

MEMORANDUM

To: MPO Policy Committee
From: Dave Walker, Assistant Director
Date: 11/06/2024
RE: 2023 TIP Amendment #7

Attached is a report that lists the changes that Amendment #7 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 eleven requested changes (2 Statewide and 9 Regional projects) that RPC must address as part of Amendment #7. One project is a new addition to the TIP, two are being removed (delayed beyond 2026), and the remainder are changes to funding and schedules. 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 #7, the MPO is conducting a public comment period between November 1, 2024 and November 12, 2024 and a public engagement portal is open to collect any comments received (<https://publicinput.com/rpc2023tipamendments>). No public comments have been received to date however two additional project revisions have been identified by RPC and NHDOT and are being requested to be included in the revision. A final opportunity for comments will be during a public hearing at the **November 13, 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 just over \$10.5 million. There is an infusion of new funds in the TIP (\$40.1 million) for North Hampton-Rye 42312, Portsmouth 20258, FTA5307, Salem 44309, and Seabrook 41712. This is offset by decreases in TIP funding (\$29.6 million) for Candia-Raymond 43839, Epping 29608, North Hampton-Rye 42312A and 42312B, and FLAP that are largely driven by construction delays that push funding beyond FY26. Additionally, two new projects are being put forward as part of the amendment:

- **Dover (44367):** This project would add CMAQ funding to the TIP to fund the CommuteSMART program via COAST. This was originally proposed to be included in Amendment #4 however there were some eligibility concerns from FHWA that delayed the project. While final approval from FHWA is still pending, it was recommended to include the project in Amendment #7 so that work can begin more quickly once the approval is provided.
- **Hampton-Hampton Falls (43537):** RPC received a RAISE grant to advance engineering on Phase III of the East Coast Greenway and in order to expend the funds the project must be included in the

TIP. The proposed revision would add \$1,40,688 in RAISE funding to the project in FY25 so that engineering can begin next year on the project.

Table 1 provides a brief overview of the changes to the projects, as well as the general reasoning for that change. There are two cost columns included. The first shows the funding during the TIP years (2023-2026) with the funding change in parentheses. The second column shows the total cost of the project, including years before and after the current TIP, along with the total cost change in parentheses. 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 #7. The report also includes statewide fiscal constraint documentation for the revision.

Comments Received

No comments from the public have been received to date. Two projects are being requested to be included in the amendment by RPC, COAST, and NHDOT.

Recommendation

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

- The TAC reviewed the proposed revisions during the October 24, 2024 meeting and recommended that the MPO Policy Committee approve Amendment #7. Dover 44367 was discussed during the meeting however Hampton-Hampton Falls 43537 was not.
- A comment period began on November 1, 2024 and will conclude on November 12, 2024. Any public comments and proposed changes will be discussed at the public hearing and MPO Policy Committee on November 13, 2024.
- The fiscal constraint of the TIP/STIP is maintained per the attached DOT fiscal constraint documentation 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:

The MPO Policy Committee approve the changes included in TIP Amendment #7, including the addition of Dover 44367 and Hampton-Hampton Falls 43537 to the TIP, and submit to NHDOT for inclusion in the STIP.


Table 1: Summary of Amendment #7 Revisions

Project #	Location	Scope	2023-2026 TIP Funding (Change)	Total Project Cost (Change)*	Reason for Change
43839	CANDIA - RAYMOND	Rehabilitation/Reconstruction of a section NH Route 101	\$7,078,500 (-\$11,000,000)	\$24,414,922 (+\$1,021,636)	Construction delayed beyond STIP/TIP Years
44367	DOVER	Reinvigorate the CommuteSMART Seacoast(TMA) with new programming& outreach proposed 5 years	\$751,825 (+\$751,825)	\$751,825 (+\$751,825)	New CMAQ project to be added to the TIP pending eligibility determination
29608	EPPING	NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87	\$3,706,079 (+\$5,135,238)	\$27,369,249 (+\$11,975,629)	Construction delayed beyond STIP/TIP Years
43537	HAMPTO- HAMPTON FALLS	Construct Rail Trail on 2.3 miles of the Abandoned Hampton Branch Rail Corridor (Phase III of ECG)	\$1,450,688 (+\$1,450,688)	\$7,247,588 (+\$1,450,688)	Include RAISE grant funding in FY25
41436	NEWTON	Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)	\$0 (-\$264,383)	\$2,258,131 (+\$686,070)	Project delayed beyond STIP/TIP Years
42312	NORTH HAMPTON - RYE	Reconstruct NHDOT Stone Revetment seawalls/Berms	\$31,355,946 (+\$23,740,946)	\$31,475,946 (+\$23,740,946)	Addition of PROTECT grant funds.
42312A	NORTH HAMPTON-RYE	Reconstruction of revetment sea walls	\$834,420 (-\$11,960,086)	\$20,392,694 (+\$7,598,188)	Construction delayed beyond STIP/TIP Years
42312B	NORTH HAMPTON-RYE	Reconstruction of revetment sea walls	\$0 (-\$561,880)	\$14,571,081 (-\$5,506,058)	Project delayed beyond STIP/TIP Years
20258	PORTSMOUTH	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	\$7,350,000 (+\$4,761,800)	\$7,831,635 (-\$386,744)	Construction consolidated in FY26
FLAP	PROGRAM	Impr. transportation facilities that access Federal Lands {FLAP} (Application to EFL required)	\$1,691,000 (-\$720,000)	\$8,430,000 (\$0)	Some Construction delayed beyond STIP/TIP Years
FTA5307	PROGRAM	FTA Section 5307 apportioned funds for NHDOT-programmed projects only.	\$8,561,945 (+\$6,377,945)	\$104,995,462 (+\$19,541,771)	Includes FY25 and FY26 Apportionments
44309	SALEM	Replace Bridge St Bridge over Spicket River (Brg #115/097)	\$4,925,000	\$4,925,000	New Project in the STIP/TIP
41712	SEABROOK	Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.	\$978,354 (+\$342,210)	\$5,382,207 (+\$1,065,083)	Additional funds to support project needs and schedule
Total Net Change			\$22,979,303		

* Total Project Cost includes years before, during, and beyond those in the 2023-2026 STIP/TIP. Total cost change for the project is included in parentheses except for projects new to the TIP/STIP

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

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HAMPTON-HAMPTON FALLS (43537)

Project Route/Location: HAMPTON BRANCH RR

Scope: Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor (Phase III of ECG)

	Fiscal Year				Funding Source			TIP Total	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$ 1,450,688		\$ 1,450,688			\$ 1,450,688	RAISE
ROW									
CON									
			\$ 1,450,688		\$ 1,450,688				

Regionally Significant: No (based on listing for 26485)

CAA Code: E-33

Managed By: RPC/DOT

RPCS: RPC

Total Project Cost: \$ 7,247,588

Total project cost includes \$547,204 for PE in 2027, and \$5.2M for Construction in 2032

From Ten Year Plan

	Year	Funding	Program
PE	2027	\$ 547,204	None-Other
C	2032	\$ 5,249,696	None-Other
		\$ 5,796,900	

Proposed Dollars

DOVER (44367)

All Project Cost: \$751,825

Route/Road/Entity: Cooperative Alliance for Seacoast Transportation (COAST)

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$601,460	\$0	\$150,365	\$751,825	Congestion Mitigation and Air Quality Program, Towns
		\$601,460	\$0	\$150,365	\$751,825	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ATT

RPC: SRPC



Revision: A07Y23
 Docket Detail: 2023 TIP Amendment 7
 Approval Date: 11/13/2024

CANDIA - RAYMOND (43839)

APPROVED

Project Route/Location: **NH Route 101**

Scope: Rehabilitation/Reconstruction of a section NH Route 101

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$550,000	\$770,000			\$1,320,000			\$1,320,000	STBG-FLEX, Toll Credit
ROW			\$55,000		\$55,000			\$55,000	STBG-FLEX, Toll Credit
CON			\$11,000,000	\$5,703,500	\$16,703,500			\$16,703,500	STBG-FLEX, Toll Credit
	\$550,000	\$770,000	\$11,055,000	\$770,000	\$18,078,500			\$18,078,500	

Regionally Significant: N CAA Code: E-10 Managed By: DOT RPCS: RPC, SNHPC Total Project Cost: \$23,393,286

CANDIA - RAYMOND (43839)

PENDING

Project Route/Location: **NH Route 101**

Scope: Rehabilitation/Reconstruction of a section NH Route 101

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$550,000	\$770,000			\$1,320,000			\$1,320,000	STBG-FLEX, Toll Credit
ROW			\$55,000		\$55,000			\$55,000	STBG-FLEX, Toll Credit
CON				\$5,703,500	\$5,703,500			\$5,703,500	STBG-FLEX, Toll Credit
	\$550,000	\$770,000	\$55,000	\$770,000	\$7,078,500			\$7,078,500	

Regionally Significant: N CAA Code: E-10 Managed By: DOT RPCS: RPC, SNHPC Total Project Cost: \$24,414,922

EPPING (29608)**APPROVED**Project Route/Location: **NH 125****Scope:** NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
ROW			\$736,079		\$736,079			\$736,079	NHPP, Toll Credit
CON			\$3,266,077	\$4,839,162	\$8,105,238			\$8,105,238	NHPP, Toll Credit
			\$4,002,156		\$8,841,317			\$8,841,317	
Regionally Significant:	N	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$15,393,620

EPPING (29608)**PENDING**Project Route/Location: **NH 125****Scope:** NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$1,210,000	\$1,210,000	\$2,420,000			\$2,420,000	Toll Credit, NHPP
ROW			\$736,079	\$550,000	\$1,286,079			\$1,286,079	Toll Credit, NHPP
			\$1,946,079		\$3,706,079			\$3,706,079	
Regionally Significant:	N	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$27,369,249

NEWTON (41436)**APPROVED**Project Route/Location: **Pond Street****Scope:** Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$142,780	\$121,603	\$264,383			\$264,383	STBG-BR, Toll Credit
			\$142,780		\$264,383			\$264,383	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$1,572,061

NEWTON (41436)**PENDING**Project Route/Location: **Pond Street****Scope:** Address the Red List bridge carrying Pond Street over CSX in the Town of Newton (064/107)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$0	\$0	\$0			\$0	STBG-BR
			\$0		\$0			\$0	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$2,258,131

NORTH HAMPTON - RYE (42312)

APPROVED

Project Route/Location: **NH 1A**

Scope: Reconstruct NHDOT Stone Revetment seawalls/Berms

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$2,200,000	\$180,000			\$2,200,000	\$180,000		\$2,380,000	STBG50to200K, Toll Credit, NonPar-DOT
ROW			\$50,000			\$50,000		\$50,000	NonPar-DOT
CON				\$5,185,000			\$5,185,000	\$5,185,000	NonPar-Other
	\$2,200,000	\$180,000	\$50,000	\$180,000	\$2,200,000	\$230,000	\$5,185,000	\$7,615,000	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$7,735,000

NORTH HAMPTON - RYE (42312)

PENDING

Project Route/Location: **NH 1A**

Scope: Reconstruct NHDOT Stone Revetment seawalls/Berms

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$2,200,000		\$220,000		\$2,420,000			\$2,420,000	STBG50to200K, Toll Credit
ROW			\$50,000			\$50,000		\$50,000	NonPar-DOT
CON				\$28,885,946	\$28,885,946			\$28,885,946	PROTECT, STBG50to200K, Toll Credit
	\$2,200,000		\$270,000		\$31,305,946	\$50,000		\$31,355,946	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$31,475,946

NORTH HAMPTON-RYE (42312A)**APPROVED**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				\$12,366,744		\$3,091,686	\$9,275,058	\$12,366,744	FEMA, 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 (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			\$150,000	\$684,420	\$684,420	\$150,000		\$834,420	BET, STBG50to200K, Toll Credit
			\$150,000		\$684,420	\$150,000		\$834,420	

Regionally Significant: N CAA Code: ATT Managed By: DOT RPCS: RPC Total Project Cost: \$20,392,694

NORTH HAMPTON-RYE (42312B)**APPROVED**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				\$532,308	\$532,308			\$532,308	STBG50to200K, Toll Credit
ROW				\$29,573	\$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

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			\$0		\$0			\$0	STBG50to200K
ROW				\$0	\$0			\$0	STBG50to200K
					\$0			\$0	

Regionally Significant: N CAA Code: ATT Managed By: DOT RPCS: RPC Total Project Cost: \$14,571,081

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	\$30,000	\$100,000		\$224,000		\$56,000	\$280,000	CMAQ, Towns, STBG50to200K
ROW	\$100,000	\$150,000			\$200,000		\$50,000	\$250,000	CMAQ, Towns, STBG50to200K
CON			\$2,058,200		\$358,560		\$1,699,640	\$2,058,200	TAP50-200K, Towns, NonPar-Other
	\$250,000	\$180,000	\$2,158,200	\$180,000	\$782,560		\$1,805,640	\$2,588,200	
Regionally Significant:	N	CAA Code: E-33	Managed By: Muni/Local	RPCS: RPC	Total Project Cost: \$8,218,379				

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	\$30,000	\$100,000		\$224,000		\$56,000	\$280,000	CMAQ, Towns, STBG50to200K
ROW	\$100,000	\$150,000			\$200,000		\$50,000	\$250,000	CMAQ, Towns, STBG50to200K
CON				\$6,820,000	\$4,168,000		\$2,652,000	\$6,820,000	CMAQ, Towns, STBG50to200K, NonPar-Other
	\$250,000	\$180,000	\$100,000	\$180,000	\$4,592,000		\$2,758,000	\$7,350,000	
Regionally Significant:	N	CAA Code: E-33	Managed By: Muni/Local	RPCS: RPC	Total Project Cost: \$7,831,635				

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	\$120,000	\$110,000	\$50,000	\$330,000			\$330,000	Forest Highways
ROW	\$25,000	\$25,000	\$30,000	\$25,000	\$105,000			\$105,000	Forest Highways
CON	\$352,000	\$352,000		\$1,072,000	\$1,776,000			\$1,776,000	Forest Highways
OTHER		\$200,000			\$200,000			\$200,000	Forest Highways
	\$427,000	\$697,000	\$140,000	\$697,000	\$2,411,000			\$2,411,000	

Regionally Significant: N CAA Code: ALL Managed By: DOT RPCS: Statewide Total Project Cost: \$8,430,000

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	\$120,000	\$50,000	\$110,000	\$330,000			\$330,000	Forest Highways
ROW	\$25,000	\$25,000	\$20,000	\$35,000	\$105,000			\$105,000	Forest Highways
CON	\$352,000	\$352,000		\$352,000	\$1,056,000			\$1,056,000	Forest Highways
OTHER		\$200,000			\$200,000			\$200,000	Forest Highways
	\$427,000	\$697,000	\$70,000	\$697,000	\$1,691,000			\$1,691,000	

Regionally Significant: N CAA Code: ALL Managed By: DOT RPCS: Statewide Total Project Cost: \$8,430,000

PROGRAM (FTA5307)**APPROVED**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		\$2,184,000			\$1,747,200		\$436,800	\$2,184,000	FTA5307, Other
		\$2,184,000		\$2,184,000	\$1,747,200		\$436,800	\$2,184,000	
Regionally Significant:	N	CAA Code: E-21		Managed By: DOT		RPCS: CNHRPC, NRPC, RPC, SNHPC, S		Total Project Cost:	\$85,453,691

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		\$2,801,693	\$2,225,316	\$3,534,936	\$6,849,556		\$1,712,389	\$8,561,945	FTA5307, Other
		\$2,801,693	\$2,225,316	\$2,801,693	\$6,849,556		\$1,712,389	\$8,561,945	
Regionally Significant:	N	CAA Code: E-21		Managed By: DOT		RPCS: CNHRPC, NRPC, RPC, SNHPC, S		Total Project Cost:	\$104,995,462

SALEM (44309)**PENDING**Project Route/Location: **Bridge Street****Scope:** Replace Bridge St Bridge over Spicket River (Brg #115/097)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$80,000			\$64,000	\$16,000	\$80,000	SP367-4-Cents, Towns
ROW			\$5,000			\$4,000	\$1,000	\$5,000	SP367-4-Cents, Towns
CON			\$4,840,000		\$3,872,000		\$968,000	\$4,840,000	HWYINF, Towns
			\$4,925,000		\$3,872,000	\$68,000	\$985,000	\$4,925,000	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	Muni/Local	RPCS:	RPC	Total Project Cost:	\$4,925,000

SEABROOK (41712)**APPROVED**Project Route/Location: **US 1****Scope:** Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$385,521		\$192,761		\$192,761	\$385,521	NonPar-Other, STBG-FLEX, Toll Credit
ROW			\$250,623		\$125,312		\$125,312	\$250,623	NonPar-Other, STBG-FLEX, Toll Credit
			\$636,144		\$318,072		\$318,072	\$636,144	
Regionally Significant:	N	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$4,317,124

SEABROOK (41712)**PENDING**Project Route/Location: **US 1****Scope:** Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$385,521	\$228,140	\$306,831		\$306,831	\$613,661	NonPar-Other, STBG-FLEX, Toll Credit, STBG>200K
ROW			\$250,623	\$114,070	\$182,347		\$182,347	\$364,693	NonPar-Other, STBG-FLEX, Toll Credit
			\$636,144		\$489,177		\$489,177	\$978,354	
Regionally Significant:	N	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$5,382,207

Funding Program	Abbreviation	Funding Program	Abbreviation	Funding Program	Abbreviation
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		

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	\$ 355,249	\$ -	\$ -	\$ 355,249	\$ -
Carbon Reduction Program Under 5k	\$ 1,468,386	\$ -	\$ -	\$ 1,468,386	\$ -
Carbon Reduction Program>200k	\$ 820,988	\$ -	\$ -	\$ 820,988	\$ -
Carbon Reduction Program 50k - 200k	\$ 818,169	\$ -	\$ -	\$ 818,169	\$ 779,692
Carbon Reduction Program Flex	\$ 1,864,580	\$ -	\$ -	\$ 1,864,580	\$ 1,828,020
Congestion Mitigation and Air Quality Program	\$ 8,437,245	\$ -	\$ 858,754	\$ 9,295,999	\$ 11,017,965
Highway Safety Improvement Program (HSIP)	\$ 12,422,937	\$ -	\$ -	\$ 12,422,937	\$ 15,970,000
National Highway Freight	\$ 5,842,290	\$ -	\$ -	\$ 5,842,290	\$ 5,727,733
National Highway Performance	\$ 92,150,111	\$ -	\$ 165,321	\$ 92,315,432	\$ 78,905,140
PROTECT	\$ 5,936,450	\$ -	\$ -	\$ 5,936,450	\$ 8,999,790
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 1,280,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 25,000
STBG-5 to 49,999	\$ 2,925,220	\$ -	\$ 665,611	\$ 3,590,831	\$ 2,838,444
STBG-50 to 200K	\$ 6,737,036	\$ -	\$ 107,000	\$ 6,844,036	\$ 5,483,099
STBG-Areas Over 200K	\$ 6,760,254	\$ -	\$ 57,131	\$ 6,817,385	\$ 4,877,539
STBG-Non Urban Areas Under 5K	\$ 12,091,113	\$ -	\$ 126,000	\$ 12,217,113	\$ 8,083,892
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 16,527	\$ 5,011,592	\$ 917,066
STBG-State Flexible	\$ 49,355,070	\$ -	\$ 747,290	\$ 50,102,360	\$ 104,873,899
TAP-50K to 200K	\$ 754,866	\$ -	\$ 185,016	\$ 939,883	\$ 740,065
TAP-5K to 49,999	\$ 327,763	\$ -	\$ 80,334	\$ 408,097	\$ 321,336
TAP-Areas Over 200K	\$ 757,468	\$ -	\$ 185,654	\$ 943,122	\$ 742,616
TAP-Flex	\$ 2,220,167	\$ -	\$ 544,159	\$ 2,764,325	\$ 2,176,634
TAP-Non Urban Areas Under 5K	\$ 1,354,777	\$ -	\$ 332,053	\$ 1,686,830	\$ 1,328,213
State Planning and Research	\$ 6,041,748	\$ -	\$ 390,000	\$ 6,431,748	\$ 6,058,614
Total	\$ 226,966,822	\$ -	\$ 4,774,666	\$ 231,741,488	\$ 264,230,022
Surplus/Deficit					

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	\$ 1,864,580
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 1,182,799	\$ 12,680,044	\$ 4,884,296
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ -	\$ -	\$ 12,447,232	\$ 15,825,257
National Highway Freight	\$ 5,842,291	\$ -	\$ -	\$ 5,842,291	\$ -
National Highway Performance	\$ 117,703,157	\$ -	\$ -	\$ 117,703,157	\$ 75,677,953
PROTECT	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 8,616,152
Recreational Trails	\$ 1,255,265	\$ -	\$ 354,792	\$ 1,610,057	\$ 1,419,169
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 648,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280	\$ -	\$ 679,423	\$ 4,568,703	\$ 3,001,493
STBG-50 to 200K	\$ 6,042,070	\$ -	\$ 15,630,879	\$ 21,672,949	\$ 20,764,040
STBG-Areas Over 200K	\$ 6,567,496	\$ -	\$ 401,500	\$ 6,968,996	\$ 7,685,299
STBG-Non Urban Areas Under 5K	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 10,535,973
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 251,691	\$ 5,148,814	\$ 14,780,245
STBG-State Flexible	\$ 18,432,204	\$ -	\$ 535,842	\$ 18,968,046	\$ 57,266,143
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
	\$ 225,104,574	\$ -	\$ 21,467,186	\$ 246,571,760	\$ 234,428,007
Surplus/(Deficit)					\$ 12,143,754

1. Newton-Dover 11238S \$20M for STGB-50 to 200K as grant placeholder.

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	\$ 1,488,297	\$ -	\$ -	\$ 1,488,297	\$ -
Carbon Reduction Program>200k	\$ 813,531	\$ -	\$ -	\$ 813,531	\$ -
Carbon Reduction Program 50k - 200k	\$ 748,445	\$ -	\$ -	\$ 748,445	\$ -
Carbon Reduction Program Flex	\$ 1,901,871	\$ -	\$ -	\$ 1,901,871	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,191	\$ -	\$ 1,089,732	\$ 12,816,923	\$ 7,478,442
Highway Safety Improvement Program (HSIP)	\$ 12,720,472	\$ -	\$ -	\$ 12,720,472	\$ 10,388,611
National Highway Freight	\$ 5,959,136	\$ -	\$ -	\$ 5,959,136	\$ -
National Highway Performance	\$ 120,110,265	\$ -	\$ 10,000	\$ 120,120,265	\$ 99,722,261
PROTECT	\$ 6,178,755	\$ -	\$ -	\$ 6,178,755	\$ 454,135
Recreational Trails	\$ 1,267,944	\$ -	\$ 313,816	\$ 1,581,760	\$ 1,255,265
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 3,890,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,967,065	\$ -	\$ 899,838	\$ 4,866,903	\$ 5,340,004
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ 190,747	\$ 6,353,658	\$ 7,787,008
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 527,000	\$ 7,225,846	\$ 9,736,639
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ 50,957	\$ 12,306,029	\$ 15,963,436
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 414,000	\$ 5,311,123	\$ 5,132,577
STBG-State Flexible	\$ 18,898,790	\$ -	\$ 1,971,025	\$ 20,869,815	\$ 56,237,045
TAP-50K to 200K	\$ 696,942	\$ -	\$ 192,491	\$ 889,433	\$ 680,324
TAP-5K to 49,999	\$ 448,621	\$ -	\$ 83,579	\$ 532,200	\$ 334,318
TAP-Areas Over 200K	\$ 757,549	\$ -	\$ 193,154	\$ 950,703	\$ 772,617
TAP-Flex	\$ 3,052,510	\$ -	\$ 367,543	\$ 3,420,053	\$ 1,470,170
TAP-Non Urban Areas Under 5K	\$ 1,385,883	\$ -	\$ 345,468	\$ 1,731,351	\$ 3,961,873
State Planning and Research	\$ 6,557,841	\$ -	\$ 390,000	\$ 6,947,841	\$ 6,028,821
	\$ 230,401,834	\$ -	\$ 7,039,351	\$ 237,441,185	\$ 236,633,545
Surplus/Deficit					\$ 807,640

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	\$ 1,518,063	\$ -	\$ -	\$ 1,518,063	\$ -
Carbon Reduction Program>200k	\$ 829,802	\$ -	\$ -	\$ 829,802	\$ -
Carbon Reduction 50k- 200K	\$ 763,414	\$ -	\$ -	\$ 763,414	\$ -
Carbon Reduction Program Flex	\$ 1,939,908	\$ -	\$ -	\$ 1,939,908	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,735	\$ -	\$ 1,653,833	\$ 13,615,567	\$ 6,615,330
Highway Safety Improvement Program (HSIP)	\$ 12,974,881	\$ -	\$ -	\$ 12,974,881	\$ 10,629,350
National Highway Freight	\$ 6,078,319	\$ -	\$ -	\$ 6,078,319	\$ -
National Highway Performance	\$ 122,512,470	\$ -	\$ 54,465	\$ 122,566,935	\$ 81,886,124
PROTECT Program	\$ 6,302,330	\$ -	\$ -	\$ 6,302,330	\$ -
Recreational Trails	\$ 1,293,303	\$ -	\$ 313,816	\$ 1,607,119	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 584,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,406	\$ -	\$ 1,771,823	\$ 5,818,229	\$ 8,380,881
STBG-50 to 200K	\$ 6,286,169	\$ -	\$ 1,062,188	\$ 7,348,357	\$ 15,830,887
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 33,475	\$ 6,866,298	\$ 4,050,279
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 31,729	\$ 12,531,902	\$ 18,894,992
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 738,779	\$ 5,733,844	\$ 14,572,964
STBG-State Flexible	\$ 19,276,766	\$ -	\$ 148,394	\$ 19,425,159	\$ 70,898,388
TAP-50K to 200K	\$ 710,881	\$ -	\$ 196,341	\$ 907,222	\$ 785,363
TAP-5K to 49,999	\$ 457,593	\$ -	\$ 85,251	\$ 542,845	\$ 341,004
TAP-Areas Over 200K	\$ 772,700	\$ -	\$ 197,018	\$ 969,718	\$ 788,070
TAP-Flex	\$ 3,113,560	\$ -	\$ 577,465	\$ 3,691,026	\$ -
TAP-Non Urban Areas Under 5K	\$ 1,413,601	\$ -	\$ 352,378	\$ 1,765,978	\$ -
State Planning and Research	\$ 6,688,998	\$ -	\$ 462,058	\$ 7,151,056	\$ 6,433,486
	\$ 235,009,871	\$ -	\$ 7,679,011	\$ 242,688,882	\$ 241,946,384
Surplus/Deficit					\$ 742,498

Federal Highway Formula and Match Funding for 2025
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	\$ 481,774		\$ 1,162,064	\$ 1,643,838	\$ -	\$ -	\$ 1,643,838	\$ -	\$ 1,643,838
Carbon Reduction Program Under 5k	\$ 1,488,297		\$ -	\$ 1,488,297	\$ -	\$ -	\$ 1,488,297	\$ -	\$ 1,488,297
Carbon Reduction Program>200k	\$ 813,531		\$ 2,391,577	\$ 3,205,108	\$ -	\$ -	\$ 3,205,108	\$ -	\$ 3,205,108
Carbon Reduction Program 50k - 200k	\$ 748,445		\$ 2,322,293	\$ 3,070,738	\$ -	\$ -	\$ 3,070,738	\$ -	\$ 3,070,738
Carbon Reduction Program Flex	\$ 1,901,871	\$ (950,935.50)	\$ -	\$ 950,936	\$ -	\$ -	\$ 950,936	\$ -	\$ 950,936
Congestion Mitigation and Air Quality Program	\$ 11,727,191	\$ (5,863,596)	\$ 7,363,424	\$ 13,227,020	\$ -	\$ 1,089,732	\$ 14,316,752	\$ 7,478,442	\$ 6,838,310
Highway Safety Improvement Program (HSIP)	\$ 12,720,472	\$ (2,331,000)	\$ -	\$ 10,389,472	\$ -	\$ -	\$ 10,389,472	\$ 10,388,611	\$ 861
National Highway Freight	\$ 5,959,136	\$ (2,979,568)	\$ 2,921,147	\$ 5,900,715	\$ -	\$ -	\$ 5,900,715	\$ -	\$ 5,900,715
National Highway Performance	\$ 120,110,265	\$ (20,000,000)	\$ -	\$ 100,110,265	\$ -	\$ 10,000	\$ 100,120,265	\$ 99,722,261	\$ 398,004
PROTECT	\$ 6,178,755	\$ -	\$ 191,377	\$ 6,370,132	\$ -	\$ -	\$ 6,370,132	\$ 454,135	\$ 5,915,997
Recreational Trails	\$ 1,267,944		\$ 3,167,209	\$ 4,435,153	\$ -	\$ 313,816	\$ 4,748,969	\$ 1,255,265	\$ 3,493,704
RL - Rail Highway	\$ 1,225,000		\$ 3,675,000	\$ 4,900,000	\$ -	\$ -	\$ 4,900,000	\$ 3,890,000	\$ 1,010,000
Safe Routes to School	\$ -		\$ 63,016	\$ 63,016	\$ -	\$ -	\$ 63,016	\$ -	\$ 63,016
STBG-5 to 49,999	\$ 3,967,065		\$ 904,604	\$ 4,871,669	\$ -	\$ 899,838	\$ 5,771,507	\$ 5,340,004	\$ 431,503
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ -	\$ 6,162,911	\$ -	\$ 190,747	\$ 6,353,658	\$ 6,287,008	\$ 66,651
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 383,770	\$ 7,082,616	\$ -	\$ 527,000	\$ 7,609,616	\$ 7,486,639	\$ 122,978
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ -	\$ 12,255,072	\$ -	\$ 50,957	\$ 12,306,029	\$ 12,303,436	\$ 2,594
STBG-Off System Bridge	\$ 4,897,123		\$ 2,384,483	\$ 7,281,606	\$ -	\$ 414,000	\$ 7,695,606	\$ 5,132,577	\$ 2,563,029
STBG-State Flexible	\$ 19,665,728	\$ 32,125,099	\$ 3,337,070	\$ 55,127,897	\$ -	\$ 1,971,025	\$ 57,098,923	\$ 56,237,045	\$ 861,878
TAP-50K to 200K	\$ 696,942		\$ -	\$ 696,942	\$ -	\$ 192,491	\$ 889,433	\$ 680,324	\$ 209,109
TAP-5K to 49,999	\$ 448,621		\$ -	\$ 448,621	\$ -	\$ 83,579	\$ 532,200	\$ 334,318	\$ 197,883
TAP-Areas Over 200K	\$ 757,549		\$ 2,245,891	\$ 3,003,440	\$ -	\$ 193,154	\$ 3,196,594	\$ 772,617	\$ 2,423,977
TAP-Flex	\$ 2,285,572	\$ -	\$ 3,717,692	\$ 6,003,264	\$ -	\$ 367,543	\$ 6,370,807	\$ 1,515,170	\$ 4,855,637
TAP-Non Urban Areas Under 5K	\$ 1,385,883	\$ -	\$ 2,186,739	\$ 3,572,622	\$ -	\$ 345,468	\$ 3,918,091	\$ 3,916,873	\$ 1,218
State Planning and Research	\$ 6,557,841		\$ 2,207,123	\$ 8,764,964	\$ -	\$ 390,000	\$ 9,154,964	\$ 6,028,821	\$ 3,126,143
Total	\$ 230,401,834	\$ -	\$ 40,624,480	\$271,026,314	\$0	\$7,039,351	\$ 278,065,666	\$ 229,223,545	\$ 48,842,120

Federal apportionment is based on FFY 2025 Apportionment (SOF 9/19/2024)

Federal Available is based on unobligated balances shown in the 9/19/2024 SOF

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
TOTAL	\$ 43,011,751	\$ 25,000	\$ 1,315,361	\$ 45,270,134	\$ 45,270,134
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 21,305,311	\$ -	\$ 897,830	\$ 22,203,141	\$ 22,203,141
Disadvantaged Business Enterprise (DBE)	\$ 158,558	\$ -	\$ -	\$ 158,558	\$ 158,558
Federal Highway Administration (FHWA) Earmarks	\$ 714,245	\$ -	\$ 178,561	\$ 892,806	\$ 892,806
Forest Highways	\$ 1,017,000	\$ -	\$ -	\$ 1,017,000	\$ 1,017,000
Highway Infrastructure Exempt Funds	\$ 62,734,722	\$ -	\$ -	\$ 62,734,722	\$ 62,734,722
Local Tech Assistance Program	\$ 364,821	\$ -	\$ -	\$ 364,821	\$ 364,821
MOBIL	\$ 17,514,653	\$ -	\$ -	\$ 17,514,653	\$ 17,514,653
National Highway Performance Exempt	\$ 7,541,379	\$ -	\$ -	\$ 7,541,379	\$ 7,541,379
National Electric Vehical Infrastructure (NEVI)	\$ 428,358	\$ -	\$ 15,520	\$ 443,878	\$ 443,878
National Summer Transportation Institute (NSTI)	\$ 110,997	\$ -	\$ -	\$ 110,997	\$ 110,997
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 878,314	\$ 1,630,493	\$ 1,630,493
State Transportation Innovation Council (STIC) Funding	\$ 187,520	\$ 46,880	\$ -	\$ 234,400	\$ 234,400
TOTAL	\$ 112,829,742	\$ 46,880	\$ 1,970,225	\$ 114,846,847	\$ 114,846,847
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 75,552,388	\$ -	\$ 4,275,100	\$ 79,827,488	\$ 79,827,488
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 3,694,346	\$ -	\$ 815,336	\$ 4,509,682	\$ 4,509,682
Forest Highways	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
Highway Infrastructure Exempt Funds	\$ 6,153,400	\$ -	\$ 968,000	\$ 7,121,400	\$ 7,121,400
Local Tech Assistance Program	\$ 301,179	\$ -	\$ -	\$ 301,179	\$ 301,179
MOBIL	\$ 41,315,131	\$ -	\$ -	\$ 41,315,131	\$ 41,315,131
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 50,000	\$ 2,550,000	\$ 2,550,000
National Electric Vehical Infrastructure (NEVI)	\$ 14,444,412	\$ -	\$ -	\$ 14,444,412	\$ 14,444,412
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 767,223	\$ -	\$ 567,512	\$ 1,334,736	\$ 1,334,736
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 145,180,600	\$ 25,000	\$ 6,675,949	\$ 151,881,548	\$ 151,881,548
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 40,800,801	\$ -	\$ 5,511,365	\$ 46,312,166	\$ 46,312,166
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ 6,927,557	\$ -	\$ 1,721,519	\$ 8,649,077	\$ 8,649,077
Forest Highways	\$ 1,173,640	\$ -	\$ -	\$ 1,173,640	\$ 1,173,640
Highway Infrastructure Exempt Funds	\$ 1,708,900	\$ -	\$ -	\$ 1,708,900	\$ 1,708,900
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 5,053,395	\$ -	\$ -	\$ 5,053,395	\$ 5,053,395
National Highway Performance Exempt	\$ -	\$ -	\$ 104,950	\$ 104,950	\$ 104,950
National Electric Vehical Infrastructure (NEVI)	\$ 2,768,000	\$ -	\$ -	\$ 2,768,000	\$ 2,768,000
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	\$ 59,510,886	\$ 25,000	\$ 7,799,892	\$ 67,335,778	\$ 67,335,778

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	\$ 7,887,811	\$ -	\$ 5,427,344	\$ 13,315,155	\$ 13,315,155
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disability:	\$ 7,171,755	\$ -	\$ 1,755,439	\$ 8,927,194	\$ 8,927,194
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,049,500	\$ -	\$ 3,257,423	\$ 9,306,923	\$ 9,306,923
FTA5339- Capital bus and bus facilities for statewide public transportator	\$ 8,396,768	\$ 3,774	\$ 2,092,272	\$ 10,492,815	\$ 10,492,815
TOTAL	\$ 29,505,834	\$ 3,774	\$ 12,532,478	\$ 42,042,087	\$ 42,042,087
2024					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 12,673,841	\$ -	\$ 5,649,914	\$ 18,323,755	\$ 18,323,755
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disability:	\$ 7,177,447	\$ -	\$ 1,748,462	\$ 8,925,909	\$ 8,925,909
FTA5311-Nonurbanized Area (Rural) formula program	\$ 18,829,071	\$ -	\$ 10,054,961	\$ 28,884,032	\$ 28,884,032
FTA5339- Capital bus and bus facilities for statewide public transportator	\$ 10,301,382	\$ 3,850	\$ 2,568,287	\$ 12,873,519	\$ 12,873,519
TOTAL	\$ 48,981,740	\$ 3,850	\$ 20,021,625	\$ 69,007,215	\$ 69,007,215
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 11,214,041	\$ -	\$ 6,036,860	\$ 17,250,901	\$ 17,250,901
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disability:	\$ 5,671,103	\$ -	\$ 1,342,888	\$ 7,013,991	\$ 7,013,991
FTA5311-Nonurbanized Area (Rural) formula program	\$ 15,958,726	\$ -	\$ 8,515,473	\$ 24,474,199	\$ 24,474,199
FTA5339- Capital bus and bus facilities for statewide public transportator	\$ 24,933,768	\$ 3,927	\$ 6,226,243	\$ 31,163,937	\$ 31,163,937
FTA5339b- Discretionary Funds	\$ 19,922,891	\$ -	\$ 4,980,723	\$ 24,903,614	\$ 24,903,614
TOTAL	\$ 77,700,528	\$ 3,927	\$ 27,102,187	\$ 104,806,642	\$ 104,806,642
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 13,601,297	\$ -	\$ 6,604,028	\$ 20,205,325	\$ 20,205,325
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disability:	\$ 5,473,012	\$ -	\$ 1,288,106	\$ 6,761,117	\$ 6,761,117
FTA5311-Nonurbanized Area (Rural) formula program	\$ 16,554,963	\$ -	\$ 8,843,524	\$ 25,398,486	\$ 25,398,486
FTA5339- Capital bus and bus facilities for statewide public transportator	\$ 4,918,201	\$ 4,086	\$ 1,222,060	\$ 6,144,347	\$ 6,144,347
TOTAL	\$ 40,547,473	\$ 4,086	\$ 17,957,718	\$ 58,509,276	\$ 58,509,276

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
BETTERMENT-State Funded	\$ -	\$ 43,855,016	\$ -	\$ 43,855,016	\$ 43,855,016
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)	\$ -	\$ 44,570,837	\$ 3,366,110	\$ 47,936,947	\$ 47,936,947
Turnpike Capital	\$ -	\$ 44,485,556	\$ -	\$ 44,485,556	\$ 44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 47,040,102	\$ -	\$ 47,040,102	\$ 47,040,102
TOTAL	\$ 1,683,487	\$ 179,951,511	\$ 3,391,110	\$ 185,026,107	\$ 185,026,107
2024					
BETTERMENT-State Funded	\$ -	\$ 51,983,513	\$ -	\$ 51,983,513	\$ 51,983,513
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 5,776,181	\$ -	\$ 25,000	\$ 5,801,181	\$ 5,801,181
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 667,074	\$ 667,074	\$ 667,074
State Aid Bridge (SAB)	\$ -	\$ 8,224	\$ 2,056	\$ 10,280	\$ 10,280
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 67,824,937	\$ 8,144,854	\$ 75,969,791	\$ 75,969,791
Turnpike Capital	\$ -	\$ 32,334,016	\$ -	\$ 32,334,016	\$ 32,334,016
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 51,845,225	\$ -	\$ 51,845,225	\$ 51,845,225
TOTAL	\$ 5,776,181	\$ 203,995,915	\$ 8,838,985	\$ 218,611,080	\$ 218,611,080
2025					
BETTERMENT-State Funded	\$ -	\$ 46,865,898	\$ -	\$ 46,865,898	\$ 46,865,898
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 18,802,349	\$ -	\$ -	\$ 18,802,349	\$ 18,802,349
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 322,237	\$ 322,237	\$ 322,237
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 69,721,889	\$ 5,350,656	\$ 75,072,545	\$ 75,072,545
Turnpike Capital	\$ -	\$ 38,473,364	\$ -	\$ 38,473,364	\$ 38,473,364
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 42,700,028	\$ -	\$ 42,700,028	\$ 42,700,028
TOTAL	\$ 18,802,349	\$ 197,761,180	\$ 5,672,892	\$ 222,236,421	\$ 222,236,421
2026					
BETTERMENT-State Funded	\$ -	\$ 36,076,818	\$ -	\$ 36,076,818	\$ 36,076,818
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)	\$ -	\$ 41,419,631	\$ 4,090,755	\$ 45,510,386	\$ 45,510,386
Turnpike Capital	\$ -	\$ 57,568,008	\$ -	\$ 57,568,008	\$ 57,568,008
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 42,561,966	\$ -	\$ 42,561,966	\$ 42,561,966
TOTAL	\$ 278,307	\$ 177,626,423	\$ 4,090,755	\$ 181,995,485	\$ 181,995,485