

FY 2017-2040 SNHPC Regional Transportation Plan: Fiscal Constraint Summary

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What is a Fiscal Constraint Analysis?

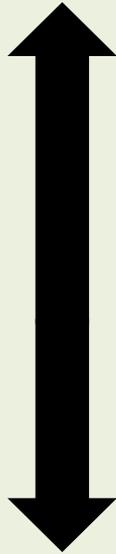
- As defined in **23 CFR §450.104**, Fiscal Constraint *“means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.”*

In other words, can you defensibly demonstrate that you expect enough revenues to cover the costs of the programmed projects?



Fiscal Constraint in the RTP

FY 2017



FY 2040

**Transportation
Improvement Program (TIP)**

**Ten-Year Transportation
Improvement Plan "Out
Years" (TYP)**

**Regional Transportation
Plan "Out Years" (RTP)**

**Costs and Revenues
More Certain**



**Costs and Revenues
Less Certain**



Projects Included in the RTP

- The SNHPC RTP covers the period from FY 2017- FY 2040 and encompasses the region’s TIP and TYP Projects.

**FY 2017-
FY 2020**

**Transportation
Improvement Program (TIP)**



**MPO Reviewed in
November and
December**

**FY 2021-
FY 2026**

**Ten-Year Transportation
Improvement Plan “Out
Years” (TYP)**



**MPO Reviewed in
August**

**FY 2027-
FY 2040**

**Regional Transportation
Plan “Out Years” (RTP)**



**New Information
for MPO to Review**



Projects Included in the RTP

- Projects included in FY 2027-FY 2040 are based on the pool of projects in the current RTP and new projects submitted by communities for consideration in the FY 2017-FY 2026 Ten-Year Plan update.
- These projects will become the “starting point” for the upcoming FY 2019- FY 2028 Ten-Year Plan update.
- A notable project in the current RTP did advance to the Ten-Year Plan in the last update cycle.
 - *Exit 4A in Derry/Londonderry*



Project Cost Assumptions

- Project costs are derived from the FY 2017-2020 Statewide Transportation Improvement Program (STIP) and FY 2017-2026 Ten-Year Plan.
 - These costs are largely based on NHDOT Project Manager estimates and design quantities.
- For projects programmed in FY 2027 and beyond, planning-level cost estimates are applied and an inflation factor of 3.2% per year is assumed.



Revenue Assumptions

- Statewide Federal Highway Administration (FHWA) revenue assumptions are based on the following:
 - The figures presented in the Statewide Transportation Improvement Program (STIP) fiscal constraint summary for FY 2017-2020;
 - The figures presented in the NH Ten-Year Transportation Improvement Plan for FY 2021-2026.
 - An extrapolation of the FY 2017-2026 funding trend for FY 2027-2040.



Revenue Assumptions

- The SNHPC's allocation of statewide FHWA revenue is based on the following:
 - The region's proportional share of statewide population and lane-miles of federal-aid eligible roadways, **which is estimated to be 17%**.
- Transit funding is based on the estimated future apportionments for MTA and CART.
 - Only 50% of estimated CART revenue is used in the SNHPC's fiscal constraint analysis (because CART also equally serves the Rockingham RPC region).



Revenue Assumptions

- Turnpike projects are assumed to be fully funded through toll revenues.
 - Includes an assumption that the I-293 Exit 6 and Exit 7 reconstruction projects will be completed by 2028.
- I-93 debt service is assumed to be paid as currently scheduled (through 2030).



Fiscal Constraint Results

- The program of projects in the SNHPC region is fiscally constrained.
- There are substantial un-programmed revenues anticipated in FY 2023 through FY 2026.
 - Likely due to the Exit 4A project occurring on a more advanced timeline than anticipated in the Ten-Year Plan.
- There are substantial un-programmed revenues anticipated in FY 2036 through FY 2040.
 - Need to encourage additional project submissions from communities in the next solicitation.



Thank you!

Questions?