallen  
State Office Park  
Johnson Hall  
107 Pleasant Street  
Concord, New Hampshire  
03301-3834

November 19, 2018

The Honorable Christopher T. Sununu, Governor  
State of New Hampshire  
107 North Main Street – Room 208-214  
Concord, NH 03301

Re: Governor's Budget Hearing

Dear Governor Sununu:

Thank you for the opportunity to provide an overview of the Board of Tax and Land Appeals' ("board") Fiscal Years 2020 and 2021 budget requests and the ongoing initiatives to improve efficiency over the next biennium.

The board has four areas of jurisdiction under RSA 71-B:5:

1. to hear and determine all matters involving questions of taxation;
2. to hear and determine appeals by municipalities of their equalized valuation determined by the Department of Revenue Administration;
3. to hear and determine just compensation in eminent domain takings pursuant to RSA ch. 498-A; and
4. to hear all matters relating to the need for reassessments by municipalities.

A complete list of matters appealable to the board is found on Form A (pgs. 13-14) of the budget packet.

Governor Christopher T. Sununu  
November 19, 2018  
Page 2 of 2

In this biennium, the board is requesting a new Legal Secretary III position (position number NW005) to fill the existing demand for additional legal staff. We have budgeted this position as a Labor Grade 13 (total salary, including benefits \$56,362.23) The board has been operating without two full-time permanent staff since 2012 and its current full-time staff of four limits the effective operation of the board.

In order to maintain our current position count, the board is requesting to have one of its two RSA 71-B:14 tax review appraiser positions (41676) abolished. This position has been unfunded since Fiscal Year 2012. We are seeking to use funds that would be allocated to the Tax Review Appraiser I position (41676) (total salary, including benefits \$85,532) to fulfill this new position request.

The remainder of the board's FY 20/21 budget is maintenance with no additional prioritized needs. In summary, the board is requesting approval of the budget as submitted. If you have any questions regarding the above, please do not hesitate to contact me.

Sincerely,



Michele E. LeBrun, Chair

Revised copy

**LCHIP** Land & Community Heritage  
Investment Program

**Agency Budget Hearings**

**November 2018**



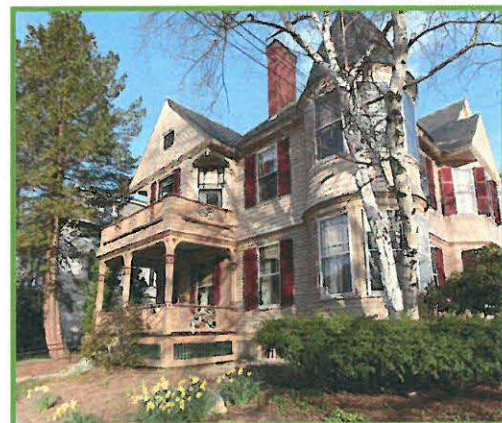
### **LCHIP Summary**

- Matching grants program created by legislature in 2000
- Legislated Purpose: To conserve and preserve the state's most important natural, cultural and historical resources through matching grants and public-private partnerships
- **Uses NO General Funds**
- Grant funding provided by fees on documents (mortgages, mortgage discharges, plans and deeds) at county registry of deeds offices
- Anticipated \$3,500,000 fee income included in Department of Treasury budget, pages 51-55
- Currently receives up to \$200,000 per year from the Conservation and Heritage License Plate Program (Moose Plate) for administrative costs



Spender Hill Farm, Canterbury

Chamberlain House , Concord



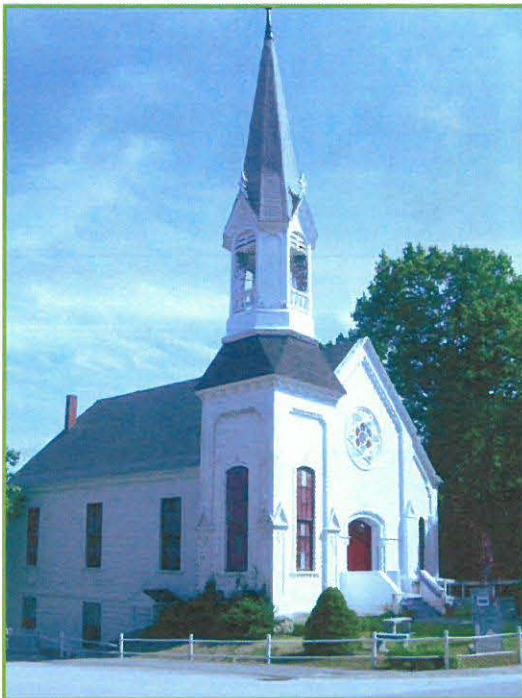
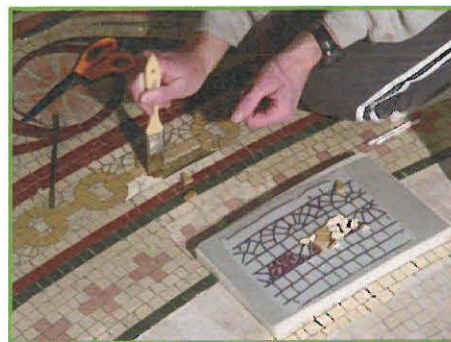
LCHIP **saves**  
what people love  
about  
New Hampshire

## LCHIP Successes

- 425 grants awarded in 157 of the state's 234 towns
- 257 grants to preserve historic structures
- 283,380 acres permanently protected for forestry, farming, recreation, water quality, habitat and ecosystem services
- \$43 million in state funding through LCHIP has leveraged \$299 million in funds from other sources benefiting towns and cities across the state



Wilton Public and Gregg Free Library



Newfields Community Church

Investing in New Hampshire's Heritage

# 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 16, 2018



*Victoria F. Sheehan*  
*Commissioner*

**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



*William Cass, P.E.*  
*Assistant Commissioner*

November 16, 2018

The Honorable Christopher T. Sununu, Governor  
Budget Committee  
State House  
Concord, NH 03301

Dear Governor Sununu and members of the Budget Committee;

The Department of Transportation is pleased to present the Fiscal Year 2020 -2021 biennial budget. The entire Department of Transportation team works hard every day to provide transportation excellence enhancing the quality of life in New Hampshire. It is a distinct honor and privilege to work alongside such a dedicated and talented group of professionals that plan, manage, construct and maintain our state's complex and vital transportation infrastructure.

At the Department of Transportation, we strive to clearly convey the message of what we do, why we do it, and what value our operation has to the public. Some of the challenge comes from the complexity of the transportation system and the complexity of funding both our operations and construction activities. This letter is intended to provide a brief summary of the DOT budget submission, but also the challenges we face dispelling misconceptions about the Department and how Transportation is funded. We have also summarized the challenges our agency faces over the next several years and additional needs required to mitigate these challenges, as well as the ongoing initiatives at the Department to improve efficiency.

To supplement this letter we have also prepared a budget handout. This document is intended to provide a comprehensive overview of the Department and emphasizes the clear distinction between the two major components of the Department's budget – the Operating budget, to operate and maintain the transportation system, and the Municipal Aid and Construction budget. We have also attempted to define all sources of funds available to the NHDOT and to relate the use of rate and tax payer funded functions against a measure of relative cost to those taxpayers. It is worth noting, that over two thirds of all expenditures by the Department are pass through to municipalities and provide economic opportunity for the private sector by our procurement of goods and services and our management of construction activities provided by private sector contractors.

The intention of this presentation is to inform elected officials and the public of the sources of funds made available to the NHDOT as we provide the service of operating and maintaining the transportation system, and as we strive to design and construct the replacement of assets. Our construction program approved through the Ten Year Improvement Plan (TYP) process includes bridges that have reached the end of their useful life, paving on poor and very poor roads and projects that provide vital additional capacity, such as the I-93 Salem to Manchester project.

## What the Highway Fund is:

- The Highway Fund is the Fund into which unrestricted State of New Hampshire revenue collected by the Department of Safety (Road Toll; Vehicle Registration Fees) are made available for appropriation to various agencies, primarily the Department of Transportation and the Department of Safety;
- The Highway Fund is the Fund into which the Department of Transportation collects Federal reimbursement for eligible construction project expenses;
- The Highway Fund is the Fund into which GARVEE Bond and TIFIA loan proceeds are deposited for use on eligible construction project expenses.

## What the Highway Fund is not:

- The Highway Fund is not the Department of Transportation and the Department of Transportation is not the Highway Fund. This misconception has in the past, and could in the future, lead to budgetary choices that impact the ability of the Department of Transportation to provide the services that the traveling public and tax payers expect;
- The Highway Fund is not funded exclusively with New Hampshire taxes and fees;
- The Highway Fund does not include the Turnpike Fund, although the Turnpike System is managed by the Department of Transportation;
- The Highway Fund is not available entirely to the Department of Transportation, and the financial resources available to the Department of Transportation are not available for any purpose the Department chooses.

## What the DOT Budget is:

The Department of Transportation's Budget includes requests for appropriations from four Funds in the State:

- General Fund - primarily for Aeronautics, Rail and Transit;
- Highway Fund - to fund operations of the Department as well as debt service, municipal aid, construction and maintenance;
- Turnpike Fund - to fund operations, maintenance, debt service and capital on the Turnpike System;
- Capital Fund - to fund projects approved through the capital budget process (generally not highway or turnpike construction as this is done through the Ten Year Plan process).

Here are some major components of the budget:

- The combined total efficiency budget submission across all funds and source of funds is **\$643.3 million for FY 2020**, comprised of \$292.5 million for operating and \$350.8 million toward Municipal Aid and Construction projects. Overall this is a 5.0% increase over total adjusted authorized budget in FY2019;
- The combined total submission across all funds and source of funds is **\$666.4 million for FY 2021**, which is an increase of 3.6% of the total budget request for FY 2020.

- The \$350.8 million in FY2020 toward Municipal Aid and Construction reflects advancing the projects that were approved and signed into law in July 2018 in the financially constrained 2019-2028 TYP.
- The passage of the FAST Act in 2015 increased available Federal Funds in FY 2020 by \$21.2 million and \$22.5 million in FY 2021 compared to adjusted authorized FY2019. Excluding these pass-through increases, the Department's budget reflects an increase of \$9.6 million, or approximately 1.5% in FY2020 and an increase of \$31.4 million, or approximately 5.1%. These increases are attributed to Turnpike projects that were approved in the financially constrained 2019-2028 TYP.
- The Department budget's draw on the Highway Fund is \$205.7 million in FY 2020 or a reduction of 0.7% as compared to adjusted authorized FY2019, and \$210.2 million in FY2021 or an increase of 1.5% over the adjusted authorized FY2019.

## Agency Challenges and Needs

This budget reflects our priorities given the targets that were established. We have not made attempts to restore all funding constrained in previous and current bienniums. However, we recognize certain budget realities, which if not addressed, will have potential future implications in the level of service the Department provides to New Hampshire residents and the traveling public:

- Highway Fund revenues continue to provide challenges into the future. The continuous improvement in fuel efficiency of vehicles has eroded, and will continue to erode road toll revenue into the future. A long-term solution is needed to address the fund's growing structural insolvency and to prevent service level disruptions and to keep the public safe.
- Federal transportation funding uncertainty will be paramount going into the next budget and TYP cycle. The FAST Act will expire in 2020, a rescission is scheduled for 2020 that will eliminate flexibility of program funds and with the continued financial instability of the Highway Trust Fund there is the potential for cuts in Federal funding for Transportation.
- This budget does not adequately address the Operation and Maintenance needs to start bringing the heavy equipment fleet back to serviceability. The Department estimates it needs \$8.2 million annually to maintain the fleet in its current condition and would require a one-time infusion of approximately \$39 million to restore the fleet to an appropriate service level. (Attachments page 82 and 83)
- Winter Maintenance has been funded at FY2019 Modified Adjusted Budget levels. This level is approximately \$6.5 million lower than the five year average. If an average winter is experienced or a winter such as last year, safety of the travelling public will be a concern as the Department will not have sufficient funds to plow and salt State roads. (Attachment page 84)
- The Department has experienced a significant shortage of rented equipment for winter maintenance. The Department's rates are not competitive, especially in the southern part of the State, and have resulted in a shortage of plows supplementing the Department's fleet. Approximately 50-55% of the Department's winter maintenance is performed by private contractors. The Department is concerned that the safety of its citizens and employees could be compromised because of the shortage, and feels a significant rate increase is necessary to hire additional private contractors.



- This budget does not fund payback provisions for increased Federal Highway Administration compliance related to the 10-year Preliminary Engineering and 20-year Right of Way rule for projects that have not moved to construction within this time frame.
- The Department has requested a modest increase of 7 positions. Over the past several budgets, capital projects have increased the lane miles of the State's network requiring increased maintenance of the additional assets. The positions requested are: 4 positions for Winter/Highway Maintenance due to the widening and increased lane miles of I-93, 1 position is requested in Aeronautics to manage the "drone" regulations and FAA compliance, 1 position for Mechanical Services to manage and oversee office functions and new system implementation associated with improved fleet management, and 1 position for Transportation Systems Management and Operations (TSMO) for maintaining and managing Intelligent Transportation System (ITS) devices that are anticipated to increase by 60% by FY2020.
- Hard match for the Federal program funds for construction are not included in this budget. This can be approximately \$32 million per year on a base of \$160 million in federal funds. This budget uses Turnpike Toll credits as the match requirement for the federal program rather than state revenue. The use of toll credits in place of a State match has reduced the overall Federal construction program by approximately \$300 million over the last ten year period and has resulted in New Hampshire falling behind its neighboring states in investing in its infrastructure and in the condition of its roads and bridges. Continued sole reliance on toll credits will further exacerbate this condition.
- Preventative maintenance of state-owned assets has been significantly reduced in previous budgets, including bridge washing and sealing, mowing, tree and brush clearing, etc. Preventative maintenance allows the Department to be proactive and efficient. Every dollar spent on preventative maintenance reduces future repair costs, extends the life of the asset and saves money in the long run. For example, by trimming and clearing trees along roadsides it allows more sunlight to melt snow in the winter which reduces salt usage.
- Public pressure to raze dilapidated State owned buildings on real estate acquired through projects continues to increase. Without funding to remove some of these structures, they continue as a liability to the State. It has also been requested that the Department pursue the demolition and disposal of the Stickney Avenue facility.
- During the 2018-2019 Budget process the State Aid Construction program was unfunded. Projects were discontinued that had been identified in the TYP. The Tilton Calef Hill Road project was inserted in the approved TYP under the contingency of future funding being appropriated by the Legislature.
- Due to competition with social services for local funding, it is becoming necessary to restore general funds to match federal funding for transit operating assistance. This will ensure the transit providers can continue to offer the same level of service.
- In total the Department has identified \$66.3 million in additional prioritized needs for FY 2020 and \$64.5 million in additional prioritized needs for FY 2021.

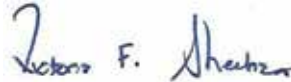
## **Initiatives to Improve Efficiency**

The Department's goal is to be a good steward of public funds through the pursuit of quality and efficiency. The Department continues to evaluate improvements that can be made using various tools, such as LEAN, process reviews, and performance measures.

- Implementation of asset management has been a core improvement the Department has undertaken and continues to pursue in the 2020-2021 Budget. While it can take many years to fully implement asset management, the Department has identified core areas it can focus on to improve efficiency and decision-making through the collection and analysis of data.
- The implementation of a core construction management, materials management and civil rights system, as well as the oversize/overweight permit system will allow the Department to more efficiently oversee construction projects, provide improved service to businesses and manage data more efficiently.
- The continued use of brine, pre-wetting, and pre-treatment systems, supplemented with AVL (Automatic Vehicle Location) equipment for portions of the fleet, will efficiently and cost-effectively dispense salt during winter operations and continue to result in cost savings from reduced salt use.
- Process review of the Federal closeout process to identify efficiencies and improvements that will allow the Department to release unused Federal funds timely for use on new projects and potentially advance projects.
- Implementation of a Work Order/Fleet Management system that will eliminate 4 legacy systems, consolidate functions and create efficiencies.

We believe the Department has compiled and submitted a responsible, realistic and transparent budget; responsible in its attempt to fund the core operations and functions of the DOT, realistic in addressing the economic and budgetary conditions in the state, and respectful of the legislative process through the transparency with which we have constructed the budget. However, there are key challenges and needs that warrant further discussion and strong consideration. We look forward to working with you to adequately fund our core services and balance the budget.

Sincerely,



Victoria F. Sheehan  
Commissioner

Attachments

# Operating Budget

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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 understand 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 help understand the New Hampshire Department of Transportation's Agency Budget.

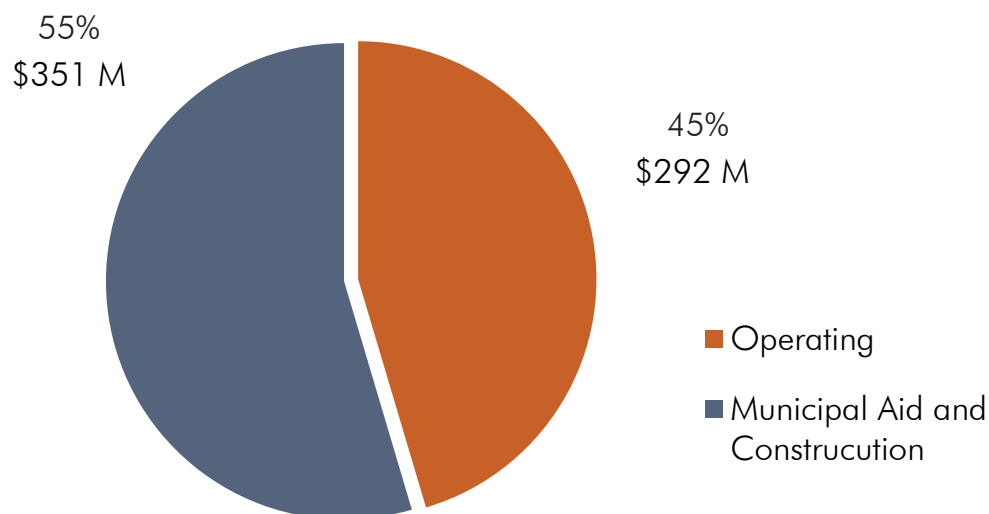
Transportation funding in New Hampshire is complex and made up of a number of funding sources, reflected in NHDOT's budget. The major funding sources are summarized below with a brief, general explanation of the where the revenue comes from, approximate annual amounts, and how the funds are used.

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 Department staff of approximately 1,600 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 FY2020 Budget \$643M



# Operating Budget

## Transportation Finances

### Highway Fund

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

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

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

In 2018 60% of the Highway Fund was appropriated to NHDOT, 25% to other agencies and 15% to Municipalities.

- (1)The cost of collection for the Department of Safety is no longer classified as unrestricted revenue and equates to approximately \$26.6 M. Of this amount \$2.6 M (0.3 cents) is for cost of collections for the Road Toll Bureau.
- (2)Per RSA 235:23 12% of the gross road toll revenue (2.7 cents) and motor vehicle fees collected in the preceding fiscal year are distributed to municipalities.
- (3)After the 12 percent municipal aid is removed, per RSA 235:23-a, 2.6 cents of the NH Road Toll is deposited in the State Highway and Bridge Betterment Account.
- (4)Per RSA 260:32-a and b; and as amended in Chapter 276:210 Laws of 2015, after the 12% for municipal aid is removed, 3.7 cents, is restricted for I-93 project debt service, and other state construction priorities.
- (5)Accordingly, of the overall 22.2 cent/gallon NH Road Toll, 12.9 cents is available for appropriation to cover Operating Costs.

### Turnpike Funds

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

## Operating Budget

administrative fees paid for toll violations. Turnpike funds can ONLY be used on the Turnpike System. Below is key financial information for fiscal year 2018:

Toll Revenue	\$130
Other Revenue	10
Operating Expenses	49
Renewal & Replacement Expenses	8
Capital Expenses	36
Debt Service	41

- Approximately 55% 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 \$750 thousand). Airway Toll revenues from fuel purchases (approximately \$250 thousand) are restricted per Federal Aviation Administration (FAA) regulations as they can only be used for Aeronautic purposes. The General Fund does provide matching State funds for FAA grants for airports and for Federal Transit Administration (FTA) grants for transit projects and operations through the HB 25 Capital Budget authorized General Obligation Bonds. Debt service for these pass-through capital requests are paid by the General Fund.

### Federal Funds:

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

- Federal Highway Administration (FHWA) – Federal Aid Highway program. Primary funding source for New Hampshire’s Highway and Bridge Construction program. Source is primarily the Federal Highway Trust Fund, funded by the 18.4 cent/gallon federal gas tax. (Approximately \$168 M)
- Federal Transit Administration (FTA) – funding for transit programs, projects and providers including capital, operating and planning activities.(Approximately \$12 M)
- Federal Aviation Administration (FAA) – funding for planning, preservation, modernization, or expansion of eligible airport facilities. (approximately \$12 M)
- Federal Emergency Management Administration (FEMA) – Funding for emergency declarations relative to storm damage (Approximately \$4 M)

## Operating Budget

NHDOT offset Operating Costs to balance the budget using \$32 M from federal aid in FY 2018, which would otherwise go to construction programs. In addition, there are no State funds provided to match the federal aid highway program as is typical. Instead the budget relies on credits gained from Turnpike investments to meet federal matching requirements, which further diminishes the federal aid construction program.

### Other Funds:

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

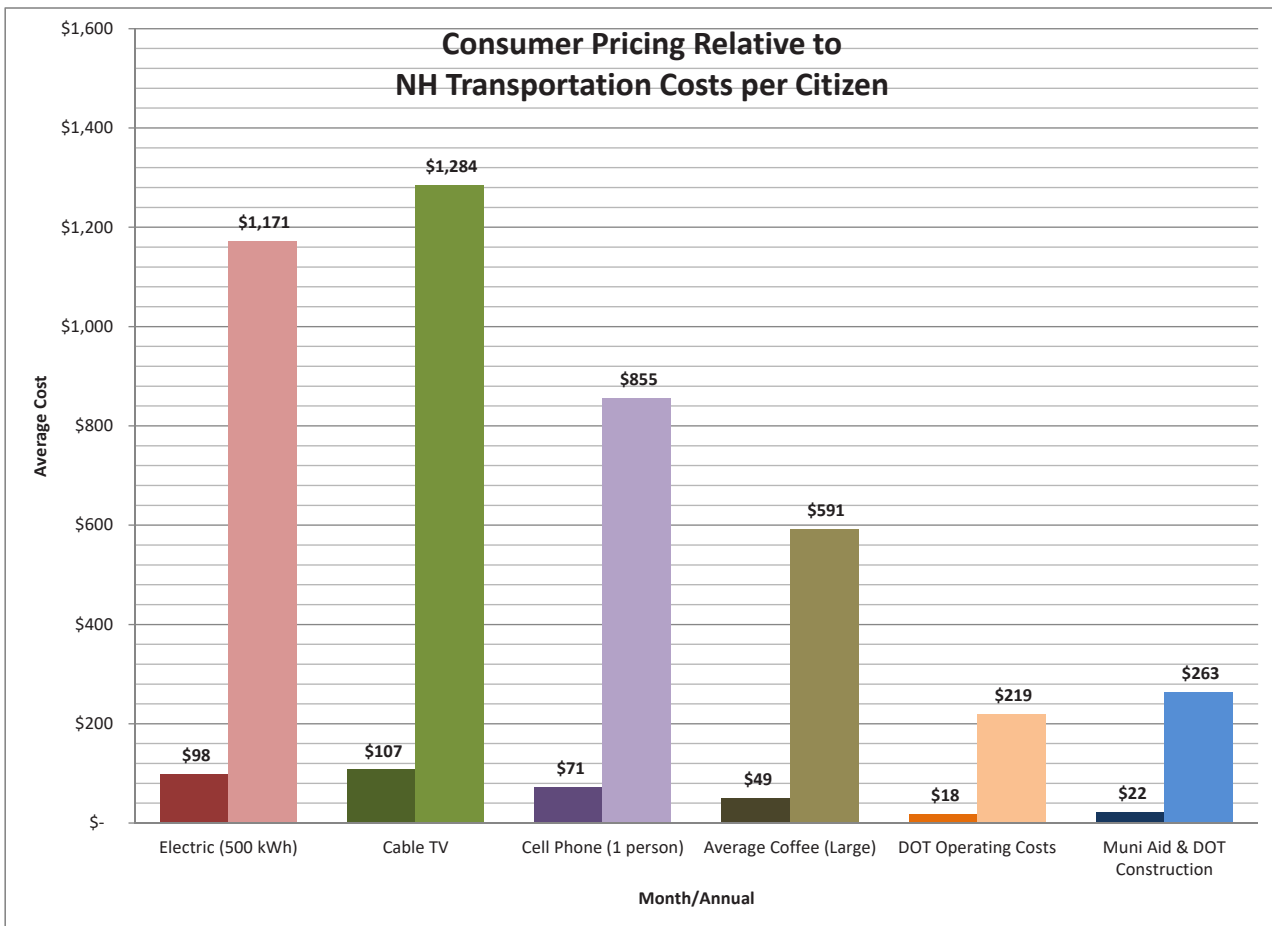
So that the typical NH citizen can gauge relative value and the public pricing of their access to the transportation network, average monthly and annual rates of consumer pricing for electricity, cell phone, cable TV and a nice cup of coffee are compared to NHDOT costs of operating and enhancing the Transportation Network.



# Operating Budget



So that the typical NH citizen can gauge relative value and the public pricing of their access to the transportation network, average monthly and annual rates of consumer pricing for electricity, cell phone, cable TV and a nice cup of coffee are compared to NHDOT costs of operating and enhancing the Transportation Network.



The following pages provide a detailed description of each element of service provided to NH citizens by the NHDOT through its Operating Budget. We strive every day to provide value for the resources entrusted to us by our fellow citizens and through the appropriation granted by the NH General Court.

# Operating Budget

## Operating Expenses

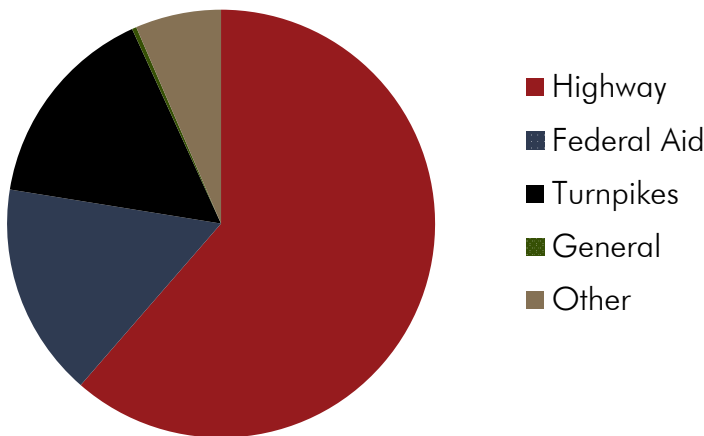
For the NHDOT, our primary responsibility is to operate and maintain the existing transportation system and to plan, engineer and oversee construction of all transportation projects. The following pages provide a detailed description of each element of service provided to NH citizens by the NHDOT and 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 2018 for Operating Costs is below:

## Operating Expenses FY18



## Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other		
		\$261.9 M	\$160.8 M	\$42.3 M	\$40.9 M	\$0.9 M	\$17.0 M	
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other			
	\$293.1 M	\$175.4 M	\$49.9 M	\$46.9 M	\$1.1 M	\$19.8 M		
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other			
	\$292.5 M	\$174.1 M	\$50.2 M	\$47.9 M	\$1.5 M	\$18.8 M		
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other			
	\$298.3 M	\$178.7 M	\$51.4 M	\$47.8 M	\$1.20 M	\$19.2M		
Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	1650	1650	1639	1639	1643	1643	1643	1643

# 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 flow 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. Personnel at the Department coordinate the distribution and administration of these funds along with providing outreach and support to the airports that are eligible for them; 12 airports were eligible in FY2018. The funds provide support for airport projects relating to planning, rehabilitation, development, equipment, safety and security, and mitigation.



#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.0 M		\$0.0 M			
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$2.0 M		\$2.0 M				
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$2.0 M		\$2.0 M				
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$2.0 M		\$2.0 M				

# 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 newly created in the 2018/2019 State budget to comply with the Federal Aviation Administration (FAA) regulation that all aviation fuel revenue collected by the state must be deposited into a dedicated account for aviation. In FY 2018 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.

#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$0.0 M				
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M					\$0.2 M
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M					\$0.2 M
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M					\$0.2 M

## Operating Budget

### Division of Aeronautics, Rail and Transit

#### 2050- State Bus Services and Facilities - Fund 010

The Bureau of Rail and Transit is responsible for oversight of seven (7) state-owned park and ride lots that have bus terminals to help facilitate intercity, commuter, and local public transit services. The seven locations are: (1) Concord—I-93 Exit 14, (2) Dover—Spaulding Turnpike Exit 9, (3) Portsmouth—I-95 Exit 3, (4) Nashua—F.E. Everett Turnpike Exit 8, (5) Londonderry—I-93 Exit 5, (6) Londonderry—I-93 Exit 4, and (7) Salem—I-93 Exit 2. These seven bus terminals/park and ride lots are managed and operated through agreements with contracted facility operators.

The Bureau is also responsible for the management and oversight of state-owned commuter coaches and state-contracted bus services. The State owns 32 commuter coaches. Twenty-four (24) coaches are utilized by Boston Express, the only state-owned bus service, which provides commuter bus service to and from Boston along both the I-93 and FE Everett Turnpike corridors and the remaining eight (8) coaches are utilized by C&J Bus Lines along the I-95 corridor to and from Boston.

This accounting unit provides funds for operating and capital projects, including the maintenance of, state-owned bus terminals, commuter coaches, and state-contracted bus services.



Major accomplishments in FY 2018 included:

- Boston Express reported ridership of approximately 600,000 passengers on service between southern NH and Boston via I-93 and the F.E. Everett Turnpike.
- The State took delivery of six (6) new state-owned commuter coaches to be used by Boston Express Bus which replaced six (6) model year 2007 coaches.
- Provided funding for the overhaul of three state-owned commuter coaches utilized by C&J Bus Lines for commuter bus service between the NH Seacoast and Boston.

#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.3 M		\$0.2 M		\$0.1 M	
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$10.5 M		\$10.5 M				
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$7.3 M		\$6.9 M		\$0.4 M		
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$8.1 M		\$8.0 M		\$0.1 M		

# Operating Budget

## Division of Aeronautics, Rail and Transit

### 2107 - Aeronautics - Fund 010

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	6	6	6	6	6	6	6	6

Personnel within the Bureau are responsible for the overall management of the aeronautics/airway system in NH (per RSA Chapters 422, 423 and 424). Assisting airports in the state to comply with federal requirements is of critical importance for the safety of the flying public and to help ensure that each airport remains eligible for all potential funding opportunities. To accomplish these goals, personnel communicate with airports regularly and perform the necessary safety and compliance activities. In addition to everyday safety activities, personnel within the Bureau are responsible for regulatory requirements, aircraft accident and incident investigations, program administration, airport and aircraft registration, operation of state-owned navigational aids, aircraft search and rescue, and assisting in the integration of Unmanned Aircraft Systems (UAS) also known as “drones” into NH aviation.

Major accomplishments in FY 2018 included:

- Safety inspections of 22 public-use airports in New Hampshire to ensure a safe landing environment for pilots and passengers.
- Registration of aircraft, airports, commercial operators and aircraft dealers.
- Programmatic oversight of the FAA Airport Improvement Program (AIP) Block Grant Program and channeling of FAA funds to the Lebanon Airport, Manchester- Boston Regional Airport, and the Portsmouth Airport at Pease for projects including:
  - Groove, seal and mark Runway 14/32 (6,000' x 100') at Boire Field, Nashua, NH.
  - Rehabilitation of Runway 14/32 (4,001' x 75') and associated taxiways at the Dillant-Hopkins Airport in Keene, NH.
- Provided UAS safety education through speaking engagements at various conferences, committee groups, NH agency presentations and general public inquiry.

#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.9 M				\$0.7 M	\$0.2 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$1.1 M				\$0.8 M	\$0.3 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$1.0 M				\$0.8 M	\$0.2 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$1.1 M				\$0.8 M	\$0.3 M	

# Operating Budget

## Division of Aeronautics, Rail and Transit

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	6	6	6	6	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 provides oversight and coordination of various federal and state programs for transit. Activities include grant and financial management, outreach, compliance, education, procurement, and technical assistance.



Major accomplishments in FY 2018 included:

- Continued to facilitate a multi-year statewide strategic transit assessment study to inventory and assess the needs of NH's public transit systems and intercity bus transportation network, including park and rides.
  - Took delivery of 13 transit vehicles to be used by rural public transit and specialized transit providers.
- Ridership (measured in one-way trips) on public transit, funded in-whole or in-part with FTA funding, was:
    - 3,389,469 public transit (11 public transit systems)
    - 592,873 State-contracted bus operations (Boston Express)
    - 15,987 intercity bus (Concord Coach north country routes only)
    - 46,869 seniors and individuals with disabilities (including volunteer driver trips)

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$12.0 M		\$11.8 M			\$0.2 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$11.7 M		\$11.3 M		\$0.1 M	\$0.3 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$15.8 M		\$15.4 M		\$0.1 M	\$0.3 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$15.8 M		\$15.4 M		\$0.1 M	\$0.3 M	

# Operating Budget

## Division of Aeronautics, Rail and Transit

### 2931 - Railroad - Fund 010

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	2	2	2	2	2	2	2	2

Personnel within the Bureau of Rail and Transit perform track inspection on behalf of, or in conjunction with, the Federal Railroad Administration (FRA) on approximately 200 miles of active state-owned railroad lines and approximately 240 miles of privately-owned railroad lines. Personnel are also responsible for property management activities on all state-owned railroad lines, administering railroad programs and grant awards, and managing operating agreements on state-owned active railroad lines. Personnel work to ensure safe railroad infrastructure and proper management and stewardship of the state-owned railroad infrastructure and property through activities including education, outreach, compliance, and administration.

Major accomplishments in FY 2018 included:

- Worked with municipalities, private landowners, utility companies, and contractors on a variety of property management issues that impacted state-owned railroad property.
- Performed inspections of railroad track, bridges, equipment, and other rail related structures for compliance with federal, state, and railroad company standards.
- Joint inspection, with Maine DOT in May 2018, of the railroad components of the Sarah Mildred Long Bridge.
- Under the supervision of NHDOT railroad staff, the Federal Railroad Administration utilized their geometry car to conduct tests over the privately-owned NH Northcoast Railroad.
- Managed State Capital funded contracts for (1) track improvements on a privately-owned railroad line in Strafford and Carroll County and (2) track and bridge improvements on a privately-owned railroad line in Coos County.

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.2 M				\$0.2 M	
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$0.2 M				\$0.2 M		
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$0.2 M				\$0.2 M		
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$0.2 M				\$0.2 M		



# Operating Budget

## Division of Aeronautics, Rail and Transit

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	2	2	2	2	2	2	2	2

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

Major accomplishments in FY 2018 included:

- Facilitated a workshop, in conjunction with the Governors' Institute on Community Design and Smart Growth America, on Accelerating Practical Solutions for transportation project development and delivery.
- Facilitated the Bicycle and Pedestrian Transportation Advisory Committee and the Committee's transition into the Complete Streets Advisory Committee.
- Participated on a research project to better define underlying factors that have allowed small communities to be successful in implementing bicycle and pedestrian infrastructure.
- Provided 22 transportation facility design recommendations for highways and participated in 4 pedestrian, transit and bicycle transportation field reviews.

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.2 M	\$0.2 M				
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$0.3 M	\$0.3 M					
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
\$0.2 M	\$0.2 M					
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$0.3 M	\$0.3 M					

# Operating Budget

## Administration

### 3038 - Executive Office - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	15	15	15	16	18	18	18	18

The Department of Transportation, through its officials, shall be responsible for the following general functions: (a) Planning, developing and maintaining a state transportation network which will provide for safe and convenient movement of people and goods throughout the state by means of a system of highways, railroads, air service, mass transit and other practicable modes of transportation, in order to support state growth and economic development and promote the general welfare of the citizens of the state. (RSA 21-L: 2).

This charge is accomplished through effective communications with our partners, strategic planning (including the development and facilitation of the Ten Year Plan), effective and efficient management of Department resources and assets, preparation of operational and capital budgets, staffing plan development, contract award approvals, public relations, constituent response, development of policies and legislation, and adjudicatory hearings.

Major Accomplishments in FY 2018 included:

- Completion of the two year review process and approval of a multimodal Ten Year Plan for 2019-2028 (signed in July 2018) that is financially constrained based upon anticipated funding.
- Establishment of a formal “Management Strategy” for the purpose of driving, standardizing, authorizing, and documenting Department activity in prescribed areas of performance, policy and records, data and systems, work orders and inventory.
- The reorganization of the Office of Asset Management, Performance and Strategy reporting to the Commissioner to coordinate the implementation of management strategy, performance measurement and asset conditions.
- The enhancement and reorganization of the Department’s Internal Audit function to ensure appropriate controls and oversight of policies and procedures.

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$2.3 M	\$1.4 M	\$0.7 M			\$0.2 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$2.5 M	\$1.7 M	\$0.6 M			\$0.2 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$2.6 M	\$2.4 M	\$0.2 M				
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$2.7 M	\$2.5 M	\$0.2 M				

# Operating Budget

## Administration

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	0	0	0	0	4	5	7	7

Personnel from the Office of Asset Management, Performance and Strategy (AMPS) work to ensure that processes, systems, and information are developed and utilized to efficiently manage the State’s transportation assets. Performance reporting throughout the Department is coordinated by the AMPS Office. The outcome of these efforts is information for proactive decision making, enhanced transparency, and compliance with federal regulations.

The Department utilizes a life-cycle approach for asset management which includes planning, design, construction, maintenance, and replacement. The current focus is on bridges, pavements, signals, and culverts and closed drainage systems.

Major accomplishments in FY 2018 included:

- Completion of the Asset Management Plan for Pavement and Bridges on the National Highway System and submission to the Federal Highway Administration
- Development of a collection plan and data dictionary for culverts and closed drainage system (CCDS) as well as related enterprise level data flows
- Completion of CCDS collection pilot in preparation for statewide collection
- Development of a decision support tool to evaluate options to meet the Department’s pavement condition and asset data collection needs
- Continued enhancements to the bridge and pavement management systems
- Monitoring Department performance over more than 80 key performance indicators
- Ensure compliance with Federal Performance measure reporting and requirements

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.4 M	\$0.4 M				
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.4 M	\$0.4 M				
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.7 M	\$0.7 M				
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.7 M	\$0.7 M				

# Operating Budget

## Administration

### 2938 - Debt Service - Fund 015

The payment of debt service on General Obligation bonds that have been issued on behalf of the Department for the construction of sheds and maintenance facilities, underground storage tank replacement, energy efficiency improvements, major software upgrades, heavy equipment and various other needs of the Department.

In the 2008-2009 biennium, it was clear that Highway Fund Revenue was insufficient to cover the required State match to Federal Aid. The Legislature authorized a \$60M general obligation bond (GO) to match the Federal Aid Program and advance construction on Municipal Bridges. Debt service for the GO bond at approximately \$6M per year for 20 years since 2010 is paid out of the Highway Fund and charged to the Operating budget of the NHDOT.



### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$12.3 M	\$12.3 M			
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$12.2 M	\$12.2 M				
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
	\$12.2 M	\$12.2 M				
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
	\$12.2 M	\$12.2 M				

## 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, and other agencies.

Major accomplishments in 2018 included:

- Oversize/Overweight RFP was completed, vendor selected, and project is underway to implement the new system
- Oracle Business Intelligence Enterprise Edition (OBIEE) was implemented and the expenditure module was created and deployed
- Began migration of physical file servers to virtual environment to facilitate continuity of DOT operations
- Increased bandwidth at District offices, improving user access to data in remote locations
- Upgraded 1/3 of DOT bureaus to newer version of MS Access, which required migration of many Access applications for compatibility
- MS Exchange - Conference Room permissions were updated for consistent room reservation procedures
- Wireless connectivity added to Concord conference rooms. District offices to be completed in the near future
- Implemented data domain backup solution, which will replace tape backups in the near future
- Deployed tablets for asset data collection and construction project management to allow data collection in the field
- Upgraded security video equipment as part of the Sarah Long Bridge reconstruction project

#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$7.8 M	\$7.7 M			
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$9.6 M	\$9.5 M				\$0.1 M
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
	\$10.4 M	\$10.3 M				\$0.1 M
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
	\$10.8 M	\$10.7 M				\$0.1 M

# Operating Budget

## Administration

### 2940 - General Fund Overhead - Fund 015

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



#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$2.5 M	\$2.5 M			
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.6 M	\$2.6 M				
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.6 M	\$2.6 M				
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.6 M	\$2.6 M				

# 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 FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$9.9 M	\$9.9 M			
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$11.4 M	\$11.4 M				
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
	\$10.0 M	\$10.0 M				
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
	\$10.8 M	\$10.8 M				

## Operating Budget

### Division of Finance

#### 3001 - Finance and Contracts - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	37	37	37	37	37	37	37	37

The Division of Finance responsibilities include: issuance of bonds and compliance controls, budget control and analysis, financial reporting, financial audit, billing collections, programming for Federal funds, accounts payable, inventory recording and processing all financial transactions of the Department, processing all Department payrolls, and maintaining accounts and records. The Division also supports the Department’s project advertising schedule by prequalifying contractors, advertising projects, printing proposals and plans for projects, scheduling and opening project bids, preparing contract documents, processing Governor and Executive Council requests, and notifying contractors to proceed upon Governor and Council approval. In addition, the Division processes all claims filed against the Department, and provides administrative and clerical support to the New Hampshire Transportation Appeals Board and the New Hampshire Railroad Appeals Board.

Major accomplishments in FY 2018 included:

- De-obligated in excess of \$26M in Federal Funds through the closure of approximately 110 completed projects. These timely de-obligated funds were then made available for other projects.
- Contracts section successfully advertised 100% of NHDOT construction contracts utilizing electronic bidding that streamlined the process for contractors and eliminated errors.
- Actively managed the Departments financial reporting, year-end activities and audit(s) of Turnpike, Highway, and Federal Funds. Specific to the Department, there were no reported material findings for FY 2017. Finance appreciates the efforts of its competent staff, the Commissioner’s office, and other bureaus in achieving these results.

#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$3.1 M	\$1.9 M	\$1.0 M			\$0.2 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$3.5 M	\$2.4 M	\$0.9 M			\$0.2 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$3.6 M	\$2.4 M	\$0.9 M			\$0.3 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$3.7 M	\$2.5 M	\$0.9 M			\$0.3 M	



# Operating Budget

## Division of Policy and Administration

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	6	6	6	6	6	6	6	6

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

Major accomplishments in FY 2018 included:

- Conducted 45 Civil Rights Nondiscrimination/EEO trainings for 1,259 employees, contractors, consultants, municipalities and subrecipients.
- As part of Department’s ADA Transition Plan 491 tip downs with raised domes were installed statewide and 27 additional barriers were removed.
- Conducted 230 field audits on Federal-aid construction projects. Findings included additional restitution by contractors of Davis-Bacon wages for 34 workers totaling \$6,534.
- Exceeded the Department’s DBE goal by obtaining 7.67% for minority and women owned business contracting on Federal-aid construction projects.
- Provided small business development, education and training services to 20 women and minority owned firms.
- Participated in the development of software for civil rights reporting requirements including electronic payroll submission, prompt payment and sub-approval requirements for contractors, as well as DBE and ad-hoc reports.

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.5 M	\$0.5 M				
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$0.6 M	\$0.6 M					
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$0.6 M	\$0.6 M					
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$0.6 M	\$0.6 M					

# Operating Budget

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	12	12	12	12	12	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 effectively and efficiently meet the mission of the Department. The Bureau has five sections; Workforce Planning and Development, Core Business Transactions, Risk Management, and Administration. The Occupational Health and Safety section was transferred into Human Resources.

The Workforce Development section provides support for recruitment, workforce planning and development activities. The purpose of the Core Business Transactions section is to ensure accurate and timely transactions supporting HRIS and recordkeeping activities, Family Medical Leave Act administration, position classification, and employee benefits. The Risk Management Section develops processes that guide the implementation of the Rules of the Division of Personnel, Collective Bargaining, and Federal American’s with Disabilities Act Compliance, as well as complaint and investigation procedures. The Administration section is responsible for reception of the headquarters building, personnel file management, as well as other related administrative functions. The Occupational Health and Safety section is responsible for ensuring compliance with Safety regulations via development and implementation of programs to ensure the safe performance of work tasks.

Major accomplishments in FY 2018 included:

- Enhanced Workforce outreach activities by attending 25 career and education fairs with a targeted focus on CDL drivers, heavy equipment mechanics, and civil engineering.
- Participated in Science, Technology, Engineering and Math (STEM) programs to prepare a future workforce.
- Processed approximately 5,000 applications, 3,500 personnel transactions, 280 FMLA cases, 30 reclassifications, and 40 supplemental sick leave/ short term disability requests.

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.9 M	\$0.6 M	\$0.3 M			
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$1.5 M	\$1.2 M	\$0.3 M				
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$1.5 M	\$0.9 M	\$0.5 M			\$0.1 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$1.5 M	\$0.9 M	\$0.5 M			\$0.1 M	

## 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 Department’s goal of having an effective and efficient workforce. Trainings through this funding source are based on the Plan and serve the entire organization or large groups of employees. The plan encompasses activities to enhance engagement, improve employee relations, and to improve skills to meet the changing needs of New Hampshire’s transportation systems.

Major accomplishments in FY 2018 included:

- 45 new supervisors completed the State required 2 –day Foundations of Supervision course. NHDOT enhances the course with material specific to agency needs. Each year all new supervisors are required to participate in and complete this course.
- 116 employees completed technical training in the following subject matter areas: Performance-based Planning and Programming, Advanced Work Zone Management and Design, Water Quality Management of Highway Runoff, Knowledge Management, National Transportation Leadership Institute, Developments in Law, Storm Water Seminars, Land Surveyor Seminars, Statistics and Modeling Finance, Culturally Inclusive Leadership, Residential Report Writing, Americans with Disabilities Act (ADA) Transition Plans Made Easy, and Unmanned Aircraft System (UAS) Symposium.
- 17 NHDOT employees completed the State’s Certified Public Supervisor Program and 4 completed the Certified Public Manager Program.
- Completed State requirements for Department-wide Cybersecurity, Respect in the Workplace and CRASE training to protect technology and employee assets.



#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$0.1 M		\$0.1 M		
Adj. Auth. FY19	Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
		\$0.2 M		\$0.1 M		\$0.1 M
Agency Efficiency FY20	Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
		\$0.2 M		\$0.2 M		
Agency Efficiency FY21	Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
		\$0.2 M		\$0.2 M		

# Operating Budget

## Division of Policy and Administration

### 5031 - Office of Stewardship and Compliance - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	8	8	8	8	8	0	0	0

The Office of Stewardship and Compliance (OSC) is responsible for providing training and compliance oversight of the Department’s Occupational Health and Safety and Environmental Programs with a targeted focus on the Division of Operations activities. Safety personnel are responsible for ensuring compliance with Occupational Health and Safety Regulations and to promote and ensure employee fitness for duty and the safe performance of work duties. The Environmental Section facilitates the implementation of the Department’s environmental policy, which is to minimize environmental impacts and promote environmental stewardship in performance of transportation programs. The 2020-2021 budget reflects the reorganization effort where the Occupational Health and Safety activities were consolidated in the Bureau of Human Resources (org 3017) and Environmental support and compliance consolidated in the Bureau of Environment (org 3032).

Major accomplishments in FY 2018 included:

Safety:

- Conducted safety training at monthly new hire orientation sessions
- Conducted 329 wellness events participated in by 66% of NHDOT Workforce
- Supporting fitness for duty by conducting 765 drug/alcohol tests with a 99% pass rate
- Supporting a safe driver workforce by checking 514 Motor Vehicle Records with 98% pass rate
- Conducted 124 Safety Audits with an overall compliance rating exceeding 95%

Environmental:

- Conducted environmental training at monthly new hire orientation sessions
- Certified 42 employees as Class C Operators of Underground Storage Tanks
- Environmental Audits showed sustained long term compliance ratings from 85% to 95%

#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.6 M	\$0.6 M				
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.0 M					
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.0 M					
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.0 M					

# Operating Budget

## Division of Operations

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	686	686	684	685	685	685	684	684

Employees within the Bureau of Highway Maintenance are responsible for providing a safe serviceable highway system for the traveling public. Highway Maintenance is comprised of 6 regional maintenance districts with 87 individual patrol sheds and support facilities. Major tasks at the District level include snow and ice control, pavement repair, drainage work, vegetation control, litter pickup, and issuance of driveway/trench permits. In addition; a headquarters section oversees the overall District work effort, operates the Department’s Fuel Distribution system and the Oversize/Overweight permit program, and manages the salted well replacement program. Employees of the Bureau of Highway Maintenance operate and maintain approximately 4,600 miles of roadways.

The Winter Maintenance accounting unit (2928) primarily includes funding for salt, facilities, and equipment. Safety and mobility in the winter months are critical to the Department and to the State as a whole. Working with the Governor’s Office and Legislature through the budget process, the Department has developed a rigorous 24/7 winter maintenance policy. Employees within the Bureau strive to meet that policy and to keep New Hampshire’s roads open and safe.

Major FY 2018 winter maintenance accomplishments included:

- 213,888 tons of salt, approximately 26% more than the typical 170,000 tons and 58% more than budgeted amount of 135,000 tons (due to the unusually active winter)
- Plowing and treating more than 2.28 million lane miles, 5 % more than a typical winter season of 2.17 million lane miles with:
  - just over 300 state plow trucks with operators
  - just over 350 privately owned plow trucks with operators
  - just over 120 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, and pavement patching and sweeping.

Major FY 2018 non-winter accomplishments included:

- More than 29,100 CY of repairs to cuts and fills
- Over 70,000 linear feet of constructing and repairing drainage systems
- More than 210 miles of cleaning and maintaining drainage through light and heavy ditching
- Repair or replacement of over 47,800 feet of guardrail
- Shoulder reconstruction for more than 865 lane miles
- Reconstruction of 15 lane miles of roadway
- More than 7,620 lane miles of patching
- Over 2,780 lane miles of sweeping

### Funding Sources (2928 Winter Maintenance)

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$33.0 M	\$31.6 M			
Investment Levels	Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other
		\$23.2 M	\$23.2 M			
Investment Levels	Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other
		\$23.2 M	\$23.2 M			
Investment Levels	Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other
		\$23.2 M	\$23.2 M			

### Funding Sources (3007 Highway Maintenance\*)

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$50.3 M	\$50.2 M			
Investment Levels	Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other
		\$60.0 M	\$60.0 M			
Investment Levels	Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other
		\$59.5 M	\$59.5 M			
Investment Levels	Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other
		\$61.0 M	\$61.0 M			

# Operating Budget

## Division of Operations

### 3005 - Mechanical Services - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	79	79	78	79	79	79	79	79

Personnel at the Bureau of Mechanical Services manage the NHDOT’s fleet of approximately 1,237 vehicles and equipment. An additional 1,180 +/- fleet units, such as Turnpike funded vehicles and equipment, are also maintained and repaired by the Bureau. The services that staff provide range from specification development and acquisition of fleet vehicles and equipment, regular maintenance, mechanical repair, accident repair and body work to fabrication and assembly of plow trucks and specialty equipment. The acquisition, maintenance and repair of the Department’s fleet are essential to fulfilling the Department’s capital and operating programs. The replacement value of the fleet exceeds \$95 million.

The Department was appropriated \$2.0 million and purchased 51 light fleet units. An additional \$10 million was obtained through Capital appropriation and will be used to purchase heavy fleet units having an expected life greater than 10 years. In addition, the Department successfully obtained nearly \$900K from the State and Federal Diesel Emission Reduction

Assistance programs that was matched with Capital funding and purchased 18 front end loaders (pictured below), a grader and 2 heavy fleet vehicles. 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.



### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$13.3 M	\$11.3 M	\$0.8 M			\$1.2 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$12.4 M	\$10.9 M				\$1.5 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$12.1 M	\$11.0 M				\$1.1 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$12.3 M	\$11.2 M				\$1.1 M	

# Operating Budget

## Division of Operations

### 3008 - Bridge Maintenance - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	81	81	81	81	81	81	81	81

The Bureaus of Bridge Maintenance and Bridge Design are responsible for 2,161 State owned bridges. Employees within the Bureau of Bridge Maintenance are primarily responsible for the maintenance and repair of the state-owned highway bridges (interstate, primary, and secondary roads). The maintenance and repair work ensures that bridges remain in service for as long as possible and remain safe. In addition to maintenance and repair work, employees within the Bureau perform bridge preservation, rehabilitation, and emergency repair. Personnel maintain equipment and facilities that are required for bridge maintenance work.



Major accomplishments in FY 2018 included:

- Washed winter sand and deicing salt residue from 1479 bridges | Sealed 200 bridges
- Crack sealing on 47 bridges | Joint work on 41 bridges
- Deck repairs on 116 bridges to extend service life
- Rail repair on 15 bridges | Rail replacement on 4 bridges
- Rehabilitation of 14 Red List bridges
- Replacement of a bridge using accelerated bridge construction in Sugar Hill
- Worked on major projects in Alexandria, Concord, Conway, Gilford, Gorham, Hampton Falls, Marlborough, Northumberland, Portsmouth, Randolph, Tamworth, and Washington

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$7.1 M	\$2.9 M	\$3.3 M			\$0.9 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$8.4 M	\$4.2 M	\$3.5 M			\$0.7 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$8.2 M	\$3.6 M	\$3.7 M			\$0.9 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$8.4 M	\$3.6 M	\$3.9 M			\$0.9 M	



# Operating Budget

## Division of Operations

### 3009 - Traffic - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	64	64	63	63	63	63	63	63

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

Fiscal Year 2018 accomplishments included:

- Reviewed 77 major driveway applications and more than 80 traffic studies.
- Supported more than 129 capital projects and traffic impact mitigation projects.
- Provided more than 65 million feet of pavement markings using 210,000 gallons of paint.
- Worked on more than 10,400 traffic signs and manufactured 2,086 custom traffic signs.
- Routine maintenance and service to 443 traffic signals.
- Collected and analyzed traffic data from over 2,200 locations statewide.
- Administered more than 3,100 business sign permits.

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$8.2 M	\$4.8 M	\$3.2 M			\$0.2 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$9.8 M	\$5.4 M	\$4.1 M			\$0.3 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$9.8 M	\$5.0 M	\$4.5 M			\$0.3 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$9.9 M	\$5.2 M	\$4.4 M			\$0.3 M	

# Operating Budget

## Division of Operations

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

Reimbursable Maintenance and Repair is for the services that the Department provides where reimbursement is expected for expended work efforts. The Department charges to this account when repairing guardrail hit by a driver and there is an accident report; when performing work to support the Traffic control for the NASCAR Race and NHDOT expects reimbursement from New Hampshire Motor Speedway; when repairing damage to a bridge that has been damaged by a vehicle or ship; when repairing damage from a disaster that NHDOT expects to be reimbursed by FEMA or FHWA; and for other similar work.

Major accomplishments in FY 2018 included:



- Traffic control for New Hampshire Motor Speedway
- Guardrail repair
- Motor vehicle accident repairs
- Plowing of state parking lots
- Extensive storm repair to roads and bridges damaged in District 1, 2 and 6
- Reimbursement from Maine and Vermont for bridge maintenance on shared bridges
- Repair of several bridge strikes

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$5.2 M		\$2.0 M			\$3.2 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$4.4 M					\$4.4 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$4.3 M					\$4.3 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$4.3 M					\$4.3 M	

## Operating Budget

### Division of Operations

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

Asset Maintenance and Critical Repair activities are 100% Highway Funded. Typical projects include: new roofs, construction of modern, safe spreader racks to hang our winter maintenance spreaders, insulation projects, overhead door repair and replacement, furnace replacement, chimney repairs, mold rehabilitation, and many other efforts to fix or preserve more than 700 buildings - including patrol sheds, salt sheds, sand sheds, spreader racks, and garages. These buildings range in value from under \$2,500 to over \$11 million and have an estimated 2018 total value exceeding \$114 million.

Major accomplishments in FY 2018 included:



Maintenance, repair, and replacement of:

- Roofs, walls, siding, lighting, electrical, heating systems, water heaters, and outdoor wood boilers
- Gully Hill (Concord) environmental testing
- Spreader rack construction
- Cooling Towers
- Generators
- Lead Abatement
- Environmental hazardous substance building surveys

#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$0.5 M	\$0.5 M			
Adj. Auth. FY19	Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
		\$0.5 M	\$0.5 M			
Agency Efficiency FY20	Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
		\$0.5 M	\$0.5 M			
Agency Efficiency FY21	Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
		\$0.5 M	\$0.5 M			

# Operating Budget

## Division of Operations

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	15	15	15	16	16	16	16	16

The staff at the Bureau of Transportation Systems Management and Operations (TSMO) responds to the marked growth in traveler delay on various highway corridors around the state due to incidents related to weather, traffic accidents, construction projects, and general traffic congestion. As the ability to expand the highway network and create capacity is decreasing, the need to manage the flow of traffic over the 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 highway network. The Bureau maintains more than 300 ITS devices, 8 dispatch locations, 110 radio base stations, 740 mobile radios in Department vehicles, 500 portable radios and equipment at 16 radio tower sites.

Major accomplishments in FY 2018 included:

- Managed 1,884 unplanned transportation incidents such as motor vehicle crashes which is a 26% increase compared to last year.
- Managed 3,122 planned transportation events such as construction lane closures. There is an increase of 18% in reported planned transportation events through fiscal year 2017.
- Engaged in over 31,000 telephone communications, a 36% increase compared to last year.
- Began a maintenance work order tracking system and completed more than 760 work orders relative to ITS and radio communication.

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$2.1 M	\$1.2 M				\$0.9 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.4 M	\$1.4 M			\$1.0 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.4 M	\$1.3 M			\$1.1 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.4 M	\$1.3 M			\$1.1 M	

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



Typical activities included:

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

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$0.1 M	\$0.1 M			
Adj. Auth. FY19	Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other
		\$0.1 M	\$0.1 M			
Agency Efficiency FY21	Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other
		\$0.1 M	\$0.1 M			

# Operating Budget

## Division of Operations

### 3066 - Salted Wells - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	1	1	1	1	1	1	1	1

Employees within the Salted Well Section manage a well testing and replacement program for NH Citizens and businesses that have a belief that their wells may have been contaminated by the chlorides contained in the salt the Department uses for winter maintenance.

Major accomplishments in FY 2018 included:

- Meeting with citizens who are concerned that their well may be contaminated
- Continued sampling of potentially contaminated wells (year-long monitoring process)
- Provided replacement well construction or a damage award for 8 contaminated wells in FY 2018



### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.2 M	\$0.2 M				
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$0.3 M	\$0.3 M					
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$0.3 M	\$0.3 M					
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$0.3 M	\$0.3 M					

# Operating Budget

## Division of Operations

### 3198 - Fuel Distribution - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	6	6	6	7	7	7	7	7

Personnel in Fuel Distribution oversee the construction, operation, and maintenance of the statewide fuel distribution network providing primarily unleaded fuel and diesel fuel to the NHDOT, other state agencies, participating municipalities, counties, schools districts, and non-profits. The program operates as an enterprise fund. The current system consists of 92 available sites and distributes approximately 4.1 million gallons of diesel fuel and gasoline on an annual basis. The Department has a surcharge of \$0.20 per gallon for diesel and \$0.15 per gallon for unleaded to cover all operating and maintenance costs through Fuel Distribution. Personnel are responsible for various fuel management related activities including ordering fuel, billing for fuel, and repairing physical infrastructure related to the fuel system.



Major accomplishments in FY 2018 included:

- Automated 4 manual sites bringing the total of automated sites to 57
- Reconstructed the Salem site adding unleaded to complement the diesel
- Equipped and prepared 20 sites to be automated by the end of calendar year 2018

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$7.6 M	\$4.0 M				\$3.6 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$8.6 M	\$4.2 M				\$4.4 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$8.2 M	\$4.2 M				\$4.0 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$8.5 M	\$4.4 M				\$4.1 M	

# Operating Budget

## Division of Operations

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	3	3	3	3	3	3	3	3

Employees within the Oversize and Overweight Permit Section provide over dimension permits for trucks that are too heavy or too large to travel without restrictions on our roadway and bridge network. The Department provides routine permits for trucks meeting certain weight and size requirements and has more detailed permits that may require route surveys and bridge analysis due to the nature of the load. Work completed by the staff in the section helps to ensure that commerce can move throughout the state safely and without causing undo damage to our roads and bridges.

Major accomplishments in FY 2018 included:

- Review and issuance of over 38,445 permits



### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.3 M					\$0.3 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$0.4 M					\$0.4 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$0.3 M					\$0.3 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$0.4 M					\$0.4 M	



# Operating Budget

## Division of Operations

### 5033 - Welcome Centers and Rest Areas - Fund 015\*

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	0	0	0	0	0	0	0	0

The Department of Transportation currently funds the construction, maintenance, repair and operations of 9 year round, 3 seasonal and 4 closed Highway and Turnpike funded Welcome Information Centers. This accounting unit funded the operations of the 6 year round, 3 seasonal and 4 closed Highway funded Centers.

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

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

\*The funding for Welcome Centers and Rest Areas is to be direct funded by the Highway Fund to the Department of Business and Economic Affairs in FY 20 and FY 21.



### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$1.3 M	\$1.3 M				
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$1.7 M	\$1.7 M					
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$0.0 M						
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$0.0 M						

## Operating Budget

### Division of Operations

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	21	21	21	21	21	21	21	21

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

Lift bridge operations include:

- The Memorial Bridge carries US 1 over the Piscataqua River in Portsmouth. This bridge provides a critical community link between Portsmouth, NH and Kittery, Maine and is staffed 24 hours a day, 365 days a year.
- The Sarah Mildred Long Bridge carries the US 1 Bypass over the Piscataqua River in Portsmouth. A new bridge that replaced the previous bridge was recently opened to reestablish this link between Portsmouth and Kittery. This bridge is also staffed 24 hours a day, 365 days a year.



- The Neil R. Underwood Memorial Bridge carries NH 1A over Hampton River in Hampton. This bridge provides traffic flow from the south to the popular Hampton Beach as well as pleasure and commercial ship traffic into and out of Hampton Harbor. This bridge has a published schedule of operation in the summer and is operated with advance notice the remainder of the year.
- The Newcastle/Rye Bridge carries NH 1B over Little Harbor. This bridge provides local and tourist traffic flow between Newcastle and Rye. It opens a couple times a year to allow vessels to travel into and out of Little Harbor.

#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$1.7 M	\$1.1 M				\$0.6 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$2.3 M	\$1.6 M				\$0.7 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$2.2 M	\$1.5 M				\$0.7 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$2.2 M	\$1.5 M				\$0.7 M	

# Operating Budget

## Division of Project Development

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	30	30	30	30	27	27	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), and other planning documents. Staff work to incorporate asset management and performance measures into all of those initiatives. Employees also provide technical and funding assistance to communities, overseeing several federally and state funded programs for sidewalks, trails, roads, bridges, and safety improvements. Experts in the Bureau develop and maintain the Geographic Information System (GIS), which is the basis for many required Department reports, asset inventory reporting and mapping, and asset management systems.

Major accomplishments in FY 2018 included:

- Coordinated, developed and updated the 2019-2028 Ten Year Plan and managed updates to the 2017-2020 approved federal Statewide Transportation Improvement Program (STIP)
- Continued an enhanced focus on asset management and performance in coordination with the AMPS Office
- Distribution of \$64M+ in Block Grant Aid to municipalities (12% of Highway Fund revenue and one-time \$30M General Fund)
- Provided technical and funding assistance to communities in support of local project development
- Implemented the 2018 State Planning and Research (SPR) Work Program including Unified Planning Work Programs with the nine Regional Planning Commissions
- Developed and implemented updated Local Public Agency (LPA) certification procedures and training

### Funding Sources

	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$2.4 M	\$1.4 M	\$0.9 M			\$0.1 M
Investment Levels	Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other
	\$3.0 M	\$2.1 M	\$0.8 M			\$0.1 M
	Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other
	\$3.1 M	\$2.2 M	\$0.8 M			\$0.1 M
	Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other
	\$3.2 M	\$2.3 M	\$0.8 M			\$0.1 M

# Operating Budget

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	123	123	120	119	88	88	91	91

Personnel in the Highway Design Bureau are instrumental in the design of a majority of the projects in the construction program. Engineers and technicians in the Bureau work at various stages of project design, from preliminary concepts through final design, including the coordination with and oversight of consulting engineering firms. Project Managers within the Bureau are responsible for planning, managing, and bringing to successful completion highway, bridge, intermodal, and specialty projects. In response to emergencies, staff form rapid response teams to help assess damage and provide technical information for Operations personnel so roads can be reopened quickly. In support of design, personnel also perform Road Safety Audits, utility relocation coordination and coordinate with public officials.



Major accomplishments in FY 2018 included:

- Design/Advertised 28 projects totaling \$98M
- Managed 20 active consultant contracts at a value of \$20 million
- Highway Design Staff prepared 4 emergency contracts in FY 2018
- Continued involvement in the implementation of the “NH Driving Towards Zero” campaign, which aims to reduce fatal and serious injury crashes

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$7.7 M		\$7.1 M			\$0.6 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$9.3 M	\$2.4 M	\$5.8 M			\$1.1 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$9.5 M	\$2.7 M	\$5.7 M			\$1.1 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$9.7 M	\$2.9 M	\$5.7 M			\$1.1 M	

# Operating Budget

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	35	35	34	34	64	64	58	58

The Bureau of Right of Way is responsible for acquiring temporary and permanent property rights from owners of properties impacted by Department projects. The Survey and Mapping Section is comprised of Topographic and Geodetic Survey crews located throughout the state and the Land Titles Section. The Topographic Survey Crews are responsible for acquiring the field data at the onset of projects, construction layout and the data acquisition of the Asset Management Program. It is the responsibility of the Geodetic Survey Crew to establish the location of the survey data on the NH State Plane coordinate system. The Land Titles section identifies individuals who have an interest in the impacted parcels, and determines the limits of the Right of Ways, as well as boundary related issues. They are then tasked with creating Right of Way plans with this data. The Appraisal Section determines the Fair Market Value of property rights that the Department is acquiring. The Property Management section processes requests for the sale, lease, and management of DOT properties. ROW Agents are responsible for meeting with property owners and presenting the appraised values and associated negotiations. The Agents are also stewards for the relocation assistance program.

Major accomplishments in FY 2018 included:

- Ten Commission meetings and 4 Public Hearings were conducted.
- Researched more than 627 titles for Department projects.
- Completed approximately 48 appraisals.
- Negotiated with approximately 78 property owners affected by Department projects while avoiding the use of eminent domain 79% of the time.
- Assisted with the relocation of 1 business, 2 residential properties, and 12 other items.
- Sale of surplus properties, both Highway and Turnpike funds, for a total of \$1,342,568 in revenue, and \$14,700 in Administrative Fees was collected.
- Completed 80 topographic and geotechnical survey requests, 80 construction layout requests and 80 Geodetic control requests.

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$4.4 M	\$2.4 M	\$1.7 M			\$0.3 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$5.6 M	\$2.7 M	\$2.4 M			\$0.5 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$5.3 M	\$3.6 M	\$1.4 M			\$0.3 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$5.5 M	\$3.8 M	\$1.4 M			\$0.3 M	

# Operating Budget

## Division of Project Development

### 3032 - Environment - Fund 015\*

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	17	17	16	16	16	18	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 such issues as water quality, air quality, noise, wetlands, wildlife, historic resources, archeological sites, cemeteries, stonewalls, landscapes, farmlands, solid waste, hazardous waste, environmental permitting, and regulatory compliance.

Major accomplishments in FY 2018 included:

- Processed 65 Wetland/Shoreland permit actions.
- Processed \$3M in payments into the Aquatic Resource Mitigation Fund as mitigation for projects.
- Evaluated 60 projects for individual compliance with water quality regulations.
- Implementation of new requirements of the EPA’s Municipal Separate Storm Sewer System (MS4) general permit.
- Initiated development of a new section to provide improved assistance to the Division of Operations.
- Implemented a noise compatible planning and development outreach program.
- Processed 86 environmental documents and monitored 45 construction projects for environmental compliance.
- Began a Stream Passage Improvement Program initiative to promote upgrades to existing environmentally/structurally deficient state infrastructure.

\* In FY19 two positions transferred from Occupational Safety and Health.

#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$1.7 M	\$1.1 M	\$0.5 M			\$0.1 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$2.1 M	\$1.5 M	\$0.4 M			\$0.2 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$2.5 M	\$1.6 M	\$0.7 M			\$0.2 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$2.5 M	\$1.7 M	\$0.6 M			\$0.2 M	

# Operating Budget

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	33	33	33	33	33	33	33	33

The Bureau of Bridge Design and Bridge Maintenance are responsible for 2,161 State owned bridges. The Bureau of Bridge Design engineers and develops construction plans for bridge improvement projects, inspects all state owned and 1,688 municipal bridges, 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 list of state and municipal "Red List" bridges.

Major accomplishments in FY 2018 included:

- Improvements to 45 bridges and shielding on 15 bridges were included in 17 separate projects advertised in State fiscal year 2018 totaling \$32.6 M in construction (this includes 10 Red List bridges). These projects will:
  - maintain and preserve 16 bridges (100,609 sq. ft. of deck area)
  - rehabilitate 1 bridge (453 sq. ft. of deck area)
  - replace 7 bridges (22,425 sq. ft. of deck area)
  - paint 13 bridges | install scour protection at 8 bridges
  - install shielding of poor deck concrete on 15 bridges
- Managed 30 design related consultant contracts – total contract authority \$3.5 M
- 1,399 inspections of state bridges and 1,072 inspections of municipal bridges
- 1,966 bridge reviews for overweight permits and 9,113 audits of applicant-performed reviews
- Bureau personnel were activated 9 times for emergency response
- 13 bridges were removed from the State "Red List", while 6 bridges were added

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$3.5 M	\$2.1 M	\$1.2 M		
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$3.8 M	\$2.3 M	\$1.0 M			\$0.5 M
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
	\$3.7 M	\$2.5 M	\$0.8 M			\$0.4 M
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
	\$3.8 M	\$2.6 M	\$0.8 M			\$0.4 M

# Operating Budget

## Division of Project Development

### 3034 - Materials and Research - Fund 015

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	52	52	51	51	51	51	51	51

The Bureau of Materials and Research administers and is responsible for the Department's: Pavement Management System; the Materials Quality Assurance Program including maintaining a certified central testing laboratory in Concord; the Geotechnical Program including maintaining a rock cut inspection system; and the Research Program under Accounting Unit 3036. The Bureau provides engineering and testing services for Department road and bridge projects throughout the State, primarily for their design and construction, but services are also provided to maintenance forces when engineering assistance is needed for developing solutions for complex or emergency repairs on the highway system. Bureau staff routinely provides input for: asphalt pavement treatments; roadway base design; bridge and structure foundation design; soil and rock geological and engineering evaluations; material properties, testing and quality control; and formulation of standards and specifications.

Major accomplishments in FY 2018 included:

- Responded to 205 geotechnical engineering requests and completed 508 subsurface explorations of all types in support of Department activities.
- Material tests completed at the central testing laboratory in Concord included:
  - 2,699 concrete strength, 265 soil, 746 rock salt and 244 traffic paint.
- Monitored quality control and performance acceptance for 768,546 tons of asphalt pavement mix.
- Advertised projects for 435 miles of pavement resurfacing work throughout the State.
- Collected and processed 2,263 miles of existing pavement condition data on the State highway system.

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$4.9 M	\$0.7 M	\$3.9 M			\$0.3 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$5.3 M	\$1.9 M	\$2.9 M			\$0.5 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$5.5 M	\$1.9 M	\$3.2 M			\$0.4 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$5.6 M	\$2.0 M	\$3.2 M			\$0.4 M	



# Operating Budget

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	102	102	101	101	101	101	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 is onsite monitoring activities and helping resolve any issues that come up during the construction process; they help keep the project moving while ensuring safety and contract compliance.

Major accomplishments in FY 2018 included:

- Addition of 55 new construction contracts with a value of \$168M
- Continued reconstruction of I-93 from the Windham Weigh Station, north to I-293
- Completed bridge reconstruction and rehabilitation of the existing Little Bay Bridge in Newington
- Continued reconstruction of the Spaulding Turnpike from the Little Bay Bridge through Exit 6 in Dover
- Completed the pavement and bridge rehabilitation of I-393 in Concord
- Completed the reconstruction and widening of NH 125 in Plaistow
- At the end of FY 2018 personnel are providing construction oversight on 86 active contracts with a total construction value of \$538M

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$10.4 M	\$5.9 M	\$3.2 M			\$1.3 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$11.4 M	\$7.1 M	\$2.7 M			\$1.6 M	
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$11.5 M	\$7.1 M	\$2.7 M			\$1.7 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$11.8 M	\$7.3 M	\$2.8 M			\$1.7 M	

# Operating Budget

## Division of Project Development

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

Within the Bureau of Materials and Research, the Bureau staff work with consultants, vendors, and researchers on a variety of projects to research innovative processes and materials with the goals of improving quality, efficiency, and safety. State Planning and Research (Part 2) funding, which is a small portion of the Federal Highway Aid provided to the Department, is utilized by the Bureau to undertake this work. The Bureau staff also coordinates research efforts with other states throughout the country on pooled-fund studies.

Major Accomplishments in FY 2018 included:

- Monitored the progress on ten (10) projects selected by the Department’s Research Advisory Council. Projects include deployment of a tidal turbine attached to one of the Memorial Bridge piers to assess the energy potential; quantifying the amount, location, and density of cracking in new bridge curbs; enhance DOT’s capacity to accurately evaluate active transportation activity; and evaluate the performance of a paint additive to prevent staining caused by iron oxides in the pavement aggregates.
- Committed continuation funding to three (3) Transportation Pooled Fund Projects varying in participation with 33 other states.
- Engaged in regional implementation of research results and national innovative solutions to speed up the delivery of highway projects and address the challenges presented by limited budgets.
- Partnered with the City of Dover to respond to AASHTO’s Signal Phasing and Timing (SPaT) Challenge by exploring technology options for V2I and testing existing deployment software, such as the V2I hub, rather than outfitting a large number of intersections. The scope of the project was narrowed to three (3) intersections on Silver Street.

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$0.6 M		\$0.6 M		
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.6 M		\$0.6 M			
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.6 M		\$0.6 M			
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.6 M		\$0.6 M			

# Operating Budget

## Division of Project Development

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

Personnel within the Bureau of ROW manage the Stickney Avenue facility in Concord. The Bureau uses a property management company to perform maintenance and care of the complex. Several State Agencies lease space from the DOT at this facility. The budget is self-funded and based upon the lease amounts collected. This is the former site of Materials and Research and Mechanical Services. The Department is presently evaluating the disposition of the facility.

Major accomplishments in FY 2018 included:

- There are Ten (10) State Agencies and several DOT Bureaus utilizing space at the facility
- ROW personnel responded to approximately 25 maintenance requests, 5 of which were emergencies



- Allowed Operation Santa Claus to utilize space for their yearly fund raiser
- Upgraded the fire alarm system with no cost to the Department
- Detected and repaired a water leak at the Facility with minimal cost reducing water and sewer costs
- Provided a staging area to Department of Admin Services, Capitol Building Dome reconstruction project
- Provided space for offloading and storage of large shipping crates containing the parts for the McAuliffe Planetarium space shuttle display

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$0.1 M				
Adj. Auth. FY19	Actual FY19	Highway	Federal Aid	Turnpikes	General	Other
		\$0.2 M				\$0.2 M
Agency Efficiency FY20	Actual FY20	Highway	Federal Aid	Turnpikes	General	Other
		\$0.1 M				\$0.1 M
Agency Efficiency FY21	Actual FY21	Highway	Federal Aid	Turnpikes	General	Other
		\$0.1 M				\$0.1 M

# Operating Budget

## Turnpikes System

### 2055 - Welcome Centers and Rest Areas - Fund 017\*

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	0	0	0	0	0	0	0	0

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

In FY14, a unique 35-year ground lease contract was executed in a public-private partnership between the State and a private group, which required the developer/operator to design, build, finance, maintain, and operate the Hooksett Welcome Center facilities (with the exception of the new Liquor and Wine Outlet stores that are owned and operated by the NH Liquor Commission). Construction on both the Northbound (NB) and Southbound (SB) sites began in October 2013 and was completed in 2015 with annual visitors exceeding 2 million per year. DBEA will continue to staff and operate the Visitor Centers that are located in each Hooksett facility.

FY 18 Hooksett Facilities - North and South combined (figures rounded)

- 7,908,000 gallons of fuel sold
- \$7,554,000 in food sales
- \$9,631,000 in sales at convenience stores
- The vendor has incurred receipts resulting in \$916,000 in rent/lease fees to the Turnpike Fund

\* The funding for Welcome Centers and Rest Areas is to be direct funded by the Turnpike fund to the Department of Business and Economic Affairs in FY 20 and FY 21.

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.9 M			\$0.9 M		
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$1.1 M			\$1.1 M			
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$0.0 M						
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$0.0 M						

# Operating Budget

## Turnpikes System

### 7022 - Administration-Support (Turnpikes) - Fund 017

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	35	35	35	40	41	41	42	42

The Turnpike System consists of 89 miles of limited access highway, 36 miles of which are part of the U.S. Interstate Highway System, comprising a total of approximately 658 lane miles, 172 bridges, 49 interchanges, and 26 facilities. Personnel within the Bureau of Turnpikes manage the construction and renewal and replacement(R&R) improvements on the system, along with the day-to-day operations, maintenance, cash toll collection, and E-ZPass Program.

In addition to the administrative support expenses captured under this organizational unit, this organizational unit also includes payments for Highway Funded activities on the Turnpike System that are conducted by Bridge Maintenance, Traffic, Highway Maintenance, Mechanical Services, and Transportation Systems Management and Operations (TSMO), as well as intra-indirect costs for proportioned DOT overhead expenses and indirect costs paid to the Department of Administrative Services.

Major accomplishments in FY 2018 included:

- 20 encroachment permits were completed.
- 36,520 personnel audits completed by audit section on toll staff.
- Financial section has produced 4,346 account receivable transaction and 6,840 account payable transactions.

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$9.0 M			\$9.0 M		
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$10.2 M			\$10.2 M			
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$11.6 M			\$11.6 M			
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$11.3 M			\$11.3 M			

# Operating Budget

## Turnpikes System

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	121	121	121	107	107	107	102	102

The Turnpike System is reported as an enterprise fund within the State, with the primary source of revenue generated from toll collection. Personnel within the Bureau working at 9 toll plazas strive to ensure that the collection process is accurate, safe, and as convenient as possible for the users of the system.



Major accomplishments in FY 2018 included:

- Processed 27 million in cash transactions
- Streamlined the Hiring Process
- Improved consistency between all Plazas and Supervisors of Toll Operations
- Revised, updated Policies and Procedures
- Improved New Hire Training

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$8.2 M			\$8.2 M		
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$10.2 M			\$10.2 M			
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$9.9 M			\$9.9 M			
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$10.0 M			\$10.0 M			

# Operating Budget

## Turnpikes System

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

Authorized Positions	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
	52	52	52	57	57	57	58	58

Personnel within the Bureau are responsible for operating and maintaining the System. Safety is of critical importance to personnel and to the travelling public. Also, as high traffic corridors mobility is an essential component of the Turnpike System, personnel work to minimize delay caused by traffic incidents and inclement weather. A number of activities from plowing and deicing the roads, to clearing debris in the shoulders, to maintaining and repairing guardrail are undertaken routinely.

Major accomplishments in FY 2018 included:

- Maintained more than 2,848 feet of drainage
- Repaired /replaced more than 8,052 feet of guardrail
- Cleared 1.6 acres of brush and trees to enhance safety
- Mowed more than 1,362 shoulder miles along the Turnpike roadsides to ensure adequate sight distances and hazard-free vehicle recovery areas
- Plowed and treated more than 265,327 lane miles
- Motorist Safety Patrol made more than 3,313 stops including assistance to travelers, responding to minor incidents, and traffic control.
- Cleaned and repaired more than 3,255 catch basins and manholes.
- 2,640 SF of Graffiti Removal
- 924 Miles of Sweeping

### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$8.6 M			\$8.5 M		\$0.1 M
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$10.2 M			\$10.2 M			
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
\$11.3 M			\$11.2 M		\$0.1 M	
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
\$11.0 M			\$10.9 M		\$0.1 M	

## Operating Budget

### Turnpikes System

#### 7050 – Toll Collection (Turnpikes) - Fund 017

Personnel within the Bureau manage the E-ZPass program which is a convenient service for travelers on the Turnpike System. The Bureau staff oversees vendor contracts for the E-ZPass Program (i.e. Back Office), Lane System operation and maintenance, and Open Road Tolling (ORT) System operation and maintenance. Credit card fees and bank fees are also accounted for in the toll collection operation.

Major accomplishments in FY 2018 included:

- Processed more than 95 million E-ZPass transactions.
- Serviced 574,926 NH E-ZPass accounts including 769,184 transponders
- Issued 1,062 DMV holds from NH and MA, and collected \$262,483 in tolls and fees
- Continued design and implementation of E-ZPass Back Office System with Cubic



#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$13.2 M			\$13.2 M	
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$13.6 M			\$13.6 M		
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
	\$13.8 M			\$13.8 M		
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
	\$14.1 M			\$14.1 M		



# Operating Budget

## Turnpikes System

### 8117 - Compensation Benefits (Turnpikes) - Fund 017

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



### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$1.0 M			\$1.0 M	
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.6 M			\$1.6 M		
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.4 M			\$1.4 M		
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.5 M			\$1.5 M		

## Operating Budget

### 7515 - Transponder Inventory Fund (Turnpikes) - Fund 017

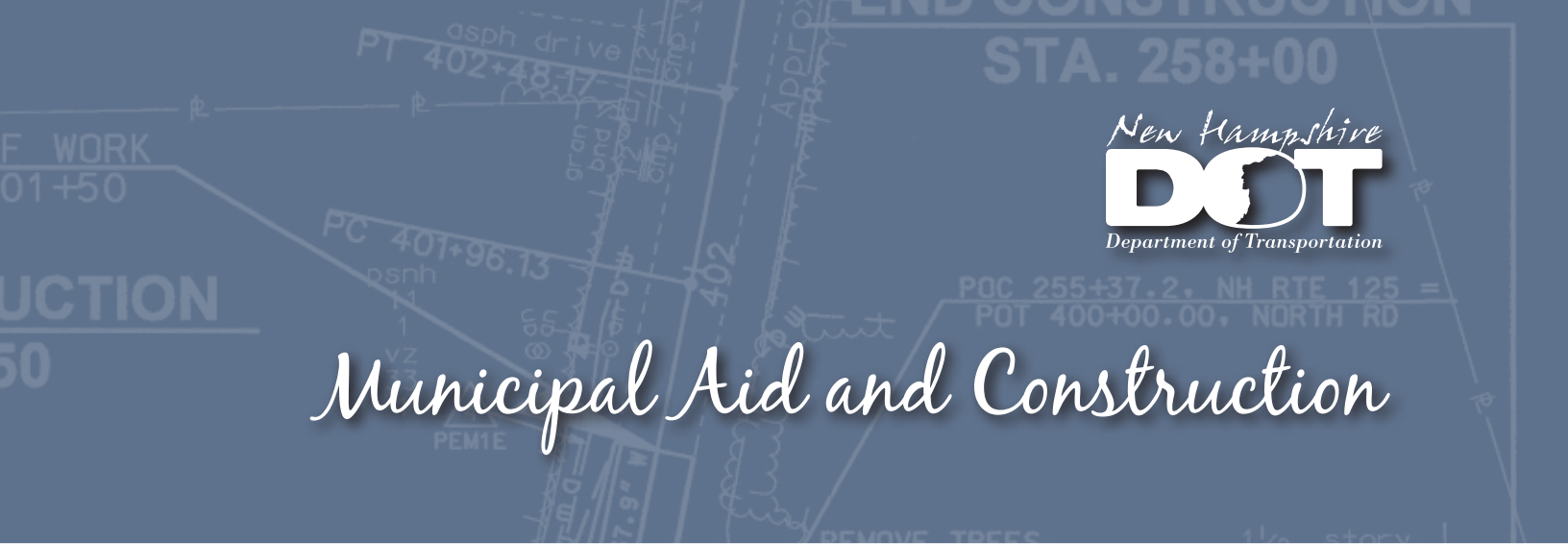
On June 11, 2007 House Bill 753-FN-A authorized an Electronic Toll Collection Transponder Inventory Fund as a revolving fund comprised of Turnpike Funds effective on August 10, 2007. This bill allows the purchase of Interagency Group (IAG) compatible transponders from the IAG approved vendor. All sales of electronic toll collection transponders from inventory shall be credited to the inventory fund and are hereby appropriated to the Department of Transportation and made available for expenditures from the inventory fund.

At the end of FY 2018, a NH E-Z Pass transponder for passenger vehicles sold for \$7.40.



#### Funding Sources

Investment Levels	Actual FY18	Highway	Federal Aid	Turnpikes	General	Other
		\$0.7 M				
Adj. Auth. FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.5 M					\$0.5 M
Agency Efficiency FY20	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.5 M					\$0.5 M
Agency Efficiency FY21	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.5 M					\$0.5 M



# Municipal Aid and Construction - Budgeted Account Summary

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# Municipal Aid and Construction - Budgeted Account Summary

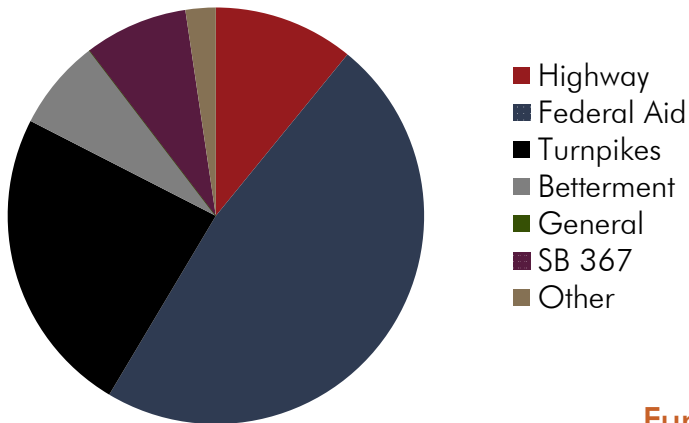
## Municipal Aid and Construction Expenses

The following pages provide a detailed description of each element of assistance to municipalities and construction programs including:

- Block Grant Aid to Cities and Towns
- State Aid Bridge and State Aid Highway Programs
- State Planning And Research (SPR)
- Betterment Program
- SB 367 Construction program
- Consolidated Federal Aid Program and Municipal Aid - Federal
- GARVEE Bonded Construction and Debt Service
- Turnpike Renewal and Replacement, Capital Construction, and Debt Service
- Railroad Revolving Loan and Special Railroad Fund

In total, the actual spending in State Fiscal Year 2018 for Municipal Aid and Construction is below:

## Municipal Aid and Construction Expenses FY18



## Funding Sources

	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$294.7M	\$32.1 M	\$140.5 M	\$70.6 M	\$20.9 M		\$23.7 M	\$6.9 M
Investment Levels	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$319.4 M	\$31.7 M	\$135.6 M	\$86.3 M	\$21.7 M		\$34.5 M	\$9.6 M
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$350.8 M	\$31.7 M	\$156.7 M	\$96.4 M	\$22.3 M		\$35.4 M	\$8.3 M
	Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$368.1 M	\$31.7 M	\$156.6 M	\$113.3 M	\$22.4 M		\$35.7 M	\$8.4 M

### Major Project Highlights

#### Bridge Programs

The NHDOT manages an inventory of 2,161 state owned bridges across the state. To keep those bridges safe and in operation, the NHDOT has programs to maintain and preserve, rehabilitate, and replace bridges. In addition to routine maintenance, every year projects are advertised for bridges around the state under two programs: Maintenance and Preservation; and Rehabilitation and Replacement.

- Bridge Maintenance and Preservation Program: There were 7 construction contracts for bridge maintenance and preservation, designed and developed by Bridge Design staff, involving 16 bridges with construction costs totaling \$ 10.3 M related to the following projects:
  - Meredith 10430 - NH 25 over Meredith Bay Inlet
  - Lebanon 15880 - Poverty Lane over I-89, I-89 SB over Heater Road, and I-89 NB over Heater Road
  - Portsmouth 13455E - Submarine Way over North Mill Pond
  - Roxbury-Sullivan 10439 - NH 9 over Hubbard Brook and Center Road over Otter Brook
  - Andover-Danbury 41298 - NH 11 over Pleasant Stream, US 4 over Blackwater River, and US 4 over NHRR
  - Sunapee 41300 - NH 103 over Sugar River, NH 11 Ramp over Sugar River, NH 11 over Sugar River, and NH 11 over Sugar River
  - Bedford-Manchester 40731 - I-293 EB and NH 101 over Merrimack River and I-293 WB and NH 101 over Merrimack River
  - Additional maintenance and preservation was performed by Bridge Maintenance personnel.
- Bridge Rehabilitation/Replacement Program: There were 7 construction contracts for bridge rehabilitation and replacement, designed and developed by Bridge Design staff, involving 8 bridges with construction costs totaling \$ 16.1M:
  - Bedford - NH 114 over Bowman Brook
  - East Kingston - NH 107A over BMRR and Road
  - Portsmouth 13455D - Woodbury Ave over US 1 and Stark Street over US 1 Bypass
  - Roxbury-Sullivan 10439 - NH 9 over Otter Brook
  - Acworth 16301 - NH 123A over Bowers Brook
  - Tamworth 16239 - NH 113 over Bearcamp River
  - Haverhill 16238 - Mill Street over NHRR
- Bridge – Other (Painting, Scour, Other): There were 3 construction contracts for bridge painting, deck shielding and scour protection.

### Major Project Highlights

#### Paving Program

The Department maintains 4,603 miles of roads across the State, and this roadway network is one of the Department's largest assets. The Department strives to resurface 500 miles, about 10% of the network, annually. The 2017 calendar year program includes 591 miles of roadway resurfacing and 81 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, and applying a thin ( $\frac{3}{4}$ " low cost light capital paving overlay to lower volume roadways to maintain their serviceability. Rehabilitation treatments carry a higher initial investment but restore the pavement to good condition where a preservation strategy can be employed to keep them in good condition. Rehabilitation treatments are considered on a case by case basis and are focused on high volume roadways that are part of the National Highway System (NHS) with the long term goal of placing entire corridors like the Interstate and Turnpike systems, NH 125 (Plaistow-Rochester) US 4 (Concord-Portsmouth), NH 9/202 (Hopkinton-Chesterfield), US 302 (Bethlehem-Conway), NH 101 (Milford-Hampton), NH 28 (Allenstown-Alton), and NH 106 (Pembroke-Laconia) into the preservation strategy.

Highlights of this year's program include the following:

- 81 miles of crack sealing work focused on the Interstate system including sections of I-93 in Concord, Manchester, Franconia, Sugar Hill, Bethlehem, and Littleton and a section of I-89 located in Enfield and Lebanon.
- 133 miles of pavement preservation including sections of I-89 (Bow-Hopkinton), NH 16 (Gorham), NH 11 (Farmington), NH 132 (Tilton-Sanbornton), and Dublin/Nelson/Chesham Roads (Harrisville).
- 55 miles of rehabilitation work on high volume Tier 1 and 2 roadways including NH 115 (Jefferson), I-93 (Thornton-Woodstock), US 3 (Tilton), NH 11 (Alton-New Durham), US 4 (Epsom), and NH 125 (Kingston).
- 338 miles of light capital paving overlays performed throughout the State on various roadways including US 3 (Pittsburg), NH 26 (Dixville and Millsfield-Errol), NH 109 (Moultonborough-Tuftonboro-Wolfboro), NH 4A (Enfield-Grafton and Wilmot-Andover), and NH 32 (Richmond-Swanzey).
- 65 miles of roughness paving on very poor roadways such as Lost Nation Road (Lancaster-Northumberland), the "Landaff Loop" which is comprised of Mill Brook/Center Hill/Jockey Hill/Landaff Roads (Landaff-Lisbon), Stinson Lake Road (Rumney-Ellsworth), Old Portland Road (Freedom), Carriage Road (Gilford), and Pease Road (Meredith).



## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### I-93 Salem to Manchester

Construction on I-93 from Salem to Manchester began in 2005 and will be complete in 2020. To date, 26 of 28 construction projects have been awarded, and 20 of these are complete. Of the remaining projects to be constructed: one will be complete in 2018, three in 2019, and four in 2020. The total cost for the 26 construction projects is \$567M. There are two projects that remain to be advertised for construction to complete the corridor, at an estimated cost of \$25M.

Construction was completed at Exit 3 including the Park and Ride. Substantial construction activity took place from north of Exit 3 in Windham northerly to the I-293/I-93 split in Manchester. Engineering and design efforts are continuing for the two remaining contracts to complete the fourth lane from Salem to Manchester.

The following are this year's highlights:

- The Exit 3 Park and Ride (10418H) was completed in Fall of 2017.
- Work on I-93 from the weigh stations in Windham northerly to the Kendall Pond Road overpass in Derry (14633B) made significant progress on both the northbound and southbound barrels including the completion of: rock removal (blasting) and crushing; a pedestrian box culvert under I-93; a majority of bridge work for North Lowell Road and Fordway Extension; and the majority of the construction of the northbound and southbound barrels.
- Work on I-93 from the Kendall Pond Road overpass in Derry northerly to just north of the Ash Street Bridge (14633D) made significant progress on NH Route 102, Exit 4, I-93, Beaver Brook culverts and the Ash Street/Pillsbury Road Bridge. Work on NH Route 102 included constructing the new NH Route 102 Bridge over I-93 and roadway reconstruction on NH Route 102 to accommodate the new alignment. Work on Ash Street/Pillsbury Road was similar, including nearly completing the reconstruction of the Ash Street/Pillsbury Road Bridge over I-93 with accompanying roadway work.



- Work on I-93 from just north of the Ash Street Bridge (14633I) made significant progress, including the reconstruction of the northbound barrel, completion of rock excavation (blasting), and bridge rehabilitation work on the I-93 Bridges over Stonehenge Road.
- Work on I-93 from just north of Exit 5 in Londonderry to the I-293 split in Manchester (14633H) made significant progress with construction of soundwalls, drainage work, rock excavation (blasting), bridge widening work on the I-93 Bridge over Bodwell Road and Cohas Brook. Roadway work to reconstruct the northbound and southbound barrels is also progressing.



### Major Project Highlights

#### Spaulding Turnpike Improvements in Newington-Dover

Construction work continues to advance the \$284 million project which includes transportation infrastructure improvements within a 3.5-mile stretch of the Spaulding Turnpike in Newington between Exit 1 (Gosling Road) and the Dover Toll Plaza just north of Exit 6. This project will enhance long-term mobility and safety in an area that experiences heavy traffic congestion, and significant peak hour delays.



When completed by 2022, the project will reduce traffic congestion, improve safety, and enhance air quality and water quality within the Spaulding Turnpike over the Little Bay. It will provide four lanes in each direction between Exit 3 (Woodbury Avenue) and Exit 6 (U.S. Route 4/Dover Point Road), three lanes in each direction south of Exit 3 and north of Exit 6, and reduction of five existing partial access interchanges to three full access interchanges (Exit 3, 4, and 6). The final contract will include the rehabilitation/replacement of General Sullivan Bridge for intermodal use (pedestrian, bicycle and recreational use). An environmental re-evaluation for the General Sullivan Bridge is underway and is anticipated to be completed in spring of 2019 and

construction to begin in 2020/21. In support of expanded maintenance operation, the investment includes the construction of a new Newington Maintenance Facility located between Exit 3 and Exit 4. The improvements will permit the next infrastructure investment for the Spaulding Turnpike to make improvements to the Dover and Rochester toll facilities.

The construction (estimated at \$260 million) has been split into seven construction contracts. The contracts consist of the following:

- Construction of new Southbound Little Bay Bridge - Completed (\$57.5M)
- Newington, Spaulding Turnpike Improvements – Completed (\$47.5M)
- Rehabilitation of the Existing Little Bay Bridges - Completion in September 2017 (\$21.9)
- Dover, Spaulding Turnpike Improvements - Completion in October 2020 (\$70.6)
- General Sullivan Bridge Rehabilitation - Completion in November 2022 (\$31.7)
- Newington Maintenance Facility – Completion in summer of 2020 (\$6.0M)
- Dover and Rochester Toll Improvements - Completion in summer of 2022 (\$24.8M)

### Major Project Highlights

#### Sarah Mildred Long Bridge

Constructed in 1940, the Sarah Mildred Long Bridge (SML) currently serves highway, rail and river traffic traveling over the Piscataqua River between Portsmouth, NH, and Kittery, Maine, via the U.S. Route 1 Bypass. The SML serves as the principal emergency/alternate route for the I-95 High Level Bridge. The bridge includes a rail crossing which provides the only viable mode of transportation for the main component used by Portsmouth Naval Shipyard.



The SML bridge replacement project began construction in December of 2014. The project is mainly completed and has traffic on the new bridge. The total cost for this project is \$188.7 M, comprised of a contract bid amount of \$162.2 M and \$26.5 M of engineering services and construction inspection. The project received a \$25 M TIGER grant in 2014, which is applied to the total project cost. There is also a functional replacement effort to be completed to restore the functionality of the NH Port Authority for impacts resulting from the new SML bridge location. The estimated cost of the functional replacement is \$20 M. Functional Replacement construction will be complete in 2021.

The new bridge includes a number of design features such as:

- Use of an innovative Construction Manager / General Contractor (CMGC) delivery method
- A concrete, segmental box beam bridge with longer spans, fewer piers and reduced long term maintenance cost versus steel
- Providing a clear effective opening width of at least 250 feet for ships, versus the current effective opening width of 175 feet by increasing the lift span to 300 feet and reducing the navigational skew angle to approximately 15 degrees
- Reducing the number of lift operations by 64% by providing 60 feet of vertical clearance in the closed roadway position
- An innovative hybrid bridge lift span with the rail and highway access provided on the same deck of the lift span structure
- The project completed minor checklist items in the summer of 2018

### Major Project Highlights

#### I-95 over the Taylor River Hampton Falls – Hampton

The \$12.6M construction project replaced the bridge carrying I-95 (the Blue Star Turnpike) over the Taylor River. Construction began in May of 2015 and was complete in May of 2018.

The project was located in the Towns of Hampton Falls and Hampton and replaced the existing “red-listed” bridge, which was built in 1950, with two 72’ span bridges (one northbound and one southbound). As part of the bridge work, spillway improvements to the Taylor River Dam, including minor repairs to the existing fish ladder, were required to connect the new bridge to the existing spillway. The new bridges were constructed in phases, while maintaining the existing four lanes of traffic in each direction on I-95, through the use of median traffic diversions.

The following are this year’s highlights:

- The I-95 Southbound Bridge was complete.
- The I-95 Northbound Bridge was complete.
- Intelligent Transportation Systems work such as CCTVs was complete.
- Final work efforts such as paving, sign installation and pavement marking placement took place in the Spring of 2018.
- This project is part of the \$800M “Turnpike System Priority Capital Program” which started in 2008.



## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### Lebanon 15880

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

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

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



### Major Project Highlights

#### Roxbury-Sullivan, Route 9 Reconstruction

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



Construction began in December 2017 and will be complete in July 2020. To date the relocation of Houghton Ledge Road is substantially complete with the retaining wall removed and a majority of the steep slope stabilization complete. Drainage replacement and full roadway reconstruction for the 2.1 mile segment will continue through 2018.

In 2019 the Route 9 bridge over Otter Brook will be closed so the bridge can be replaced. Traffic will be detoured around the area via local streets and other State routes. Final paving and slope work will be completed in early 2020.

### Major Project Highlights

#### Bedford 13953 – NH 101 Reconstruction

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

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



Project highlights are:

- Drainage and roadway work completed on north side of NH 101 from Liberty Hill Road to Wallace
- Traffic is now traveling on the newly constructed north side of NH 101 in this area
- Muck over 20 feet deep will be excavated
- Ledge removal in the area of Liberty Hill Road
- Due to the local and regional significance of the project, a Smart Work Zone is being utilized to allow NHDOT to be responsive to the needs of the motoring public and provide real time traffic information to the travelers on the corridor. Anticipated to be complete in late 2019, the project will improve capacity, safety and pedestrian connectivity, as well as be a visually pleasing landscape for the community to enjoy.

### Major Project Highlights

#### Walpole-Charlestown, Route 12 Reconstruction

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

Construction began in April 2018 and will be complete in August 2020. To date armored slopes along the southern segment is underway with work in the river substantially complete. Some drainage replacement will continue through 2018.

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



## Municipal Aid and Construction - Budgeted Account Summary

### State and Federal Funded Municipal Aid

#### 2934 – Railroad Revolving Loan Program - Fund 010

The Class III Railroads and Cog Railroads Revolving Loan Fund was established in 1994 by RSA 228:66-a and provides loans for railroad rehabilitation and equipment for Class III Railroads and Cog Railroads that operate in the State of New Hampshire. The loan program is administered by the New Hampshire Department of Transportation, Bureau of Rail and 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

In FY 2018 the Department conducted final inspections of the Mount Washington (Cog) Railway Company's three projects that were funded via a May 2015 Class III Railroads and Cog Railroads Revolving Loan Fund solicitation. The Cog's three projects were: (1) construction of a new passenger coach, (2) construction of a 6th diesel locomotive, and (3) construction and rehabilitation of a summit transfer, track replacement, and boarding platforms.

#### Funding Sources

	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.1 M							\$0.1 M
Investment Levels	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.3 M							\$0.3 M
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.2 M							\$0.2 M
	Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.2 M							\$0.2 M



## Municipal Aid and Construction - Budgeted Account Summary

### State and Federal Funded Municipal Aid

#### 2991 – Special Railroad Fund - Fund 010

RSA 228:68 establishes the Special Railroad Fund for the deposit of revenues produced on the state-owned railroad corridors through user fees paid by railroads, leases and fees paid by other landowners, and other revenues. This dedicated fund is required to comply with Federal regulations that require lease or other income on property acquired with Federal funds to be used to maintain those properties. Special Railroad Funds are used to perform the required maintenance, repairs, and upgrades on the state-owned railroad lines to ensure the continued safe operation of the lines.

Major Accomplishments in FY 2018 included:

- Purchase and replacement of approximately 5,000 ties and OTM (other track materials) on the state-owned railroad lines;
- Completion, by an engineering consultant, of the inspection of 50 large, state-owned railroad bridges;
- Completion, by NHDOT Railroad Operations Engineer, of the inspection of 75 large, state-owned railroad bridges;
- Completed subgrade excavation and installation of new ballast, rail and ties on 800 lf of track on the Concord-Lincoln Railroad line in Tilton, NH;
- Rebuilt and made repairs to three (3) public and private railroad crossings;
- Installed 265 new bridge timbers on 10 state-owned railroad bridges through funding from the State Capital Budget;
- Completed \$650,000 of repairs to the railroad infrastructure on the Concord-Lincoln Railroad Line and the Mountain Division Railroad Line caused by the October 29, 2017 heavy rain storms;

#### Funding Sources

	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.6 M							\$0.6 M
Investment Levels	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.6 M							\$0.6 M
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.9 M							\$0.9 M
	Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.8 M							\$0.8 M

# Municipal Aid and Construction - Budgeted Account Summary

## State and Federal Funded Municipal Aid

### 2943 – Apportionment A-B (Block Grant) - Fund 015

By law, all municipalities in the State having Class IV and V mileage are entitled to Highway Block Grant Aid. RSA 235:23 stipulates the funding apportionments. Highway Block Grant Aid funds represent a portion of the State’s highway revenues received in the preceding fiscal year. There are two “pots” of money from which allotments are made. The first, identified as Apportionment A, represents 12% of the State’s highway revenues. One-half of that “pot” is distributed among the municipalities based on their population in proportion to the entire State’s population. The other half is disbursed based on a municipality’s Class IV and V road mileage in proportion to the total statewide Class IV and V mileage. In State FY2018, \$31,242,230 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 (See page 75).



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 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$31.7 M	\$31.7 M						
	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$31.2 M	\$31.2 M						
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$31.2 M	\$31.2 M						
	Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$31.2 M	\$31.2 M						

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 category of funds from the Federal Highway Administration (FHWA) that can only be used for activities that lead to responsible planning for the future of surface transportation, the planning of future highway programs and local public transportation systems, the development of management and performance measures to achieve these programs, and data collection efforts to document the effectiveness of the planning efforts. Also included as part of this program is funding for 9 designated regional planning commissions (of which 4 are also federally designated metropolitan planning organizations) to facilitate planning at the regional and local levels. Additional funds are used to leverage other federal funds that are made available to the UNH Technology Transfer Center for assistance to municipalities throughout NH to help them plan and improve local infrastructure.

Typical activities include:

- Vehicular and bicycle/pedestrian traffic data collection and studies
- Local road surface management system development
- Local transportation plan updates
- GIS improvements
- Regional Transportation Plan development
- Development of local and regional Complete Streets and Similar Livable/Walkable policies

Turnpike toll credits are the primary source of eligible non-cash match on these federally funded projects, which typically require state participation of 20%. Funding for the regional planning commission contracts includes match of 10% turnpike toll credits and 10% local match.

#### Funding Sources

	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$4.8 M		\$4.8 M					
Investment Levels	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$5.4 M		\$5.4 M					
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$6.2 M		\$6.2 M					
	Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$5.9 M		\$5.9 M					

# Municipal Aid and Construction - Budgeted Account Summary

## State and Federal Funded Municipal Aid

### 2945 – Municipal Aid – Federal - Fund 015

Municipal Federal Aid funds are used for local purposes. For example, a portion of bridge funds that the state receives from FHWA must be used on off system bridges (not on Federal Aid system) that are most often municipally owned. Another category of these funds, the Transportation Alternatives Program, have been distributed through an application process and are typically used on infrastructure that is managed by municipalities, like sidewalks and trails. A third source, the Safe Routes to School Program, is used to help communities develop infrastructure and non-infrastructure projects into school area neighborhoods. Other locally managed projects occur on federal aid eligible roads and bridges in downtowns, in urban compact areas, and similar locations. Another source of funds is the Congestion Mitigation and Air Quality (CMAQ) Program, which makes funds available for projects that improve air quality throughout the state.



Local cash match is the primary source of matching funds on these federally funded projects, which typically require participation of 20%. Project Sponsors pay 100% of the costs up front and then ask the Department for reimbursement of 80% of the eligible expenses.

### Funding Sources

	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$10.2 M		\$10.2 M					
Investment Levels	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$25.0 M		\$25.0 M					
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$25.0 M		\$25.0 M					
	Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$25.0 M		\$25.0 M					

# Municipal Aid and Construction - Budgeted Account Summary

## State and Federal Funded Municipal Aid

### 4965 - Municipal Fuel Distribution - Fund 015

Municipal Fuel provides unleaded and diesel fuel to participating municipalities, counties, schools, and non-profits. Municipalities that use the system are able to take advantage of bulk pricing, simple accounts payable invoicing, and 24/7/365 access to fuel; allowing the municipalities to reduce their infrastructure costs for fuel and reallocate resources for other needs. The current system consists of 91 sites and distributes on average approximately 1.1 million gallons of diesel fuel and gasoline on an annual basis to municipalities, counties, schools, and non-profits. The Department has a surcharge of \$0.20 per gallon for diesel and \$0.15 per gallon for unleaded to cover operating and maintenance costs through Fuel Distribution 3198.

### Funding Sources

	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$2.1 M							\$2.1 M
	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$5.7 M							\$5.7 M
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$3.8 M							\$3.8 M
	Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$4.0 M							\$4.0 M

Investment Levels

# Municipal Aid and Construction - Budgeted Account Summary

## State Funded Construction

### 2929 – State Aid Construction - Fund 015

This program allows communities to apply to the NHDOT for state funds for the purpose of constructing or reconstructing a section of class I, II, or III, highway. Class I, II, and III highways are part of the state system, but the roads often also have heavy local use and importance. These funds are usually used by a community when there are local needs that cannot be met by other funding sources, when a local road intersects the state highway that needs improvement, or when the use of a road is more for local purposes than for regional or state purposes. Funding share is typically 2/3 state and 1/3 local, but with approval of the Governor and Executive Council, the state share could be increased, particularly if the community is open to assuming ownership of the highway upon completion of the project. This program was unfunded in the FY18-19 Budget.



### Funding Sources

	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.3 M	\$0.3 M						
Investment Levels	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M							
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M							
Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.0 M								

## Municipal Aid and Construction - Budgeted Account Summary

### State Funded Construction

#### 3039 – Betterment - Fund 015

The Betterment program was established under RSA 235:23-a and is primarily used for paving on the state system. In addition to paving, the Betterment program provides funding for bridge rehabilitation and for other work that improves the condition of the system. Betterment funds are distributed around the state through construction projects, work administered by the 6 highway maintenance districts, traffic and bridge maintenance. By RSA, the program is funded from 3 cents of the road toll (less 12% for block grant aid).

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 Levelling - 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 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$20.9 M							\$20.9 M
Investment Levels	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$21.7 M							\$21.7 M
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$22.3 M							\$22.3 M
	Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$22.4 M							\$22.4 M

# Municipal Aid and Construction - Budgeted Account Summary

## State Funded Construction

### 3049 – Non Participating Construction - Fund 015

This program, Non-Participating Construction, is utilized for unanticipated activities associated with projects that are not eligible for federal reimbursement and for the payback to FHWA for projects that have incurred expenses for Preliminary Engineering or Right of Way, but have not gone to construction within 10 years and 20 years, respectively, of the first obligation of Federal funds.



### Funding Sources

Investment Levels	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.1 M	\$0.1 M						
	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.5 M	\$0.5 M						
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$0.5 M	\$0.5 M							
Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$0.5 M	\$0.5 M							

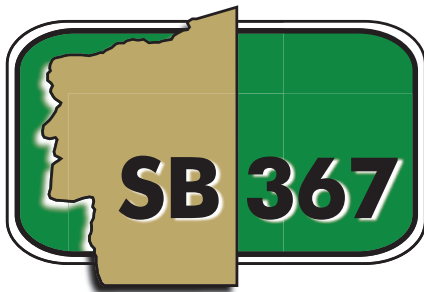


# Municipal Aid and Construction - Budgeted Account Summary

## State Funded Construction

### 8910 - SB367 Construction Investment - Fund 015

Chapter 17, Laws of 2014 (aka Senate Bill 367) provides funding for important transportation investments around the state. The measure added 4.2 cents to the road toll for use on specific projects and programs. Most is dedicated to debt service for the reconstruction of I-93 from Salem-Manchester. Funds are also dedicated to paving and bridge projects on the state highway systems as well as for local bridges under the State Bridge Aid program. SB367 also increased the funds for Block Grant Aid, as 12% of the generated revenue is distributed to municipalities through this program. SB367 is expected to sunset in 2034 when the debt service related to the I-93 improvements is fully paid for.



### Funding Sources

	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$23.7 M							\$23.7 M
Investment Levels	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$34.5 M							\$34.5 M
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$35.4 M							\$35.4 M
Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$35.7 M							\$35.7 M	

## Municipal Aid and Construction - Budgeted Account Summary

### Federal Aid Funded Construction and Debt

#### 3054 Consolidated Federal Aid - Fund 015

Consolidated Federal Aid is the primary funding source for the Department's highway and bridge program. Funding levels are established by the federal Fixing Americas Surface Act (FAST Act), which establishes targeted federal transportation funding levels and programs. Through the Ten Year Planning process, the Federal Aid Program is generally categorized in the following broad program areas:

- Preservation and Maintenance (PM) - State Designated Programs for pavement resurfacing, culvert repair, guard rail replacement, signing upgrades, etc.
- Bridges (BR) – Bridge related work ranging from preservation to rehabilitation and replacement of red-list bridges
- Interstate Maintenance (IM) – Interstate related work including pavement resurfacing and preservation projects, as well as Interstate rehabilitation projects
- Federal Programs (FP) - Mandated program funds that are designated to specific transportation areas and have restricted flexibility in use such as the Transportation Alternatives and Congestion Mitigation and Air Quality programs
- Federal Programs for Safety (FPS) - Primarily projects and work efforts associated with the Highway Safety Improvement Program (HSIP)
- Projects (PR) – Individual projects derived through the Ten Year plan

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

#### Funding Sources

	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$107.6 M		\$103.6 M					\$4.0 M
Investment Levels	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$86.5 M		\$83.5 M					\$3.0 M
Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$107.1 M		\$103.7 M					\$3.4 M
Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$107.3 M		\$103.9 M					\$3.4 M

# Municipal Aid and Construction - Budgeted Account Summary

## Federal Aid Funded Construction and Debt

### 8683 - GARVEE Bond Debt - Fund 015

Grant Anticipation Revenue Vehicle (GARVEE) is a funding mechanism that pledges federal-aid for the repayment of bonds. In New Hampshire, GARVEE bonds have been issued for the I-93 Salem to Manchester project. Authorization for the issuance of these revenue bonds is provided for in RSA 228-A:2. In 2010, the State issued \$80M in GARVEE bonds. In 2012 the State issued \$115M in GARVEE bonds at an astounding 1.26% interest rate with a total duration of 7 years. Debt service payments will be completed in 2025 for these issuances.



### Funding Sources

	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$18.9 M		\$18.9 M					
	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$18.8 M		\$18.8 M					
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$18.8 M		\$18.8 M					
	Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$18.8 M		\$18.8 M					

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. In addition, these assets include drainage structures, guardrail, lighting, signage and building and grounds facilities, such as maintenance sheds, toll plazas, rest areas and an administration building.

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

Turnpike Road condition based on International Roughness Index (IRI) for CY 2017 was 93.7% Good, 5.3% Fair and 1.0% Poor. The number of Red list Bridges for Turnpikes was 5 in CY 2018 with Turnpike Bridges having an overall rating of 88% satisfaction. The condition of guardrail on turnpikes was 59% Good, 34% Fair, and 7% poor while 56% of the guardrail end units are MASH compliant.

In 2018, 9 projects were advertised and built. Projects included paving, bridge and building rehabilitation, guardrail, and drainage repairs.



### Funding Sources

	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$8.4 M			\$8.4 M				
	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$14.3 M			\$14.3 M				
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$16.2 M			\$16.2 M				
	Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$13.9 M			\$13.9 M				

Investment Levels

## 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, 2018 bonds authorized and un-issued amounted to \$50.2 million. Authorization for the issuance of these Turnpike revenue bonds is provided for in RSA 237-A:2.

On June 24, 2015, the Turnpike System issued the 2015 Series A (Series A) revenue bond through competitive sale. The Turnpike System sold \$45.8 million in federally tax-exempt bonds. Proceeds from the Series A issue were used to finance the Turnpike System Capital Improvement Program. The Series A bonds mature over eight years, carrying coupons ranging from 4-to-5 percent, and sold with an overall total interest cost of 2.1 percent.



#### Funding Sources

	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$37.5 M		\$3.0 M	\$34.5 M				
	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$44.5 M		\$2.9 M	\$41.6 M				
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$45.2 M		\$3.0 M	\$42.2 M				
	Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$39.9 M		\$3.0 M	\$36.9 M				

Investment Levels

# Municipal Aid and Construction - Budgeted Account Summary

## Turnpike Funded Construction and Debt

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

Turnpikes facilities are comprised of three limited access highways, the Blue Star (I-95 at 16.2 miles), the Spaulding (NH 16 at 33.2 miles) and the F.E. Everett (US 3, I-293 and I-93 at 39.5 miles) Turnpikes. The capital program includes projects previously authorized through the State’s Ten Year Transportation Improvement Plans (TYP).

The program’s primary goal is to address the construction needs on the three Turnpikes with a focus on the rehabilitation or replacement of red-listed bridges, improving safety and reducing congestion.



### Funding Sources

Investment Levels	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$27.7 M			\$27.6 M				\$0.1 M
	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$29.6 M			\$29.6 M				
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$30.2 M			\$30.2 M					
Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$43.4 M			\$43.4 M					

# Municipal Aid and Construction - Budgeted Account Summary

## Turnpike Funded Construction and Debt

### 7511 - Toll Collection Equipment - Fund 017

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



### Funding Sources

	Actual FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M							
	Adj. Auth FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.8 M			\$0.8 M				
	Agency Efficiency FY 20	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$7.8 M			\$7.8 M				
	Agency Efficiency FY 21	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$19.1 M			\$19.1 M				

Investment Levels

**State of New Hampshire  
 Department of Transportation  
 Fiscal Year 2019 Fleet Statistics Summary as of July 1, 2018  
 Replacement Evaluation Criteria**

Category	# Units	Approx. Replacement Costs (Total Fleet)	# Exceeds Life Age or Usage	% of Fleet Exceeding Parameters	Current Replacement Class Totals	Target Funding Level / Yr.
Trucks_ExtraHeavy Duty >45000#	70	\$15,970,000	29	41%	\$8,270,000	
Trucks_Heavy Duty > 20001#	260	\$39,435,000	78	30%	\$11,935,000	
Trucks_Medium Duty > 10001#	55	\$4,400,000	27	49%	\$2,160,000	
Trucks_Light Duty < 8501#	130	\$2,519,500	37	28%	\$717,500	
Trucks_Light Duty > 8501#	180	\$5,002,500	42	23%	\$1,166,000	
Passenger Autos_	93	\$1,633,000	18	19%	\$321,000	
Vans & Buses_1 seats 9-20	1	\$30,000	1	100%	\$30,000	
Mobile Equipment_Construction	149	\$19,486,000	119	80%	\$14,866,000	
Trailers_Equipment -Flatbed	9	\$90,000	9	100%	\$90,000	
Trailers_Enclosed	1	\$25,000	1	100%	\$25,000	
Associated Equipment_	289	\$7,215,000	1	0.3%	\$20,000	
	<b>1,237</b>	<b>\$95,806,000</b>	<b>362</b>	<b>29%</b>	<b>\$39,600,500</b>	<b>\$8,247,093</b>



**Fiscal Year 2019 Fleet Statistics as of July 1, 2018  
Replacement Evaluation Criteria  
Attachment 3**

Effective 7/1/2018, revised 7/19/2018		A	B	C	D	E	F	G	H	I	J	K
Category	Category Description	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>1237</b>		<b>362</b>	<b>29%</b>				
<b>EHDT</b>	<b>Trucks_ExtraHeavy Duty &gt;45000#</b>				<b>70</b>	<b>\$ 15,970,000</b>	<b>29</b>	<b>41%</b>		<b>\$ 8,270,000</b>		
19009	HD CRANE-H400	15	8,000 H	250,000 M	1	\$ 250,000	1	100%	\$ 250,000	\$ 250,000		\$ 16,867
19010	BRIDGE INSPECTOR	15	8,000 H	250,000 M	1	\$ 800,000	1	100%	\$ 800,000	\$ 800,000		\$ 53,333
55012	OVER 5 TON TRUCKS	12	12,000 H	250,000 M	43	\$ 7,525,000	8	19%	\$ 175,000	\$ 1,400,000		\$ 627,083
55013	STRIPER TRUCKS	15	12,000 H	250,000 M	5	\$ 2,375,000	5	100%	\$ 475,000	\$ 2,375,000		\$ 158,333
55014	TRACTOR TRUCKS	15	12,000 H	250,000 M	3	\$ 450,000	2	67%	\$ 150,000	\$ 300,000		\$ 30,000
55051	KNUCKLE BOOM CRANE TRUCKS	15	10,000 H	250,000 M	12	\$ 3,420,000	7	58%	\$ 285,000	\$ 1,995,000		\$ 228,000
55053	BRINE TRUCKS	12	12,000 H	250,000 M	4	\$ 700,000	4	100%	\$ 175,000	\$ 700,000		\$ 58,333
61018	EDUCTORS	15	10,000 H	250,000 M	1	\$ 450,000	1	100%	\$ 450,000	\$ 450,000		\$ 30,000
<b>HDT</b>	<b>Trucks_Heavy Duty &gt; 20001#</b>				<b>260</b>	<b>\$ 39,435,000</b>	<b>78</b>	<b>30%</b>		<b>\$ 11,935,000</b>		
55011	3 TO 5 TON TRUCKS	12	12,000 H	180,000 M	233	\$ 34,950,000	56	24%	\$ 150,000	\$ 8,400,000		\$ 2,912,500
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	\$ 550,000	1	50%	\$ 275,000	\$ 275,000		\$ 45,833
55054	CATCH BASIN CLEANING TRUCK	12	12,000 H	180,000 M	3	\$ 525,000	1	33%	\$ 175,000	\$ 175,000		\$ 43,750
55055	ATTENUATOR TRUCKS	12	12,000 H	180,000 M	18	\$ 2,700,000	17	94%	\$ 150,000	\$ 2,550,000		\$ 225,000
55056	SWAP BODY TRUCKS	12	12,000 H	180,000 M	1	\$ 175,000	1	100%	\$ 175,000	\$ 175,000		\$ 14,583
61022	PAINT VANS	15	180,000 M	12,000 H	1	\$ 110,000	1	100%	\$ 110,000	\$ 110,000		\$ 7,333
61033	MOBIL CORE DRILL	15	12,000 H	150,000 M	1	\$ 250,000	1	100%	\$ 250,000	\$ 250,000		\$ 16,667
<b>MDT</b>	<b>Trucks_Medium Duty &gt; 10001#</b>				<b>55</b>	<b>\$ 4,400,000</b>	<b>27</b>	<b>49%</b>		<b>\$ 2,160,000</b>		
55009	1 TO 1-1/2 TON TRUCKS	6	150,000 M	0 H	51	\$ 4,080,000	23	45%	\$ 80,000	\$ 1,840,000		\$ 680,000
55010	PATROL TRUCKS	10	12,000 H	150,000 M	4	\$ 320,000	4	100%	\$ 80,000	\$ 320,000		\$ 32,000
<b>LDT1</b>	<b>Trucks_Light Duty &lt; 8501#</b>				<b>130</b>	<b>\$ 2,519,500</b>	<b>37</b>	<b>28%</b>		<b>\$ 717,500</b>		
55008	1/2 TON PICKUPS	7	150,000 M	0 N	107	\$ 2,033,000	34	32%	\$ 19,000	\$ 646,000		\$ 290,429
55016	CARGO/BOX TRUCKS - UP TO 8500 LBS	7	150,000 M	0 N	1	\$ 26,500	1	100%	\$ 26,500	\$ 26,500		\$ 3,786
55022	SUVS - UP TO 8500 LBS	7	150,000 M	0 N	18	\$ 360,000	1	6%	\$ 20,000	\$ 20,000		\$ 51,429
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>180</b>	<b>\$ 5,002,500</b>	<b>42</b>	<b>23%</b>		<b>\$ 1,166,000</b>		
55015	3/4 TON PICKUPS	7	150,000 M	0 N	165	\$ 4,537,500	32	19%	\$ 27,500	\$ 880,000		\$ 648,214
55017	CARGO/BOX TRUCKS - 8501 LBS TO 10000 LBS	10	150,000 M	0 N	4	\$ 108,000	2	50%	\$ 27,000	\$ 54,000		\$ 10,800
55023	SUVS - 8501 LBS TO 10000 LBS	10	150,000 M	0 N	8	\$ 240,000	6	75%	\$ 30,000	\$ 180,000		\$ 24,000
61027	UTILITY VEHICLES	10	150,000 M	0 N	1	\$ 65,000	0	0%	\$ 65,000	\$ -		\$ 6,500
61028	ROAD ANALYSIS VEHICLES	10	150,000 M	0 N	2	\$ 52,000	2	100%	\$ 26,000	\$ 52,000		\$ 5,200
<b>PASSAUT</b>	<b>Passenger Autos</b>				<b>93</b>	<b>\$ 1,633,000</b>	<b>18</b>	<b>19%</b>		<b>\$ 321,000</b>		
61024	COMPACT SEDANS	7	150,000 M	0 N	48	\$ 816,000	3	6%	\$ 17,000	\$ 51,000		\$ 116,571
61025	MID SIZE SEDANS	7	150,000 M	0 N	44	\$ 792,000	15	34%	\$ 18,000	\$ 270,000		\$ 113,143
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>1</b>	<b>\$ 30,000</b>	<b>1</b>	<b>100%</b>		<b>\$ 30,000</b>		
56002	VANS/BUSES - 9 TO 20 PASSENGERS CAPACITY	10	150,000 M	0 N	1	\$ 30,000	1	100%	\$ 30,000	\$ 30,000		\$ 3,000
<b>MEC</b>	<b>Mobile Equipment_Construction</b>				<b>149</b>	<b>\$ 19,486,000</b>	<b>119</b>	<b>80%</b>		<b>\$ 14,866,000</b>		
11001	COMPRESSORS	10	7,500 H	0 N	23	\$ 368,000	23	100%	\$ 16,000	\$ 368,000		\$ 36,800
19008	YARD CRANES	15	6,500 H	0 N	5	\$ 675,000	5	100%	\$ 135,000	\$ 675,000		\$ 45,000
25001	MOTOR GRADERS	13	12,000 H	0 N	20	\$ 6,200,000	15	75%	\$ 310,000	\$ 4,650,000		\$ 476,923
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	\$ 7,260,000	33	75%	\$ 165,000	\$ 5,445,000		\$ 605,000
43001	SELF PROPELLED SWEEPERS	10	9,000 M	100,000 H	1	\$ 310,000	1	100%	\$ 310,000	\$ 310,000		\$ 31,000
49001	TRACTOR/MOWERS	12	6,000 H	0 N	6	\$ 690,000	1	17%	\$ 115,000	\$ 115,000		\$ 57,500
49002	TRACTOR/LOADERS	12	6,000 H	0 N	27	\$ 1,755,000	23	85%	\$ 65,000	\$ 1,495,000		\$ 146,250
49003	TRACTOR/LOADER/BACKHOES	12	10,000 H	0 N	4	\$ 520,000	4	100%	\$ 130,000	\$ 520,000		\$ 43,333
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	9	\$ 495,000	5	56%	\$ 55,000	\$ 275,000		\$ 41,250
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	\$ 800,000	3	75%	\$ 200,000	\$ 600,000		\$ 53,333
61020	BOILER AND STEAM CLEANER	20	10,000 H	0 M	1	\$ 13,000	1	100%	\$ 13,000	\$ 13,000		\$ 650
<b>TRE</b>	<b>Trailers_Equipment -Flatbed</b>				<b>9</b>	<b>\$ 90,000</b>	<b>9</b>	<b>100%</b>		<b>\$ 90,000</b>		
53002	TRAILERS	10	10,000 H	180,000 M	9	\$ 90,000	9	100%	\$ 10,000	\$ 90,000		\$ 9,000
<b>TRENC</b>	<b>Trailers_Enclosed</b>				<b>1</b>	<b>\$ 25,000</b>	<b>1</b>	<b>100%</b>		<b>\$ 25,000</b>		
53007	BOX TRAILERS	10	0 H	0 M	1	\$ 25,000	1	100%	\$ 25,000	\$ 25,000		\$ 2,500
<b>AE</b>	<b>Associated Equipment</b>				<b>289</b>	<b>\$ 7,215,000</b>	<b>1</b>	<b>0%</b>		<b>\$ 20,000</b>		
61002	SLIDE-IN SPREADERS	40	12,000 H	0 N	287	\$ 7,175,000	0	0%	\$ 25,000	\$ -		\$ 179,375
61076	SELF PROPELLED SCISSORS LIFT	10	H	N	2	\$ 40,000	1	50%	\$ 20,000	\$ 20,000		\$ 4,000
<b>Total=</b>						<b>\$ 95,806,000</b>				<b>\$ 39,600,500</b>		<b>\$ 8,247,093</b>

Notes: Approx. acquisition costs paid to purchase the current fleet **\$67.4 million**  
Approx. depreciated value of the current fleet **\$26.3 million**  
Column J: "Target Funding Level / Yr." represents a per year requirement for equipment replacement based on expected life.

To catch up over time:

1 yr	\$39,600,500
5 yrs	\$7,920,100
10 yrs	\$3,960,050
15 yrs	\$2,640,033

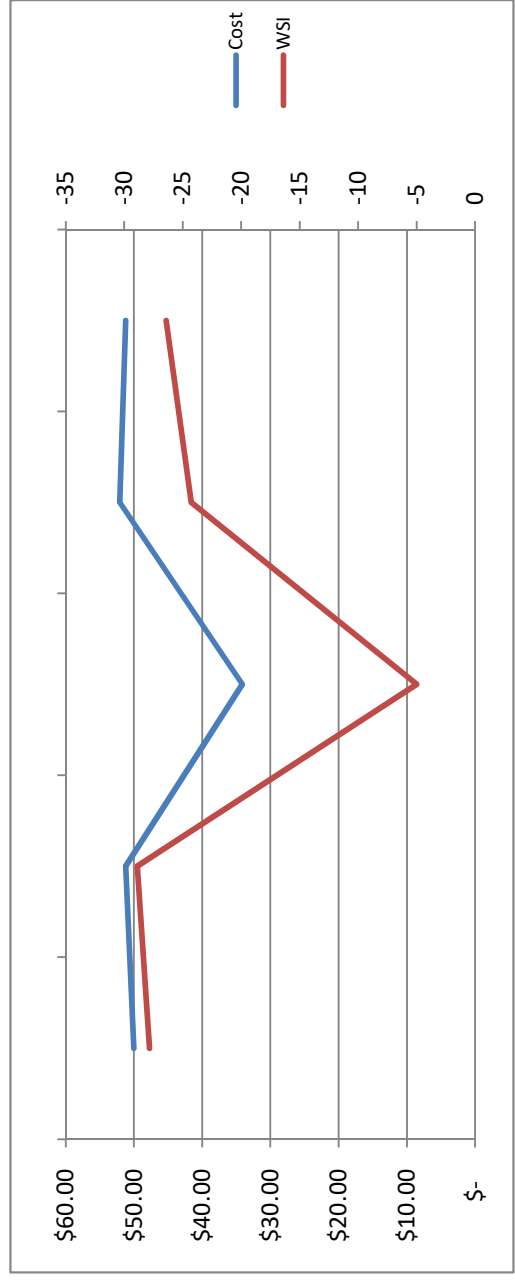
**State of New Hampshire Department of Transportation  
Historical Highway Funded Winter Maintenance**

**Fiscal Years 2014 - 2018 Actual vs 2020-2021 Budget**

	A	B	C	D	E	F	H	I	J	L
	(In Millions)	2014	2015	2016	2017	2018	5 Year Average	2020 Budget	2021 Budget	Variance to 5yr Avg
3	Incremental Personnel Costs	\$ 6.5	\$ 7.5	\$ 5.1	\$ 9.0	\$ 8.5		\$ 5.8	\$ 5.8	5.8
4	Commodities	13.7	14.0	8.4	13.6	14.2		8.6	8.6	8.6
5	Rented Equipment	8.3	8.8	5.2	9.3	9.2		7.6	7.6	7.6
6	Utilities	0.8	0.8	1.0	0.9	1.1		1.2	1.2	1.2
7	<b>2928 Winter Maint. Total</b>	<b>29.3</b>	<b>31.1</b>	<b>19.7</b>	<b>32.8</b>	<b>33.0</b>	<b>29.2</b>	<b>23.2</b>	<b>23.2</b>	<b>(6.0)</b>
13	Personnel Costs	15.3	14.8	10.8	14.6	14.4		14.0	14.0	
14	<b>3007 Highway Maint. Total</b>	<b>15.3</b>	<b>14.8</b>	<b>10.8</b>	<b>14.6</b>	<b>14.4</b>	<b>14.0</b>	<b>14.0</b>	<b>14.0</b>	<b>0.0</b>
15	State Equipment Usage	5.4	5.3	3.6	4.7	3.8		4.0	4.0	
16	Fuel									
17	Maintenance									
18	<b>3005 Mechanical Svcs. Total</b>	<b>5.4</b>	<b>5.3</b>	<b>3.6</b>	<b>4.7</b>	<b>3.8</b>	<b>4.6</b>	<b>4.0</b>	<b>4.0</b>	<b>(0.6)</b>
19	<b>T O T A L</b>	<b>\$ 50.0</b>	<b>\$ 51.2</b>	<b>\$ 34.1</b>	<b>\$ 52.1</b>	<b>\$ 51.2</b>	<b>\$ 47.7</b>	<b>\$ 41.2</b>	<b>\$ 41.2</b>	<b>\$ (6.5)</b>

<b>Winter Severity Index (WSI)</b>	<b>-27.82</b>	<b>-28.88</b>	<b>-5.00</b>	<b>-24.27</b>	<b>-26.42</b>	<b>-22.48</b>
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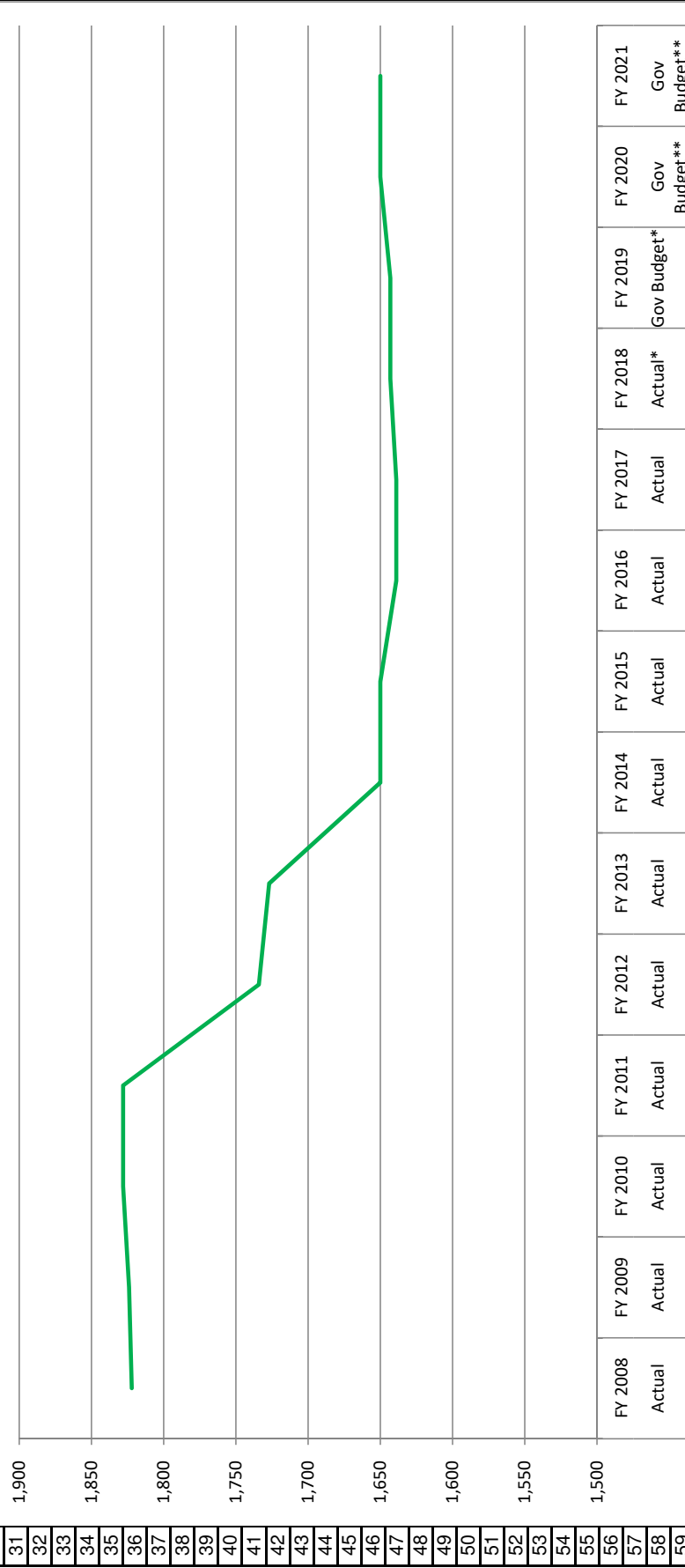
\* WSI (winter severity index) is a formula that utilizes temperature and snow fall data.



**State of New Hampshire Department of Transportation  
History of Positions**

Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Gov Budget*	Gov Budget**	Gov Budget**	Gov Budget**
FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021								
1,822	1,824	1,828	1,828	1,734	1,727	1,650	1,650	1,639	1,639	1,643	1,643	1,650	1,650								

**Total All DOT Positions**



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

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

Municipal Aid and Construction Investment by Project/Location Fiscal Year 2018

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid				Other	Turnpike			General		Capital	Project Total
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning	Non Par Construction	I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	Block Grant	Railroad	Bond Funded Projects	
ACWORTH	16301	NH 123A																	278,991.20
ACWORTH	40750	RTE 123A				2,394.90		208,891.92	70,099.28										2,394.90
ACWORTH	24834	BLOCK GRANT AID	135,676.36					10,084.78									72,086.46		217,847.60
ALBANY	24834	BLOCK GRANT AID	34,297.00					4,607.32									32,933.31		71,837.63
ALEXANDRIA	15937	NH 104							1,212.23										1,212.23
ALEXANDRIA	40244	FOWLER RIVER ROAD				39,294.22													39,294.22
ALEXANDRIA	24834	BLOCK GRANT AID	75,666.96					10,164.79									72,658.34		158,490.09
ALLENSTOWN	40362	NH ROUTE 28						25.00											25.00
ALLENSTOWN	24834	BLOCK GRANT AID	80,039.44					10,752.17									76,856.98		167,648.59
ALSTEAD	20817	NH 123A							1,234.40										1,234.40
ALSTEAD	24834	BLOCK GRANT AID	85,161.03					11,440.19									81,774.93		178,376.15
ALTON	40624	NH 11							12.00										12.00
ALTON	41352	NH 11				10,953.24													10,953.24
ALTON	24834	BLOCK GRANT AID	172,427.25					23,163.17									165,571.33		361,161.75
AMHERST	24834	BLOCK GRANT AID	292,107.59					39,240.54									280,493.03		611,841.16
ANDOVER	14573	MORRILL HILL ROAD			185,183.60														185,183.60
ANDOVER	24834	BLOCK GRANT AID	89,625.97					12,039.98									86,062.34		187,728.29
ANDOVER - DANBURY	41298	VARIOUS							556,528.98										556,528.98
ANTRIM	24834	BLOCK GRANT AID	84,525.24					11,354.78									81,164.40		177,044.42
ASHLAND	24834	BLOCK GRANT AID	50,669.01					6,806.66									48,654.35		106,130.02
ASHLAND - BRIDGEWATER	24904	US ROUTE 3				14,991.95			16,024.90										31,016.85
ATKINSON	24834	BLOCK GRANT AID	142,457.90					19,137.21									136,793.59		298,388.70
AUBURN	24834	BLOCK GRANT AID	142,910.55					19,198.01									137,228.26		299,336.82
BARNSTEAD	14121E	NH 28							1,747,983.48										1,747,983.48
BARNSTEAD	41301	NH 28							6,398.62										6,398.62
BARNSTEAD	24834	BLOCK GRANT AID	158,390.85					21,277.58									152,093.03		331,761.46
BARNSTEAD - ALTON	14121	NH 28							7,062.53										7,062.53
BARRINGTON	24834	BLOCK GRANT AID	193,306.37					25,967.99									185,620.26		404,894.62
BARTLETT	41439	US 302							698.55										698.55
BARTLETT	STM77114	MOUNTAIN DIVISION RR LINE																65,427.02	65,427.02
BARTLETT	24834	BLOCK GRANT AID	93,298.37					12,533.32									89,588.71		195,420.40
BATH	41453	NH 135				1,431.96													1,431.96
BATH	24834	BLOCK GRANT AID	82,696.81					8,816.52									63,020.88		154,534.21
BEDFORD	13953	NH 101							4,267,218.92										4,267,218.92
BEDFORD	16100A	F. E. EVERETT TURNPIKE														6,725.15			6,725.15
BEDFORD	16156	NH 114							78,562.85										78,562.85
BEDFORD	21685	JENKINS ROAD			(29,369.95)														(29,369.95)
BEDFORD	41174	NH 101 AND I-293							79,341.63										79,341.63
BEDFORD	24834	BLOCK GRANT AID	507,242.41					68,140.86									487,073.81		1,062,457.08
BEDFORD - MANCHESTER	40731	I-293 EB & WB							177,295.76										177,295.76
BEDFORD - MERRIMACK	16100	F. E. EVERETT TURNPIKE														25,043.23			25,043.23
BELMONT	14400	LAKE WINNISQUAM SCENIC TRAIL								638,717.12									638,717.12
BELMONT	16203	NH 106 / SEAVEY RD							292,970.11										292,970.11
BELMONT	24834	BLOCK GRANT AID	172,556.76					23,180.57									165,695.70		361,433.03
BELMONT - LACONIA	40423	ROUTE 106							3,583,490.72										3,583,490.72
BENNINGTON	29486	S BENNINGTON ROAD							10,359.38										10,359.38
BENNINGTON	24834	BLOCK GRANT AID	39,482.98					5,303.98									37,913.09		82,700.05
BENTON	24834	BLOCK GRANT AID	13,383.28					1,797.86									12,851.15		28,032.29
BERLIN	12958	NH 110							37,018.84										37,018.84
BERLIN	12958H	NH 110							62,847.08										62,847.08
BERLIN	15792	HILLSIDE AVENUE			48,377.37														48,377.37
BERLIN	24834	BLOCK GRANT AID	212,217.45					28,508.42									203,779.42		444,505.29
BETHLEHEM	26763	US RTE 302							28,020.68										28,020.68
BETHLEHEM	24834	BLOCK GRANT AID	96,293.63					12,935.69									92,464.87		201,694.19
BOSCAWEN	24834	BLOCK GRANT AID	76,302.75					10,250.20									73,268.85		159,821.80
BOW	24834	BLOCK GRANT AID	197,355.71					26,511.96									189,508.60		413,376.27
BOW - CONCORD	13742	I-93							232.88										232.88
BOW - HOPKINTON	40766	I-89							2,265,705.33							550,714.84			2,816,420.17
BRADFORD	24834	BLOCK GRANT AID	79,908.08					10,734.53									76,730.84		167,373.45
BRENTWOOD	41892	NORTH ROAD				5,017.66													5,017.66
BRENTWOOD	24834	BLOCK GRANT AID	105,965.94					14,235.03									101,752.61		221,953.58
BRIDGEWATER	24834	BLOCK GRANT AID	46,880.82					6,297.78									45,016.78		98,195.38
BRISTOL	24834	BLOCK GRANT AID	83,727.95					11,247.67									80,398.83		175,374.45
BRISTOL - ALEXANDRIA - HEBRON	41135	WEST SHORE ROAD				2.00													2.00
BROOKFIELD	24834	BLOCK GRANT AID	29,220.11					3,925.31									28,058.28		61,203.70
BROOKLINE	40092	NH 13							28,715.57										28,715.57
BROOKLINE	40427	NH ROUTE 130 & OLD MILFORD ROAD								233,022.69									233,022.69
BROOKLINE	41364	SOUTH MAIN ST. , MASON ROAD								35,073.03									35,073.03
BROOKLINE	41489	NH 13							17,483.45										17,483.45
BROOKLINE	24834	BLOCK GRANT AID	126,276.88					16,963.52									121,255.95		264,496.35
CAMBRIDGE	40340	NH ROUTE 26							13,051.00										13,051.00
CAMPTON	24834	BLOCK GRANT AID	115,141.44					15,467.63									110,563.26		241,172.33
CANAAN	24834	BLOCK GRANT AID	141,013.77					18,943.21									135,406.88		295,363.86
CANDIA	24834	BLOCK GRANT AID	100,712.21					13,529.27									96,707.76		210,949.24
CANTERBURY	24834	BLOCK GRANT AID	84,927.58					11,408.82									81,550.75		177,887.15
CANTERBURY - NORTHFIELD	41057	I-93							2,481,634.60										2,481,634.60
CARROLL	16067	US 3 NORTH							(725.00)										(725.00)
CARROLL	16068	US 3 SOUTH							1,588.18										1,588.18
CARROLL	24834	BLOCK GRANT AID	23,560.42					3,165.01									22,623.63		49,349.06
CARROLL - WHITEFIELD - JEFFERSON	41781	VARIOUS TIER 2 & 3							50.00										50.00
CENTER HARBOR	41356	WINONA ROAD				68,124.67													68,124.67
CENTER HARBOR - NEW HAMPTON	24579	WAUKEWAN ROAD							68,021.77										68,021.77
CENTRAL TURNPIKE DRAINAGE	29024	FEET, I-293 AND I-93													262,922.96				262,922.96
CENTRAL TURNPIKE ROW SERVICES	25238	FEET AND I-93													1,642.84				1,642.84
CHARLESTOWN	24834	BLOCK GRANT AID	139,199.09					18,699.43									133,664.36		291,562.88
CHARLESTOWN - CLAREMONT	28933	NH 11/12							2,040.74										2,040.74
CHARLESTOWN, NH - SPRINGFIELD, VT	29801	NH 11				2,849.89													2,849.89
CHATHAM	24834	BLOCK GRANT AID	12,338.03					1,657.44									11,847.45		25,842.92
CHESTER	24834	BLOCK GRANT AID	127,097.75					17,073.79									122,044.18		266,215.72
CHESTERFIELD	24834	BLOCK GRANT AID	134,615.50					18,083.69									129,263.03		281,962.22
CHICHESTER	24834	BLOCK GRANT AID	80,773.93					10,850.84									77,562.26		169,187.03
CHICHESTER - EPSOM	29533	US																	

Municipal Aid and Construction Investment by Project/Location Fiscal Year 2018

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid				Other	Turnpike			General		Capital	Project Total	
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Federal	SPR Planning	Non Par Construction	I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	Block Grant	Railroad	Bond Funded Projects		
CLAREMONT	40435	EAST STREET																	14,259.66	14,259.66
CLAREMONT	41458	NH 103				6,350.40					14,259.66								6,350.40	6,350.40
CLAREMONT	24834	BLOCK GRANT AID	288,864.96																277,379.33	605,049.23
CLAREMONT	SBG02006	CLAREMONT MUNICIPAL AIRPORT																	8,960.77	8,960.77
CLAREMONT	SBG02007	CLAREMONT MUNICIPAL AIRPORT																	662.34	662.34
CLAREMONT	SBG02008	CLAREMONT MUNICIPAL AIRPORT																	159,799.11	159,799.11
CLAREMONT	SBG02009	CLAREMONT MUNICIPAL AIRPORT																	6,739.30	6,739.30
CLARKSVILLE	24834	BLOCK GRANT AID	18,564.48																17,826.33	38,884.69
COLEBROOK	28733	COLEBROOK ELEMENTARY SCHOOL									159,960.30									159,960.30
COLEBROOK	24834	BLOCK GRANT AID	84,635.95																81,270.73	177,276.32
COLEBROOK - DIXVILLE	41783	VARIOUS TIER 2								25.00										25.00
COLUMBIA	16302	US 3								74.00										74.00
COLUMBIA	41290	US 3				16,543.41														16,543.41
COLUMBIA	24834	BLOCK GRANT AID	37,172.10																35,694.10	77,859.74
CONCORD	12004	SEWALLS FALLS ROAD																		345,749.15
CONCORD	13860	LOUDON RD / PEMBROKE RD / OLD TPK RD									345,749.15									40,734.97
CONCORD	13942	MANCHESTER STREET																		40,734.97
CONCORD	16287	I-393																		206,301.92
CONCORD	16288	I-393																		92,148.63
CONCORD	24921	NH 9/NH 106/I-393																		30,521.54
CONCORD	28417	I-393 - DRAINAGE																		301,113.58
CONCORD	28977	STICKNEY AVE																		4.41
CONCORD	40812	I-93																		42.42
CONCORD	40833	BEAVER MEADOW SCHOOL																		654.25
CONCORD	41183	NH 106				624.00														4,921.86
CONCORD	41782	I-93 SB																		624.00
CONCORD	24834	BLOCK GRANT AID	780,045.86																	88,243.88
CONCORD	27933	HAZEN DRIVE																		88,243.88
CONCORD	SBG04008	CONCORD MUNICIPAL AIRPORT																		749,030.26
CONCORD	SBG04010	CONCORD MUNICIPAL AIRPORT																		931.00
CONCORD	SBG04012	CONCORD MUNICIPAL AIRPORT																		931.00
CONCORD	SBG33009	STATEWIDE																		69,511.27
CONCORD	SBG33010	STATEWIDE																		227,197.54
CONCORD	41184	MORTON BUILDING CARPET REPLACEMENT																		76,450.62
CONCORD - CANTERBURY	26602	I-93																		15,000.00
CONCORD - PEMBROKE	40405	I-393 AND US 202																		35,275.38
CONCORD - PEMBROKE	41267	I-393																		161,757.00
CONCORD - ROCHESTER	40046	FEET, SPAULDING & BLUE STAR TURNPIKE																		161,757.00
CONWAY	11339B	US 302 / NH 16																		15,000.00
CONWAY	14958	NH 16																		33,830.00
CONWAY	15864	US 302																		33,830.00
CONWAY	25103	EAST SIDE ROAD																		15,000.00
CONWAY	40018	NH 16																		1,178,778.76
CONWAY	41335	US 302/NH 16																		1,178,778.76
CONWAY	41891	US 16																		15,000.00
CONWAY	24834	BLOCK GRANT AID	226,091.41																	33,830.00
CORNISH	40296	ST. GAUDENS ROAD																		33,830.00
CORNISH	24834	BLOCK GRANT AID	88,866.82																	15,000.00
CORNISH, NH - WINDSOR, VT	25067	CORNISH TOLL BRIDGE ROAD																		1,178,778.76
CROYDON	24834	BLOCK GRANT AID	34,368.65																	1,178,778.76
CTR HARBOR	24834	BLOCK GRANT AID	35,517.36																	3,375.27
DALTON	24834	BLOCK GRANT AID	78,184.72																	3,375.27
DANBURY	24834	BLOCK GRANT AID	133,066.26																	5,449.81
DANVILLE	24834	BLOCK GRANT AID	97,942.68																	30,543.74
DEBT SERVICE		DEBT SERVICE																		904,509.59
DEERFIELD	24834	BLOCK GRANT AID	131,353.27																	8,610.26
DEERING	24834	BLOCK GRANT AID	85,007.38																	226,091.41
DERRY	24861	NH 28 BYPASS																		30,372.19
DERRY	24834	BLOCK GRANT AID	602,022.46																	485,196.53
DERRY - LONDONDERRY	13065	I-93																		11,938.00
DERRY PATROL SHED	28980	KENDALL POND RD, DERRY																		28,390.18
DISTRICT 1	16161F	VARIOUS																		34,368.65
DISTRICT 1	16161G	VARIOUS																		4,771.26
DISTRICT 1	40701	VARIOUS																		7,404.79
DISTRICT 1	41651	VARIOUS																		10,444.03
DISTRICT 1	11661Z	VARIOUS																		13,157.22
DISTRICT 1	28533	MT. WASHINGTON COG																		97,942.68
DISTRICT 1 REHABILITATION OF SECONDARY ROADS	29222	NH 26																		735,275.87
DISTRICT 2	16162F	VARIOUS																		17,645.46
DISTRICT 2	16162G	VARIOUS																		11,419.54
DISTRICT 2	40702	VARIOUS																		21,132.42
DISTRICT 2	41231	VARIOUS																		80,873.22
DISTRICT 2	41652	VARIOUS																		1.50
DISTRICT 2 LEVELING	40903	VARIOUS																		
DISTRICT 2 LEVELING	41609	VARIOUS																		
DISTRICT 3	10872	VARIOUS																		
DISTRICT 3	16163F	VARIOUS																		
DISTRICT 3	16163G	VARIOUS																		
DISTRICT 3	40703	VARIOUS																		
DISTRICT 3	40933	VARIOUS																		
DISTRICT 3	41232	VARIOUS																		
DISTRICT 3	41653	VARIOUS																		
DISTRICT 3	41653A	VARIOUS																		
DISTRICT 3	24863	VARIOUS																		
DISTRICT 3	16164F	VARIOUS																		
DISTRICT 3	16164G	VARIOUS																		
DISTRICT 4	40704	VARIOUS																		
DISTRICT 4 2017 PREPAVING PIPE PROJECT	41318	VARIOUS																		
DISTRICT 4 FY18 GRADER SHIM	41464	VARIOUS																		
DISTRICT 4 PRE-PAVE PIPE REPLACEMENTS	41860	VARIOUS																		
DISTRICT 5	16165F	VARIOUS																		
DISTRICT 5	16165G	VARIOUS																		
DISTRICT 5	40705	VARIOUS																		
DISTRICT 5	41946	VARIOUS																		
DISTRICT 5	16101F	VARIOUS																		

Municipal Aid and Construction Investment by Project/Location Fiscal Year 2018

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid				Other	Turnpike			General		Capital	Project Total
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning	Non Par Construction	I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	Block Grant	Railroad	Bond Funded Projects	
DISTRICT 5 FY18 GRADER SHIM	11665Z	VARIOUS				138,775.73												138,775.73	
DISTRICT 5 SLOPE PIPES	41002	VARIOUS				10,452.53												10,452.53	
DISTRICT 5 SLOPE PIPES	40052	I-93/I-293/I-89/I-393				117.65												117.65	
DISTRICT 6	16166F	VARIOUS				2,057,427.82												2,057,427.82	
DISTRICT 6	40706	VARIOUS					2,053,427.28											2,053,427.28	
DISTRICT 6	41388	VARIOUS				10,157.17												10,157.17	
DISTRICT 6	41570	VARIOUS				55,010.29												55,010.29	
DISTRICT 6 RESURFACING	16166A	VARIOUS				2,594.82												2,594.82	
DIXVILLE	29432	SPUR ROAD				4,334.11												4,334.11	
DIXVILLE	29776	NH 26				(65,740.94)		161,091.74										95,350.80	
DIXVILLE	41819	SPUR ROAD				4,512.97												4,512.97	
DIXVILLE - COLEBROOK	40518	GOLF LINKS ROAD				25.00												25.00	
DIXVILLE PATROL SHED	40765	NH ROUTE 26															45,843.42	45,843.42	
DORCHESTER	24834	BLOCK GRANT AID	28,471.58				3,021.07									21,594.75		53,087.40	
DOVER	15402	WHITTIER STREET		248,703.27					2,185,798.82									2,434,502.09	
DOVER	40437	DOVER COMMUNITY TRAIL							15,861.46									15,861.46	
DOVER	41824	NH 16												543.90				543.90	
DOVER	24834	BLOCK GRANT AID	531,865.80				71,448.67									510,718.15		1,114,032.62	
DOVER - BEDFORD	29023	SPAULDING AND EVERETT TPKS												2,361.87				2,361.87	
DOVER - PORTSMOUTH	41098	SPAULDING TURNPIKE AND I-95												10,909.40				10,909.40	
DOVER - ROCHESTER	29440	SPAULDING TURNPIKE														1,656.42		1,656.42	
DUBLIN	16005	DUBLIN CONSOLIDATED SCHOOL ON RTE. 101							101,154.14									101,154.14	
DUBLIN	16047	NH 101							615,089.93									615,089.93	
DUBLIN	24834	BLOCK GRANT AID	70,671.75				9,493.75										67,861.74	148,027.24	
DUMMER	15815	OLD NH 110		602,239.20														602,239.20	
DUMMER	24834	BLOCK GRANT AID	15,633.85				2,100.18										15,012.22	32,746.25	
DUMMER - CAMBRIDGE - ERROL	16304	NH 16							322,276.12									322,276.12	
DUNBARTON	24834	BLOCK GRANT AID	88,521.88				11,891.67										85,002.15	185,415.70	
DURHAM	10344O	T2 UNH									113,110.39							113,110.39	
DURHAM	16236	US 4							216,996.16									216,996.16	
DURHAM	29216D	NATIONAL SUMMER TRANSPORTATION INSTITUTE							20,000.00									20,000.00	
DURHAM	68070	WILDCAT TRANSIT													229,674.41			229,674.41	
DURHAM	24834	BLOCK GRANT AID	266,296.06				35,773.12										255,707.79	557,776.97	
DURHAM - NEWMARKET	13080	NH 108							12.50									12.50	
DURHAM - NEWMARKET	13080A	NH 108							(69,186.52)									(69,186.52)	
DURHAM - NEWMARKET	13080B	NH 108							2,510,517.36									2,510,517.36	
EAST KINGSTON	26942	NH ROUTE 107A							542,296.25									542,296.25	
EAST KINGSTON	24834	BLOCK GRANT AID	46,909.95				6,301.69										45,044.75	98,256.39	
EASTON	24834	BLOCK GRANT AID	7,689.75				1,033.01										7,383.99	16,106.75	
EATON	24834	BLOCK GRANT AID	37,803.78				5,078.41										36,300.66	79,182.85	
EFFINGHAM	24834	BLOCK GRANT AID	71,961.55				9,667.02										69,100.27	150,728.84	
ELLSWORTH	40874	STINSON LAKE ROAD							68.00									68.00	
ELLSWORTH	24834	BLOCK GRANT AID	5,153.98				692.36										4,949.05	10,795.39	
ENFIELD	12967B	MAIN STREET							252,258.99									252,258.99	
ENFIELD	24834	BLOCK GRANT AID	127,218.70				17,090.04										122,160.33	266,469.07	
EPPING	29608	NH 125							177.00			917.28						1,094.28	
EPPING	24834	BLOCK GRANT AID	168,935.20				22,694.06										162,218.13	353,847.39	
EPSOM	15766	ECHO VALLEY FARM ROAD		154,455.07														154,455.07	
EPSOM	28993	US ROUTE 4							903,808.63									903,808.63	
EPSOM	24834	BLOCK GRANT AID	115,460.76				15,510.52										110,869.90	241,841.18	
ERROL	41069	NH 16				19,714.13												19,714.13	
ERROL	24834	BLOCK GRANT AID	4,309.38				578.91										4,138.04	9,026.33	
EXETER	40436	NH ROUTE 111 (KINGSTON ROAD)							20,878.40									20,878.40	
EXETER	41372	NH 27, NH 111A, WINTER ST, SPRING ST							17,032.84									17,032.84	
EXETER	24834	BLOCK GRANT AID	264,586.62				35,543.48										254,066.33	554,196.43	
FARMINGTON	15333	GROVE STREET							234,816.45									234,816.45	
FARMINGTON	16146	NH 153							1,205,015.70									1,205,015.70	
FARMINGTON	16212	NH 11							1,407,528.44									1,407,528.44	
FARMINGTON	24834	BLOCK GRANT AID	147,521.90				19,817.49										141,656.25	308,995.64	
FITZWILLIAM	16211	NH 12							43,890.86									43,890.86	
FITZWILLIAM	24834	BLOCK GRANT AID	90,152.59				12,110.72										86,568.00	188,831.31	
FRANCONIA	24834	BLOCK GRANT AID	84,885.23				11,403.13										81,510.08	177,798.44	
FRANCONIA	24497	NH 18							14,994.65									14,994.65	
FRANCONIA	24834	BLOCK GRANT AID	47,597.15				6,394.00										45,704.63	99,695.78	
FRANKLIN	13928A	US 3							9,737.42									9,737.42	
FRANKLIN	24834	BLOCK GRANT AID	183,753.95				24,684.75										176,447.66	384,886.36	
FREEDOM	41490	OLD PORTLAND ROAD				7,292.09												7,292.09	
FREEDOM	24834	BLOCK GRANT AID	77,385.68				10,395.68										74,308.73	162,090.09	
FREMONT	24834	BLOCK GRANT AID	103,150.96				13,856.88										99,049.55	216,057.39	
GILFORD	15890	BELKNAP MOUNTAIN ROAD		42,287.24														42,287.24	
GILFORD	16279	NH 11A							647,115.33									647,115.33	
GILFORD	29569	US3/NH11				2,948.39												2,948.39	
GILFORD	41655	US 3 RAMP FROM 11A							5,702.17									5,702.17	
GILFORD	41707	US3/NH11				20,805.71												20,805.71	
GILFORD	41907	NH ROUTE 11				3,956.19												3,956.19	
GILFORD	24834	BLOCK GRANT AID	199,061.96				26,741.16										191,147.01	416,950.13	
GILFORD	SBG09010	LACONIA MUNICIPAL AIRPORT															3,629.97	3,629.97	
GILFORD	SBG09011	LACONIA MUNICIPAL AIRPORT															196,372.08	196,372.08	
GILFORD	SBG09012	LACONIA MUNICIPAL AIRPORT															88,197.63	88,197.63	
GILMANTON	24834	BLOCK GRANT AID	137,167.83				18,426.56										131,713.87	287,308.26	
GILSUM	24834	BLOCK GRANT AID	28,814.11				3,870.77										27,668.43	60,353.31	
GOFFSTOWN	20246	NH ROUTE 114 & NH ROUTE 13							7,103.97									7,103.97	
GOFFSTOWN	24834	BLOCK GRANT AID	379,866.53				51,029.71										364,762.56	795,658.80	
GORHAM	40420	ROUTE 16							1,293,388.02									1,293,388.02	
GORHAM	41816	JIM TOWN ROAD				61,407.57												61,407.57	
GORHAM	24834	BLOCK GRANT AID	55,596.34				7,468.59										53,385.76	116,450.69	
GOSHEN	24834	BLOCK GRANT AID	27,631.37				3,711.88										26,532.71	57,875.96	
GRAFTON	24834	BLOCK GRANT AID	122,101.09				10,739.29										76,764.90	209,605.28	
GRANTHAM	41188	NH 114				17,238.00												17,238.00	
GRANTHAM	24834	BLOCK GRANT AID	60,231.42				8,091.25										57,836.53	126,159.20	
GRANTHAM - ENFIELD	40944	I-89				33,372.81			2,586,959.94									2,620,332.75	
GREENFIELD	24834	BLOCK GRANT AID	68,201.50				9,161.91										65,489.72	142,853.13	
GREENLAND	24834	BLOCK GRANT AID	75,694.00				10,168.42										72,684.30	158,546.72	
GREENVILLE	24834	BLOCK GRANT AID	38,611.51				5,186.91										37,076.27	80,874.69	
GROTON	24834	BLOCK GRANT AID	23,291.28				3,128.86										22,365.19	48,785.33	

Municipal Aid and Construction Investment by Project/Location Fiscal Year 2018

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid				Other	Turnpike			General		Capital	Project Total
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning	Non Par Construction	I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	Block Grant	Railroad	Bond Funded Projects	
HAMPSTEAD	24834	BLOCK GRANT AID	178,499.90				23,978.94												373,881.36
HAMPSTON	40603	I-95												13,937.09					13,937.09
HAMPSTON	40927	ROUTE 1A-OCEAN BOULEVARD																	14,420.42
HAMPSTON	41178	NH 101																	36,758.78
HAMPSTON	23821	NH 1A/OCEAN BLVD/ASHWORTH AVE.																	70,343.35
HAMPSTON	24834	BLOCK GRANT AID	278,621.82					37,428.91				70,343.35							583,594.19
HAMPSTON - PORTSMOUTH	26485	HAMPSTON BRANCH RAIL CORRIDOR																	618.75
HAMPSTON - PORTSMOUTH	41215	US 1																	127,266.72
HAMPSTON FALLS	40502	NH 84																	154,826.67
HAMPSTON FALLS	24834	BLOCK GRANT AID	60,502.44					8,127.65											126,726.88
HAMPSTON FALLS - HAMPTON	13408B	I-95																	3,246,502.78
HANCOCK	24834	BLOCK GRANT AID	81,800.33					10,988.72											171,336.91
HANOVER	24834	BLOCK GRANT AID	258,679.12					34,749.89											248,393.71
HARRISVILLE	24834	BLOCK GRANT AID	52,455.52					7,046.66											50,369.83
HARTS LOCATION	24834	BLOCK GRANT AID	1,866.69					250.76											1,792.47
HARTS LOCATION - CARROLL	26162	US 302																	437,098.55
HAVERHILL	16238	MILL STREET																	58,039.26
HAVERHILL	41297	NH 25																	8,883.78
HAVERHILL	24834	BLOCK GRANT AID	157,512.63					21,159.61											151,249.73
HEBRON	41473	NORTH SHORE ROAD																	51,376.52
HEBRON	24834	BLOCK GRANT AID	24,782.27					3,329.14											23,796.90
HENNIKER	15718	WESTERN AVENUE																	1,664.00
HENNIKER	28735	HENNIKER SCHOOL WESTERN AVE/ RTE 114/ MAIN ST																	337,107.00
HENNIKER	40440	RUSH RD,MAPLE ST,PROSPECT ST, HALL AVE																	31,856.00
HENNIKER	24834	BLOCK GRANT AID	153,210.80					20,581.70											147,118.94
HILL	24834	BLOCK GRANT AID	46,267.36					6,215.37											44,427.71
HILLSBOROUGH	24834	BLOCK GRANT AID	155,463.45					20,884.33											149,282.02
HINDSDALE	24834	BLOCK GRANT AID	86,893.35					11,672.90											83,438.37
HINDSDALE, NH - BRATTLEBORO, VT	12210	NH 119																	95,744.60
HINDSDALE, NH - BRATTLEBORO, VT	12210C	NH 119																	307,043.87
HOLDERNESS	24834	BLOCK GRANT AID	64,366.84					8,646.78											61,807.53
HOLLIS	24834	BLOCK GRANT AID	200,309.10					26,908.70											192,344.55
HOOKSETT	20259	COLLEGE PARK DRIVE																	325,139.78
HOOKSETT	29655	BYPASSED HISTORIC (LILAC BRIDGE)																	350,000.00
HOOKSETT	40772	I-93																	233,378.49
HOOKSETT	24834	BLOCK GRANT AID	271,019.95					36,407.71											260,243.87
HOPKINTON	41303	US202, NH 9																	25.00
HOPKINTON	24834	BLOCK GRANT AID	169,634.21					22,787.96											162,889.34
HOPKINTON - WARNER	41216	I-89																	50.00
HUDSON	24834	BLOCK GRANT AID	484,595.32					65,098.55											465,327.21
JACKSON	27709	NH ROUTE 16																	42,295.15
JACKSON	24834	BLOCK GRANT AID	36,468.28					4,899.00											35,018.26
JAFFREY	16307	US 202																	244,783.79
JAFFREY	24834	BLOCK GRANT AID	144,628.73					19,428.83											138,878.11
JEFFERSON	24834	BLOCK GRANT AID	41,301.29					5,548.25											39,659.10
KEENE	10309B	WINCHESTER STREET																	63,656.16
KEENE	16152	NH 9 & NH 10																	(108.80)
KEENE	26505	NH ROUTE 12																	962,802.67
KEENE	26765	NH 9																	2,710.31
KEENE	28737	JONATHAN M. DANIELS ELEMENTARY SCHOOL																	57,800.20
KEENE	40439	AMI BROWN ROAD																	13,784.74
KEENE	40834	SYMONDS SCHOOL																	3,884.67
KEENE	24834	BLOCK GRANT AID	434,638.46					58,387.55											417,356.69
KEENE	SBG08016	DILLANT-HOPKINS AIRPORT																	96,630.98
KEENE	SBG08017	DILLANT-HOPKINS AIRPORT																	44,175.99
KEENE - SWANZEY	10309P	NH 9/10/12/101																	(11,703.08)
KENSINGTON	24834	BLOCK GRANT AID	50,920.10					6,840.40											48,895.45
KINGSTON	41566	PATROL SHED FACILITY																	25,849.61
KINGSTON	24834	BLOCK GRANT AID	152,582.80					20,497.35											146,515.92
LACONIA	16144	US 3																	29,489.18
LACONIA	24834	BLOCK GRANT AID	306,833.84					41,218.80											294,633.74
LACONIA	SBG09013	LACONIA MUNICIPAL AIRPORT																	173,188.40
LANCASTER	16208	US 2 & US 3																	4,772.77
LANCASTER	24834	BLOCK GRANT AID	94,937.35					12,753.50											91,162.53
LANCASTER - NORTHUMBERLAND	41438	LOST NATION ROAD																	207,230.82
LANCASTER - SHELBURNE	41204	US 2																	218,771.78
LANCASTER, NH - GUILDHALL, VT	16155	US 2																	160,441.92
LANDAFF	24834	BLOCK GRANT AID	28,755.33					3,500.40											25,021.00
LANGDON	24834	BLOCK GRANT AID	55,634.05					5,111.16											97,280.02
LEBANON	13558A	NH 12A																	10,541.60
LEBANON	13951	US 4																	8,765.77
LEBANON	15717	NH 10																	41.00
LEBANON	15880	I-89																	3,787,515.81
LEBANON	16007	VARIOUS																	23,751.34
LEBANON	16046	NH 120																	132,629.49
LEBANON	25784	I-89 NB & SB																	431,165.23
LEBANON	25821	MASCOMA STREET																	22,623.25
LEBANON	29612	I-89																	290.00
LEBANON	41191	I-89 NB & SB																	297,250.95
LEBANON	24834	BLOCK GRANT AID	284,945.15					38,278.36											273,615.37
LEBANON	AIP10052	LEBANON MUNICIPAL AIRPORT																	95,500.26
LEBANON	AIP10053	LEBANON MUNICIPAL AIRPORT																	1,794,028.87
LEBANON	AIP10055	LEBANON MUNICIPAL AIRPORT																	561,129.96
LEBANON	AIP10057	LEBANON MUNICIPAL AIRPORT																	98,016.46
LEBANON, NH - HARTFORD, VT	14957	US 4																	31,246.97
LEBANON, NH - HARTFORD, VT	16148	I-89 NB & SB																	285,147.06
LEE	24834	BLOCK GRANT AID	99,125.89					13,316.16											207,626.57
LEMPSTER	24834	BLOCK GRANT AID	59,553.57					8,000.19											57,185.66
LINCOLN	22292	LOON MOUNTAIN ROAD OVER EAST BR PEMIGEWASSET RIVER																	1,909.41
LINCOLN	24834	BLOCK GRANT AID	32,328.76					4,342.92											31,043.34
LISBON	29774	US 302,NH 10																	352.00
LISBON	24834	BLOCK GRANT AID	91,272.24					9,405.43											67,715.02
LISBON PATROL SHED	40515	US ROUTE 302																	352.00
LITCHFIELD	29733	BANCROFT HWY (US 3) AND DERRY ROAD (NH 102)																	49,287.35
LITCHFIELD	24834	BLOCK GRANT AID	179,797.91					24,153.31											7,919.17
																			172,648.92
																			376,600.14

Municipal Aid and Construction Investment by Project/Location Fiscal Year 2018

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid				Other	Turnpike			General		Capital	Project Total
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning	Non Par Construction	I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	Block Grant	Railroad	Bond Funded Projects	
LITTLETON	21192	MILDRED C. LAKEWAY ELEMENTARY SCHOOL																	481,366.91
LITTLETON	40790	I-93 SB & NB				515.49				481,366.91									515.49
LITTLETON	41282	LAKEWAY ELEMENTARY SCHOOL								5,525.12									5,525.12
LITTLETON	41362	COTTAGE STREET, MILL STREET, SOUTH STREET, MEADOW STREET								9,914.42									9,914.42
LITTLETON	24834	BLOCK GRANT AID	157,569.94														151,304.77		330,042.01
LITTLETON SALT SHED	40851	DELLS ROAD																640,270.89	640,270.89
LONDONDERRY	24834	BLOCK GRANT AID	541,348.07														519,823.38		1,133,893.92
LOUDON	41292	NH 106				658,287.70													658,287.70
LOUDON	24834	BLOCK GRANT AID	156,715.31														150,484.12		328,251.93
LOUDON - CANTERBURY	29613	NH 106							62,121.81										62,121.81
LYMAN	24834	BLOCK GRANT AID	79,133.67							5,871.91									126,978.24
LYME	24834	BLOCK GRANT AID	86,329.00							11,597.08									180,822.53
LYME, NH - THETFORD, VT	14460	EAST THETFORD ROAD						4,282.66											4,282.66
LYNDEBOROUGH	24834	BLOCK GRANT AID	76,553.86							10,283.94									160,347.80
MADBURY	24834	BLOCK GRANT AID	48,348.22							6,494.91									101,268.97
MADISON	24834	BLOCK GRANT AID	90,529.59							12,161.37									189,620.99
MANCHESTER	14966	I-293 / FEE TPK																	84,739.17
MANCHESTER	16016	ELM AND OLD GRANITE STREETS								450,438.84									450,438.84
MANCHESTER	16099	I-293 / FEE TPK																	352,818.05
MANCHESTER	29811	SOUTH MANCHESTER RAIL TRAIL								109,767.46									109,767.46
MANCHESTER	40367	FEET, I-293 NB & SB																	512,388.58
MANCHESTER	40428	RAIL TRAIL								50,930.29				512,388.58					50,930.29
MANCHESTER	41361	RAIL TRAIL								44,626.07									44,626.07
MANCHESTER	24834	BLOCK GRANT AID	1,807,376.96							242,795.62									1,735,513.41
MANCHESTER	AIP11105	MANCHESTER-BOSTON REGIONAL AIRPORT																	25,410.04
MANCHESTER	AIP11107	MANCHESTER-BOSTON REGIONAL AIRPORT																	495,961.30
MANCHESTER	AIP11108	MANCHESTER-BOSTON REGIONAL AIRPORT																	1,886,015.79
MANCHESTER	AIP11109	MANCHESTER-BOSTON REGIONAL AIRPORT																	3,373,370.93
MANCHESTER - AUBURN	40763	NH 101							2,812,227.81					340,177.01					3,152,404.82
MANCHESTER - HOOKSETT - CONCORD	40400	I-93 CRACK SEAL							162,883.30										162,883.30
MANCHESTER - MERRIMACK	41097	F. E. EVERETT TURNPIKE												15,588.99					15,588.99
MANCHESTER PATROL SHED	41642	NH 101																	2,345.40
MARLBOROUGH	24834	BLOCK GRANT AID	67,646.17							9,087.30									141,689.95
MARLOW	24834	BLOCK GRANT AID	54,412.67							5,360.01									98,086.29
MASON	24834	BLOCK GRANT AID	67,792.76							9,107.00									141,997.00
MEREDITH	10430	US 3 / NH 25				1,874.00			886,270.15										888,144.15
MEREDITH	16470	NH 104							5,804.00										5,804.00
MEREDITH	41313	NH ROUTE 104				8,160.60													8,160.60
MEREDITH	41606	MEREDITH NECK ROAD				3,587.13													3,587.13
MEREDITH	24834	BLOCK GRANT AID	189,699.34							25,483.43									397,339.43
MEREDITH - NEW HAMPTON - ASHLAND	41295	I-93							9,857.33										9,857.33
MERRIMACK	13923	MCGAW BRIDGE ROAD				746,085.51													746,085.51
MERRIMACK	29736	BEAN ROAD OVER BABOOSIC BROOK				541,659.16													541,659.16
MERRIMACK	40300	DW HIGHWAY TO FE EVERETT								7,002.91									7,002.91
MERRIMACK	41644	F. E. EVERETT TPK												2,621.41					2,621.41
MERRIMACK	24834	BLOCK GRANT AID	520,004.48							69,855.27									499,328.45
MERRIMACK - NASHUA	40771	FEET AND I-293												2,011,398.42					2,011,398.42
MIDDLETON	24834	BLOCK GRANT AID	54,593.25							7,333.83									114,349.64
MILAN	24834	BLOCK GRANT AID	41,577.23							5,585.32									87,086.63
MILAN	SBG01005	BERLIN REGIONAL AIRPORT																	156,708.01
MILFORD	14837	SOUTH STREET								279,434.19									279,434.19
MILFORD	40379	NH 101								29.97									29.97
MILFORD	24834	BLOCK GRANT AID	289,855.90							38,938.05									278,330.86
MILFORD TO NASHUA	10136	NH 101A				(110.13)			144,602.44										607,124.81
MILTON	24834	BLOCK GRANT AID	114,781.18							15,419.23									144,492.31
MONROE	24834	BLOCK GRANT AID	29,942.09							4,022.30									240,417.75
MONTE VERNON	24834	BLOCK GRANT AID	82,666.96							11,105.14									28,715.55
MOULTONBOROUGH	24834	BLOCK GRANT AID	130,827.86							17,574.88									79,380.02
NASHUA	13117	CROWN STREET																	173,152.12
NASHUA	24834	BLOCK GRANT AID	1,419,490.07							1,746,976.32									125,625.98
NASHUA	SBG12016	BOIRE FIELD																	1,746,976.32
NASHUA	SBG12017	BOIRE FIELD																	1,363,049.37
NASHUA	SBG12018	BOIRE FIELD																	2,973,227.91
NASHUA - CONCORD	29408	F. E. EVERETT TURNPIKE																	200,651.87
NASHUA - MERRIMACK	40036	F. E. EVERETT TURNPIKE												688,113.94					200,651.87
NASHUA - MERRIMACK - BEDFORD	13761	F. E. EVERETT TURNPIKE																	640,223.72
NELSON	24834	BLOCK GRANT AID	38,649.65							5,192.03									242,955.19
NEW BOSTON	22352	RIVERDALE ROAD OVER MID BRANCH PISCATAQUOG RIVER								303,126.57									1,137,513.50
NEW BOSTON	24834	BLOCK GRANT AID	179,880.60							24,164.43									688,113.94
NEW CASTLE	24834	BLOCK GRANT AID	17,558.41							2,358.73									1,165,936.56
NEW CASTLE - RYE	16127	NH 1B				13,507.47			368,447.82										80,954.56
NEW DURHAM	24834	BLOCK GRANT AID	100,703.94							13,528.15									303,126.57
NEW HAMPTON	24834	BLOCK GRANT AID	93,274.62							12,530.13									376,773.36
NEW IPSWICH	14465	NH 123 / 124																	16,860.27
NEW IPSWICH	24834	BLOCK GRANT AID	132,836.28							17,844.68									36,777.41
NEW LONDON	41156	KING HILL ROAD				46,634.56													381,955.29
NEW LONDON	24834	BLOCK GRANT AID	121,245.64							16,287.64									210,931.92
NEWBURY	24834	BLOCK GRANT AID	104,663.36							14,060.04									96,699.83
NEWFIELDS	24834	BLOCK GRANT AID	38,120.02							5,120.89									89,565.91
NEWINGTON	11238V	NH 16																	23,754.56
NEWINGTON	24834	BLOCK GRANT AID	33,638.37							4,518.84									127,554.54
NEWINGTON - DOVER	68069	COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)																	46,634.56
NEWINGTON - DOVER	11238	NH 16, US 4 & SPAULDING TURNPIKE																	116,424.76
NEWINGTON - DOVER	11238M	NH 16, US 4 & SPAULDING TURNPIKE																	253,958.04
NEWINGTON - DOVER	11238O	NH 16, US 4 & SPAULDING TURNPIKE																	219,225.22
NEWINGTON - DOVER	11238Q	NH 16, US 4 & SPAULDING TURNPIKE																	100,501.82
NEWMARKET	16048	NH 108																	36,604.32
NEWMARKET	24834	BLOCK GRANT AID	160,770.56							21,597.26									79,845.23
NEWPORT	16109	OAK STREET				47,798.22				93,835.16									16,954.07
NEWPORT	24834	BLOCK GRANT AID	160,185.03							21,518.60									32,300.87
NEWTON	24834	BLOCK GRANT AID	95,801.54							12,869.59									70,458.08
NORTH HAMPTON	16060	WALNUT AVENUE																	319,914.04
NORTH HAMPTON	24457	US ROUTE 1																	102,137.96
NORTH HAMPTON	24834	BLOCK GRANT AID	91,406.94							12,279.24									23,095.18
NORTHFIELD	24834	BLOCK GRANT AID	113,111.73							15,194.96									4,808,757.86



## Municipal Aid and Construction Investment by Project/Location Fiscal Year 2018

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid				Other	Turnpike			General		Capital	Project Total
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning	Non Par Construction	I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	Block Grant	Railroad	Bond Funded Projects	
NORTHFIELD - SANBORNTON	41294	I-93						760,856.21										760,856.21	
NORTHFIELD - TILTON	14744A	I-93 NB & SB						170,821.21										170,821.21	
NORTHFIELD - TILTON	16147	I-93 NB & SB						3,150,965.11										3,150,965.11	
NORTHUMBERLAND	41289	WINTER STREET				66.33												66.33	
NORTHUMBERLAND	24834	BLOCK GRANT AID	45,791.10				6,151.39									43,970.39		95,912.88	
NORTHWOOD	24834	BLOCK GRANT AID	91,065.44				12,233.36									87,444.57		190,743.37	
NOTTINGHAM	24834	BLOCK GRANT AID	133,479.27				17,931.06									128,171.96		279,582.29	
ORANGE	24834	BLOCK GRANT AID	27,501.38				2,646.89									18,920.02		49,068.29	
ORFORD	40366	NH ROUTE 25A						82,178.14										82,178.14	
ORFORD	41757	NH 25A				58.00												58.00	
ORFORD	24834	BLOCK GRANT AID	57,048.21				7,663.62									54,779.91		119,491.74	
OSSIPEE	10431	NH 16						4,818.98										4,818.98	
OSSIPEE	14749	NH 16 / NH 25						405,026.75										405,026.75	
OSSIPEE	23818	NUDD ROAD		7,200.00			4,362.54		57,812.72									69,375.26	
OSSIPEE	29315	NH 28						6,327.07										6,327.07	
OSSIPEE	24834	BLOCK GRANT AID	159,419.84				21,415.81									153,081.10		333,916.75	
PELHAM	24834	BLOCK GRANT AID	283,337.20				38,062.36									272,071.37		593,470.93	
PELHAM - CHESTERFIELD	29338	NH 38, NH 9						35,864.87										35,864.87	
PEMBROKE	28754	PEMBROKE VILLAGE, PEMBROKE HILL & THREE RIVERS SCHOOLS							4,072.85									4,072.85	
PEMBROKE	24834	BLOCK GRANT AID	146,904.00				19,734.48									141,062.92		307,701.40	
PETERBOROUGH	14772A	US 202							36,367.95									36,367.95	
PETERBOROUGH	14933	MAIN STREET				18,693.74		18,095.86										36,789.60	
PETERBOROUGH	14935	UNION STREET				711,462.18												711,462.18	
PETERBOROUGH	15698	NH 101						14,853.59										14,853.59	
PETERBOROUGH	15879	US 202 / NH 101						5,876.47										5,876.47	
PETERBOROUGH	24834	BLOCK GRANT AID	170,754.84				22,938.50									163,965.41		357,658.75	
PIERMONT	16193	BARTON ROAD		234,982.40														234,982.40	
PIERMONT	24834	BLOCK GRANT AID	32,840.37				4,411.64									31,534.59		68,786.60	
PIERMONT, NH - BRADFORD, VT	29489	NH 25						317,749.48										317,749.48	
PINKHAMS GRANT	41325	NH 16						379,979.22										379,979.22	
PINKHAMS GRANT	41343	NH 16						6,481.34										6,481.34	
PINKHAMS GRANT - GORHAM	13857A	NH 16						2,437.50										2,437.50	
PITTSBURG	24834	BLOCK GRANT AID	56,303.41				7,563.57									54,064.71		117,931.69	
PITTSFIELD	21188	CATAMOUNT, ONEIDA, TILTON HILL ROADS							2,350.00									2,350.00	
PITTSFIELD	42063	CARROL STREET				10,732.54												10,732.54	
PITTSFIELD	24834	BLOCK GRANT AID	103,320.71				13,879.68									99,212.55		216,412.94	
PLAINFIELD	24834	BLOCK GRANT AID	103,401.90				13,890.59									99,290.51		216,583.00	
PLAISTOW	10044G	NH 125						567,289.37										567,289.37	
PLAISTOW	40312	MAIN STREET							25,002.22									25,002.22	
PLAISTOW	24834	BLOCK GRANT AID	137,471.22				18,467.32									132,005.19		287,943.73	
PLAISTOW - KINGSTON	10044B	NH 125						(293,434.13)										(293,434.13)	
PLAISTOW - KINGSTON	10044K	NH 125						310,974.72										310,974.72	
PLYMOUTH	28901	FOSTER STREET						270,928.80										270,928.80	
PLYMOUTH	40679	FAIRGROUNDS ROAD				125,577.22												125,577.22	
PLYMOUTH	24834	BLOCK GRANT AID	131,818.59				17,707.97									126,577.32		276,103.88	
PORTSMOUTH	13455	US 1 BYPASS						98,694.83										98,694.83	
PORTSMOUTH	13455A	US 1 BYPASS						3,841.74										3,841.74	
PORTSMOUTH	13455C	US 1 BYPASS						(1,007.79)										(1,007.79)	
PORTSMOUTH	13455D	US 1 BYPASS						1,365,078.53										1,365,078.53	
PORTSMOUTH	13455E	US RTE. 1 BYPASS						1,177,279.38										1,177,279.38	
PORTSMOUTH	20222A	GRAFTON ROAD						888.59										888.59	
PORTSMOUTH	20222B	NH33/GRAFTON DR.						(888.59)										(888.59)	
PORTSMOUTH	20258	PEVERLY HILL RD.							73,492.13									73,492.13	
PORTSMOUTH	27690	US 1 BYPASS						51,566.91										51,566.91	
PORTSMOUTH	27898	VARIOUS						285,623.74										285,623.74	
PORTSMOUTH	28757	VARIOUS SCHOOLS IN PORTSMOUTH							7,302.44									7,302.44	
PORTSMOUTH	29640	US 1						133.00										133.00	
PORTSMOUTH	29781	WOODBURY AVE., MARKET ST., GRANITE ST.							1,764.52									1,764.52	
PORTSMOUTH	40908	MAPLEWOOD AVE						805.73										805.73	
PORTSMOUTH	41310	ROUTE 1B				19,469.72												19,469.72	
PORTSMOUTH	24834	BLOCK GRANT AID	384,347.18				51,631.62									369,065.05		805,043.85	
PORTSMOUTH	AIP16056	PORTSMOUTH INTERNATIONAL AIRPORT AT PEASE															75,515.00	75,515.00	
PORTSMOUTH	AIP16058	PORTSMOUTH INTERNATIONAL AIRPORT AT PEASE															294,378.32	294,378.32	
PORTSMOUTH	AIP16059	PORTSMOUTH INTERNATIONAL AIRPORT AT PEASE															28,841.05	28,841.05	
PORTSMOUTH	AIP16060	PORTSMOUTH INTERNATIONAL AIRPORT AT PEASE															497,499.28	497,499.28	
PORTSMOUTH	SBG16004	PORTSMOUTH INTERNATIONAL AIRPORT AT PEASE															40,857.11	40,857.11	
PORTSMOUTH	SBG16005	PORTSMOUTH INTERNATIONAL AIRPORT AT PEASE															1,482.47	1,482.47	
PORTSMOUTH - NEW CASTLE	41253	NH 1B						58,578.82										58,578.82	
PORTSMOUTH, NH - KITTERY, ME	13678F	US 1						36,922.29										36,922.29	
PORTSMOUTH, NH - KITTERY, ME	15731	US 1 BYPASS						9,105,914.92										9,105,914.92	
PORTSMOUTH, NH - KITTERY, ME	13678H	US RTE 1						3,373.05										3,373.05	
RANDOLPH	41817	VALLEY ROAD				8,415.75												8,415.75	
RANDOLPH	24834	BLOCK GRANT AID	15,025.62				2,018.48									14,428.19		31,472.29	
RAYMOND	24834	BLOCK GRANT AID	217,632.00				29,235.79									208,978.67		455,846.46	
RICHMOND	24834	BLOCK GRANT AID	50,369.72				6,766.46									48,366.95		105,503.13	
RINDGE	24834	BLOCK GRANT AID	158,196.83				21,251.51									151,906.73		331,355.07	
ROCHESTER	10620D	SPAULDING TPK												10.00				10.00	
ROCHESTER	10620M	SPAULDING TPK												10,148.34				10,148.34	
ROCHESTER	14350	NH 202A (WALNUT STREET)							22,602.80									22,602.80	
ROCHESTER	21832	NH ROUTE 11						30,809.52										30,809.52	
ROCHESTER	22712	SALMON FALLS ROAD							482,558.56									482,558.56	
ROCHESTER	24834	BLOCK GRANT AID	552,558.83				74,228.48									530,588.40		1,157,375.71	
ROCHESTER	SBG15007	SKYHAVEN AIRPORT															1,363,217.95	1,363,217.95	
ROCHESTER	SBG15008	SKYHAVEN AIRPORT															7,003.21	7,003.21	
ROCHESTER - MILTON	40038	SPAULDING TURNPIKE (NH 16)						(3,917.70)						(7,245.86)				(11,163.56)	
ROCHESTER - MILTON	40040	SPAULDING TURNPIKE (NH 16)												79,095.14				79,095.14	
ROLLINSFORD	24834	BLOCK GRANT AID	51,892.74				6,971.06									49,829.42		108,693.22	
ROXBURY	24834	BLOCK GRANT AID	23,687.53				2,125.07									15,190.14		41,002.74	
ROXBURY - SULLIVAN	10439	NH 9				2,857.50		3,424,177.79										3,427,035.29	
RUMNEY	26504	BUFFALO ROAD		63,244.40														63,244.40	
RUMNEY	24834	BLOCK GRANT AID	46,838.28				6,292.07									44,975.93		98,106.28	
RYE	40707	1A				50,559.96												50,559.96	
RYE	24834	BLOCK GRANT AID	121,223.93				16,284.72									116,403.92		253,912.57	
S HAMPTON	24834	BLOCK GRANT AID	20,503.72				2,754.38									19,688.47		42,946.57	
SALEM	12334	NH 28						32,319.92	71,152.44									103,472.36	

Municipal Aid and Construction Investment by Project/Location Fiscal Year 2018

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid				Other	Turnpike			General		Capital	Project Total
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning	Non Par Construction	I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	Block Grant	Railroad	Bond Funded Projects	
SALEM	16031	MANCHESTER & LAWRENCE RAIL CORRIDOR																	36,084.26
SALEM	40432	RAIL TRAIL								36,084.26									40,277.86
SALEM	24834	BLOCK GRANT AID	575,894.77							40,277.86									1,206,254.58
SALEM PATROL AND SALT SHED	16471	NEW PATROL AND SALT SHED 514																3,497,148.76	3,497,148.76
SALEM TO MANCHESTER	10418	I-93							193,000.00										193,000.00
SALEM TO MANCHESTER	10418F	I-93										4,236.70							4,236.70
SALEM TO MANCHESTER	10418H	I-93							332,159.88										332,159.88
SALEM TO MANCHESTER	10418T	I-93							73,407.47										73,407.47
SALEM TO MANCHESTER	10418V	I-93										704,885.19							704,885.19
SALEM TO MANCHESTER	10418W	I-93							17,426.96										17,426.96
SALEM TO MANCHESTER	10418X	I-93							644,804.40										644,804.40
SALEM TO MANCHESTER	13933E	I-93							(2,785.00)				27,122.66						24,337.66
SALEM TO MANCHESTER	13933H	I-93							180,182.83				(27,401.80)						152,781.03
SALEM TO MANCHESTER	13933I	I-93							363.10				106,176.47						106,539.57
SALEM TO MANCHESTER	14633B	I-93							194,929.39				9,322,453.35						9,517,382.74
SALEM TO MANCHESTER	14633D	I-93							3,324,436.15				17,297,261.63						20,621,697.78
SALEM TO MANCHESTER	14633F	I-93							26,427.23				5,796.60						32,223.83
SALEM TO MANCHESTER	14633H	I-93							267,457.81				15,855,748.39						16,123,206.20
SALEM TO MANCHESTER	14633I	I-93							351,074.20				12,292,883.44						12,643,957.64
SALEM TO MANCHESTER	14633Z	I-93							374,415.65										374,415.65
SALISBURY	24834	BLOCK GRANT AID	60,580.75															58,171.98	126,890.90
SANBORNTON	16154	I-93							31,234.46										31,234.46
SANBORNTON	29744	LOWER BAY ROAD																	125,589.93
SANBORNTON	24834	BLOCK GRANT AID	122,930.44		125,589.93				16,513.97										257,486.98
SANBORNTON - MEREDITH	41673	I-93							25.00										25.00
SANDOWN	24834	BLOCK GRANT AID	145,495.62						19,545.28										165,040.90
SANDWICH	24834	BLOCK GRANT AID	100,311.09						13,475.38										113,786.47
SEABROOK	16444	US 1								397,117.93									397,117.93
SEABROOK	41699	NH 286					1,756.00												1,756.00
SEABROOK	24834	BLOCK GRANT AID	158,502.63						21,292.59										179,795.22
SEABROOK - HAMPTON	15904	NH 1A							37.50										37.50
SEABROOK - HAMPTON	41509	NH ROUTE 1A					19.01												19.01
SEABROOK - HAMPTON	41510	NH ROUTE 1A					50,916.86			497,202.56									548,119.42
SEABROOK - HAMPTON FALLS - HAMPTON	40424	ROUTE 1								1,874,537.48									1,874,537.48
SEABROOK - HAMPTON FALLS - ROCHESTER	40770	I-95											2,937,599.82						2,937,599.82
SHARON	24834	BLOCK GRANT AID	18,220.65						2,447.69										20,668.34
SHELBURNE	24834	BLOCK GRANT AID	11,537.68						1,549.92										13,087.60
SOMERSWORTH	24834	BLOCK GRANT AID	203,089.52						27,282.21										230,371.73
SPRINGFIELD	20509	GEORGES MILLS ROAD								67,995.97									67,995.97
SPRINGFIELD	24834	BLOCK GRANT AID	52,813.17						7,094.71										59,907.88
STARK	24834	BLOCK GRANT AID	50,184.24						5,168.31										55,352.55
STATEWIDE	69007	VARIOUS																	10,357.50
STATEWIDE	69008	VARIOUS																	140,267.90
STATEWIDE	69009	VARIOUS																	391,875.05
STATEWIDE	41622	STRAFFORD & CARROLL COUNTY RAIL																	248,519.38
STATEWIDE	10336V	STATEWIDE								49,917.51									49,917.51
STATEWIDE	10885	STATEWIDE								(22,759.92)				(10,292.26)					(33,052.18)
STATEWIDE	10890	STATEWIDE					110.13												110.13
STATEWIDE	16344G	VARIOUS								514.95									514.95
STATEWIDE	41129A	STATEWIDE								26,565.28									26,565.28
STATEWIDE	41129B	STATEWIDE								1,618.74									1,618.74
STATEWIDE	10901	VARIOUS															2,171.49		2,171.49
STATEWIDE	40595	STATE OWNED RAILROAD LINES															9,990.93		9,990.93
STATEWIDE	10336W	STATEWIDE								5,026.25									5,026.25
STATEWIDE	14058D	TSMO								222,476.73									222,476.73
STATEWIDE	15263A	PE & ROW					(18,000.00)			18,000.00									-
STATEWIDE	16011	VARIOUS									7,444.79								7,444.79
STATEWIDE	27082	VARIOUS								25,000.00									25,000.00
STATEWIDE	27287	VARIOUS								19,859.22									19,859.22
STATEWIDE	28135	DISTRICT 2 HORIZONTAL CURVES								10,048.00									10,048.00
STATEWIDE	28136	DISTRICT 3 HORIZONTAL CURVES								(20,924.29)									(20,924.29)
STATEWIDE	28137	DISTRICT 4 HORIZONTAL CURVES (URBAN)								269.01									269.01
STATEWIDE	28138	DISTRICT 5 HORIZONTAL CURVES (URBAN)								828.97									828.97
STATEWIDE	28534	VARIOUS								34,313.43									34,313.43
STATEWIDE	28655	VARIOUS								(5,337.61)									(5,337.61)
STATEWIDE	29137	VARIOUS								52,500.00									52,500.00
STATEWIDE	29337	VARIOUS					2,100.00												2,100.00
STATEWIDE	29551	VARIOUS											171,610.75						171,610.75
STATEWIDE	40604	F-TERMINAL GUARDRAIL REPLACEMENT											35,134.06						35,134.06
STATEWIDE	40609	I-89 - CULVERT INSPECTION								762,881.50									762,881.50
STATEWIDE	40802	CABLE GR REPLACEMENT								23,838.32									23,838.32
STATEWIDE	40803	TIER 2 CABLE REPLACEMENT								280,112.02									280,112.02
STATEWIDE	40807	STATEWIDE								63,658.43									63,658.43
STATEWIDE	40831	VARIOUS											123,541.05						123,541.05
STATEWIDE	40862	STATEWIDE								1,091,445.72									1,091,445.72
STATEWIDE	40863	TIER 2 - NORTHERN								16,867.55									16,867.55
STATEWIDE	40868	TIER 2 - SOUTHWEST					878,836.17			2,627,025.95									3,505,862.12
STATEWIDE	40870	TIER 2 - CENTRAL					35,980.33			1,041,193.62									1,077,173.95
STATEWIDE	40871	TIER 2 - SOUTHEAST								1,922,798.01									1,922,798.01
STATEWIDE	40913	STATEWIDE								6,230,971.65									6,230,971.65
STATEWIDE	40922	RETROREFLECTIVE BACKPLATES-VARIOUS								25,000.00									25,000.00
STATEWIDE	40943	VARIOUS								275,131.66									275,131.66
STATEWIDE	41011	I-93 & I-89 CRACKSEAL								11,433.70									11,433.70
STATEWIDE	41159	SIGNAL REPAIRS-LEBANON, BARTLETT, ROCHESTER, WINDHAM								253,888.75									253,888.75
STATEWIDE	41214	TIER 2 CRACK SEAL								168,886.79									168,886.79
STATEWIDE	41269	VARIOUS - F-UNIT AND CABLE REPLACEMENT								243,060.31									243,060.31
STATEWIDE	41279	I-93 & NH 101 - CRACKSEAL								51,666.69									51,666.69
STATEWIDE	41280	VARIOUS								25.00									25.00
STATEWIDE	41283	VARIOUS								2,790.30									2,790.30
STATEWIDE	41293	VARIOUS								25,810.79									25,810.79
STATEWIDE	41312	TRAFFIC SIGNAL SYSTEMS ENGINEERING											5,400.00						5,400.00
STATEWIDE	41316	STENCILED PAVEMENT MARKINGS						30,965.22											30,965.22
STATEWIDE	41338	RETROREFLECTIVE BACKPLATES-VARIOUS (PART3)								71,728.03									71,728.03
STATEWIDE	41527	VARIOUS								69,296.11									69,296.11
STATEWIDE	41534	VARIOUS								25.00									25.00
STATEWIDE										212,473.62									212,473.62

### Municipal Aid and Construction Investment by Project/Location Fiscal Year 2018

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid				Other	Turnpike			General		Capital	Project Total
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning	Non Par Construction	I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	Block Grant	Railroad	Bond Funded Projects	
STATEWIDE	41550	VARIOUS						148,987.08										148,987.08	
STATEWIDE	41604	VARIOUS						25.00										25.00	
STATEWIDE	41611	VARIOUS						25.00										25.00	
STATEWIDE	41612	VARIOUS						25.00										25.00	
STATEWIDE	41614	VARIOUS						25.00										25.00	
STATEWIDE	41805	VARIOUS						75.00										75.00	
STATEWIDE	68069B	VARIOUS						31,759.99						(2,712.84)				29,047.15	
STATEWIDE	16344H	VARIOUS						22,912.60										22,912.60	
STATEWIDE	40054	STATEWIDE HISTORIC BRIDGE MANAGEMENT PLAN						52,479.66										52,479.66	
STATEWIDE	14058E	STATEWIDE						89,457.27										89,457.27	
STATEWIDE	99900Z	STATEWIDE					1,233.71											1,233.71	
STATEWIDE	99901Z	STATEWIDE					115.16											115.16	
STATEWIDE	28736	AUTOMATED FUEL SYS. PHASE II																99,982.47	
STATEWIDE	10879	VARIOUS																250.00	
STATEWIDE	15797	VARIOUS																29,070.00	
STATEWIDE	29775	STATEWIDE																653,477.75	
STATEWIDE	40595	STATE OWNED RAILROAD LINES																150,687.00	
STATEWIDE	66030	ST. LAWRENCE & ATLANTIC RR LINE																1,120,964.58	
STATEWIDE	14567P	VARIOUS																20,406.50	
STATEWIDE	14899E	STATEWIDE																108,665.89	
STATEWIDE - ITS	20248	ITS EQUIPMENT						236,040.32										236,040.32	
STATEWIDE - LTAP	10344N	VARIOUS							47,732.57	173,765.10								221,497.67	
STATEWIDE - STIC	40792	VARIOUS						65,553.79										65,553.79	
STATEWIDE - STIC	40792B	STATEWIDE						3,788.43										3,788.43	
STATEWIDE - STIC	40792H	STATEWIDE						774.40										774.40	
STATEWIDE - STIC	40792A	STATEWIDE						225.24										225.24	
STATEWIDE COMPLEX BRIDGE INSPECTION	24419	VARIOUS						46,617.65										46,617.65	
STATEWIDE RAILROAD SPECIAL RR	29709	RAILROAD LINES														553,479.02		553,479.02	
STATEWIDE RENEWAL AND REPLACEMENT	41656	FEET, I-293, I-93, I-95 AND NH 16												115,598.42				115,598.42	
STATEWIDE ROOFING (TURNPIKES)	40855	FEET, I-93 AND I-95												386,254.66				386,254.66	
STATEWIDE RPC UPWP CONTRACTS 2016-2017	40369A	STATEWIDE PLANNING								751,746.81								751,746.81	
STATEWIDE RPC UPWP CONTRACTS 2018-2019	41375A	STATEWIDE PLANNING								2,894,382.65								2,894,382.65	
STATEWIDE SALT SHEDS	41615	VARIOUS															32,866.44	32,866.44	
STATEWIDE SCOUR EFFORTS	14744	VARIOUS						4,922.75										4,922.75	
STATEWIDE SIGNING (TURNPIKES)	40044	FEET, SPAULDING & BLUE STAR												356,945.88				356,945.88	
STATEWIDE SPR	26962G	VARIOUS						71,908.49										71,908.49	
STATEWIDE SPR PART 1	40369	STATEWIDE PLANNING								3,606.14								3,606.14	
STATEWIDE SPR PART 1	41375	STATEWIDE PLANNING								454,955.30								454,955.30	
STATEWIDE STRATEGIC TRANSIT ASSESSMENT STUDY	29729	TRANSIT								26,521.55	43,845.47							70,367.02	
STATEWIDE STRIPING (TURNPIKES)	40918	I-95, NH16, FEET CORRIDORS												325,583.50				325,583.50	
STATEWIDE STRIPING (TURNPIKES)	41099	I-95, NH 16, US 3, FEET, I-293 AND I-93												2,176.14				2,176.14	
STATEWIDE TOLL SERVICES - HNTB	40479	I-95, NH 16, FEET, I-293 AND I-93												291.31				291.31	
STATEWIDE USGS AERIAL IMAGERY 2015	40014	VARIOUS								4,356.01								4,356.01	
STEWARTSTOWN	16312	NH 145						1,198,985.93										1,198,985.93	
STEWARTSTOWN	24834	BLOCK GRANT AID	87,439.20					7,700.78								55,045.52		150,185.50	
STEWARTSTOWN, NH - CANAAN, VT	15838	BRIDGE STREET						2,208,940.35										2,208,940.35	
STODDARD	24834	BLOCK GRANT AID	32,190.14					4,324.29								30,910.23		67,424.66	
STRAFFORD	24834	BLOCK GRANT AID	112,778.60					15,150.21								108,294.38		236,223.19	
STRAFFORD PATROL SHED	28981	NEW PATROL SHED															16,704.70	16,704.70	
STRATFORD	24834	BLOCK GRANT AID	19,213.94					2,581.12								18,449.97		40,245.03	
STRATHAM	24834	BLOCK GRANT AID	154,054.54					20,695.05								147,929.13		322,678.72	
SUGAR HILL	40380	NH 18					102,767.50											102,767.50	
SUGAR HILL	41508	NH 18					45,949.82											45,949.82	
SUGAR HILL	24834	BLOCK GRANT AID	45,451.21					6,105.73								43,644.01		95,200.95	
SULLIVAN	24834	BLOCK GRANT AID	48,788.51					4,657.21								33,289.92		86,735.64	
SUNAPEE	41013	NH 103B					3,669.24											3,669.24	
SUNAPEE	41300	NH 11 & NH103					10,085.00			814,361.89								824,446.89	
SUNAPEE	24834	BLOCK GRANT AID	108,753.98					14,609.56								104,429.79		227,793.33	
SURRY	24834	BLOCK GRANT AID	23,059.72					3,097.74								22,142.85		48,300.31	
SUTTON	24834	BLOCK GRANT AID	99,245.25					13,332.20								95,299.14		207,876.59	
SWANZEY	23737	SAWYERS CROSSING						48,250.53										389,076.93	
SWANZEY	40485	NH 32						340,826.40										78,695.66	
SWANZEY	24834	BLOCK GRANT AID	168,503.22					22,636.03								161,803.33		352,942.58	
TAMWORTH	16239	NH 113						24,595.04										96,564.05	
TAMWORTH	40525	NH 113					4,041.84											4,041.84	
TAMWORTH	24834	BLOCK GRANT AID	113,818.78					15,289.95								109,293.20		238,401.93	
TEMPLE	24834	BLOCK GRANT AID	64,794.36					8,704.21								62,218.06		135,716.63	
THORNTON	15938	COVERED BRIDGE ROAD						205,722.00										205,722.00	
THORNTON	24834	BLOCK GRANT AID	92,854.43					12,473.68								89,162.43		194,490.54	
THORNTON - WOODSTOCK	40404	I-93						4,836,467.81										4,836,467.81	
TILTON	29335	US ROUTE 3						16,020.62										16,020.62	
TILTON	29358	US 3						7,376.50										7,376.50	
TILTON	41306	WINTER STREET					64.40											64.40	
TILTON	24834	BLOCK GRANT AID	56,682.57					7,614.51								54,428.79		118,725.87	
TROY	40371	NH ROUTE 12						52.00										52.00	
TROY	24834	BLOCK GRANT AID	49,437.26					6,641.20								47,471.58		103,550.04	
TUFTONBORO	24834	BLOCK GRANT AID	73,638.43					9,892.28								70,710.48		154,241.19	
TURNPIKES	25623	I-95 (BLUE STAR TURNPIKE) AND NH 16 (SPAULDING TURNPIKE)													6.00			6.00	
TURNPIKES	29783	TURNPIKE													1,609.22			1,609.22	
TURNPIKES	70080	BLUE STAR, CENTRAL AND SPAULDING TURNPIKES												(2,825.00)				(2,825.00)	
UNITY	41908	SECOND NH TURNPIKE					9,368.83											9,368.83	
UNITY	24834	BLOCK GRANT AID	105,036.70					10,323.81								73,795.06		189,155.57	
WAKEFIELD	41889	NH 153					8,518.05											8,518.05	
WAKEFIELD	24834	BLOCK GRANT AID	120,813.01					16,229.52								116,009.33		253,051.86	
WALPOLE - CHARLESTOWN	14747	NH 12						4,073,858.31										4,073,858.31	
WALPOLE NH	24834	BLOCK GRANT AID	124,968.42					16,787.75								119,999.51		261,755.68	
WALPOLE, NH - WESTMINSTER, VT	40070	NH 123					397,576.07											397,576.07	
WARNER	29778	KEARSARGE MOUNTAIN ROAD					(78,867.50)											(78,867.50)	
WARNER	40512	I-99						25.00										25.00	
WARNER	24834	BLOCK GRANT AID	115,855.43					15,563.55								111,248.88		242,667.86	
WARREN	23420	NH 25C					87,511.62											87,511.62	
WARREN	24834	BLOCK GRANT AID	33,288.45					4,471.83								31,964.87		69,725.15	
WASHINGTON	29761	NH 31					7,875.94											7,875.94	
WASHINGTON	24834	BLOCK GRANT AID	55,694.41					7,481.76								53,479.93		116,656.10	
WATERVILLE VALLEY	24834	BLOCK GRANT AID	11,712.20					1,573.37								11,246.51		24,532.08	

**Municipal Aid and Construction Investment by Project/Location Fiscal Year 2018**

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid				Other	Turnpike			General		Capital	Project Total
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning	Non Par Construction	I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	Block Grant	Railroad	Bond Funded Projects	
WEARE	24834	BLOCK GRANT AID	247,495.02				33,247.46										237,654.30		518,396.78
WEBSTER	24834	BLOCK GRANT AID	63,778.97				8,567.81										61,243.04		133,589.82
WENTWORTH	40912	WENTWORTH VILLAGE ROAD				12,167.82													12,167.82
WENTWORTH	24834	BLOCK GRANT AID	55,022.28				6,783.15										48,486.27		110,291.70
WESTMORELAND	40520	NH 12				1,500.00													1,500.00
WESTMORELAND	41173	ROUTE 12				16.00													16.00
WESTMORELAND	24834	BLOCK GRANT AID	74,399.13				9,994.48										71,440.94		155,834.55
WHITEFIELD	41631	NH 116				36,331.95													36,331.95
WHITEFIELD	24834	BLOCK GRANT AID	70,569.62				9,480.03										67,763.70		147,813.35
WHITEFIELD	SBG17009	MT. WASHINGTON REGIONAL AIRPORT																184,108.59	184,108.59
WILMOT	24834	BLOCK GRANT AID	74,605.64				10,022.21										71,639.23		156,267.08
WILTON	40823	FLORENCE RIDEOUT ELEM. AND WILTON LYNDEBOROUGH MIDDLE SCHOOL							15,000.00										15,000.00
WILTON	24834	BLOCK GRANT AID	111,904.89				15,032.85										107,455.42		234,393.16
WILTON - MILFORD - AMHERST - BEDFORD	13692	NH 101						95,808.31											95,808.31
WINCHESTER	23738	GUNN MOUNTAIN ROAD		50,429.86				267,782.38											318,212.24
WINCHESTER	24834	BLOCK GRANT AID	124,817.24				16,767.44										119,854.35		261,439.03
WINDHAM	24834	BLOCK GRANT AID	296,953.59				39,891.53										285,146.34		621,991.46
WINDSOR	24834	BLOCK GRANT AID	3,798.05				510.22										3,647.04		7,955.31
WOLFEBORO	24834	BLOCK GRANT AID	159,427.09				21,416.78										153,088.07		333,931.94
WOODSTOCK	24834	BLOCK GRANT AID	26,482.66				3,557.57										25,429.67		55,469.90
<b>Total by Program for Fiscal Year 2018</b>			<b>31,642,230.00</b>	<b>4,987,894.01</b>	<b>331,891.85</b>	<b>20,875,428.41</b>	<b>23,698,377.28</b>	<b>107,608,474.40</b>	<b>10,195,348.79</b>	<b>4,759,047.09</b>	<b>99,580.44</b>	<b>74,443,762.63</b>	<b>8,410,544.20</b>	<b>65,286,924.01</b>	<b>33,424.80</b>	<b>30,000,000.00</b>	<b>705,898.42</b>	<b>20,785,014.68</b>	<b>403,863,841.01</b>

**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:

Joseph D. Kenney - District 1

Andru Volinsky - District 2

Russell E. Prescott - District 3

Christopher C. Pappas - District 4

David K. Wheeler - District 5

New Hampshire Department of Transportation  
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Concord, New Hampshire 03302-0483

