

RPC Transportation Advisory Committee
October 26, 2023
9:00-11:00 AM

RPC Offices

156 Water Street, Exeter, NH

Location: <https://goo.gl/maps/X9AvHrcfy2SivYDx7>

There is an elevator available via the Center Street entrance.

Virtual Participation via Zoom

<https://us02web.zoom.us/j/81357139301?pwd=dzFYRStuNy9FZSs1U1hWZ0xYMVNTQT09>

The full zoom invitation is on page 2

Agenda

1. Introductions
2. Minutes of 4/27/2023 and 8/24/2023 Meetings (**Attachment #1a & 1b**) — **[Motion Required]** (5 minutes)
3. TIP Amendment #3 (**Attachment #2**) — Dave Walker (20 Minutes)
4. Ten Year Plan Priorities and GACIT Hearings Update (**Attachment #2**) — Dave Walker (10 Minutes)
5. Discussion of efforts to improve TAC participation – S. Bogle (20 minutes)
6. UPWP Performance Report – Dave Walker (10 Minutes)
7. Agency and Community announcements and updates (20 minutes)
8. Other Project Updates – Staff (10 minutes)
9. Open discussion/Comments

TAC MEETING SCHEDULE For 2022 (Next meeting highlighted)

January 26	April 27	July 27	October 26
February 23	May 25	August 24	December 7***
March 23	June 22	September 28	

***Off Schedule

Rockingham Planning is inviting you to a scheduled Zoom meeting.

Topic: RPC Transportation Advisory Committee

Time: Apr 27, 2023 09:00 AM Eastern Time (US and Canada)

Every month on the Fourth Thu, until Oct 26, 2023, 7 more occurrence(s)

May 25, 2023 09:00 AM

Jun 22, 2023 09:00 AM

Jul 27, 2023 09:00 AM

Aug 24, 2023 09:00 AM

Sep 28, 2023 09:00 AM

Oct 26, 2023 09:00 AM

Please download and import the following iCalendar (.ics) files to your calendar system.

Monthly:

https://us02web.zoom.us/meeting/tZUucu6prTlpGtXcLbxfFBWqoOrbNE_4btbK/ics?icsToken=98tyKuGprT4tG9ecsxmGRpwcA4_4KOvztIhejbdlnzPnGyZ1QDTnOc1QMjxaL4zS

Join Zoom Meeting

<https://us02web.zoom.us/j/81357139301?pwd=dzFYRStuNy9FZSs1U1hWZ0xYMVNTQT09>

Meeting ID: 813 5713 9301

Passcode: 422574

One tap mobile

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Dial by your location

+1 305 224 1968 US

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+1 312 626 6799 US (Chicago)

+1 646 931 3860 US

+1 929 205 6099 US (New York)

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Meeting ID: 813 5713 9301

Passcode: 422574

Find your local number: <https://us02web.zoom.us/u/kdkzhDIXBu>

MINUTES
Rockingham Planning Commission
MPO Technical Advisory Committee
RPC Offices, 156 Water Street, Exeter NH
April 27, 2023

Members Present: T. Moore (Plaistow); B. Dion (Greenland); P. Coffin (Kingston); D. Sharples (Exeter); E. Eby (Portsmouth); R. Nichols (COAST); R. DiCillo, (NHDES); L. St. John (NHDOT).

Staff: S. Bogle (Senior Transportation Planner); T. Roache (Executive Director)

- 1. Introductions:** Roll call attendance was taken. Bogle indicated that the chair was not attending and that he would run the meeting.
- 2. Minutes of 1/26/23 and 2/23/23 TAC Meetings**

*Motion by Sharples to approve TAC minutes from 1/26/22 and 2/23/23. Second by Coffin. Roll Call Vote was taken. **SO VOTED.***

3. 2023-2026 TIP Amendment #1 (Attachment #2) – S. Bogle

Referencing Attachment #2, Bogle summarized the three projects in the RPC MPO region included in Amendment #1 to the 2023-2026 Transportation Improvement Program (TIP). Projects include:

- Portsmouth-Kittery 15731 (SML Bridge Replacement) – Net change of \$2,869,726 to replace functionality of State Pier which was limited by bridge replacement.
- Statewide PAVE-T1-RESURF (Preservation of Tier 1 Highways) - Scope only adjustment to better reflect purpose of the program. Switched out the work “Resurface” for “Preservation” in scope.
- Statewide 44196 (Development of Resilience Improvement Plan) – State Resiliency Improvement Plans are a new planning document allowed by the BIL/IIJA

Bogle noted that fiscal constraint of the TIP/STIP is maintained per NHDOT fiscal constraint documentation included with Attachment #2. Regarding air quality conformity, as of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standards (the 2008 ozone standard) and as of April 6, 2015, the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for all purposes, including transportation conformity purposes in the Boston-Manchester-Portsmouth (SE) NH area. For this reason, no air quality conformity analysis is necessary.

*Motion by Nichols to endorse the changes included in TIP Amendment 1 and recommend approval by the MPO Policy Committee. Second by Sharples. Roll Call Vote was taken. St. John abstained. **SO VOTED.***

4. Ten Year Plan Project Priorities Submitted to NHDOT (Attachment #3) – T. Roache

Roache provided a brief update on information regarding project priorities received from NHDOT subsequent to the February 23, 2023 TAC meeting, and the discussion and ultimate prioritization vote taken at the MPO Policy Committee meeting on March 8, 2023.

At the TAC meeting on February 23, 2023, the TAC reached a consensus to recommend to the MPO Policy Committee that the Portsmouth Circle redesign project be put forward as the region's top priority for the current Ten Year Plan update cycle. A formal vote was not taken as there was not a quorum at the meeting. While this project exceeded region's target budget there was indication at the meeting from NHDOT that additional funding might be found to round out the project given its regional importance in the department's view.

Between the February TAC and April Policy Committee meeting clarification was received from NHDOT that supplemental funding would not be available, but the MPO could choose to prioritize the project in this Ten Year Plan round and again in the next round to allocate adequate funding. There was subsequent discussion of additional projects which had scored highly in the project ranking process including Ashworth Avenue Complete Streets in Hampton and NH102/Blueberry Hill Road in Raymond.

The Policy Committee ultimately voted to prioritize the Hampton Ashworth Avenue project and an engineering study for the Portsmouth Traffic Circle project as MPO priorities for the Ten Year Plan. The Raymond NH102/Blueberry Hill Road project was put forward for a Road Safety Audit (RSA) under the Highway Safety Improvement Program (HSIP). Depending on the results of the RSA, safety improvements at that location can likely be completed with HSIP funding on a shorter timeline than would be possible under the Ten Year Plan.

5. COAST & NH Transit Coalition Update – (Attachment #4) – Rad Nichols

Nichols provided an update on COAST operations and post-pandemic ridership recovery, and on the new COAST Maintenance, Operations and Administration facility that is currently in design and for which the agency has secured the needed federal funding and is now pursuing remaining needed non-federal match. Nichols also summarized the efforts of the NH Public Transportation Coalition to support NHDOT's request for additional state operating support for urban and rural transit systems. The Coalition is made up of city mayors and city councils, major private employers, chambers of commerce, nonprofit human service agencies and transit providers around the state. While NHDOT's request was not initially included in the Governor's budget, it was inserted by House Finance Division II and subsequently remained in the budget bill as adopted by the full House. The budget has now crossed over and is in Senate Finance. Coalition members are meeting with key Senators to ensure they understand local and regional transit need in their districts.

6. Project Updates: S. Bogle

- Bogle provided an update on the NH Seacoast Greenway, the first phase of which is now under construction in North Hampton and moving northward. Staff assisted Portsmouth with an earmark application to Congressman Pappas' office to support construction of two trailhead facilities. Staff are also working with Rye and Greenland on a Recreation Trails Program grant application for another trailhead facility at Breakfast Hill Road.
- RPC and SRPC secured an FTA Section 5305e State Planning and Research grant to for a study assessing accessibility of fixed route bus stops on the COAST and Wildcat Transit route networks, and how local development review policies consider transit access for multi-family develops in the vicinity of transit stops.
- The NH Office of Highway Safety is holding a series of three virtual listening sessions as part of updating the NH Highway Safety Plan. Sessions will be held 5/22, 5/24 and 5/26.
- Efforts to bolster attendance at TAC meetings were discussed.

Meeting adjourned at approximately 10:25 a.m.

Respectfully submitted,
Scott Bogle, Recording Secretary

MINUTES
Rockingham Planning Commission
MPO Technical Advisory Committee
RPC Offices, 156 Water Street, Exeter NH
August 24, 2023

Recording available on RPC YouTube page here: <https://youtu.be/cz5vHE4YZGQ>

Members Present: B. Dion (Greenland); P. Coffin (Kingston); D. Sharples (Exeter); E. Eby (Portsmouth); D. Seiglie (Rye); R. Nichols (COAST); J. Wilcox (NHDES); V. Partington, (NHDES); L. St. John (NHDOT); L. Levine (FHWA)

Staff: D. Walker (Assistant Director); S. Bogle (Senior Transportation Planner); T. Cheever (Transportation/GIS Analyst); M. Jerominek (Regional Planner)

1. Introductions (0:00-2:30)

Roll call attendance was taken. Walker indicated that the chair was not attending and that he would run the meeting.

2. Minutes of 4/27/23 Meetings (2:30-2:45)

Tabled until next meeting

3. Ten Year Plan Priorities and GACIT Hearings (2:45-29:20) – D. Walker

Walker reminded TAC members of the work that RPC had accomplished in the spring in setting Ten Year Plan Priorities. He provided a quick overview of the project selection process, the feedback provided by NHDOT on the proposals submitted, and the ultimate priorities selected by the Policy Committee in April. Walker shared the draft Ten Year Plan GACIT hearing dates and locations indicating that the list has not been finalized by NHDOT. Format of those hearings would be similar to previous iterations with a 15 minute presentation from NHDOT, 5 minute presentation from RPC and then testimony from the public. Short discussion followed about RPC's targeted funding, impacts of inflation, and the details and timing of the Portsmouth Circle proposal, and redistribution of federal funds. Also discussed how the prioritization process could be improved next cycle.

4. Long Range Transportation Plan Update (29:20-50:10) – M. Jerominek

Jerominek provided an overview of the changes being made to the Long Range Transportation Plan including updating themes, improving document accessibility and public outreach. RPC is looking to develop a transportation system that works for our aging population, is balanced among modes of transportation, and is well funded. She covered how housing location and land

use distribution are impacting the options for improvement and how resilience planning needs to be integrated into the process. The document is being updated to make it more “readable” by reducing the amount of text, improving clarity by using plain language, adding graphics, and ensuring that the document is accessible to people of all abilities. She provided an overview of some potential scenario planning options being discussed internally and how that may be integrated into the document. Public outreach will include a survey or surveys, outreach to specific underserved populations, focus groups, and working to understand barriers to transportation and understanding transportation related decisions.

5. COAST Transit Stop Accessibility Study (50:10- 1:11:20) – S. Bogle

Bogle provided an overview of the COAST Transit Stop Accessibility Study that RPC and SRPC are undertaking. Building off some of the work that was completed around Bicycle Level of Traffic Stress (LTS) a few years ago, this project will evaluate how accessible COAST transit stops are and what improvements may be needed to ensure access to transit. This includes a Pedestrian LTS analysis, a connectivity analysis, outreach, and model site plan review regulations. This includes data collection and development of a Pedestrian LTS analysis model and mapping of outcomes. Heat mapping will be used to identify high frequency locations, concentrations of ADA paratransit service needs, and connectivity between transit stops, commercial, and residential areas will be examined and gaps identified. Model site plan review regulations will be developed to improve the connectivity of developments to the transit network and minimize future gaps in accessibility.

6. Hampstead RSMS Project (1:11:20-1:28:25) – T. Cheever

Cheever provided an overview of the work that RPC is conducting for the Town of Hampstead updating their Road Surface Management Survey (RSMS). She covered the hierarchy of roads and the practice of planning for pavement maintenance and rehabilitation. RSMS provides a database of road conditions and suggested improvements and timeframes for implementation to be efficient and keep costs low. This process involves data collection and forecasting. Surface condition data is collected and a Pavement Condition Index (PCI) is calculated. From this priorities for improvements are estimated. Roadways conditions are mapped by PCI so that the community can visualize roadways in poor condition. RPC works with the community to identify priorities as they may vary from place to place. Short discussion followed regarding how other communities may be able to implement RSMS.

7. Agency Updates and Announcements (1:28:25-1:47:25) – Multiple TAC Members

Dion Shared the discussions that are ongoing to conduct a planning charrette in Greenland discussing the future of NH33 and the needs of the corridor. Portsmouth asked about the status of the US 1 project (Portsmouth). NHDOT indicated that they will be posting the final GACIT Hearing schedule soon. NHDES shared two grant opportunities that are currently open – Granite State Clean Fleets which provides funds for diesel replacement and EV replacements. NH Clean Diesel Grant is also open and also provides funds for replacing older diesel engines (pre-2009)

with newer cleaner diesel or electric vehicles. COAST provided an update on the improvements in ridership and some routes and services are seeing pre-pandemic ridership levels return. The new maintenance facility is progressing through permitting and towards final design. Federal funding has been secured but local match is still in the works. COAST is expecting a fiscal deficit for FY25 and is working with the communities and NHDOT to address that issue. Rye is working on addressing speeding issues in the community. FHWA provided information on a FHWA webinar covering federal requirements related to grants. RPC provided an update on the SS4A grant and notified the TAC that the grant agreement has been signed and RPC has started working on the Request For Proposals to hire a consulting firm to assist in the development of Safety Action Plans for the four New Hampshire MPOs.

8. Project Updates (1:47:25-1:52:43) D. Walker

- Walker provided a brief overview of efforts to try and revitalize attendance at TAC meetings. This includes potentially changing the time of the meeting, providing food, and other opportunities to improve participation.
- A brief discussion of the traffic count program occurred and covered alerting towns to when counts may be occurring in their communities.

Meeting adjourned at approximately 10:53 a.m.

Respectfully submitted,
David Walker, Recording Secretary

MEMORANDUM

To: MPO Transportation Advisory Committee

From: Dave Walker, Assistant Director

Date: 10/20/2023

RE: 2023 TIP Amendment #3

Attached is a report that lists the changes that Amendment #3 proposes to make to the 2023 Transportation Improvement Program (TIP) (covering fiscal years 2023-2026) within the Rockingham Planning Commission region. This information is also available on the RPC website (www.therpc.org), along with the full statewide revision report for those interested in the proposed changes to projects from other parts of the state.

Overall, there are twenty requested changes (9 Regional and 11 Statewide projects) that the RPC must address as part of Amendment #3, and these take the form of ten projects added to the TIP, one project removed, and cost and/or schedule changes for the remaining nine. The project listings in the Long Range Transportation Plan (LRTP) are being updated at the same time to maintain consistency between the two documents. As part of the public engagement process for Amendment #3, the MPO is conducting a public comment period between October 27, 2023 and November 7, 2023 and a public engagement portal has been established to collect any comments received. A final opportunity for comments will be during a public hearing at the **November 8, 2023 RPC Commission Meeting**. The MPO will take action on the amendment at the conclusion of the public hearing.

Analysis

This amendment changes results in a net increase in funding during the TIP years (2023-2026) of \$23,703,659, largely due to the ten new projects. One of the new projects, EV_INFRA, is a replacement for the project being removed from the TIP (NEVI PROGRAM CHARGING) and includes additional funding as well. The other additions include bridge and culvert work (44410, 44411, 43002), coastal revetments (42312A, 42312B), the NH 101/US 1 Interchange reconfiguration (41584), and Statewide Programs for a Coastal Hydraulic Design Manual (44491), Traffic Monitoring (TRAFMON), and National Highway System Pavement Rehabilitation and Reconstruction (STATEWIDE 4R PROJECTS). The remaining changes are to project costs and schedules. The most significant is the FTA5307 Program which is being revised to show only NHDOT's portion of that funding and not the funds that go directly to the transit agencies. This revises the funds allocated to this project down by more than \$28 million. The remaining adjustments align funding with federal allocations (FTA5310, FTA5339) or align TIP funding and project timing with the current project schedules.

Table 1 provides a brief overview of the changes to each project, as well as the general reasoning for that change. There are two cost columns included. The first shows the net change in funding during the TIP years (2023-2026) while the second shows how the total project cost has changed, including years before

and after the current TIP. Attached is the full report that provides the year-by-year cost and schedule details of each project within the TIP time frame and compares the existing status with the changes proposed in Amendment #3. The report also includes statewide fiscal constraint documentation for the revision.

Comments Received

No comments have been received to date however the comment period for the changes will not begin until October 27, 2023.

Recommendation

Based on the information provided regarding the movement of projects in time, and changes in scope and cost, staff concludes that:

- The fiscal constraint of the TIP/STIP is maintained per the DOT fiscal constraint documentation (attached) and included in the informational packet on the MPO Website.
- As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standards (the 2008 ozone standard) and as of April 6, 2015, the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for all purposes, including transportation conformity purposes in the Boston-Manchester-Portsmouth (SE) NH area. For this reason, no air quality conformity analysis is necessary.
- Consistent with the RPC's Public Participation Process, this notice and comment period is also intended to meet FTA requirements for public comment on the programs of transit projects put forward by NHDOT, UNH and the COAST and CART transit systems.

Proposed Motion:

Endorse the changes included in TIP Amendment #3 and recommend that the MPO Policy Committee approve the proposed revisions as presented and submit to NHDOT for inclusion in the STIP.

Table 1: Summary of Amendment #3 Revisions

Project #	Location	Scope	TIP Funding Change	Total Cost Change	Reason for Change
44410	EXETER	Address condition of bridge carrying NH 108 over Exeter River (Br. No. 089/045)	\$741,455	\$9,101,246	New project in the 2023 STIP
41584	HAMPTON	NH 101/ US 1 interchange reconfiguration	\$440,000	\$8,114,732	New project in the 2023 STIP
44093	NEVI PROGRAM CHARGING	Administer NEVI funds to develop direct current fast charging stations along AFCs	(\$7,574,012)	(\$7,574,012)	Project is being removed from the STIP
42312A	NORTH HAMPTON-RYE	Reconstruction of revetment sea walls	\$12,794,506	\$12,794,506	New project in the 2023 STIP
42312B	NORTH HAMPTON-RYE	Reconstruction of revetment sea walls	\$561,880	\$20,077,139	New project in the 2023 STIP
20258	PORTSMOUTH	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	\$5,701,509	\$5,701,509	Increased funds to support planned project needs and moved to align with current project schedule
29640	PORTSMOUTH	US 1 traffic ops imprvs from Constitution Av to Wilson Rd & from Ocean Rd to White Cedar(~1.7m)	(\$5,275,321)	\$399,270	Moved funds to align with current project schedule
44411	PORTSMOUTH	Address condition of bridge carrying NH 33 over PAR (Br. No. 144/115)	\$285,175	\$3,738,644	New project in the 2023 STIP
EV_INFRA	PROGRAM	Electric Vehicle Infrastructure Program	\$13,840,000	\$17,300,000	Replacement project for NEVI Program (44093)
FLAP	PROGRAM	Impr. transportation facilities that access Federal Lands {FLAP} (Application to EFL required)	\$393,000	\$1,313,800	Increased funds to support planned child project needs and moved to align with current project schedule
FTA5307	PROGRAM	Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.	(\$28,153,897)	(\$14,521,645)	Project is showing NHDOT programmed projects only
FTA5310	PROGRAM	Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program	\$3,719,004	\$28,267,289	Funding adjusted to match FTA Program allocations
FTA5339	PROGRAM	Capital bus and bus facilities - FTA 5339 Program for statewide public transportation.	\$7,946,465	\$11,658,569	Funding adjusted to match FTA Program allocations
STBG-FTA	PROGRAM	Funds transferred from STBG to FTA to supplement public/human services transportation statewide.	(\$3,612,500)	\$16,387,500	Funding adjusted to match planned amounts transferred from STBG to FTA
TA	PROGRAM	TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	\$11,624,360	\$40,109,882	Increased funds to support planned child project needs and moved to align with current project schedule
TRAFMON	PROGRAM	TRAFMON Parent programmatic	\$6,000,000	\$24,000,000	New project in the 2023 STIP
43002	RYE	Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.	\$1,434,983	\$1,744,261	New project in the 2023 STIP
42884	SALEM	Improve signal operation at 28 intersections to identify hardware and software upgrades needed.	\$1,395,000	(\$70,120)	Increased funds to support planned project needs and moved to align with current project schedule
44491	STATEWIDE	Coastal hydraulic design manual supplement	\$200,000	\$200,000	New project in the 2023 STIP
44518	STATEWIDE 4R PROJECTS	4R Pavement Rehab/Reconstruct on the NHS	\$1,242,051	\$210,215,152	New project in the 2023 STIP
Total Net Change			\$23,703,659	\$388,957,722	

Reading the TIP Revision Report

1. Revision Docket – **A##** = Amendment. **A##M##Y##** = Administrative Adjustment.
2. Description of Revision
3. Approval Date
4. Project Location – Will list “Program”, “Statewide”, or the community name(s)
5. State Project Number
6. Project Route/Location – specific roadway or facility where the project is occurring
7. Project Scope – Short description of project
8. Project phases – Can consist of “PE”, “ROW”, “CON”, or “OTHER”
9. Total Project Cost. Includes costs for years before and after TIP years.
10. Currently approved version of project
11. Proposed project as revised. If project is new, “New Project” will be listed directly under “PENDING”
12. Cost and phase breakout by TIP year
13. Cost and phase breakout by general source of funds
14. TIP Total – Total funding for project in the TIP by phase
15. Funding Programs – Specific Federal, state, and other funding programs used
16. Regionally Significant – Is project considered “Regionally Significant”
17. CAA Code – Clean Air Act Exemption Code



Revision: A03 **1**
 Docket Detail: 2019 TIP Amendment 3 **2**
 Approval Date: 2/12/2020 **3**

4 **COMMUTER/INTERCITY BUS REPLACEMENT (40284)** **5** **APPROVED**

Project Route/Location: **Various** **6**

7 **Scope:** Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year				Funding Source			14	15
	2019	2020	2021	2022	FEDERAL	STATE	OTHER	TIPTotal	Funding Programs
8 OTHER	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	FTA5307, CMAQ, Toll Credit
	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	
Regionally Significant:	N		CAA Code: E-30					9 Total Project Cost:	\$14,542,336

COMMUTER/INTERCITY BUS REPLACEMENT (40284) **PENDING**

Project Route/Location: **Various**

Scope: Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER			\$0		\$0			\$0	FTA5307
			\$0		\$0			\$0	
Regionally Significant:	16 N		17 CAA Code: F-30					Total Project Cost:	\$13,415,974

10

11

12

13



Revision: A03Y23
 Docket Detail: 2023 TIP Amendment 3
 Approval Date: 11/8/2023

EXETER (44410)

PENDING

Project Route/Location: **NH 108**

Scope: Address condition of bridge carrying NH 108 over Exeter River (Br. No. 089/045)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$741,455		\$741,455			\$741,455	STBG50to200K, Toll Credit
			\$741,455		\$741,455			\$741,455	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$9,101,246

HAMPTON (41584)

PENDING

Project Route/Location: **NH101/US1**

Scope: NH 101/ US 1 interchange reconfiguration

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE		\$440,000			\$440,000			\$440,000	STBG50to200K, Toll Credit
		\$440,000		\$440,000	\$440,000			\$440,000	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$8,114,732

NEVI PROGRAM CHARGING (44093)

APPROVED

Project Route/Location: **Statewide**

Scope: Administer NEVI funds to develop direct current fast charging stations along AFCs

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$880,000				\$880,000			\$880,000	NEVI, Toll Credit
CON	\$6,694,012				\$5,355,210		\$1,338,802	\$6,694,012	NEVI, NonPar-Other
	\$7,574,012				\$6,235,210		\$1,338,802	\$7,574,012	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	Statewide	Total Project Cost:	\$7,574,012

NEVI PROGRAM CHARGING (44093)

PENDING

Project Route/Location: **Statewide**

Scope: Administer NEVI funds to develop direct current fast charging stations along AFCs

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$0				\$0			\$0	NEVI, Toll Credit
CON	\$0				\$0	\$0		\$0	NEVI, NonPar-DOT
	\$0				\$0	\$0		\$0	
Regionally Significant:	N	CAA Code:	ALL	Managed By:	DOT	RPCS:	Statewide	Total Project Cost:	\$0

NORTH HAMPTON-RYE (42312A)**PENDING**Project Route/Location: **NH 1A****Scope:** Reconstruction of revetment sea walls

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$399,245		\$399,245			\$399,245	STBG50to200K, Toll Credit
ROW			\$28,518		\$28,518			\$28,518	STBG50to200K, Toll Credit
CON				12366743.5		\$3,091,686	\$9,275,058	\$12,366,744	NonPar-DOT
			\$427,763		\$427,763	\$3,091,686	\$9,275,058	\$12,794,506	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$12,794,506

NORTH HAMPTON-RYE (42312B)**PENDING**Project Route/Location: **NH 1A****Scope:** Reconstruction of revetment sea walls
Reconstruction of revetment sea walls

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE				532307.655	\$532,308			\$532,308	STBG50to200K, Toll Credit
ROW				29572.6475	\$29,573			\$29,573	STBG50to200K, Toll Credit
					\$561,880			\$561,880	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$20,077,139

PORTSMOUTH (20258)**APPROVED**Project Route/Location: **Peeverly Hill Rd.****Scope:** Const. new sidewalk and striped bicycle shoulders and associated drainage along Peeverly Hill Road.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$150,000				\$120,000		\$30,000	\$150,000	CMAQ, Towns, STBG50to200K
ROW	\$100,000				\$80,000		\$20,000	\$100,000	CMAQ, Towns, STBG50to200K
CON			\$1,650,831		\$751,391		\$899,439	\$1,650,831	CMAQ, Towns, STBG50to200K
	\$250,000		\$1,650,831		\$951,391		\$949,439	\$1,900,831	
Regionally Significant:	N	CAA Code: E-33	Managed By: Muni/Local	RPCS: RPC	Total Project Cost: \$2,459,138				

PORTSMOUTH (20258)**PENDING**Project Route/Location: **Peeverly Hill Rd.****Scope:** Const. new sidewalk and striped bicycle shoulders and associated drainage along Peeverly Hill Road.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$150,000	\$130,000			\$224,000		\$56,000	\$280,000	CMAQ, Towns, STBG50to200K
ROW	\$100,000	\$150,000			\$200,000		\$50,000	\$250,000	CMAQ, Towns, STBG50to200K
CON			\$7,072,340		\$4,322,216		\$2,750,124	\$7,072,340	CMAQ, Towns, STBG50to200K
	\$250,000	\$280,000	\$7,072,340	\$280,000	\$4,746,216		\$2,856,124	\$7,602,340	
Regionally Significant:	N	CAA Code: E-33	Managed By: Muni/Local	RPCS: RPC	Total Project Cost: \$8,160,647				

PORTSMOUTH (29640)**APPROVED**Project Route/Location: **US 1****Scope:** US 1 traffic ops imprvs from Constitution Av to Wilson Rd & from Ocean Rd to White Cedar(~1.7m)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$1,162,462				\$1,162,462			\$1,162,462	NHPP, Toll Credit
ROW	\$3,755,744				\$3,755,744			\$3,755,744	STBG50to200K, Toll Credit
CON			\$5,318,963	5472122.6934	\$10,791,085			\$10,791,085	STBG50to200K, Toll Credit, STBG-FLEX
	\$4,918,206		\$5,318,963		\$15,709,291			\$15,709,291	
Regionally Significant:	N	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$16,974,291

PORTSMOUTH (29640)**PENDING**Project Route/Location: **US 1****Scope:** Corridor improvements from Constitution Av to Wilson Rd & from Ocean Rd to White Cedar Blvd (~1.7m)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE		\$1,162,462			\$1,162,462			\$1,162,462	NHPP, Toll Credit
ROW		\$3,755,744			\$3,755,744			\$3,755,744	STBG50to200K, Toll Credit
CON				5515764.2107	\$5,515,764			\$5,515,764	STBG50to200K, STBG-FLEX, Toll Credit
		\$4,918,206		\$4,918,206	\$10,433,970			\$10,433,970	
Regionally Significant:	N	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$17,373,561

PORTSMOUTH (44411)**PENDING**Project Route/Location: **NH 33****Scope:** Address condition of bridge carrying NH 33 over PAR (Br. No. 144/115)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$285,175		\$285,175			\$285,175	STBG50to200K, Toll Credit
			\$285,175		\$285,175			\$285,175	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$3,738,644

PROGRAM (EV_INFRA)**PENDING**Project Route/Location: **Various****Scope:** Electric Vehicle Infrastructure Program

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$346,000	\$346,000	\$346,000	346000	\$1,384,000			\$1,384,000	NEVI, Toll Credit
CON	\$3,114,000	\$3,114,000	\$3,114,000	3114000	\$12,456,000			\$12,456,000	NEVI, Toll Credit
	\$3,460,000	\$3,460,000	\$3,460,000	\$3,460,000	\$13,840,000			\$13,840,000	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	Muni/Local	RPCS:	Statewide	Total Project Cost:	\$17,300,000

PROGRAM (FLAP)**APPROVED**Project Route/Location: **Various****Scope:** Impr. transportation facilities that access Federal Lands {FLAP} (Application to EFL required)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$50,000	\$50,000	\$50,000	50000	\$200,000			\$200,000	Forest Highways
ROW	\$25,000	\$25,000	\$25,000	25000	\$100,000			\$100,000	Forest Highways
CON	\$352,000	\$352,000	\$352,000	352000	\$1,408,000			\$1,408,000	Forest Highways
	\$427,000	\$427,000	\$427,000	\$427,000	\$1,708,000			\$1,708,000	
Regionally Significant:	N	CAA Code:	ALL	Managed By:	DOT	RPCS:	Statewide	Total Project Cost:	\$6,806,200

PROGRAM (FLAP)**PENDING**Project Route/Location: **Various****Scope:** Impr. transportation facilities that access Federal Lands {FLAP} (Application to EFL required)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$50,000	\$70,000	\$50,000	50000	\$220,000			\$220,000	Forest Highways
ROW	\$25,000	\$25,000	\$25,000	25000	\$100,000			\$100,000	Forest Highways
CON	\$352,000	\$352,000	\$525,000	352000	\$1,581,000			\$1,581,000	Forest Highways
OTHER		\$200,000			\$200,000			\$200,000	Forest Highways
	\$427,000	\$647,000	\$600,000	\$647,000	\$2,101,000			\$2,101,000	
Regionally Significant:	N	CAA Code:	ALL	Managed By:	DOT	RPCS:	Statewide	Total Project Cost:	\$8,120,000

PROGRAM (FTA5307)**APPROVED**Project Route/Location: **Boston Urbanized Area (UZA)****Scope:** Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER	\$9,624,123	\$6,719,372	\$6,795,759	6873674	\$30,012,928			\$30,012,928	FTA5307, Toll Credit
	\$9,624,123	\$6,719,372	\$6,795,759	\$6,719,372	\$30,012,928			\$30,012,928	
Regionally Significant:	N	CAA Code: E-21	Managed By: DOT		RPCS: CNHRPC, NRPC, RPC, SNHPC, S			Total Project Cost:	\$100,250,367

PROGRAM (FTA5307)**PENDING**Project Route/Location: **Various****Scope:** FTA Section 5307 apportioned funds for NHDOT-programmed projects only.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER	\$559,031	\$600,000	\$700,000		\$1,747,225		\$111,806	\$1,859,031	FTA5307, Other, Toll Credit
	\$559,031	\$600,000	\$700,000	\$600,000	\$1,747,225		\$111,806	\$1,859,031	
Regionally Significant:	N	CAA Code: E-21	Managed By: DOT		RPCS: CNHRPC, NRPC, RPC, SNHPC, S			Total Project Cost:	\$85,728,722

PROGRAM (FTA5310)**APPROVED**Project Route/Location: **Various****Scope:** Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER	\$3,923,197	\$3,386,823	\$3,454,560	3523651	\$11,430,585		\$2,857,646	\$14,288,231	FTA5310, Other, Toll Credit
	\$3,923,197	\$3,386,823	\$3,454,560	\$3,386,823	\$11,430,585		\$2,857,646	\$14,288,231	

Regionally Significant: N CAA Code: E-30 Managed By: DOT RPCS: Statewide Total Project Cost: \$67,209,596

PROGRAM (FTA5310)**PENDING**Project Route/Location: **Various****Scope:** Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER	\$5,041,719	\$4,592,573	\$4,145,021	4227922	\$14,405,789		\$3,601,446	\$18,007,235	FTA5310, Other, Toll Credit
	\$5,041,719	\$4,592,573	\$4,145,021	\$4,592,573	\$14,405,789		\$3,601,446	\$18,007,235	

Regionally Significant: N CAA Code: E-30 Managed By: DOT RPCS: Statewide Total Project Cost: \$95,476,885

PROGRAM (FTA5339)**APPROVED**Project Route/Location: **Various****Scope:** Capital bus and bus facilities - FTA 5339 Program for statewide public transportation.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER	\$10,038,099	\$5,550,542	\$5,661,553	5774784	\$21,619,982		\$5,404,996	\$27,024,978	FTA5339, Other, NH
	\$10,038,099	\$5,550,542	\$5,661,553	\$5,550,542	\$21,619,982		\$5,404,996	\$27,024,978	

Regionally Significant: N CAA Code: E-30 Managed By: DOT RPCS: Statewide Total Project Cost: \$137,944,254

PROGRAM (FTA5339)**PENDING**Project Route/Location: **Various****Scope:** Capital bus and bus facilities - FTA 5339 Program for statewide public transportation.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER	\$10,038,099	\$9,354,397	\$9,471,797	6107150	\$27,977,154		\$6,994,289	\$34,971,443	FTA5339, Other, NH
	\$10,038,099	\$9,354,397	\$9,471,797	\$9,354,397	\$27,977,154		\$6,994,289	\$34,971,443	

Regionally Significant: N CAA Code: E-30 Managed By: DOT RPCS: Statewide Total Project Cost: \$149,602,823

PROGRAM (STBG-FTA)**APPROVED**Project Route/Location: **Various****Scope:** Funds transferred from STBG to FTA to supplement public/human services transportation statewide.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER	\$3,612,500	\$3,612,500	\$3,612,500	3612500	\$12,800,000		\$1,650,000	\$14,450,000	Other, STBG-FLEX, Toll Credit
	\$3,612,500	\$3,612,500	\$3,612,500	\$3,612,500	\$12,800,000		\$1,650,000	\$14,450,000	

Regionally Significant: N CAA Code: E-0 Managed By: Muni/Local RPCS: Statewide Total Project Cost: \$36,125,000

PROGRAM (STBG-FTA)**PENDING**Project Route/Location: **Various****Scope:** Funds transferred from STBG to FTA to supplement public/human services transportation statewide.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER		\$3,612,500	\$3,612,500	3612500	\$9,000,000		\$1,837,500	\$10,837,500	Other, STBG-FLEX, Toll Credit
		\$3,612,500	\$3,612,500	\$3,612,500	\$9,000,000		\$1,837,500	\$10,837,500	

Regionally Significant: N CAA Code: E-0 Managed By: Muni/Local RPCS: Statewide Total Project Cost: \$52,512,500

PROGRAM (TA)**APPROVED**Project Route/Location: **Various****Scope:** TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$870,000	\$520,000	\$520,000	335950	\$1,732,760		\$513,190	\$2,245,950	NonPar-Other, Other, TAP50-200K, TAP5-50K, TAP200K+, TAP-Flex, TAP<5K
ROW	\$137,650	\$137,650	\$137,650	137650	\$408,480		\$142,120	\$550,600	NonPar-Other, Other, TAP50-200K, TAP5-50K, TAP200K+, TAP-Flex, TAP<5K
CON	\$3,166,590	\$3,366,590	\$3,366,590	3550640	\$10,440,328		\$3,010,082	\$13,450,410	NonPar-Other, Other, TAP50-200K, TAP5-50K, TAP200K+, TAP-Flex, TAP<5K
	\$4,174,240	\$4,024,240	\$4,024,240	\$4,024,240	\$12,581,568		\$3,665,392	\$16,246,960	
Regionally Significant:	N	CAA Code: E-33	Managed By: Muni/Local	RPCS: Statewide	Total Project Cost: \$70,253,967				

PROGRAM (TA)**PENDING**Project Route/Location: **Various****Scope:** TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$1,020,000	\$1,520,000	\$1,020,000	1020000	\$3,600,000		\$980,000	\$4,580,000	NonPar-Other, Other, TAP50-200K, TAP5-50K, TAP200K+, TAP-Flex, TAP<5K
ROW	\$160,000	\$160,000	\$160,000	160000	\$480,000		\$160,000	\$640,000	NonPar-Other, Other, TAP50-200K, TAP5-50K, TAP200K+, TAP-Flex, TAP<5K
CON	\$5,586,080	\$5,218,802	\$5,854,178	5992261.18	\$17,801,058		\$4,850,263	\$22,651,320	NonPar-Other, Other, TAP50-200K, TAP5-50K, TAP200K+, TAP-Flex, TAP<5K
	\$6,766,080	\$6,898,802	\$7,034,178	\$6,898,802	\$21,881,058		\$5,990,263	\$27,871,320	
Regionally Significant:	N	CAA Code: E-33	Managed By: Muni/Local	RPCS: Statewide	Total Project Cost: \$110,363,849				

PROGRAM (TRAFMON)**PENDING**Project Route/Location: **VARIOUS****Scope:** TRAFMON Parent programmatic

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER		\$2,000,000	\$2,000,000	2000000	\$6,000,000			\$6,000,000	STBG-FLEX, Toll Credit
		\$2,000,000	\$2,000,000	\$2,000,000	\$6,000,000			\$6,000,000	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	Statewide	Total Project Cost:	\$24,000,000

RYE (43002)**PENDING**Project Route/Location: **NH Route 1A****Scope:** Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$64,998	\$100,000					\$164,998	\$164,998	NonPar-Other
ROW		\$17,500			\$5,500		\$12,000	\$17,500	STBG-FLEX, Toll Credit, NonPar-Other
CON		\$1,252,485			\$5,500		\$1,246,985	\$1,252,485	STBG-FLEX, Toll Credit, NonPar-Other
	\$64,998	\$1,369,985		\$1,369,985	\$11,000		\$1,423,983	\$1,434,983	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$1,744,261

SALEM (42884)**APPROVED**Project Route/Location: **Various****Scope:** Improve signal operation at 28 intersections to identify hardware and software upgrades needed.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$61,275	\$78,725			\$112,000		\$28,000	\$140,000	CMAQ, Towns
	\$61,275	\$78,725		\$78,725	\$112,000		\$28,000	\$140,000	
Regionally Significant:	N	CAA Code: E-52	Managed By: Muni/Local	RPCS: RPC	Total Project Cost: \$1,745,120				

SALEM (42884)**PENDING**Project Route/Location: **Various****Scope:** Improve signal operation at 28 intersections to identify hardware and software upgrades needed.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$60,000	\$80,000			\$112,000		\$28,000	\$140,000	CMAQ, Towns
ROW		\$5,000			\$4,000		\$1,000	\$5,000	CMAQ, Towns
CON		\$1,390,000			\$1,121,000		\$269,000	\$1,390,000	CMAQ, Towns, HSIP
	\$60,000	\$1,475,000		\$1,475,000	\$1,237,000		\$298,000	\$1,535,000	
Regionally Significant:	N	CAA Code: E-52	Managed By: Muni/Local	RPCS: RPC	Total Project Cost: \$1,675,000				

STATEWIDE (44491)**PENDING**Project Route/Location: **Coastal Routes****Scope:** Coastal hydraulic design manual supplement

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER	\$200,000				\$200,000			\$200,000	PROTECT
	\$200,000				\$200,000			\$200,000	

Regionally Significant: N CAA Code: ATT Managed By: DOT RPCS: Statewide Total Project Cost: \$200,000

STATEWIDE 4R PROJECTS (44518)**PENDING**Project Route/Location: **Various****Scope:** 4R Pavement Rehab/Reconstruct on the NHS

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE				1182905.9	\$1,182,906			\$1,182,906	STBG-FLEX, Toll Credit
ROW				59145.295	\$59,145			\$59,145	STBG-FLEX, Toll Credit
					\$1,242,051			\$1,242,051	

Regionally Significant: N CAA Code: ATT Managed By: DOT RPCS: Statewide Total Project Cost: \$210,215,152

2023 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$348,283	-	-	\$348,283	-
Carbon Reduction Program Under 5k	\$1,439,594	-	-	\$1,439,594	-
Carbon Reduction Program>200k	\$804,890	-	-	\$804,890	-
Carbon Reduction Program 50k - 200k	\$802,126	-	-	\$802,126	-
Carbon Reduction Program Flex	\$1,828,020	-	-	\$1,828,020	\$1,828,000
Congestion Mitigation and Air Quality Program	\$8,271,809	-	\$915,947	\$9,187,756	\$11,113,580
Highway Safety Improvement Program (HSIP)	\$12,179,350	-	-	\$12,179,350	\$15,970,000
National Highway Freight	\$5,727,735	-	-	\$5,727,735	\$5,727,733
National Highway Performance	\$90,343,246	-	-	\$90,343,246	\$63,389,269
PROTECT Program	\$5,820,049	-	-	\$5,820,049	-
Recreational Trails	\$1,255,265	-	\$313,816	\$1,569,081	\$1,255,265
RL - Rail Highway	\$1,225,000	-	-	\$1,225,000	\$1,180,000
Safe Routes to School	\$	-	-	\$	\$25,000
STBG-5 to 49,999	\$2,867,863	-	\$573,682	\$3,441,545	\$2,470,726
STBG-50 to 200K	\$6,604,937	-	\$107,000	\$6,711,937	\$5,648,099
STBG-Areas Over 200K	\$6,627,700	-	\$1,002,131	\$7,629,831	\$4,552,573
STBG-Non Urban Areas Under 5K	\$11,854,032	-	-	\$11,854,032	\$7,652,892
STBG-Off System Bridge	\$4,897,123	-	-	\$4,897,123	\$723,510
STBG-State Flexible	\$48,387,324	-	\$1,041,250	\$49,428,574	\$91,846,183
TAP-50K to 200K	\$740,065	-	\$185,016	\$925,081	\$740,065
TAP-5K to 49,999	\$321,336	-	\$80,334	\$401,670	\$321,336
TAP-Areas Over 200K	\$742,616	-	\$185,654	\$928,270	\$742,616
TAP-Flex	\$2,176,634	-	\$544,159	\$2,720,793	\$2,176,634
TAP-Non Urban Areas Under 5K	\$1,328,213	-	\$332,053	\$1,660,266	\$1,328,213
State Planning and Research	\$5,923,282	-	\$390,000	\$6,313,282	\$6,058,614
Total	\$ 222,516,492	\$	\$5,671,042	\$228,187,534	\$224,750,308
Surplus/Deficit					\$3,437,226

2024 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$362,354	-	-	\$362,354	-
Carbon Reduction Program Under 5k	\$1,497,754	-	-	\$1,497,754	-
Carbon Reduction Program>200k	\$837,408	-	-	\$837,408	-
Carbon Reduction 50k- 200K	\$834,532	-	-	\$834,532	-
Carbon Reduction Program Flex	\$1,901,872	-	-	\$1,901,872	-
Congestion Mitigation and Air Quality Program	\$8,605,990	-	\$1,205,674	\$9,811,664	\$6,707,697
Highway Safety Improvement Program (HSIP)	\$12,671,396	-	-	\$12,671,396	\$11,076,257
National Highway Freight	\$5,959,135	-	-	\$5,959,135	\$1,760,831
National Highway Performance	\$93,993,113	-	\$50,000	\$94,043,113	\$80,248,138
PROTECT	\$6,055,179	-	-	\$6,055,179	\$2,772,528
Recreational Trails	\$1,305,978	-	\$313,816	\$1,619,794	\$1,255,265
RL - Rail Highway	\$1,274,490	-	-	\$1,274,490	\$685,000
Safe Routes to School	-	-	-	-	-
STBG-5 to 49,999	\$2,983,725	-	\$492,922	\$3,476,647	\$2,059,690
STBG-50 to 200K	\$6,871,776	-	\$126,567	\$6,998,344	\$6,140,235
STBG-Areas Over 200K	\$6,895,459	-	\$600,200	\$7,495,659	\$6,046,176
STBG-Non Urban Areas Under 5K	\$12,332,935	-	\$676,997	\$13,009,932	\$11,765,459
STBG-Off System Bridge	\$5,094,967	-	\$412,061	\$5,507,028	\$5,076,429
STBG-State Flexible	\$50,342,172	-	\$15,814,310	\$66,156,482	\$90,444,133
TAP-50K to 200K	\$769,964	-	\$188,717	\$958,680	\$754,866
TAP-5K to 49,999	\$334,318	-	\$81,941	\$416,259	\$327,763
TAP-Areas Over 200K	\$772,618	-	\$189,367	\$961,985	\$757,469
TAP-Flex	\$2,264,570	-	\$555,042	\$2,819,612	\$2,220,166
TAP-Non Urban Areas Under 5K	\$1,381,873	-	\$338,694	\$1,720,567	\$1,354,777
State Planning and Research	\$6,162,583	-	\$390,000	\$6,552,583	\$6,043,865
	\$231,506,158	-	\$21,436,309	\$252,942,468	\$237,496,743
Surplus/(Deficit)					\$15,445,725

2025 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$369,601	-	-	\$369,601	-
Carbon Reduction Program Under 5k	\$1,527,709	-	-	\$1,527,709	-
Carbon Reduction Program>200k	\$854,156	-	-	\$854,156	-
Carbon Reduction 50k- 200K	\$851,223	-	-	\$851,223	-
Carbon Reduction Program Flex	\$1,939,909	-	-	\$1,939,909	-
Congestion Mitigation and Air Quality Program	\$8,778,110	-	\$2,677,405	\$11,455,515	\$6,707,697
Highway Safety Improvement Program (HSIP)	\$12,924,824	-	-	\$12,924,824	\$11,076,257
National Highway Freight	\$6,078,318	-	-	\$6,078,318	\$1,760,831
National Highway Performance	\$95,872,975	-	\$90,484	\$95,963,460	\$80,248,138
PROTECT	\$6,176,283	-	-	\$6,176,283	\$2,772,528
Recreational Trails	\$1,332,097	-	\$313,816	\$1,645,913	\$1,255,265
RL - Rail Highway	\$1,299,980	-	-	\$1,299,980	\$685,000
Safe Routes to School	-	-	-	-	-
STBG-5 to 49,999	\$3,043,399	-	\$717,197	\$3,760,596	\$2,059,690
STBG-50 to 200K	\$7,009,212	-	\$893,620	\$7,902,832	\$6,140,235
STBG-Areas Over 200K	\$7,033,368	-	\$6,978	\$7,040,346	\$6,046,176
STBG-Non Urban Areas Under 5K	\$12,579,594	-	\$66,223	\$12,645,816	\$11,765,459
STBG-Off System Bridge	\$5,196,866	-	\$646,928	\$5,843,795	\$5,076,429
STBG-State Flexible	\$51,349,015	-	\$1,892,655	\$53,241,670	\$90,444,133
TAP-50K to 200K	\$785,363	-	\$192,491	\$977,854	\$754,866
TAP-5K to 49,999	\$341,004	-	\$83,579	\$424,584	\$327,763
TAP-Areas Over 200K	\$788,070	-	\$193,154	\$981,224	\$757,469
TAP-Flex	\$2,309,861	-	\$566,143	\$2,876,004	\$2,220,166
TAP-Non Urban Areas Under 5K	\$1,409,510	-	\$345,468	\$1,754,978	\$1,354,777
State Planning and Research	\$6,285,834	-	\$390,000	\$6,675,834	\$6,043,865
	\$236,136,282	-	\$9,076,142	\$245,212,423	\$237,496,743
Surplus/Deficit					\$7,715,680

2026 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$376,993	-	-	\$376,993	-
Carbon Reduction Program Under 5k	\$1,558,263	-	-	\$1,558,263	-
Carbon Reduction Program>200k	\$871,239	-	-	\$871,239	-
Carbon Reduction 50k- 200K	\$868,247	-	-	\$868,247	-
Carbon Reduction Program Flex	\$1,978,708	-	-	\$1,978,708	-
Congestion Mitigation and Air Quality Program	\$8,953,672	-	\$1,814,897	\$10,768,569	\$7,259,587
Highway Safety Improvement Program (HSIP)	\$13,183,320	-	-	\$13,183,320	\$12,029,350
National Highway Freight	\$6,199,885	-	-	\$6,199,885	-
National Highway Performance	\$97,790,435	-	\$14,466	\$97,804,901	\$87,362,951
PROTECT Program	\$6,299,808	-	-	\$6,299,808	-
Recreational Trails	\$1,358,739	-	\$313,816	\$1,672,555	\$1,255,265
RL - Rail Highway	\$1,325,979	-	-	\$1,325,979	\$685,000
Safe Routes to School	-	-	-	-	-
STBG-5 to 49,999	\$3,104,267	-	\$356,600	\$3,460,867	\$5,317,686
STBG-50 to 200K	\$7,149,396	-	\$508,426	\$7,657,822	\$9,194,862
STBG-Areas Over 200K	\$7,174,036	-	\$5,970	\$7,180,006	\$5,074,427
STBG-Non Urban Areas Under 5K	\$12,831,185	-	\$271,558	\$13,102,743	\$16,857,240
STBG-Off System Bridge	\$5,300,803	-	\$602,207	\$5,903,010	\$6,930,510
STBG-State Flexible	\$52,375,996	-	\$119,199	\$52,495,195	\$73,841,235
TAP-50K to 200K	\$801,070	-	\$196,341	\$997,411	\$785,363
TAP-5K to 49,999	\$347,824	-	\$85,251	\$433,076	\$341,004
TAP-Areas Over 200K	\$803,831	-	\$197,018	\$1,000,849	\$788,070
TAP-Flex	\$2,356,059	-	\$577,465	\$2,933,524	\$2,309,862
TAP-Non Urban Areas Under 5K	\$1,437,700	-	\$352,378	\$1,790,078	\$1,409,510
State Planning and Research	\$6,411,551	-	\$462,058	\$6,873,609	\$6,433,486
	\$240,859,007	-	\$5,877,648	\$246,736,655	\$237,875,409
Surplus/Deficit					\$8,861,247

General Notes

* Federal Apportionment is estimated based on FFY2023 apportionment + (2% increase by funding category)

** Federal Available Balance is based on the unobligated balances shown on the closing FFY 2023 Status of Funds.

*** National Highway Performance include \$19M in Conway Buy Back funds

Federal Highway Formula and Match Funding for 2024

Financially Constrained by Funding Category

Funding Category	Federal Apportionment* (A)	Proposed Transfers	Federal Available Balance ** (B)	Federal Total (C) = (A + B)	State Match (D)	Local/Other Match (E)	Total Resources Available (F) = (C + D + E)	Total Programmed	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	\$362,354		\$689,737	\$1,052,091	-	-	\$1,052,091	-	\$1,052,091
Carbon Reduction Program Under 5k	\$1,497,754		\$2,850,961	\$4,348,715	-	-	\$4,348,715	-	\$4,348,715
Carbon Reduction Program>200k	\$837,408		\$1,593,998	\$2,431,406	-	-	\$2,431,406	-	\$2,431,406
Carbon Reduction 50k- 200K	\$834,532		\$808,832	\$1,643,364	-	-	\$1,643,364	-	\$1,643,364
Carbon Reduction Program Flex	\$1,901,872		-	\$1,901,872	-	-	\$1,901,872	-	\$1,901,872
Congestion Mitigation and Air Quality Program	\$8,605,990		-	\$8,605,990	-	\$1,205,674	\$9,811,664	\$6,707,697	\$3,103,967
Highway Safety Improvement Program (HSIP)	\$12,671,396		\$279,360	\$12,950,756	-	-	\$12,950,756	\$11,076,257	\$1,874,499
National Highway Freight	\$5,959,135		\$2	\$5,959,137	-	-	\$5,959,137	\$1,760,831	\$4,198,306
National Highway Performance ***	\$112,993,113	(\$20,000,000)	-	\$92,993,113	-	\$50,000	\$93,043,113	\$80,248,138	\$12,794,975
PROTECT	\$6,055,179		-	\$6,055,179	-	-	\$6,055,179	\$2,772,528	\$3,282,651
Recreational Trails	\$1,305,978		\$3,191,317	\$4,497,294	-	\$313,816	\$4,811,111	\$1,255,265	\$3,555,846
RL - Rail Highway	\$1,274,490		\$3,340,104	\$4,614,594	-	-	\$4,614,594	\$685,000	\$3,929,594
Safe Routes to School	-		\$-	-	-	-	-	-	-
STBG-5 to 49,999	\$2,983,725		\$52,406	\$3,036,130	-	\$492,922	\$3,529,053	\$2,059,690	\$1,469,363
STBG-50 to 200K	\$6,871,776		-	\$6,871,776	-	\$126,567	\$6,998,344	\$6,140,235	\$858,109
STBG-Areas Over 200K	\$6,895,459		\$1,786,236	\$8,681,695	-	\$600,200	\$9,281,895	\$6,046,176	\$3,235,720
STBG-Non Urban Areas Under 5K	\$12,332,935		-	\$12,332,935	-	\$676,997	\$13,009,932	\$11,765,459	\$1,244,474
STBG-Off System Bridge	\$5,094,967		\$10,997,339	\$16,092,306	-	\$412,061	\$16,504,367	\$5,076,429	\$11,427,938
STBG-State Flexible	\$50,342,172	\$20,000,000	\$4,703,005	\$75,045,177	-	\$15,814,310	\$90,859,487	\$90,444,133	\$415,354
TAP-50K to 200K	\$769,964		\$368,012	\$1,137,976	-	\$188,717	\$1,326,692	\$754,866	\$571,826
TAP-5K to 49,999	\$334,318		\$355,626	\$689,944	-	\$81,941	\$771,885	\$327,763	\$444,122
TAP-Areas Over 200K	\$772,618		\$1,810,371	\$2,582,989	-	\$189,367	\$2,772,356	\$757,469	\$2,014,888
TAP-Flex	\$2,264,570		\$3,889,237	\$6,153,807	-	\$555,042	\$6,708,849	\$2,220,166	\$4,488,683
TAP-Non Urban Areas Under 5K	\$1,381,873		\$2,282,293	\$3,664,166	-	\$338,694	\$4,002,860	\$1,354,777	\$2,648,082
State Planning and Research	\$6,162,583		\$1,301,363	\$7,463,946	-	\$390,000	\$7,853,946	\$6,043,865	\$1,810,081
Total	\$250,506,158	\$-	\$40,300,200	\$290,806,359	-	\$21,436,309	\$312,242,668	\$237,496,743	\$74,745,925

* Federal Apportionment is estimated based on FFY2023 apportionment + (2% increase by funding category)

** Federal Available Balance is based on the unobligated balances shown on the closing FFY 2023 Status of Funds.

*** National Highway Performance include \$19M in Conway Buy Back funds

Federal Highway Non-Formula Funds

2023	Federal Available	State	Other/Local	Total Resources	Total Programmed
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$4,519,554	-	-	\$4,519,554	\$4,519,554
Disadvantaged Business Enterprise (DBE)	\$79,300	-	-	\$79,300	\$79,300
Federal Highway Administration (FHWA) Earmarks	\$3,701,445	-	\$925,361	\$4,626,806	\$4,626,806
Forest Highways	\$427,000	-	-	\$427,000	\$427,000
Highway Infrastructure Exempt Funds	\$24,897,597	-	-	\$24,897,597	\$24,897,597
Local Tech Assistance Program	\$183,000	-	-	\$183,000	\$183,000
MOBIL	-	-	-	-	-
National Highway Performance Exempt	\$4,424,825	-	-	\$4,424,825	\$4,424,825
NEVI	\$3,460,000	-	-	\$3,460,000	\$3,460,000
National Summer Transportation Institute (NSTI)	\$61,000	-	-	\$61,000	\$61,000
Skills Training (OJT)	\$36,600	\$1	-	\$36,600	\$36,600
Statewide Planning Research (SPR) EXEMPT	\$737,430	-	\$390,000	\$1,127,430	\$1,127,430
State Transportation Innovation Council (STIC) Funding	\$100,000	\$25,000	-	\$125,000	\$125,000
Technology Innovative Deploy Aid # 43509	\$384,000	-	-	\$384,000	\$384,000
Scenic Byways (Enfield 44286)	\$734,417	-	\$183,604	\$918,021	\$918,021
TOTAL	\$43,011,751	\$25,000	\$1,315,361	\$45,270,134	\$44,352,112
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$17,019,154	-	\$1,313,212	\$18,332,366	\$18,332,366
Disadvantaged Business Enterprise (DBE)	\$79,300	-	-	\$79,300	\$79,300
Federal Highway Administration (FHWA) Earmarks	\$5,097,012	-	\$1,274,253	\$6,371,265	\$6,371,265
Forest Highways	\$917,000	-	-	\$917,000	\$917,000
Highway Infrastructure Exempt Funds	\$30,323,423	-	-	\$30,323,423	\$30,323,423
Local Tech Assistance Program	\$333,000	-	-	\$333,000	\$333,000
MOBIL	\$29,732,469	-	-	\$29,732,469	\$29,732,469
National Highway Performance Exempt	\$2,500,000	-	\$50,000	\$2,550,000	\$2,550,000
National Electric Vehical Infrastructure (NEVI)	\$3,460,000	-	-	-	-
National Summer Transportation Institute (NSTI)	\$61,000	-	-	\$61,000	\$61,000
Skills Training (OJT)	-	-	-	-	-
Statewide Planning Research (SPR) EXEMPT	\$752,179	-	\$390,000	\$1,142,179	\$1,142,179
State Transportation Innovation Council (STIC) Funding	\$100,000	\$25,000	-	\$125,000	\$125,000
TOTAL	\$90,374,538	\$25,000	\$3,027,465	\$89,967,003	\$89,967,003
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$74,167,974	-	\$7,677,897	\$81,845,871	\$81,845,871
Disadvantaged Business Enterprise (DBE)	\$81,520	-	-	\$81,520	\$81,520
Federal Highway Administration (FHWA) Earmarks	\$4,583,955	-	\$1,145,989	\$5,729,943	\$5,729,943
Forest Highways	\$1,149,610	-	-	\$1,149,610	\$1,149,610
Highway Infrastructure Exempt Funds	\$18,724,090	-	-	\$18,724,090	\$18,724,090
Local Tech Assistance Program	\$338,550	-	-	\$338,550	\$338,550
MOBIL	\$31,345,509	-	-	\$31,345,509	\$31,345,509
National Highway Performance Exempt	\$2,500,000	-	\$90,484	\$2,590,484	\$2,590,484
National Electric Vehical Infrastructure (NEVI)	\$3,460,000	-	-	\$3,460,000	\$3,460,000
National Summer Transportation Institute (NSTI)	\$61,000	-	-	\$61,000	\$61,000
Skills Training (OJT)	-	-	-	-	-
Statewide Planning Research (SPR) EXEMPT	\$767,223	-	\$390,000	\$1,157,223	\$1,157,223
State Transportation Innovation Council (STIC) Funding	\$100,000	\$25,000	-	\$125,000	\$125,000
TOTAL	\$137,279,431	\$25,000	\$9,304,370	\$146,608,801	\$146,608,801
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$41,150,475	-	\$5,028,259	\$46,178,734	\$46,178,734
Disadvantaged Business Enterprise (DBE)	\$83,803	-	-	\$83,803	\$83,803
Federal Highway Administration (FHWA) Earmarks	-	-	-	-	-
Forest Highways	\$427,000	-	-	\$427,000	\$427,000
Highway Infrastructure Exempt Funds	-	-	-	-	-
Local Tech Assistance Program	\$183,000	-	-	\$183,000	\$183,000
MOBIL	\$4,773,629	-	-	\$4,773,629	\$4,773,629
National Highway Performance Exempt	\$2,500,000	-	\$14,466	\$2,514,466	\$2,514,466
National Electric Vehical Infrastructure (NEVI)	\$3,460,000	-	-	\$3,460,000	\$3,460,000
National Summer Transportation Institute (NSTI)	\$61,000	-	-	\$61,000	\$61,000
Skills Training (OJT)	-	-	-	-	-
Statewide Planning Research (SPR) EXEMPT	\$650,790	-	\$462,058	\$1,112,847	\$1,112,847
State Transportation Innovation Council (STIC) Funding	\$100,000	\$25,000	-	\$125,000	\$125,000
TOTAL	\$53,389,697	\$25,000	\$5,504,782	\$58,919,479	\$58,919,479

Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$9,343,023	-	\$6,547,137	\$15,890,160	\$15,890,160
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilitie	\$7,171,755	-	\$1,755,439	\$8,927,194	\$8,927,194
FTA5311-Nonurbanized Area (Rural) formula program	\$15,419,527	-	\$8,302,822	\$23,722,349	\$23,722,349
FTA5339- Capital bus and bus facilities for statewide public transportation	\$8,396,768	-	\$2,092,272	\$10,489,041	\$10,489,041
TOTAL	\$40,331,073	-	\$18,697,670	\$59,028,744	\$59,028,744
2024					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$7,955,055	-	\$4,994,469	\$12,949,524	\$12,949,524
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilitie	\$6,684,005	-	\$1,633,501	\$8,317,505	\$8,317,505
FTA5311-Nonurbanized Area (Rural) formula program	\$13,842,317	-	\$7,369,786	\$21,212,103	\$21,212,103
FTA5339- Capital bus and bus facilities for statewide public transportation	\$7,660,922	-	\$1,908,172	\$9,569,094	\$9,569,094
TOTAL	\$36,142,299	-	\$15,905,928	\$52,048,226	\$52,048,226
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$8,183,501	-	\$5,096,763	\$13,280,264	\$13,280,264
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilitie	\$6,526,963	-	\$1,592,853	\$8,119,816	\$8,119,816
FTA5311-Nonurbanized Area (Rural) formula program	\$14,396,953	-	\$7,674,519	\$22,071,472	\$22,071,472
FTA5339- Capital bus and bus facilities for statewide public transportation	\$7,758,390	-	\$1,932,398	\$9,690,788	\$9,690,788
TOTAL	\$36,865,807	-	\$16,296,533	\$53,162,340	\$53,162,340
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$7,815,115	-	\$5,201,166	\$13,016,281	\$13,016,281
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilitie	\$6,824,722	-	\$1,665,854	\$8,490,576	\$8,490,576
FTA5311-Nonurbanized Area (Rural) formula program	\$13,294,582	-	\$7,087,934	\$20,382,516	\$20,382,516
FTA5339- Capital bus and bus facilities for statewide public transportation	\$5,071,200	\$4,086	\$1,260,310	\$6,335,595	\$6,335,595
TOTAL	\$33,005,619	\$4,086	\$15,215,264	\$48,224,968	\$48,224,968

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
BETTERMENT-State Funded Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	-	\$45,741,696	-	\$45,741,696	\$45,741,696
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$5,425,963	-	\$1,043,579	\$6,469,542	\$6,469,542
Recovery Zone Economic Development Credit (RZED)	-	-	-	-	-
State Aid Bridge (SAB)	-	-	-	-	-
Senate Bill 367 Gas Tax (SB367-4 Cents)	-	\$45,458,341	\$3,612,931	\$49,071,272	\$49,071,272
Turnpike Capital	-	\$44,485,556	-	\$44,485,556	\$44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	-	\$45,785,445	-	\$45,785,445	\$45,785,445
TOTAL	\$5,425,963	\$181,471,039	\$4,656,510	\$191,553,512	\$191,553,511
2024					
BETTERMENT-State Funded Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$43,766,989	-	-	\$43,766,989	\$43,766,989
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	-	\$10,724,586	\$2,071,448	\$12,796,034	\$12,796,034
Recovery Zone Economic Development Credit (RZED)	-	-	\$691,720	\$691,720	\$691,720
State Aid Bridge (SAB)	\$8,224	-	\$2,056	\$10,280	\$10,280
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$68,458,000	-	\$7,473,223	\$75,931,223	\$75,931,223
Turnpike Capital	\$45,032,073	-	-	\$45,032,073	\$45,032,073
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$48,959,360	-	-	\$48,959,360	\$48,959,360
TOTAL	\$206,224,646	\$10,724,586	\$10,238,447	\$227,187,679	\$227,187,679
2025					
BETTERMENT-State Funded Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	-	\$36,349,745	-	\$36,349,745	\$36,349,745
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$4,823,206	-	\$877,132	\$5,700,338	\$5,700,338
Recovery Zone Economic Development Credit (RZED)	-	-	\$357,390	\$357,390	\$357,390
State Aid Bridge (SAB)	-	-	-	-	-
Senate Bill 367 Gas Tax (SB367-4 Cents)	-	\$67,919,238	\$5,106,171	\$73,025,409	\$73,025,409
Turnpike Capital	-	\$40,580,357	-	\$40,580,357	\$40,580,357
Turnpike Renewal & Rehabilitation (Turnpike R&R)	-	\$35,631,234	-	\$35,631,234	\$35,631,234
TOTAL	\$4,823,206	\$180,480,574	\$6,340,693	\$191,644,473	\$191,644,473
2026					
BETTERMENT-State Funded Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	-	\$30,336,972	-	\$30,336,972	\$30,336,972
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$3,453,333	-	\$634,975	\$4,088,307	\$4,088,307
Recovery Zone Economic Development Credit (RZED)	-	-	-	-	-
State Aid Bridge (SAB)	-	-	-	-	-
Senate Bill 367 Gas Tax (SB367-4 Cents)	-	\$34,716,461	\$2,412,005	\$37,128,465	\$37,128,465
Turnpike Capital	-	\$52,148,787	-	\$52,148,787	\$52,148,787
Turnpike Renewal & Rehabilitation (Turnpike R&R)	-	\$33,147,472	-	\$33,147,472	\$33,147,472
TOTAL	\$3,453,333	\$150,349,691	\$3,046,979	\$156,850,003	\$156,850,003

Funding Program	Abbreviation	Funding Program	Abbreviation	Funding Program	Abbreviation
Betterment	BET	Minimum Guarantee	Min Guar	State Aid Hwy	SAH
BRGBIL	BIL-BRG	MOBIL	MOBIL	State of New Hampshire	NH
Bridge Off System	Bridge Off	National Highway Freight	NHF	State Planning and Research	SPR
Bridge On System	Bridge On	National Highway Performance	NHPP	STBG-5 to 200K	STBG5-200K
Bridge On/Off System	Bridge On/Off	NEVI	NEVI	STBG-5 to 49,999	STBG<50K
Carbon Reduction Program 50k - 200k	CARBON50-200K	NH Highway Fund	NHHF	STBG-50 to 200K	STBG50to200K
Carbon Reduction Program Flex	CARBON-FLEX	NHDOT Operating Budget	NHDOT Op	STBG-Areas Less Than 200K	STBG<200K
Congestion Mitigation and Air Quality Program	CMAQ	Non Par DOT	NonPar-DOT	STBG-Areas Over 200K	STBG>200K
DBE	DBE	Non Par Other	NonPar-Other	STBG-Non Urban Areas Under 5K	STBG<5K
DNCR	DNCR	Non Participating	NonPar	STBG-Off System Bridge	STBG-BR
Equity Bonus	Equity Bonus	NSTI National Summer Transportation Institute	NSTI	STBG-State Flexible	STBG-FLEX
Federal Transit Administration	FTA	Other	Other	STIC Funding	STIC
FHWA Earmarks	FHWA Earmarks	Other Fed	Other Fed	TAP-50K to 200K	TAP50-200K
Forest Highways	Forest Highways	PROTECT	PROTECT	TAP-5K to 49,999	TAP5-50K
FTA 5307 Capital and Operating Program	FTA5307	PROTECT Program	PROTECT	TAP-Areas Over 200K	TAP200K+
FTA 5310 Capital Program	FTA5310	RAISE GRANT	RAISE	TAP-Flex	TAP-Flex
FTA 5311 Capital and Operating Program	FTA5311	Recreational Trails	Rec Trails	TAP-Non Urban Areas Under 5K	TAP<5K
FTA 5339 Bus and Bus Facilities	FTA5339	Redistribution	Redistribution	TAP-Transportation Alternatives	TAP
General Fund	General Fund	Repurposed Earmarks Formula	REF	Tiger Grants	TIGER
Highway Safety Improvement Program (HSIP)	HSIP	Repurposed Earmarks Non-Fed-Aid	RENFA	Toll Credit	Toll Credit
Hwy Infrastructure	HWYINF	RL - Rail Highway	RL	Towns	Towns
Interstate Maintenance	IM	RZED Subsidy	RZED	Turnpike Capital	TPK-CAP
Local Tech Assistance Program	LTAP	Safe Routes to School	SRTS	Turnpike Renewal & Replacement	TRR
Maine	Maine	SB367-4-Cents	SP367-4-Cents	Vermont	Vermont
		Skills Training	Skills Training		
		State Aid Bridge	SAB		