

Rockingham Planning Commission  
Metropolitan Planning Organization  
April 10, 2024  
6:30-8:00 PM

**Portsmouth Library**

**Levinson Room**

**175 Parrott Ave, Portsmouth, NH**

Location: <https://maps.app.goo.gl/Ak2FM1wn8UJK7X1V7>

***Virtual Participation via Zoom***

<https://us02web.zoom.us/j/83879063162?pwd=SUxxNVNzMjV1J0K09nOHQvd09pQT09>

***The full zoom invitation is on page 2***

Agenda

1. Introductions
2. Minutes of 12/13/2023 Meetings (**Attachment 1**) — **[Motion Required]** (5 minutes)
3. Amendment #4 2023 – 2026 Transportation Improvement Program (**Attachment #2**) — **Public Hearing** -Dave Walker (20 Minutes)
4. Regional Master Plan – Transportation Related Feedback from March Commission Meeting – Mikayla Jerominek (15 Minutes)
5. 2025 Project Solicitation Process – Dave Walker (20 minutes)
6. Project Updates:
7. Open discussion/Comments

Rockingham Planning is inviting you to a scheduled Zoom meeting.

Topic: RPC Commission Meeting

Time: Apr 10, 2024 06:30 PM Eastern Time (US and Canada)

Every month on the Second Wed, 3 occurrence(s)

Apr 10, 2024 06:30 PM

May 8, 2024 06:30 PM

Jun 12, 2024 06:30 PM

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

Monthly:

[https://us02web.zoom.us/meeting/tZclcOCoqDgrHNYVpTVQnFXW7xeSNxOBevE\\_/ics?icsToken=98tyKuGrpjwjGtKWsR-FRpwqGo\\_CXfTwpnZcgo1kqg\\_RNRFdRDvBYfpHAZxnP\\_rV](https://us02web.zoom.us/meeting/tZclcOCoqDgrHNYVpTVQnFXW7xeSNxOBevE_/ics?icsToken=98tyKuGrpjwjGtKWsR-FRpwqGo_CXfTwpnZcgo1kqg_RNRFdRDvBYfpHAZxnP_rV)

Join Zoom Meeting

<https://us02web.zoom.us/j/83879063162?pwd=SUxxNVNxMFV4V1J0K09nOHQvd09pQT09>

Meeting ID: 838 7906 3162

Passcode: 526831

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One tap mobile

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- +1 929 205 6099 US (New York)
- +1 301 715 8592 US (Washington DC)
- +1 305 224 1968 US
- +1 309 205 3325 US
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Meeting ID: 838 7906 3162

Passcode: 526831

Find your local number: <https://us02web.zoom.us/u/kdcNFRD5j9>

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**MPO MINUTES**  
**ROCKINGHAM PLANNING COMMISSION**  
**Wednesday, December 13, 2023**

**Kingston Fire Department, Kingston NH**  
**Hybrid Zoom Meeting**

**Commissioners/Policy Committee Members Present:** Zoom: A. Carnaby, B. Kravitz (Hampton)  
*In Person:* A. Davis, Chairman (Hampstead); L. Plummer, G. English (Exeter); G. Coppelman, R. Duguay (Kingston); D. Finan (Brentwood); K. Smith (Raymond); K. Grant (Atkinson); J. Doggett (Newton); J. White (Sandown); G. Davison (NHDOT); B. Moreau, P. Britz (Portsmouth); T. Moore (Plaistow)

**Staff:** T. Roache (Executive Director); D. Walker (Asst Dir/Transp Mgr); S. Bogle (Sr. Transp Plnr); A. Pettengill (Business Mgr)

- 1. Introductions: Chairman Davis convened the meeting at 6 p.m. and introductions were made.**
- 2. Minutes of November 8, 2023**

*Doggett moved to approve the Minutes of November 8, 2023 as presented; Moreau seconded.*  
**SO VOTED.**

*\*\*\*Agenda Items Taken Out of Order\*\*\**

**5. Legislative Forum Update-T. Roache**

Roache stated that the RPC staff has put together another Legislative Forum event scheduled for January 10, 2024 at the Unitil Headquarters in Exeter. in an effort to bring our State Senators and legislators together. The RPC Legislative Committee has chosen Energy at the Municipal Level as this year's topic. Speakers will be Sam Evans Brown, Clean Energy; C. Sinnott, Exeter Energy Committee; and Rober Stevenson, Union of Concerned Scientists.

**6. Project Updates:**

Regional Safety Action Plan: Walker stated this is moving forward with a consultant and expected to be complete by the end of 2024 to allow towns time to apply for grants without having to do their own action plans;

Climate Pollution Reduction Grants: Roache explained this is a project the RPC will be applying for with the Boston MPO which includes southern NH towns west of Hampton Falls;

Regional Household Hazardous Waste Feasibility Study: RPC is receiving a grant to study the feasibility of a standing collection facility for HHW somewhere in the region;

Regional Master Plan: Roache explained the sub contract with SRPC should be in place in January for an update to the 2015 RMP. This will be an update to that document and will connect to our housing needs and climate change work;

Greenway Project: Bogle stated that this is moving forward and base material for trails has been put down and looking at crossing safety issues and parking facilities in the Spring.

### **3. Annual Highway Safety Performance Targets (HSIP) (Attachment 2)**

Walker explained this document is mandated by the Federal Highway Administration (FHWA) and requires that five safety related performance targets must be set and published annually by State DOT's and MPOs. This is intended to tie together the three State documents: NHDOT State Strategic Highway Safety Plan (SHSP), OHS Highway Safety Plan (HSP), and Highway Safety Improvement program (HSIP) to implement measures that help to assess the safety performance of the transportation system. Walker reviewed the 5 federally required targets assessed: Number of Fatalities; Rate of Fatalities; Number of Serious Injuries; Rate of Serious Injuries; and Number of Non-Motorized Fatalities and Non motorized Serious Injuries. In addition, the MPOs of NH track Motorcycle Fatalities as well. He reviewed each category and discussion followed regarding how the targets are being met and where Federal funds get directed.

*Plummer moved to adopt the 2024 Transportation Safety (HSIP) Performance Targets as presented; Doggett seconded. **SO VOTED.***

### **4. Regional Transit Safety Targets (Attachment 3)**

Bogle explained that just as MPO's and State DOT's track highway safety performance measures, the Federal Transit Administration (FTA) requires transit agencies that receive federal funding to develop Public Transportation Agency Safety Plans (PTASPs) with safety policies and procedures, tracking and setting targets for seven performance measures which deal with four areas of transit safety: Fatalities, Injuries, Safety Events, and System Reliability. Bogle reviewed the targets as they relate to the two public transportation agencies serving the RPC MPO region: COAST & Manchester Transit Authority (which also operates CART). Discussion followed.

*Doggett moved to adopt the FY 24 MPO Public Transit Agency Safety Targets as presented; Plummer seconded. **SO VOTED.***

Meeting adjourned at 7:22 p.m.

Respectfully submitted,  
Annette Pettengill, Recording Secretary



## MEMORANDUM

To: MPO Policy Committee  
From: Dave Walker, Assistant Director  
Date: 4/4/2024  
**RE: 2023 TIP Amendment #5**

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Attached is a report that lists the changes that Amendment #5 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](http://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 three requested changes (1 Statewide and 2 Regional projects) that RPC must address as part of Amendment #5. These are all cost and/or schedule changes to existing projects. 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 #5, the MPO is conducting a public comment period between March 29, 2024 and April 9, 2024 and a public engagement portal will be made available to collect any comments received (<https://publicinput.com/rpc2023tipamendments>). A final opportunity for comments will be during a public hearing at the **April 10, 2024 MPO Policy Committee Meeting**. Action will be taken 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 \$3,073,472 due to the \$8.3 million increase in funding for the BRIDGE-T1/2-M&P program offset by a \$5 million decrease in TIP funding for Portsmouth 20258 and \$300,000 decrease for Exeter 40623. Portsmouth 20258 construction is largely delayed beyond 2026 (last year of current TIP/STIP) while the Bridge program is receiving and influx of resources for additional construction. Additionally, the construction phase of Exeter 40623 is delayed to 2032 and ROW pushed off to 2029

**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 the total cost of the project, 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 #5. The report also includes statewide fiscal constraint documentation for the revision.

**Comments Received**

No comments have been received as part of the public comment period. There was discussion at TAC regarding the delays to Exeter 40623 and NHDOT has responded that the change in construction timeframe is due to the low ranking of the bridge on the rehabilitation and replacement List (#191) and that there are higher priority bridges that need to be addressed before the one included in this project.

**Recommendation**

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

- The TAC discussed the changes proposed in Amendment #5 and recommended approval to the MPO Policy Committee.
- The fiscal constraint of the TIP/STIP is maintained per the DOT fiscal constraint documentation (FORTHCOMING – Will Be sent separately) 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:**

*MPO Policy Committee approve the changes included in Amendment 5 and submit them to NHDOT for inclusion in the STIP.*

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**Table 1: Summary of Amendment #5 Revisions**

<b>Project #</b>	<b>Location</b>	<b>Scope</b>	<b>2023-2026 TIP Funding Change</b>	<b>Total Project Cost*</b>	<b>Reason for Change</b>
40623	EXETER	Bridge replacement to address Priority Bridge carrying NH111A over Little River (Br No 075/078)	(\$337,388)	\$4,339,905	PE shifted to 2026 and ROW phase removed from current TIP/STIP. CON delayed to 2032
20258	PORTSMOUTH	Construct new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road	(\$5,014,140)	\$8,295,051	Most CON funds delayed beyond 2026 (2027 & 2028)
BRIDGE-T1/2-M&P	PROGRAM	Maintenance & Preservation of Tier 1 & 2 bridges	\$8,425,000	\$202,057,000	Increased Funding for CON portion of Program
<b>Total Net Change</b>			<b>(\$3,073,472)</b>		

\* Total Project Cost includes years before, during, and beyond those in the 2023-2026 STIP/TIP

# Reading the TIP Revision Report

- Revision Docket – **A##** = Amendment. **A##M##Y##** = Administrative Adjustment.
- Description of Revision
- Approval Date
- Project Location – Will list “Program”, “Statewide”, or the community name(s)
- State Project Number
- Project Route/Location – specific roadway or facility where the project is occurring
- Project Scope – Short description of project
- Project phases – Can consist of “PE”, “ROW”, “CON”, or “OTHER”
- Total Project Cost. Includes costs for years before and after TIP years.
- Currently approved version of project
- Proposed project as revised. If project is new, “New Project” will be listed directly under “PENDING”
- Cost and phase breakout by TIP year
- Cost and phase breakout by general source of funds
- TIP Total – Total funding for project in the TIP by phase
- Funding Programs – Specific Federal, state, and other funding programs used
- Regionally Significant – Is project considered “Regionally Significant”
- 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			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
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					<b>9</b> Total Project Cost:	\$14,542,336

**10**

**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:	N		CAA Code: F-30					Total Project Cost:	\$13,415,974

**11**

**16**

**17**

**12**

**13**



Revision: A05Y23  
 Docket Detail: 2023 TIP Amendment 5  
 Approval Date: 4/10/2024

**EXETER (40623)**

**APPROVED**

Project Route/Location: **NH 111A**

**Scope:** Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE		\$282,700		\$375,023	\$657,723			\$657,723	STBG-FLEX, Toll Credit, STBG50to200K
ROW				\$250,015	\$250,015			\$250,015	STBG50to200K, Toll Credit
		\$282,700		\$282,700	\$907,738			\$907,738	

Regionally Significant: N      CAA Code: E-19      Managed By: DOT      RPCS: RPC      Total Project Cost: \$3,695,802

**EXETER (40623)**

**PENDING**

Project Route/Location: **NH 111A**

**Scope:** Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE				\$570,350	\$570,350			\$570,350	STBG50to200K, Toll Credit
					\$570,350			\$570,350	

Regionally Significant: N      CAA Code: E-19      Managed By: DOT      RPCS: RPC      Total Project Cost: \$4,339,905

**PORTSMOUTH (20258)****APPROVED**Project Route/Location: **Peverly Hill Rd.****Scope:** Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly 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 (20258)****PENDING**Project Route/Location: **Peverly Hill Rd.****Scope:** Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly 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	Towns, CMAQ, STBG50to200K
ROW	\$100,000	\$150,000			\$200,000		\$50,000	\$250,000	Towns, CMAQ, STBG50to200K
CON			\$2,058,200		\$358,560		\$1,699,640	\$2,058,200	Towns, TAP50-200K, NonPar-Other
	\$250,000	\$280,000	\$2,058,200	\$280,000	\$782,560		\$1,805,640	\$2,588,200	
Regionally Significant:	N	CAA Code: E-33	Managed By: Muni/Local	RPCS: RPC	Total Project Cost: \$8,295,051				

**PROGRAM (BRDG-T1/2-M&P)****APPROVED**Project Route/Location: **Tier 1-2 Bridges****Scope:** Maintenance & preservation of tier 1 & 2 bridges.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$650,000	\$100,000	\$100,000	\$100,000	\$950,000			\$950,000	NHPP, STBG-FLEX, Toll Credit
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000			\$100,000	NHPP, STBG-FLEX, Toll Credit
CON	\$14,900,000	\$7,550,000	\$5,000,000	\$4,700,000	\$32,150,000			\$32,150,000	NHPP, STBG-FLEX, Toll Credit, STBG<5K
	\$15,575,000	\$7,675,000	\$5,125,000	\$7,675,000	\$33,200,000			\$33,200,000	
Regionally Significant:	N	CAA Code: ALL	Managed By: DOT	RPCS: Statewide	Total Project Cost: \$193,632,000				

**PROGRAM (BRDG-T1/2-M&P)****PENDING**Project Route/Location: **Tier 1-2 Bridges****Scope:** Maintenance & preservation of tier 1 & 2 bridges.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$650,000	\$100,000	\$100,000	\$100,000	\$950,000			\$950,000	NHPP, STBG-FLEX, Toll Credit
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000			\$100,000	NHPP, STBG-FLEX, Toll Credit
CON	\$14,900,000	\$8,225,000	\$8,725,000	\$8,725,000	\$40,575,000			\$40,575,000	STBG<5K, Toll Credit, NHPP, STBG-FLEX
	\$15,575,000	\$8,350,000	\$8,850,000	\$8,350,000	\$41,625,000			\$41,625,000	
Regionally Significant:	N	CAA Code: ALL	Managed By: DOT	RPCS: Statewide	Total Project Cost: \$202,057,000				

## 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	\$ 472,327	\$ -	\$ -	\$ 472,327	\$ -
Carbon Reduction Program Under 5k	\$ 1,459,116	\$ -	\$ -	\$ 1,459,116	\$ -
Carbon Reduction Program>200k	\$ 797,579	\$ -	\$ -	\$ 797,579	\$ -
Carbon Reduction 50k- 200K	\$ 733,769	\$ -	\$ -	\$ 733,769	\$ -
Carbon Reduction Program Flex	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 1,162,320	\$ 12,659,565	\$ 4,802,381
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ -	\$ -	\$ 12,447,232	\$ 12,476,257
National Highway Freight	\$ 5,842,291	\$ -	\$ -	\$ 5,842,291	\$ -
National Highway Performance	\$ 117,703,157	\$ -	\$ 10,000	\$ 117,713,157	\$ 77,809,403
PROTECT	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 2,772,528
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,255,265
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 685,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280	\$ -	\$ 566,158	\$ 4,455,438	\$ 2,407,633
STBG-50 to 200K	\$ 6,042,070	\$ -	\$ 15,717,075	\$ 21,759,145	\$ 6,639,429
STBG-Areas Over 200K	\$ 6,567,496	\$ -	\$ 300,000	\$ 6,867,496	\$ 3,613,603
STBG-Non Urban Areas Under 5K	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 12,072,448
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 401,998	\$ 5,299,121	\$ 6,958,743
STBG-State Flexible	\$ 18,432,204	\$ -	\$ 555,842	\$ 18,988,046	\$ 73,098,582
TAP-50K to 200K	\$ 680,168	\$ -	\$ 188,717	\$ 868,885	\$ 754,866
TAP-5K to 49,999	\$ 437,824	\$ -	\$ 81,941	\$ 519,765	\$ 327,763
TAP-Areas Over 200K	\$ 739,316	\$ -	\$ 189,367	\$ 928,683	\$ 757,469
TAP-Flex	\$ 2,230,564	\$ -	\$ 555,042	\$ 2,785,606	\$ 2,220,166
TAP-Non Urban Areas Under 5K	\$ 1,352,528	\$ -	\$ 338,694	\$ 1,691,222	\$ 1,354,777
State Planning and Research	\$ 6,428,770	\$ -	\$ 390,000	\$ 6,818,770	\$ 6,043,865
	<b>\$ 225,104,574</b>	<b>\$ -</b>	<b>\$ 21,457,469</b>	<b>\$ 246,562,043</b>	<b>\$ 216,050,178</b>
<b>Surplus/(Deficit)</b>					<b>\$ 30,511,865</b>

## 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	\$ 481,774	\$ -	\$ -	\$ 481,774	\$ -
Carbon Reduction Program Under 5k	\$ 1,488,298	\$ -	\$ -	\$ 1,488,298	\$ -
Carbon Reduction Program>200k	\$ 813,531	\$ -	\$ -	\$ 813,531	\$ -
Carbon Reduction 50k- 200K	\$ 748,444	\$ -	\$ -	\$ 748,444	\$ -
Carbon Reduction Program Flex	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 1,058,032	\$ 12,785,222	\$ 4,802,381
Highway Safety Improvement Program (HSIP)	\$ 12,696,177	\$ -	\$ -	\$ 12,696,177	\$ 12,476,257
National Highway Freight	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ -
National Highway Performance	\$ 120,057,220	\$ -	\$ 40,000	\$ 120,097,220	\$ 77,809,403
PROTECT	\$ 6,178,754	\$ -	\$ -	\$ 6,178,754	\$ 2,772,528
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 685,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,967,066	\$ -	\$ 832,197	\$ 4,799,263	\$ 2,407,633
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ 774,251	\$ 6,937,162	\$ 41,108,824
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 633,568	\$ 7,332,414	\$ 3,613,603
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ 71,389	\$ 12,326,460	\$ 12,072,448
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 439,528	\$ 5,434,594	\$ 6,958,743
STBG-State Flexible	\$ 52,660,015	\$ -	\$ 2,254,311	\$ 54,914,326	\$ 73,098,582
TAP-50K to 200K	\$ 693,771	\$ -	\$ 282,131	\$ 975,902	\$ 754,866
TAP-5K to 49,999	\$ 446,580	\$ -	\$ 83,579	\$ 530,160	\$ 327,763
TAP-Areas Over 200K	\$ 754,102	\$ -	\$ 193,154	\$ 947,257	\$ 757,469
TAP-Flex	\$ 2,275,175	\$ -	\$ 566,143	\$ 2,841,318	\$ 2,220,166
TAP-Non Urban Areas Under 5K	\$ 1,379,578.56	\$ -	\$ 345,468	\$ 1,725,046.75	\$ 1,354,777
State Planning and Research	\$ 6,557,345.40	\$ -	\$ 390,000	\$ 6,947,345.40	\$ 6,043,865
	<b>\$ 263,465,832</b>	<b>\$ -</b>	<b>\$ 8,277,568</b>	<b>\$ 271,743,400</b>	<b>\$ 250,519,573</b>
<b>Surplus/Deficit</b>					<b>\$ 21,223,828</b>

## 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	\$ 491,409	\$ -	\$ -	\$ 491,409	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064	\$ -	\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801	\$ -	\$ -	\$ 829,801	\$ -
Carbon Reduction 50k- 200K	\$ 763,413	\$ -	\$ -	\$ 763,413	\$ -
Carbon Reduction Program Flex	\$ 1,978,708	\$ -	\$ -	\$ 1,978,708	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 701,473	\$ 12,663,206	\$ -
Highway Safety Improvement Program (HSIP)	\$ 12,950,100	\$ -	\$ -	\$ 12,950,100	\$ 10,629,350
National Highway Freight	\$ 6,078,320	\$ -	\$ -	\$ 6,078,320	\$ -
National Highway Performance	\$ 122,458,365	\$ -	\$ 104,950	\$ 122,563,314	\$ 84,286,840
PROTECT Program	\$ 6,302,329	\$ -	\$ -	\$ 6,302,329	\$ -
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	\$ 4,046,407	\$ -	\$ 356,600	\$ 4,403,007	\$ 5,178,845
STBG-50 to 200K	\$ 6,286,170	\$ -	\$ 508,426	\$ 6,794,596	\$ 6,984,812
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 12,735	\$ 6,845,558	\$ 3,853,249
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 263,001	\$ 12,763,174	\$ 9,849,657
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ 602,207	\$ 5,697,173	\$ 14,777,995
STBG-State Flexible	\$ 54,463,215	\$ -	\$ 118,003	\$ 54,581,218	\$ 66,545,671
TAP-50K to 200K	\$ 707,647	\$ -	\$ 196,341	\$ 903,988	\$ 785,363
TAP-5K to 49,999	\$ 455,512	\$ -	\$ 85,251	\$ 540,763	\$ 341,004
TAP-Areas Over 200K	\$ 769,184	\$ -	\$ 197,018	\$ 966,202	\$ 788,070
TAP-Flex	\$ 2,320,679	\$ -	\$ 577,465	\$ 2,898,144	\$ 2,309,862
TAP-Non Urban Areas Under 5K	\$ 1,407,170	\$ -	\$ 352,378	\$ 1,759,548	\$ 1,409,510
State Planning and Research	\$ 6,688,492	\$ -	\$ 462,058	\$ 7,150,550	\$ 6,433,486
	<b>\$ 269,485,149</b>	<b>\$ -</b>	<b>\$ 4,851,721</b>	<b>\$ 274,336,869</b>	<b>\$ 216,113,980</b>
<b>Surplus/Deficit</b>					<b>\$ 58,222,889</b>

**General Notes**

Federal Apportionment is estimated based on FFY2024 apportionment + (2% increase by funding category)

Return 1% RTP Admin & Redistribution Are Added to STBG State Flexible for Accounting

## 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	\$ 472,327		\$ 689,737	\$ 1,162,064	\$ -	\$ -	\$ 1,162,064	\$ -	\$ 1,162,064
Carbon Reduction Program Under 5k	\$ 1,459,116		\$ 2,850,961	\$ 4,310,077	\$ -	\$ -	\$ 4,310,077	\$ -	\$ 4,310,077
Carbon Reduction Program >200k	\$ 797,579		\$ 1,593,998	\$ 2,391,577	\$ -	\$ -	\$ 2,391,577	\$ -	\$ 2,391,577
Carbon Reduction 50k- 200K	\$ 733,769		\$ 808,832	\$ 1,542,601	\$ -	\$ -	\$ 1,542,601	\$ -	\$ 1,542,601
Carbon Reduction Program Flex	\$ 1,901,872		\$ -	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -	\$ 1,901,872
Congestion Mitigation and Air Quality Program	\$ 11,497,245		\$ -	\$ 11,497,245	\$ -	\$ 1,205,674	\$ 12,702,919	\$ 4,802,381	\$ 7,900,538
Highway Safety Improvement Program (HSIP)	\$ 12,447,232		\$ 279,360	\$ 12,726,592	\$ -	\$ -	\$ 12,726,592	\$ 12,476,257	\$ 250,335
National Highway Freight	\$ 5,842,291		\$ 2	\$ 5,842,293	\$ -	\$ -	\$ 5,842,293	\$ -	\$ 5,842,293
National Highway Performance	\$ 117,703,157	\$ (34,619,855)	\$ -	\$ 83,083,302	\$ -	\$ 50,000	\$ 83,133,302	\$ 77,809,403	\$ 5,323,899
PROTECT	\$ 6,057,602		\$ -	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 2,772,528	\$ 3,285,074
Recreational Trails	\$ 1,255,265		\$ 3,191,317	\$ 4,446,582	\$ -	\$ 313,816	\$ 4,760,398	\$ 1,255,265	\$ 3,505,133
RL - Rail Highway	\$ 1,225,000		\$ 3,340,104	\$ 4,565,104	\$ -	\$ -	\$ 4,565,104	\$ 685,000	\$ 3,880,104
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280		\$ 52,406	\$ 3,941,686	\$ -	\$ 492,922	\$ 4,434,608	\$ 2,407,633	\$ 2,026,976
STBG-50 to 200K	\$ 6,042,070	\$ 470,792	\$ -	\$ 6,512,862	\$ -	\$ 126,567	\$ 6,639,429	\$ 6,639,429	\$ -
STBG-Areas Over 200K	\$ 6,567,496		\$ 1,783,205	\$ 8,350,701	\$ -	\$ 600,200	\$ 8,950,901	\$ 3,613,603	\$ 5,337,298
STBG-Non Urban Areas Under 5K	\$ 12,014,776		\$ -	\$ 12,014,776	\$ -	\$ 676,997	\$ 12,691,773	\$ 12,072,448	\$ 619,325
STBG-Off System Bridge	\$ 4,897,123		\$ 9,333,232	\$ 14,230,355	\$ -	\$ 412,061	\$ 14,642,416	\$ 6,958,743	\$ 7,683,673
STBG-State Flexible	\$ 18,432,204	\$ 34,149,063	\$ 4,703,005	\$ 57,284,272	\$ -	\$ 15,814,310	\$ 73,098,582	\$ 73,098,582	\$ -
TAP-50K to 200K	\$ 680,168		\$ 368,012	\$ 1,048,180	\$ -	\$ 188,717	\$ 1,236,897	\$ 754,866	\$ 482,031
TAP-5K to 49,999	\$ 437,824		\$ 355,626	\$ 793,450	\$ -	\$ 81,941	\$ 875,391	\$ 327,763	\$ 547,628
TAP-Areas Over 200K	\$ 739,316		\$ 1,810,371	\$ 2,549,687	\$ -	\$ 189,367	\$ 2,739,055	\$ 757,469	\$ 1,981,586
TAP-Flex	\$ 2,230,564		\$ 3,889,237	\$ 6,119,801	\$ -	\$ 555,042	\$ 6,674,843	\$ 2,220,166	\$ 4,454,677
TAP-Non Urban Areas Under 5K	\$ 1,352,528		\$ 2,282,293	\$ 3,634,821	\$ -	\$ 338,694	\$ 3,973,515	\$ 1,354,777	\$ 2,618,738
State Planning and Research	\$ 6,428,770		\$ 1,301,363	\$ 7,730,133	\$ -	\$ 390,000	\$ 8,120,133	\$ 6,043,865	\$ 2,076,269
<b>Total</b>	<b>\$ 225,104,574</b>	<b>\$ -</b>	<b>\$ 38,633,062</b>	<b>\$ 263,737,636</b>	<b>\$ -</b>	<b>\$ 21,436,309</b>	<b>\$ 285,173,946</b>	<b>\$ 216,050,178</b>	<b>\$ 69,123,768</b>

\* Federal Apportionment is estimated based on FFY2024 apportionment (2/15/2024 SOF)

\*\* Federal Available Balance is based on the unobligated balances shown on the 2/15/2024 Status of Funds

## Federal Highway Non-Formula Funds

2023	Federal Available	State Available	Other/Local Available	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	\$ -	\$ -	\$ 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
<b>TOTAL</b>	<b>\$ 43,011,751</b>	<b>\$ 25,000</b>	<b>\$ 1,315,361</b>	<b>\$ 45,270,134</b>	<b>\$ 44,352,112</b>
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 16,414,347	\$ -	\$ 1,254,712	\$ 17,669,059	\$ 17,669,059
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 602,937	\$ -	\$ 150,734	\$ 753,671	\$ 753,671
Forest Highways	\$ 1,017,000	\$ -	\$ -	\$ 1,017,000	\$ 1,017,000
Highway Infrastructure Exempt Funds	\$ 28,404,647	\$ -	\$ -	\$ 28,404,647	\$ 28,404,647
Local Tech Assistance Program	\$ 333,000	\$ -	\$ -	\$ 333,000	\$ 333,000
MOBIL	\$ 28,022,698	\$ -	\$ -	\$ 28,022,698	\$ 28,022,698
National Highway Performance Exempt	\$ 2,541,361	\$ -	\$ 10,000	\$ 2,551,361	\$ 2,551,361
National Electric Vehical Infrastructure (NEVI)	\$ 8,864,710	\$ 1,338,802	\$ -	\$ -	\$ -
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	\$ 148,000	\$ 37,000	\$ -	\$ 185,000	\$ 185,000
<b>TOTAL</b>	<b>\$ 87,241,179</b>	<b>\$ 1,375,802</b>	<b>\$ 1,805,446</b>	<b>\$ 80,218,915</b>	<b>\$ 80,218,915</b>
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 62,077,415	\$ -	\$ 3,408,500	\$ 65,485,915	\$ 65,485,915
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 2,682,975	\$ -	\$ 670,744	\$ 3,353,719	\$ 3,353,719
Forest Highways	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
Highway Infrastructure Exempt Funds	\$ 17,862,111	\$ -	\$ -	\$ 17,862,111	\$ 17,862,111
Local Tech Assistance Program	\$ 338,550	\$ -	\$ -	\$ 338,550	\$ 338,550
MOBIL	\$ 33,848,711	\$ -	\$ -	\$ 33,848,711	\$ 33,848,711
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 40,000	\$ 2,540,000	\$ 2,540,000
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ 1,338,802	\$ -	\$ 4,798,802	\$ 4,798,802
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	\$ 37,000	\$ -	\$ 137,000	\$ 137,000
<b>TOTAL</b>	<b>\$ 123,989,505</b>	<b>\$ 1,375,802</b>	<b>\$ 4,509,244</b>	<b>\$ 129,874,552</b>	<b>\$ 129,874,552</b>
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 49,897,497	\$ -	\$ 7,510,425	\$ 57,407,921	\$ 57,407,921
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ 6,818,275	\$ -	\$ 1,704,569	\$ 8,522,844	\$ 8,522,844
Forest Highways	\$ 1,893,640	\$ -	\$ -	\$ 1,893,640	\$ 1,893,640
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 2,750,000	\$ -	\$ -	\$ 2,750,000	\$ 2,750,000
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 104,950	\$ 2,604,950	\$ 2,604,950
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ 1,338,802	\$ -	\$ 4,798,802	\$ 4,798,802
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	\$ -	\$ 37,000	\$ -	\$ 37,000	\$ 37,000
<b>TOTAL</b>	<b>\$ 68,298,004</b>	<b>\$ 1,375,802</b>	<b>\$ 9,782,001</b>	<b>\$ 79,455,808</b>	<b>\$ 79,455,808</b>

## Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
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/Disabilities	\$ 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
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 59,028,744	\$ 59,028,744
<b>2024</b>					
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/Disabilities	\$ 6,844,005	\$ -	\$ 1,665,101	\$ 8,509,105	\$ 8,509,105
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
<b>TOTAL</b>	\$ 36,302,298	\$ -	\$ 15,937,528	\$ 52,239,827	\$ 52,239,827
<b>2025</b>					
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/Disabilities	\$ 6,846,963	\$ -	\$ 1,636,853	\$ 8,483,816	\$ 8,483,816
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
<b>TOTAL</b>	\$ 37,185,807	\$ -	\$ 16,340,533	\$ 53,526,340	\$ 53,526,340
<b>2026</b>					
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/Disabilities	\$ 7,156,562	\$ -	\$ 1,708,993	\$ 8,865,555	\$ 8,865,555
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
<b>TOTAL</b>	\$ 33,337,458	\$ 4,086	\$ 15,258,404	\$ 48,599,948	\$ 48,599,948

## Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
BETTERMENT-State Funded	\$ -	\$ 44,652,845	\$ -	\$ 44,652,845	\$ 44,652,845
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 1,683,487	\$ -	\$ 25,000	\$ 1,708,486	\$ 1,708,486
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 44,471,058	\$ 3,366,110	\$ 47,837,168	\$ 47,837,168
Turnpike Capital	\$ -	\$ 44,485,556	\$ -	\$ 44,485,556	\$ 44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 46,790,946	\$ -	\$ 46,790,946	\$ 46,790,946
<b>TOTAL</b>	<b>\$ 1,683,487</b>	<b>\$ 180,400,406</b>	<b>\$ 3,391,110</b>	<b>\$ 185,475,002</b>	<b>\$ 185,475,002</b>
<b>2024</b>					
BETTERMENT-State Funded	\$ -	\$ 48,594,518	\$ -	\$ 48,594,518	\$ 48,594,518
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 45,193,981	\$ 15,590,508	\$ 25,000	\$ 60,809,489	\$ 60,809,489
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 652,292	\$ 652,292	\$ 652,292
State Aid Bridge (SAB)	\$ -	\$ 8,224	\$ 2,056	\$ 10,280	\$ 10,280
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 70,907,726	\$ 8,375,197	\$ 79,282,923	\$ 79,282,923
Turnpike Capital	\$ -	\$ 40,134,016	\$ -	\$ 40,134,016	\$ 40,134,016
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 52,322,243	\$ -	\$ 52,322,243	\$ 52,322,243
<b>TOTAL</b>	<b>\$ 45,193,981</b>	<b>\$ 227,557,234</b>	<b>\$ 9,054,545</b>	<b>\$ 281,805,760</b>	<b>\$ 281,805,760</b>
<b>2025</b>					
BETTERMENT-State Funded	\$ -	\$ 48,178,101	\$ -	\$ 48,178,101	\$ 48,178,101
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 437,338	\$ -	\$ -	\$ 437,338	\$ 437,338
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 337,019	\$ 337,019	\$ 337,019
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 66,290,390	\$ 5,267,082	\$ 71,557,472	\$ 71,557,472
Turnpike Capital	\$ -	\$ 40,380,342	\$ -	\$ 40,380,342	\$ 40,380,342
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 35,564,217	\$ -	\$ 35,564,217	\$ 35,564,217
<b>TOTAL</b>	<b>\$ 437,338</b>	<b>\$ 190,413,051</b>	<b>\$ 5,604,101</b>	<b>\$ 196,454,489</b>	<b>\$ 196,454,489</b>
<b>2026</b>					
BETTERMENT-State Funded	\$ -	\$ 35,543,909	\$ -	\$ 35,543,909	\$ 35,543,909
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 278,307	\$ -	\$ -	\$ 278,307	\$ 278,307
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 39,422,246	\$ 3,591,409	\$ 43,013,655	\$ 43,013,655
Turnpike Capital	\$ -	\$ 51,569,741	\$ -	\$ 51,569,741	\$ 51,569,741
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 36,770,919	\$ -	\$ 36,770,919	\$ 36,770,919
<b>TOTAL</b>	<b>\$ 278,307</b>	<b>\$ 163,306,816</b>	<b>\$ 3,591,409</b>	<b>\$ 167,176,532</b>	<b>\$ 167,176,532</b>

<b>Funding Program</b>	<b>Abbreviation</b>	<b>Funding Program</b>	<b>Abbreviation</b>	<b>Funding Program</b>	<b>Abbreviation</b>
Betterment	BET	Maine	Maine	State Aid Bridge	SAB
BRGBIL	BIL-BRG	Minimum Guarantee	Min Guar	State Aid Hwy	SAH
Bridge Off System	Bridge Off	MOBIL	MOBIL	State of New Hampshire	NH
Bridge On System	Bridge On	National Highway Freight	NHF	State Planning and Research	SPR
Bridge On/Off System	Bridge On/Off	National Highway Performance	NHPP	STBG-5 to 200K	STBG5-200K
Carbon Reduction Program 50k - 200k	CARBON50-200K	NEVI	NEVI	STBG-5 to 49,999	STBG<50K
Carbon Reduction Program Flex	CARBON-FLEX	NH Highway Fund	NHHF	STBG-50 to 200K	STBG50to200K
Congestion Mitigation and Air Quality Program	CMAQ	NHDOT Operating Budget	NHDOT Op	STBG-Areas Less Than 200K	STBG<200K
DBE	DBE	Non Par DOT	NonPar-DOT	STBG-Areas Over 200K	STBG>200K
DNCR	DNCR	Non Par Other	NonPar-Other	STBG-Non Urban Areas Under 5K	STBG<5K
Equity Bonus	Equity Bonus	Non Participating	NonPar	STBG-Off System Bridge	STBG-BR
Federal Transit Administration	FTA	NSTI National Summer Transportation Institute	NSTI	STBG-State Flexible	STBG-FLEX
FEMA	FEMA	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
		SB367-4-Cents	SP367-4-Cents	Vermont	Vermont
		Skills Training	Skills Training		