

# Appendix A

## Fiscal Constraint Documentation

*For the:*

- *2025-2028 State Transportation Improvement Program,*
- *2024-2028 RPC Transportation Improvement Program*
- *RPC 2050 Long Range Transportation Plan*

***As Adopted March 12, 2025***

The MPO Transportation Improvement Program and Long Range Transportation Plan are required to include a financial plan that demonstrates how the projects in the TIP and LRTP can be implemented given the anticipated revenues available to the region. The requirements of this process, the assumptions that are utilized, and the estimated revenues and project programming are included in this document.

To facilitate this aspect of TIP and LRTP development, the four New Hampshire MPOs worked to develop a common set of fiscal assumptions and tables. This coordination resulted in a list of common assumptions, funding distributions, and a standardized set of tables that show funding expected to be available to New Hampshire as well as the individual MPO regions.

## **FEDERAL REQUIREMENTS**

For purposes of implementing the provisions of the federal transportation law (currently the Bipartisan Infrastructure Law [BIL]), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) jointly issued revised planning regulations governing the development of the Long Range Transportation Plans (the Plan) and Transportation Improvement Programs (TIP) for urbanized areas. These regulations are designed to ensure that metropolitan transportation planning and programming are adequate and that the areas are eligible for Federal highway and transit funds. One part of the planning regulations requires that the Plan include a financial plan “that demonstrates how the adopted transportation plan can be implemented” and provides supporting regulations in 23 CFR Part 450.324(g)(11):

- (i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).
- (ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.
- (iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.
- (iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to

reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

- (v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.
- (vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs (Transportation Control Measures) in the applicable SIP.
- (vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.
- (viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

## **ASSUMPTIONS AND DISTRIBUTIONS**

A common set of assumptions and resource distribution factors have been developed by the four MPOs to promote consistency between agencies in the TIP and LRTP process. These assumptions and factors provide a common basis for the TIP and LRTP financial components and ensure that all agencies expectations are consistent. The full list of assumptions is below:

- Distribution of revenues to MPOs is based on 50% population and 50% Federal-Aid Eligible Lane Miles. Turnpike Revenues will be based on share of Turnpike Lane Miles in the region.
  - Population data is from the most recent Decennial Census or ODP population estimates
  - Federal-Aid Eligible and Turnpike lane mile data is from NHDOT Roads dataset
- Transit Funds are distributed based on current allocations to each transit agency. Due to transit systems overlapping regions, the distribution of funding will total to greater than 100% of available when all MPOs are added together
- Discretionary grants and Congressionally Designated Spending (CDS) "Earmarks" will be listed as a single line item in the tables with notes indicating project/source where appropriate. These projects do not include inflation factors and are not included revenue projections.

- The current approved inflation rate on project costs is 3.7% per year.
- The most recent STIP Fiscal Constraint document will be the source of the financial data for the TIP years (LRTP years 1-4).
- The most recent approved Ten Year Plan "Rainbow Chart" will be the source of data for LRTP years 6-10.
- LRTP years 11+ will be based on the most recent approved Ten Year Plan "Rainbow Chart" plus an inflation of 2% per year in revenues
- I-93 Debt service concludes in 2034. Revenues from SB367 will end at that time
- Operations and Maintenance is calculated using Federal Funds, Turnpike R&R funds, Betterment Funds, and Transit O&M
- Highway O&M values derived from NHDOT FY23 Annual Report page F5 Total Budgeted Roads and Bridges Operations and Maintenance <https://www.nh.gov/transparentnh/annual-reports/transportation/documents/fy23.pdf>
- Other State Funds includes SAB and TIFIA as well as any other State funding programs not explicitly listed elsewhere

Based on the assumptions above, the Revenue Distribution Table below was compiled. This table forms the basis for future funding availability to each of the MPO regions and is based on populations, Federal-Aid Eligible lane miles and Turnpike lane miles. The first two are compiled into a Composite Share of FHWA funds, while the third is utilized to distribute future Turnpike funds. FTA funding is distributed based on current regional transit system allocations.

**Table 1: Revenue Distribution Table**

Region	Lane Miles of FAE Roadways	Percent of FAE Lane Miles	2020 Census Population	Percent of Population	Composite Share of FHWA Funds	Turnpike Lane Miles	TPK Share
NRPC	759	8.84%	217,543	15.79%	<b>12.31%</b>	94.8	<b>19.59%</b>
RPC	1,066	12.41%	198,870	14.44%	<b>13.42%</b>	151.7	<b>31.35%</b>
SNHPC	1,252	14.57%	285,230	20.71%	<b>17.64%</b>	77.5	<b>16.02%</b>
SRPC	732	8.52%	156,145	11.34%	<b>9.93%</b>	114	<b>23.56%</b>
Other Areas	4,781	55.66%	519,741	37.73%	<b>46.70%</b>	45.9	<b>9.49%</b>
NH Total	8,590		1,377,529			483.9	

The Revenue and Programming tables included in the fiscal constraint all have the same organization in terms of the funding programs listed. **Table 2** provides the full funding program for each of the acronyms as they are organized on financial tables.

**Table 2: Funding Program Descriptions**

	<b>Program Acronym</b>	<b>Description</b>
<b>FHWA Section</b>	CMAQ	Congestion Mitigation and Air Quality Program
	CRP	Carbon Reduction Program
	HSIP	Highway Safety Improvement Program
	NHFP	National Highway Freight Program
	NHPP	National Highway Performance Program
	PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program
	REC Trails	Recreational Trails Program
	Rail-Highway	Rail-Highway Crossing Improvement Program
	SPR	State Planning and Research Program
	STBG	Surface Transportation Block Grant (Has multiple sub-programs)
	TAP	Transportation Alternatives Program
	Non-Formula Funds	Additional FHWA funds provided outside of the standard "Formula" based funds above.
	Redistribution	Funds received through the annual end-of-fiscal-year redistribution of unobligated funds.
	Discretionary Grants	Funds received through competitive grant programs such as RAISE, non-formula PROTECT, SS4A
	State Match	State funding specifically matching the federal programs above
Local/Other Match	Local or Other funding matching the federal programs above	
<b>FTA Section</b>	FTA 5307	Federal Transit Administration Urban Formula Funding
	FTA 5310	Federal Transit Administration Enhanced Mobility of Seniors & Individuals with Disabilities
	FTA 5311	Federal Transit Administration Formula Grants for Rural Areas
	FTA 5339	Federal Transit Administration Buses and Bus Facilities Program
	Discretionary Grants	Federal Transit Administration Discretionary Grant Programs
	State Match	State matching funds for FTA Programs
	Local/Other Match	Local/Other matching funds for FTA Programs
	Rail	Funding for Rail Programs
<b>State Section</b>	Betterment	State Betterment program
	SB367	Four-cent road toll increase. Funds are utilized to pay down I-93 Salem to Manchester bond debt
	Turnpike Capital	Turnpike Bureau funds for capital improvements
	Turnpike Renewal	Turnpike Bureau funds for maintenance projects
	Other State Funds	Other State-based funding such as from legislation
	Other Matching	Other non-state funds used to match state funds

## ANTICIPATED REVENUES

Revenues expected to be available for the Transportation Improvement Program were estimated utilizing data from the 2025-2028 State Transportation Improvement Program (STIP) and NHDOT's STIP Fiscal Constraint Documentation (Attached). Those documents provide program-level funding estimates for FHWA and FTA apportionments, detail State funding sources, and matching Local (and other) resources for projects in the region. Also included are estimates of Toll Credits to be utilized on transportation projects, Turnpike revenues, as well as proceeds from the four-cent increase in the state road toll (SB367) that is being utilized to pay the debt service on the I-93 Salem to Manchester project.

**Tables 3 and 4** show projections of Federal, State, and Other funding expected to be available Statewide (Table 3) and to the MPO region (Table 4) between 2025 and 2050. Funding program level data is available for the first four years (2025-2028 STIP/TIP) however for 2029 and beyond funds are aggregated to the source level (FHWA, FTA, etc.) as the exact makeup and funding of individual programs is not known. Further, beyond the STIP/TIP Years, expected revenues are grouped into 5 or 6 year "bands" to simplify the process given the uncertainty of project programming, including Ten Year Plan projects which are not assigned to specific funding programs until they enter the TIP. The Fiscal Constraint documentation provided by NHDOT for the STIP is included at the end of this document.

**Table 3: Statewide Estimate of Available Funds - STIP, Ten Year Plan, and 2050 Projections**

Programs		2025-2028 State Transportation Improvement Program				Long Range Transportation Plan Horizon*			
		2025	2026	2027	2028	2029-2034	2035-2040	2041-2045	2046-2050
FHWA	CMAQ	\$11,727,191	\$12,059,601	\$12,059,601	\$12,059,601				
	CRP	\$5,433,918	\$5,587,944	\$5,587,944	\$5,587,944				
	HSIP	\$12,720,472	\$13,081,036	\$13,081,036	\$13,081,036				
	NHFP	\$5,959,136	\$6,128,049	\$6,128,049	\$6,128,049				
	NHPP	\$120,110,265	\$123,514,815	\$123,514,815	\$123,514,815				
	PROTECT	\$6,178,755	\$6,353,893	\$6,353,893	\$6,353,893				
	REC Trails	\$2,022,203	\$2,079,523	\$2,079,523	\$2,079,523				
	Rail-Highway	\$1,225,000	\$1,259,723	\$1,259,723	\$1,259,723				
	SPR	\$6,557,841	\$6,743,724	\$6,743,724	\$6,743,724				
	STBG	\$52,892,486	\$54,391,734	\$54,391,734	\$54,391,734				
	TAP	\$5,574,567	\$5,732,579	\$5,732,579	\$5,732,579				
	<b>Total Formula</b>	<b>\$230,401,834</b>	<b>\$236,932,621</b>	<b>\$236,932,621</b>	<b>\$236,932,621</b>	<b>\$1,586,880,000</b>	<b>\$1,586,880,000</b>	<b>\$1,322,400,000</b>	<b>\$1,322,400,000</b>
Non-Formula Funds	\$135,524,643	\$50,201,435	\$42,836,865	\$5,384,816					
Redistribution	\$27,506,957	\$0	\$0	\$0					
Discretionary Grants	\$20,253,037	\$278,307	\$7,197,626	\$7,197,625					
<b>FHWA Subtotal</b>	<b>\$413,686,471</b>	<b>\$287,412,363</b>	<b>\$286,967,112</b>	<b>\$249,515,062</b>	<b>\$1,937,801,639</b>	<b>\$1,937,801,639</b>	<b>\$1,614,834,699</b>	<b>\$1,614,834,699</b>	
State Match	\$25,000	\$25,000	\$25,000	\$25,000					
Local/Other Match	\$11,670,659	\$15,300,845	\$10,731,604	\$5,647,782					
<b>FHWA Total</b>	<b>\$425,382,130</b>	<b>\$302,738,208</b>	<b>\$297,723,716</b>	<b>\$255,187,844</b>	<b>\$2,002,977,974</b>	<b>\$2,002,977,974</b>	<b>\$1,669,148,311</b>	<b>\$1,669,148,311</b>	
FTA	FTA 5307	\$9,933,788	\$11,338,938	\$11,741,771	\$18,235,766				
	FTA 5310	\$2,510,475	\$2,076,512	\$2,118,042	\$2,160,402				
	FTA 5311	\$9,482,506	\$9,614,510	\$6,866,905	\$7,004,243				
	FTA 5339	\$27,721,284	\$4,918,201	\$5,016,565	\$5,116,897				
	Discretionary Grants	\$0	\$0	\$0	\$0				
	<b>FTA Sub-Total</b>	<b>\$49,648,053</b>	<b>\$27,948,161</b>	<b>\$25,743,283</b>	<b>\$32,517,308</b>	<b>\$248,850,000</b>	<b>\$248,850,000</b>	<b>\$207,375,000</b>	<b>\$207,375,000</b>
State Match	\$3,927	\$4,086	\$4,167	\$4,251					
Local/Other Match	\$20,716,359	\$14,608,385	\$12,919,449	\$14,761,634					
<b>FTA Total</b>	<b>\$70,368,339</b>	<b>\$42,560,632</b>	<b>\$38,666,899</b>	<b>\$47,283,193</b>	<b>\$343,383,387</b>	<b>\$343,383,387</b>	<b>\$286,152,823</b>	<b>\$286,152,823</b>	
Rail	\$2,100,000	\$600,000	\$600,000	\$2,100,000	\$6,600,000	\$6,600,000	\$5,500,000	\$5,500,000	
<b>Federal Total</b>	<b>\$497,850,469</b>	<b>\$345,898,840</b>	<b>\$336,990,615</b>	<b>\$304,571,037</b>	<b>\$2,352,961,361</b>	<b>\$2,352,961,361</b>	<b>\$1,960,801,134</b>	<b>\$1,960,801,134</b>	
State Funds	Betterment	\$17,216,471	\$14,117,432	\$13,869,649	\$12,506,391				
	SB367	\$31,840,196	\$45,466,983	\$28,924,237	\$27,416,089				
	Turnpike Capital	\$38,473,364	\$57,539,340	\$50,312,306	\$50,026,685				
	Turnpike Renewal	\$18,034,118	\$18,947,248	\$7,982,322	\$3,186,563				
	Other State Funds	\$0	\$0	\$0	\$0				
<b>State Subtotal</b>	<b>\$105,564,149</b>	<b>\$136,071,003</b>	<b>\$101,088,514</b>	<b>\$93,135,728</b>	<b>\$876,170,000</b>	<b>\$716,490,398</b>	<b>\$612,676,135</b>	<b>\$528,435,825</b>	
Other Matching	\$3,729,202	\$2,527,614	\$1,748,571	\$1,371,534					
<b>State Funds Total</b>	<b>\$109,293,351</b>	<b>\$138,598,617</b>	<b>\$102,837,085</b>	<b>\$94,507,262</b>	<b>\$882,990,000</b>	<b>\$723,310,398</b>	<b>\$618,359,135</b>	<b>\$534,118,825</b>	
<b>Total</b>	<b>\$607,143,820</b>	<b>\$484,497,457</b>	<b>\$439,827,700</b>	<b>\$399,078,299</b>	<b>\$3,235,951,361</b>	<b>\$3,076,271,759</b>	<b>\$2,579,160,268</b>	<b>\$2,494,919,958</b>	
Toll Credits	\$47,236,817	\$45,574,829	\$44,824,976	\$41,469,864	\$387,560,328	\$387,560,328	\$322,966,940	\$322,966,940	

**Table 4: Estimate of Available Funds - RPC 2050 Long Range Transportation Plan**

Programs	2025-2028 Transportation Improvement Program				Ten Year Plan	Long Range Plan*			
	2025	2026	2027	2028	2029-2034*	2035-2040	2041-2045	2046-2050	
FHWA	CMAQ	\$3,696,938	\$9,548,870	\$125,745	\$402,203				
	CRP	\$260,713	\$1,588,524	\$0	\$0				
	HSIP	\$1,510,486	\$1,356,321	\$1,386,201	\$1,621,795				
	NHFP	\$0	\$0	\$0	\$0				
	NHPP	\$13,463,096	\$13,073,998	\$20,379,630	\$7,743,643				
	PROTECT	\$454,135	\$27,855,300	\$511,193	\$0				
	REC Trails	\$168,468	\$168,468	\$168,468	\$168,468				
	Rail-Highway	\$651,765	\$38,115	\$18,118	\$21,473				
	SPR	\$48,489	\$0	\$0	\$0				
	STBG	\$43,725,957	\$24,993,465	\$32,014,936	\$33,667,579				
	TAP	\$562,750	\$682,777	\$756,109	\$756,109				
	<b>Total Formula</b>	<b>\$64,542,797</b>	<b>\$79,305,838</b>	<b>\$55,360,400</b>	<b>\$44,381,270</b>	<b>\$212,973,910</b>	<b>\$212,973,910</b>	<b>\$177,478,259</b>	<b>\$177,478,259</b>
	Non-Formula Funds	\$9,421,114	\$965,421	\$17,763,935	\$10,159,645				
	Redistribution	\$0	\$0	\$0	\$0				
Discretionary Grants	\$1,450,688	\$0	\$0	\$0					
<b>FHWA Subtotal</b>	<b>\$75,414,598</b>	<b>\$80,271,259</b>	<b>\$73,124,335</b>	<b>\$54,540,915</b>	<b>\$260,070,826</b>	<b>\$260,070,826</b>	<b>\$216,725,688</b>	<b>\$216,725,688</b>	
State Match	\$0	\$0	\$0	\$0					
Local/Other Match	\$2,192,690	\$4,847,963	\$616,761	\$539,493					
<b>FHWA Total</b>	<b>\$77,607,288</b>	<b>\$85,119,221</b>	<b>\$73,741,096</b>	<b>\$55,080,407</b>	<b>\$268,818,090</b>	<b>\$268,818,090</b>	<b>\$224,015,075</b>	<b>\$224,015,075</b>	
FTA	FTA 5307	\$7,675,543	\$8,844,588	\$9,811,575	\$16,266,966				
	FTA 5310	\$418,355	\$361,742	\$368,977	\$376,356				
	FTA 5311	\$0	\$0	\$0	\$0				
	FTA 5339	\$1,042,316	\$682,477	\$696,127	\$710,050				
	Discretionary Grants	\$402,628	\$402,628	\$402,628	\$402,628				
	<b>FTA Sub-Total</b>	<b>\$9,538,842</b>	<b>\$10,291,436</b>	<b>\$11,279,306</b>	<b>\$17,755,999</b>	<b>\$78,764,358</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>
State Match	\$3,927	\$4,086	\$4,167	\$4,251					
Local/Other Match	\$3,815,170	\$4,147,044	\$4,429,156	\$6,084,217					
<b>FTA Total</b>	<b>\$13,357,939</b>	<b>\$14,442,565</b>	<b>\$15,712,629</b>	<b>\$23,844,467</b>	<b>\$106,006,289</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	
Rail	\$0	\$0	\$0	\$0					
<b>Federal Total</b>	<b>\$90,965,228</b>	<b>\$99,561,787</b>	<b>\$89,453,725</b>	<b>\$78,924,874</b>	<b>\$375,710,160</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	
State Funds	Betterment	\$869,075	\$369,075	\$369,075	\$369,075				
	SB367	\$68,000	\$0	\$93,495	\$0				
	Turnpike Capital	\$15,590,508	\$0	\$0	\$1,000,000				
	Turnpike Renewal	\$0	\$0	\$0	\$0				
	Other State Funds	\$185,167	\$4,093	\$4,708,833	\$3,349,566				
<b>State Subtotal</b>	<b>\$16,712,750</b>	<b>\$373,169</b>	<b>\$5,171,403</b>	<b>\$4,718,642</b>	<b>\$216,826,297</b>	<b>\$213,965,462</b>	<b>\$182,175,843</b>	<b>\$154,737,111</b>	
Other Matching	\$2,192,690	\$4,847,963	\$616,761	\$539,493					
<b>State Funds Total</b>	<b>\$18,905,440</b>	<b>\$5,221,131</b>	<b>\$5,788,164</b>	<b>\$5,258,134</b>	<b>\$217,741,604</b>	<b>\$214,880,768</b>	<b>\$182,938,554</b>	<b>\$155,499,822</b>	
<b>Total</b>	<b>\$109,870,668</b>	<b>\$104,782,918</b>	<b>\$95,241,889</b>	<b>\$84,183,009</b>	<b>\$593,451,765</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	
Toll Credits	\$5,414,588	\$12,431,452	\$9,184,052	\$6,291,370	\$52,014,165	\$52,014,165	\$43,345,138	\$43,345,138	

\* When estimating revenues beyond the TIP, Total funds for each programming area are utilized instead of distributions to individual funding programs for simplicity



## MAINTENANCE AND OPERATIONS

Anticipated Maintenance and Operations needs for the Federal-Aid Eligible highways, NH Turnpikes, and Transit systems are detailed in **Table 5**. Information from NHDOT's FY23 Annual Report (Page F5 Total Budgeted Roads and Bridges Operations and Maintenance) forms the basis of the funding expected to be needed statewide for maintenance and operations of the State Highway System and Turnpikes information is obtained from the adopted 2025-2034 Ten Year Plan financial report ("Rainbow Chart") listing for Turnpike Renewal and Replacement Funds. The bottom of the table includes an estimated O&M cost per lane-mile for the Federal-Aid Eligible (FAE) System as well as the Turnpike System. These values were divided by the current lane-miles of state roadways to obtain a per mile cost for maintenance and operations. This value was then multiplied by the lane-miles of state roadway in each of the MPOs to obtain an estimate of funding available for maintenance and operations activities on State highways in the region.

Transit O&M information was derived from the average utilization of FTA 5307 (Urban) & FTA 5311 (Rural) funds for operations and maintenance activities during FY24 as identified in the Annual List of Obligated Projects and applying that factor to expected funding for all years. Funds indicated for each of the regions are the composite totals for each transit system that operates within the MPO and due to overlapping coverage areas, the regional totals will exceed the amount of funding available statewide. The Manchester Transit Authority (MTA) and Cooperative Alliance for Seacoast Transportation (COAST) both operate in multiple MPO regions and therefore are included in the totals for RPC (COAST & MTA), SNHPC (MTA), and SRPC (COAST).

**Table 5: Statewide and Regional Estimate of Operations and Maintenance Needs**

		2025-2028 State Transportation Improvement Program				Ten Year Plan	Long Range Plan		
Programs		2025	2026	2027	2028	2029-2034	2035-2040	2041-2045	2046-2050
O&M Budget for Federal-Aid Highways <sup>1</sup>	<b>Statewide</b>	<b>\$189,100,000</b>	<b>\$192,900,000</b>	<b>\$196,800,000</b>	<b>\$200,700,000</b>	<b>\$1,291,400,000</b>	<b>\$1,454,000,000</b>	<b>\$1,351,000,000</b>	<b>\$1,491,300,000</b>
	NRPC (12.37%)	\$23,285,886	\$23,753,820	\$24,234,069	\$24,714,317	\$159,023,761	\$179,046,421	\$166,362,940	\$183,639,565
	<b>RPC (13.35%)</b>	<b>\$25,378,962</b>	<b>\$25,888,957</b>	<b>\$26,412,372</b>	<b>\$26,935,788</b>	<b>\$173,317,773</b>	<b>\$195,140,191</b>	<b>\$181,316,642</b>	<b>\$200,146,194</b>
	SNHRPC (17.27%)	\$33,357,088	\$34,027,405	\$34,715,362	\$35,403,319	\$227,801,923	\$256,484,432	\$238,315,315	\$263,064,122
	SRPC (9.91%)	\$18,776,700	\$19,154,021	\$19,541,272	\$19,928,523	\$128,229,670	\$144,375,050	\$134,147,657	\$148,078,757
	Other Areas	\$88,301,364	\$90,075,797	\$91,896,925	\$93,718,053	\$603,026,874	\$678,953,906	\$630,857,446	\$696,371,362
Turnpike R&R Funding <sup>2</sup>	<b>Statewide</b>	<b>\$25,300,000</b>	<b>\$26,000,000</b>	<b>\$20,000,000</b>	<b>\$17,700,000</b>	<b>\$111,300,000</b>	<b>\$125,468,530</b>	<b>\$116,567,220</b>	<b>\$128,669,630</b>
	NRPC	\$4,956,479	\$5,093,614	\$3,918,165	\$3,467,576	\$21,804,588	\$24,580,320	\$22,836,480	\$25,207,441
	<b>RPC</b>	<b>\$7,931,411</b>	<b>\$8,150,858</b>	<b>\$6,269,890</b>	<b>\$5,548,853</b>	<b>\$34,891,940</b>	<b>\$39,333,697</b>	<b>\$36,543,185</b>	<b>\$40,337,224</b>
	SNHPC	\$4,051,974	\$4,164,083	\$3,203,141	\$2,834,780	\$17,825,480	\$20,094,671	\$18,669,063	\$20,607,349
	SRPC	\$5,960,322	\$6,125,232	\$4,711,717	\$4,169,870	\$26,220,707	\$29,558,612	\$27,461,589	\$30,312,746
	Other Areas	\$2,399,814	\$2,466,212	\$1,897,086	\$1,678,921	\$10,557,285	\$11,901,231	\$11,056,903	\$12,204,869
Transit O&M <sup>3</sup>	<b>Statewide</b>	<b>\$24,752,886</b>	<b>\$26,514,961</b>	<b>\$23,188,259</b>	<b>\$29,990,790</b>	<b>\$156,670,344</b>	<b>\$156,670,344</b>	<b>\$130,558,620</b>	<b>\$130,558,620</b>
	NRPC <sup>4</sup>	\$5,460,862	\$6,904,144	\$6,843,867	\$13,314,456	\$48,784,995	\$48,784,995	\$40,654,162	\$40,654,162
	<b>RPC<sup>4</sup></b>	<b>\$9,277,869</b>	<b>\$10,492,956</b>	<b>\$11,504,121</b>	<b>\$18,072,969</b>	<b>\$74,021,873</b>	<b>\$74,021,873</b>	<b>\$61,684,894</b>	<b>\$61,684,894</b>
	SNHPC <sup>4</sup>	\$6,446,547	\$7,598,379	\$8,544,891	\$15,047,659	\$56,456,214	\$56,456,214	\$47,046,845	\$47,046,845
	SRPC <sup>4</sup>	\$4,633,828	\$5,757,875	\$6,676,179	\$13,150,310	\$45,327,288	\$45,327,288	\$37,772,740	\$37,772,740
	Other Areas	\$11,816,661	\$11,981,159	\$8,557,220	\$8,728,365	\$61,625,106	\$61,625,106	\$51,354,255	\$51,354,255
Total Operations & Maintenance	<b>Total O&amp;M</b>	<b>\$239,152,886</b>	<b>\$245,414,961</b>	<b>\$239,988,259</b>	<b>\$248,390,790</b>	<b>\$1,559,370,344</b>	<b>\$1,736,138,874</b>	<b>\$1,598,125,840</b>	<b>\$1,750,528,250</b>
	NRPC	\$33,703,227	\$35,751,579	\$34,996,101	\$41,496,349	\$229,613,343	\$252,411,735	\$229,853,582	\$249,501,169
	<b>RPC</b>	<b>\$42,588,242</b>	<b>\$44,532,770</b>	<b>\$44,186,383</b>	<b>\$50,557,611</b>	<b>\$282,231,586</b>	<b>\$308,495,760</b>	<b>\$279,544,721</b>	<b>\$302,168,312</b>
	SNHPC	\$43,855,609	\$45,789,868	\$46,463,394	\$53,285,758	\$302,083,617	\$333,035,317	\$304,031,223	\$330,718,317
	SRPC	\$29,370,850	\$31,037,129	\$30,929,168	\$37,248,703	\$199,777,665	\$219,260,950	\$199,381,986	\$216,164,243
	Other Areas	\$102,517,839	\$104,523,168	\$102,351,231	\$104,125,339	\$675,209,264	\$752,480,243	\$693,268,605	\$759,930,486
	FAE Cost/Lane Mile	\$22,013.97	\$22,456.34	\$22,910.36	\$23,364.38	\$25,056.27	\$28,211.10	\$31,455.18	\$34,721.77
	TPK Cost/Lane Mile	\$52,283.53	\$53,730.11	\$41,330.85	\$36,577.81	\$38,334.37	\$43,214.35	\$48,178.23	\$53,180.26

1 Highway O&M funds are comprised of NH Road Toll (59.7%), NH General Funds, as well as Federal funds

2 Turnpike O&M funds are comprised of Turnpike Renewal & Replacement funds

3 Transit O&M calculated at 81% of FTA 5307 & 5311 funds plus match.

4 COAST Covers SRPC & RPC Regions. MTA/CART Covers SNHPC & RPC Regions creating Regional totals that exceed the Statewide Total

## **ANTICIPATED COSTS & FISCAL CONSTRAINT**

Funds are assigned to each project in the State Transportation Improvement Program (STIP) and regional Transportation Improvement Program (TIP) from specific funding programs within the overall allocations of funding from FHWA and FTA. This information is aggregated into **Table 6**, which shows the distribution of funding as programmed for New Hampshire in the STIP, and **Table 7**, which shows the distribution of funding as programmed in the RPC region. Project costs for the Transportation Improvement Program are taken directly from the year of expenditure inflated values included in the 2025-2028 Transportation Improvement Program (TIP).

The State of New Hampshire does not sub-allocate funds to the MPOs for programming the TIPs, the assumption is that since the State Transportation Improvement Program (STIP) is fiscally constrained, and each MPO TIP is directly derived from that document, the TIP must therefore be fiscally constrained as well. In addition to the preceding tables, the Fiscal Constraint Documentation provided by NHDOT for the STIP is included.

**Table 6: Programmed Funds - 2050 Long Range Transportation Plan**

Programs	2025-2028 Transportation Improvement Program				Long Range Plan*				
	2025	2026	2027	2028	2029-2034	2035-2040	2041-2045	2046-2050	
FHWA	CMAQ	\$3,696,938	\$9,548,870	\$125,745	\$402,203				
	CRP	\$260,713	\$1,588,524	\$0	\$0				
	HSIP	\$1,510,486	\$1,356,321	\$1,386,201	\$1,621,795				
	NHFP	\$0	\$0	\$0	\$0				
	NHPP	\$13,463,096	\$13,073,998	\$20,379,630	\$7,743,643				
	PROTECT	\$454,135	\$27,855,300	\$511,193	\$0				
	REC Trails	\$168,468	\$168,468	\$168,468	\$168,468				
	Rail-Highway	\$651,765	\$38,115	\$18,118	\$21,473				
	SPR	\$48,489	\$0	\$0	\$0				
	STBG	\$43,725,957	\$24,993,465	\$32,014,936	\$33,667,579				
	TAP	\$562,750	\$682,777	\$756,109	\$756,109				
	<b>Total Formula</b>	<b>\$64,542,797</b>	<b>\$79,305,838</b>	<b>\$55,360,400</b>	<b>\$44,381,270</b>				
Non-Formula Funds	\$9,421,114	\$965,421	\$17,763,935	\$10,159,645					
Redistribution	\$0	\$0	\$0	\$0					
Discretionary Grants	\$1,450,688	\$0	\$0	\$0					
<b>FHWA Subtotal</b>	<b>\$75,414,598</b>	<b>\$80,271,259</b>	<b>\$73,124,335</b>	<b>\$54,540,915</b>	<b>\$253,368,478</b>	<b>\$259,159,875</b>	<b>\$208,189,876</b>	<b>\$196,986,252</b>	
State Match	\$0	\$0	\$0	\$0					
Local/Other Match	\$2,192,690	\$4,847,963	\$616,761	\$539,493					
<b>FHWA Total</b>	<b>\$77,607,288</b>	<b>\$85,119,221</b>	<b>\$73,741,096</b>	<b>\$55,080,407</b>	<b>\$256,210,460</b>	<b>\$263,657,923</b>	<b>\$213,749,893</b>	<b>\$198,036,284</b>	
FTA	FTA 5307	\$7,675,543	\$8,844,588	\$9,811,575	\$16,266,966				
	FTA 5310	\$418,355	\$361,742	\$368,977	\$376,356				
	FTA 5311	\$0	\$0	\$0	\$0				
	FTA 5339	\$1,042,316	\$682,477	\$696,127	\$710,050				
	Discretionary Grants	\$402,628	\$402,628	\$402,628	\$402,628				
	<b>FTA Sub-Total</b>	<b>\$9,538,842</b>	<b>\$10,291,436</b>	<b>\$11,279,306</b>	<b>\$17,755,999</b>				
State Match	\$3,927	\$4,086	\$4,167	\$4,251					
Local/Other Match	\$3,815,170	\$4,147,044	\$4,429,156	\$6,084,217					
<b>FTA Total</b>	<b>\$13,357,939</b>	<b>\$14,442,565</b>	<b>\$15,712,629</b>	<b>\$23,844,467</b>	<b>\$106,006,289</b>	<b>\$75,492,655</b>	<b>\$60,394,124</b>	<b>\$60,394,124</b>	
Rail	\$0	\$0	\$0	\$0					
<b>Federal Total</b>	<b>\$90,965,228</b>	<b>\$99,561,787</b>	<b>\$89,453,725</b>	<b>\$78,924,874</b>					<b>\$362,216,749</b>
State Funds	Betterment	\$869,075	\$369,075	\$369,075	\$369,075				
	SB367	\$68,000	\$0	\$93,495	\$0				
	Turnpike Capital	\$15,590,508	\$0	\$0	\$1,000,000				
	Turnpike Renewal	\$0	\$0	\$0	\$0				
	Other State Funds	\$185,167	\$4,093	\$4,708,833	\$3,349,566				
	<b>State Subtotal</b>	<b>\$16,712,750</b>	<b>\$373,169</b>	<b>\$5,171,403</b>	<b>\$4,718,642</b>				
Other Matching	\$2,192,690	\$4,847,963	\$616,761	\$539,493					
<b>State Funds Total</b>	<b>\$18,905,440</b>	<b>\$5,221,131</b>	<b>\$5,788,164</b>	<b>\$5,258,134</b>					<b>\$31,013,545</b>
<b>Total</b>	<b>\$109,870,668</b>	<b>\$104,782,918</b>	<b>\$95,241,889</b>	<b>\$84,183,009</b>	<b>\$393,230,293</b>	<b>\$397,849,240</b>	<b>\$327,084,473</b>	<b>\$291,790,324</b>	
Toll Credits	\$5,414,588	\$12,431,452	\$9,184,052	\$6,291,370	\$50,673,696	\$31,716,752	\$29,910,333	\$24,361,488	

\* Beyond the TIP years total funds for each programming area are utilized instead individual funding programs for simplicity

# Appendix A

## NHDOT Fiscal Constraint Documentation

*For the 2025-2028 State Transportation Improvement Program*

## 2025 Federal Highway Formula and Match Funding

Funding Category	Federal Available	* Federal TIFIA Redistribution/Other	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	\$ 1,488,297
Carbon Reduction Program>200k	\$ 813,531		\$ -	\$ -	\$ 813,531	\$ -
Carbon Reduction Program 50k - 200k	\$ 748,445		\$ -	\$ -	\$ 748,445	\$ 3,230,520
Carbon Reduction Program Flex	\$ 1,901,871		\$ -	\$ -	\$ 1,901,871	\$ 102,554
Congestion Mitigation and Air Quality Program	\$ 11,727,191		\$ -	\$ 1,057,732	\$ 12,784,923	\$ 7,096,411
Highway Safety Improvement Program (HSIP)	\$ 12,720,472		\$ -	\$ -	\$ 12,720,472	\$ 11,254,709
National Highway Freight	\$ 5,959,136		\$ -	\$ -	\$ 5,959,136	\$ -
National Highway Performance	\$ 120,110,265	\$ 20,000,000	\$ -	\$ 10,000	\$ 140,120,265	\$ 77,649,028
PROTECT	\$ 6,178,755		\$ -	\$ -	\$ 6,178,755	\$ 454,135
Recreational Trails	\$ 2,022,203		\$ -	\$ 313,816	\$ 2,336,019	\$ 1,569,081
RL - Rail Highway	\$ 1,225,000		\$ -	\$ -	\$ 1,225,000	\$ 4,856,338
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,967,065	\$ 563,175	\$ -	\$ 704,347	\$ 5,234,587	\$ 8,415,768
STBG-50 to 200K	\$ 6,162,911	\$ 874,903	\$ -	\$ 186,846	\$ 7,224,660	\$ 7,367,451
STBG-Areas Over 200K	\$ 6,698,846	\$ 950,986	\$ -	\$ 247,058	\$ 7,896,890	\$ 7,794,986
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ 1,739,762	\$ -	\$ 60,957	\$ 14,055,791	\$ 17,295,688
STBG-Off System Bridge	\$ 4,897,123		\$ -	\$ 474,814	\$ 5,371,937	\$ 4,039,286
STBG-State Flexible	\$ 18,911,469	\$ 3,378,131	\$ -	\$ 665,682	\$ 22,955,282	\$ 97,376,307
TAP-50K to 200K	\$ 696,942		\$ -	\$ 115,284	\$ 812,226	\$ 576,422
TAP-5K to 49,999	\$ 448,621		\$ -	\$ 42,005	\$ 490,626	\$ 210,025
TAP-Areas Over 200K	\$ 757,549		\$ -	\$ 200,740	\$ 958,289	\$ 1,003,698
TAP-Flex	\$ 2,285,572		\$ -	\$ 4,412	\$ 2,289,984	\$ 22,058
TAP-Non Urban Areas Under 5K	\$ 1,385,883		\$ -	\$ 685,829	\$ 2,071,712	\$ 3,429,143
State Planning and Research	\$ 6,557,841		\$ -	\$ 390,000	\$ 6,947,841	\$ 6,418,821
<b>Total</b>	<b>\$ 230,401,834</b>	<b>\$ 27,506,957</b>	<b>\$ -</b>	<b>\$ 5,159,522</b>	<b>\$ 263,068,313</b>	<b>\$ 261,650,726</b>
<b>Surplus/Deficit</b>						<b>\$ 1,417,588</b>

\* Includes TIFIA Redistribution and \$20M Conway Buy Back funds

## 2026 Federal Highway Formula and Match Funding

Funding Category	Federal Available	Federal TIFIA Redistribution/Other	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 495,430		\$ -	\$ -	\$ 495,430	\$ -
Carbon Reduction Program Under 5k	\$ 1,530,483		\$ -	\$ -	\$ 1,530,483	\$ -
Carbon Reduction Program>200k	\$ 836,591		\$ -	\$ -	\$ 836,591	\$ -
Carbon Reduction Program 50k - 200k	\$ 769,660		\$ -	\$ -	\$ 769,660	\$ 1,588,524
Carbon Reduction Program Flex	\$ 1,955,780		\$ -	\$ -	\$ 1,955,780	\$ -
Congestion Mitigation and Air Quality Program	\$ 12,059,601		\$ -	\$ 1,660,799	\$ 13,720,400	\$ 12,959,390
Highway Safety Improvement Program (HSIP)	\$ 13,081,036		\$ -	\$ -	\$ 13,081,036	\$ 10,106,020
National Highway Freight	\$ 6,128,049		\$ -	\$ -	\$ 6,128,049	\$ -
National Highway Performance	\$ 123,514,815		\$ -	\$ 54,466	\$ 123,569,281	\$ 63,009,674
PROTECT	\$ 6,353,893		\$ -	\$ -	\$ 6,353,893	\$ -
Recreational Trails	\$ 2,079,523		\$ -	\$ 313,816	\$ 2,393,339	\$ 1,569,081
RL - Rail Highway	\$ 1,259,723		\$ -	\$ -	\$ 1,259,723	\$ 284,000
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,079,512		\$ -	\$ 1,956,911	\$ 6,036,423	\$ 11,078,146
STBG-50 to 200K	\$ 6,337,600		\$ -	\$ 1,062,188	\$ 7,399,788	\$ 11,713,502
STBG-Areas Over 200K	\$ 6,888,726		\$ -	\$ 32,735	\$ 6,921,461	\$ 7,222,782
STBG-Non Urban Areas Under 5K	\$ 12,602,445		\$ -	\$ 212,529	\$ 12,814,973	\$ 29,369,463
STBG-Off System Bridge	\$ 5,035,933		\$ -	\$ 351,646	\$ 5,387,579	\$ 5,776,663
STBG-State Flexible	\$ 19,447,518		\$ -	\$ 501,500	\$ 19,949,019	\$ 73,377,992
TAP-50K to 200K	\$ 716,697		\$ -	\$ 196,341	\$ 913,038	\$ 981,704
TAP-5K to 49,999	\$ 461,337		\$ -	\$ 85,251	\$ 546,588	\$ 426,255
TAP-Areas Over 200K	\$ 779,022		\$ -	\$ 197,018	\$ 976,039	\$ 985,088
TAP-Flex	\$ 2,350,357		\$ -	\$ 440,864	\$ 2,791,221	\$ 2,204,322
TAP-Non Urban Areas Under 5K	\$ 1,425,166		\$ -	\$ 352,378	\$ 1,777,544	\$ 1,761,888
State Planning and Research	\$ 6,743,724		\$ -	\$ 462,058	\$ 7,205,782	\$ 6,895,544
	<b>\$ 236,932,621</b>		<b>\$ -</b>	<b>\$ 7,880,500</b>	<b>\$ 244,813,122</b>	<b>\$ 241,310,037</b>
<b>Surplus/Deficit</b>						<b>\$ 3,503,084</b>

## 2027 Federal Highway Formula and Match Funding

Funding Category	Federal Available	Federal TIFIA Redistribution/Other	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 495,430		\$ -	\$ -	\$ 495,430	\$ -
Carbon Reduction Program Under 5k	\$ 1,530,483		\$ -	\$ -	\$ 1,530,483	\$ -
Carbon Reduction Program>200k	\$ 836,591		\$ -	\$ -	\$ 836,591	\$ -
Carbon Reduction 50k- 200K	\$ 769,660		\$ -	\$ -	\$ 769,660	\$ -
Carbon Reduction Program Flex	\$ 1,955,780		\$ -	\$ -	\$ 1,955,780	\$ -
Congestion Mitigation and Air Quality Program	\$ 12,059,601		\$ -	\$ 705,108	\$ 12,764,708	\$ 3,669,456
Highway Safety Improvement Program (HSIP)	\$ 13,081,036		\$ -	\$ -	\$ 13,081,036	\$ 10,328,661
National Highway Freight	\$ 6,128,049		\$ -	\$ -	\$ 6,128,049	\$ -
National Highway Performance	\$ 123,514,815		\$ -	\$ 113,643	\$ 123,628,458	\$ 72,191,716
PROTECT	\$ 6,353,893		\$ -	\$ -	\$ 6,353,893	\$ 511,193
Recreational Trails	\$ 2,079,523		\$ -	\$ 313,816	\$ 2,393,339	\$ 1,569,081
RL - Rail Highway	\$ 1,259,723		\$ -	\$ -	\$ 1,259,723	\$ 135,000
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,079,512		\$ -	\$ 437,429	\$ 4,516,941	\$ 4,305,739
STBG-50 to 200K	\$ 6,337,600		\$ -	\$ 1,034,945	\$ 7,372,545	\$ 19,494,651
STBG-Areas Over 200K	\$ 6,888,726		\$ -	\$ 177,471	\$ 7,066,197	\$ 3,056,027
STBG-Non Urban Areas Under 5K	\$ 12,602,445		\$ -	\$ -	\$ 12,602,445	\$ 27,870,408
STBG-Off System Bridge	\$ 5,035,933		\$ -	\$ 1,296,389	\$ 6,332,322	\$ 13,156,557
STBG-State Flexible	\$ 19,447,518		\$ -	\$ 175,792	\$ 19,623,310	\$ 70,274,949
TAP-50K to 200K	\$ 716,697		\$ -	\$ 196,341	\$ 913,038	\$ 981,704
TAP-5K to 49,999	\$ 461,337		\$ -	\$ 85,251	\$ 546,588	\$ 426,255
TAP-Areas Over 200K	\$ 779,022		\$ -	\$ 197,018	\$ 976,039	\$ 985,088
TAP-Flex	\$ 2,350,357		\$ -	\$ 577,465	\$ 2,927,822	\$ 2,887,327
TAP-Non Urban Areas Under 5K	\$ 1,425,166		\$ -	\$ 352,378	\$ 1,777,544	\$ 1,761,888
State Planning and Research	\$ 6,743,724		\$ -	\$ 390,000	\$ 7,133,724	\$ 6,835,246
	<b>\$ 236,932,621</b>		<b>\$ -</b>	<b>\$ 6,053,046</b>	<b>\$ 242,985,667</b>	<b>\$ 240,440,946</b>
<b>Surplus/Deficit</b>						<b>\$ 2,544,721</b>



## 2028 Federal Highway Formula and Match Funding

Funding Category	Federal Available	Federal TIFIA Redistribution/Other	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 495,430		\$ -	\$ -	\$ 495,430	\$ -
Carbon Reduction Program Under 5k	\$ 1,530,483		\$ -	\$ -	\$ 1,530,483	\$ -
Carbon Reduction Program>200k	\$ 836,591		\$ -	\$ -	\$ 836,591	\$ -
Carbon Reduction 50k- 200K	\$ 769,660		\$ -	\$ -	\$ 769,660	\$ -
Carbon Reduction Program Flex	\$ 1,955,780		\$ -	\$ -	\$ 1,955,780	\$ -
Congestion Mitigation and Air Quality Program	\$ 12,059,601		\$ -	\$ 1,035,791	\$ 13,095,392	\$ 5,178,956
Highway Safety Improvement Program (HSIP)	\$ 13,081,036		\$ -	\$ -	\$ 13,081,036	\$ 12,084,080
National Highway Freight	\$ 6,128,049		\$ -	\$ -	\$ 6,128,049	\$ -
National Highway Performance	\$ 123,514,815		\$ -	\$ 93,832	\$ 123,608,647	\$ 69,533,025
PROTECT Program	\$ 6,353,893		\$ -	\$ -	\$ 6,353,893	\$ -
Recreational Trails	\$ 2,079,523		\$ -	\$ 313,816	\$ 2,393,339	\$ 1,569,081
RL - Rail Highway	\$ 1,259,723		\$ -	\$ -	\$ 1,259,723	\$ 160,000
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,079,512		\$ -	\$ -	\$ 4,079,512	\$ 996,297
STBG-50 to 200K	\$ 6,337,600		\$ -	\$ 96,978	\$ 6,434,578	\$ 8,332,130
STBG-Areas Over 200K	\$ 6,888,726		\$ -	\$ 136,372	\$ 7,025,098	\$ 6,639,688
STBG-Non Urban Areas Under 5K	\$ 12,602,445		\$ -	\$ 42,619	\$ 12,645,063	\$ 38,031,149
STBG-Off System Bridge	\$ 5,035,933		\$ -	\$ 646,888	\$ 5,682,821	\$ 7,338,965
STBG-State Flexible	\$ 19,447,518		\$ -	\$ 17,670	\$ 19,465,188	\$ 72,736,456
TAP-50K to 200K	\$ 716,697		\$ -	\$ 196,341	\$ 913,038	\$ 2,815,987
TAP-5K to 49,999	\$ 461,337		\$ -	\$ 85,251	\$ 546,588	\$ 426,255
TAP-Areas Over 200K	\$ 779,022		\$ -	\$ 197,018	\$ 976,039	\$ 985,088
TAP-Flex	\$ 2,350,357		\$ -	\$ 577,465	\$ 2,927,822	\$ 2,887,327
TAP-Non Urban Areas Under 5K	\$ 1,425,166		\$ -	\$ 352,378	\$ 1,777,544	\$ 1,761,888
State Planning and Research	\$ 6,743,724		\$ -	\$ 396,457	\$ 7,140,182	\$ 6,567,542
	\$ <b>236,932,621</b>		\$ -	\$ <b>4,188,876</b>	\$ <b>241,121,497</b>	\$ <b>238,043,914</b>
<b>Surplus/Deficit</b>						\$ <b>3,077,584</b>

**Federal Highway Formula and Match Funding for 2025**  
**Financially Constrained by Funding Category**

Funding Category	Federal Apportionment (A)	*Federal Funds Other Sources (B)	Proposed Transfers/Other (C)	Federal Available Balance (D)	Federal Total (E) = (A + B + C + D)	State Match (F)	Local/Other Match (G)	Total Resources Available (H) = E + F + G	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		\$ 160,000	\$ 2,322,293	\$ 3,230,738	\$ -	\$ -	\$ 3,230,738	\$ 3,230,520	\$ 218
Carbon Reduction Program Flex	\$ 1,901,871		\$ (1,660,000)	\$ -	\$ 241,871	\$ -	\$ -	\$ 241,871	\$ 102,554	\$ 139,317
Congestion Mitigation and Air Quality Program	\$ 11,727,191		\$ (5,863,596)	\$ 7,363,424	\$ 13,227,020	\$ -	\$ 1,057,732	\$ 14,284,752	\$ 7,096,411	\$ 7,188,341
Highway Safety Improvement Program (HSIP)	\$ 12,720,472			\$ -	\$ 12,720,472	\$ -	\$ -	\$ 12,720,472	\$ 11,254,709	\$ 1,465,763
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	\$ (62,000,000)	\$ -	\$ 78,110,265	\$ -	\$ 10,000	\$ 78,120,265	\$ 77,649,028	\$ 471,237
PROTECT	\$ 6,178,755		\$ (4,527,590)	\$ 191,377	\$ 1,842,542	\$ -	\$ -	\$ 1,842,542	\$ 454,135	\$ 1,388,407
Recreational Trails	\$ 2,022,203			\$ 3,167,209	\$ 5,189,412	\$ -	\$ 313,816	\$ 5,503,228	\$ 1,569,081	\$ 3,934,147
RL - Rail Highway	\$ 1,225,000			\$ 3,675,000	\$ 4,900,000	\$ -	\$ -	\$ 4,900,000	\$ 4,856,338	\$ 43,662
Safe Routes to School	\$ -			\$ 63,016	\$ 63,016	\$ -	\$ -	\$ 63,016	\$ -	\$ 63,016
STBG-5 to 49,999	\$ 3,967,065	\$ 563,175	\$ 2,276,577	\$ 904,604	\$ 7,711,421	\$ -	\$ 704,347	\$ 8,415,768	\$ 8,415,768	\$ -
STBG-50 to 200K	\$ 6,162,911	\$ 874,903	\$ 142,791	\$ -	\$ 7,180,605	\$ -	\$ 186,846	\$ 7,367,451	\$ 7,367,451	\$ -
STBG-Areas Over 200K	\$ 6,698,846	\$ 950,986	\$ -	\$ 383,770	\$ 8,033,602	\$ -	\$ 247,058	\$ 8,280,661	\$ 7,794,986	\$ 485,675
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ 1,739,762	\$ 3,239,897	\$ -	\$ 17,234,731	\$ -	\$ 60,957	\$ 17,295,688	\$ 17,295,688	\$ -
STBG-Off System Bridge	\$ 4,897,123			\$ 2,384,483	\$ 7,281,606	\$ -	\$ 474,814	\$ 7,756,421	\$ 4,039,286	\$ 3,717,135
STBG-State Flexible	\$ 18,911,469	\$ 3,378,131	\$ 71,211,488	\$ 3,337,070	\$ 96,838,158	\$ -	\$ 665,682	\$ 97,503,840	\$ 97,376,307	\$ 127,533
TAP-50K to 200K	\$ 696,942			\$ -	\$ 696,942	\$ -	\$ 115,284	\$ 812,226	\$ 576,422	\$ 235,804
TAP-5K to 49,999	\$ 448,621			\$ -	\$ 448,621	\$ -	\$ 42,005	\$ 490,626	\$ 210,025	\$ 280,601
TAP-Areas Over 200K	\$ 757,549			\$ 2,245,891	\$ 3,003,440	\$ -	\$ 200,740	\$ 3,204,180	\$ 1,003,698	\$ 2,200,481
TAP-Flex	\$ 2,285,572			\$ 3,717,692	\$ 6,003,264	\$ -	\$ 4,412	\$ 6,007,676	\$ 22,058	\$ 5,985,618
TAP-Non Urban Areas Under 5K	\$ 1,385,883			\$ 2,186,739	\$ 3,572,622	\$ -	\$ 685,829	\$ 4,258,451	\$ 3,429,143	\$ 829,308
State Planning and Research	\$ 6,557,841			\$ 2,207,123	\$ 8,764,964	\$ -	\$ 390,000	\$ 9,154,964	\$ 6,418,821	\$ 2,736,143
<b>Total</b>	<b>\$ 230,401,834</b>	<b>\$ 27,506,957</b>	<b>\$ -</b>	<b>\$ 40,624,480</b>	<b>\$298,533,271</b>	<b>\$0</b>	<b>\$5,159,522</b>	<b>\$ 303,692,794</b>	<b>\$ 261,650,726</b>	<b>\$ 42,042,068</b>

\* Includes TIFIA Redistribution and \$20M Conway Buy Back funds

Proposed transfers include transfers from NHPP to cover potential over programming (STBG-5 to 49,999, STBG-50 to 200K, STBG-Non Urban Areas Under 5K)

## Federal Highway Non-Formula Funds

2025	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 67,560,391	\$ -	\$ 4,272,782	\$ 71,833,173	\$ 71,833,173
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 3,931,421	\$ -	\$ 870,355	\$ 4,801,776	\$ 4,801,776
Forest Highways	\$ 70,000	\$ -	\$ -	\$ 70,000	\$ 70,000
Highway Infrastructure Exempt Funds	\$ 24,596,741	\$ -	\$ 968,000	\$ 25,564,741	\$ 25,564,741
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 28,485,347	\$ -	\$ -	\$ 28,485,347	\$ 28,485,347
National Highway Performance Exempt	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 10,000
NEVI	\$ 9,688,000	\$ -	\$ -	\$ 9,688,000	\$ 9,688,000
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
Technology Innovative Deploy Aid # 43509	\$ -	\$ -	\$ -	\$ -	\$ -
Scenic Byways (Enfield 44286)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 135,524,643</b>	<b>\$ 25,000</b>	<b>\$ 6,511,137</b>	<b>\$ 142,060,780</b>	<b>\$ 142,060,780</b>
<b>2026</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 27,877,970	\$ -	\$ 5,206,229	\$ 33,084,198	\$ 33,084,198
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ 6,840,372	\$ -	\$ 1,697,593	\$ 8,537,965	\$ 8,537,965
Forest Highways	\$ 497,000	\$ -	\$ -	\$ 497,000	\$ 497,000
Highway Infrastructure Exempt Funds	\$ 7,697,500	\$ -	\$ -	\$ 7,697,500	\$ 7,697,500
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 2,750,000	\$ -	\$ -	\$ 2,750,000	\$ 2,750,000
National Highway Performance Exempt	\$ -	\$ -	\$ 54,466	\$ 54,466	\$ 54,466
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
<b>TOTAL</b>	<b>\$ 50,201,435</b>	<b>\$ 25,000</b>	<b>\$ 7,420,345</b>	<b>\$ 57,646,780</b>	<b>\$ 57,646,780</b>
<b>2027</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 32,524,801	\$ -	\$ 3,192,690	\$ 35,717,490	\$ 35,717,490
Disadvantaged Business Enterprise (DBE)	\$ 86,149	\$ -	\$ -	\$ 86,149	\$ 86,149
Federal Highway Administration (FHWA) Earmarks	\$ 4,623,837	\$ -	\$ 982,225	\$ 5,606,062	\$ 5,606,062
Forest Highways	\$ 1,147,000	\$ -	\$ -	\$ 1,147,000	\$ 1,147,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ -	\$ -	\$ 113,643	\$ 113,643	\$ 113,643
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	\$ 651,078	\$ -	\$ 390,000	\$ 1,041,078	\$ 1,041,078
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 42,836,865</b>	<b>\$ 25,000</b>	<b>\$ 4,678,558</b>	<b>\$ 47,540,423</b>	<b>\$ 47,540,423</b>
<b>2028</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 3,874,464	\$ -	\$ 968,616	\$ 4,843,081	\$ 4,843,081
Disadvantaged Business Enterprise (DBE)	\$ 88,562	\$ -	\$ -	\$ 88,562	\$ 88,562
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	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ -	\$ -	\$ 93,832	\$ 93,832	\$ 93,832
National Electric Vehical Infrastructure (NEVI)	\$ -	\$ -	\$ -	\$ -	\$ -
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 650,790	\$ -	\$ 396,457	\$ 1,047,247	\$ 1,047,247
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 5,384,816</b>	<b>\$ 25,000</b>	<b>\$ 1,458,906</b>	<b>\$ 6,868,722</b>	<b>\$ 6,868,722</b>

## Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2025</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 9,933,788	\$ -	\$ 8,059,654	\$ 17,993,442	\$ 17,993,442
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,510,475	\$ -	\$ 627,619	\$ 3,138,094	\$ 3,138,094
FTA5311-Nonurbanized Area (Rural) formula program	\$ 9,482,506	\$ -	\$ 5,105,965	\$ 14,588,470	\$ 14,588,470
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 27,721,284	\$ 3,927	\$ 6,923,122	\$ 34,648,332	\$ 34,648,332
<b>TOTAL</b>	<b>\$ 49,648,052</b>	<b>\$ 3,927</b>	<b>\$ 20,716,359</b>	<b>\$ 70,368,338</b>	<b>\$ 70,368,338</b>
<b>2026</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 11,338,938	\$ -	\$ 7,690,153	\$ 19,029,091	\$ 19,029,091
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,076,512	\$ -	\$ 519,128	\$ 2,595,640	\$ 2,595,640
FTA5311-Nonurbanized Area (Rural) formula program	\$ 9,614,510	\$ -	\$ 5,177,044	\$ 14,791,554	\$ 14,791,554
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 4,918,201	\$ 4,086	\$ 1,222,060	\$ 6,144,347	\$ 6,144,347
<b>TOTAL</b>	<b>\$ 27,948,161</b>	<b>\$ 4,086</b>	<b>\$ 14,608,385</b>	<b>\$ 42,560,632</b>	<b>\$ 42,560,632</b>
<b>2027</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 11,741,771	\$ -	\$ 7,445,873	\$ 19,187,644	\$ 19,187,644
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,118,042	\$ -	\$ 529,511	\$ 2,647,553	\$ 2,647,553
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,866,905	\$ -	\$ 3,697,564	\$ 10,564,469	\$ 10,564,469
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5339b- Discretionary Funds	\$ 5,016,565	\$ 4,167	\$ 1,246,501	\$ 6,267,234	\$ 6,267,234
<b>TOTAL</b>	<b>\$ 25,743,284</b>	<b>\$ 4,167</b>	<b>\$ 12,919,449</b>	<b>\$ 38,666,900</b>	<b>\$ 38,666,900</b>
<b>2028</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 18,235,766	\$ -	\$ 9,178,586	\$ 27,414,352	\$ 27,414,352
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,160,402	\$ -	\$ 540,101	\$ 2,700,503	\$ 2,700,503
FTA5311-Nonurbanized Area (Rural) formula program	\$ 7,004,243	\$ -	\$ 3,771,516	\$ 10,775,759	\$ 10,775,759
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 5,116,897	\$ 4,251	\$ 1,271,431	\$ 6,392,579	\$ 6,392,579
<b>TOTAL</b>	<b>\$ 32,517,309</b>	<b>\$ 4,251</b>	<b>\$ 14,761,634</b>	<b>\$ 47,283,193</b>	<b>\$ 47,283,193</b>

## Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2025</b>					
BETTERMENT-State Funded	\$ -	\$ 17,216,471	\$ -	\$ 17,216,471	\$ 17,216,471
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 20,253,037	\$ -	\$ -	\$ 20,253,037	\$ 20,253,037
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 322,237	\$ 322,237	\$ 322,237
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 31,840,196	\$ 3,406,965	\$ 35,247,161	\$ 35,247,161
Turnpike Capital	\$ -	\$ 38,473,364	\$ -	\$ 38,473,364	\$ 38,473,364
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 18,034,118	\$ -	\$ 18,034,118	\$ 18,034,118
<b>TOTAL</b>	<b>\$ 20,253,037</b>	<b>\$ 105,564,149</b>	<b>\$ 3,729,202</b>	<b>\$ 129,546,388</b>	<b>\$ 129,546,388</b>
<b>2026</b>					
BETTERMENT-State Funded	\$ -	\$ 14,117,432	\$ -	\$ 14,117,432	\$ 14,117,432
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)	\$ -	\$ 45,466,983	\$ 2,527,614	\$ 47,994,598	\$ 47,994,598
Turnpike Capital	\$ -	\$ 57,539,340	\$ -	\$ 57,539,340	\$ 57,539,340
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 18,947,248	\$ -	\$ 18,947,248	\$ 18,947,248
<b>TOTAL</b>	<b>\$ 278,307</b>	<b>\$ 136,071,003</b>	<b>\$ 2,527,614</b>	<b>\$ 138,876,924</b>	<b>\$ 138,876,924</b>
<b>2027</b>					
BETTERMENT-State Funded	\$ -	\$ 13,869,649	\$ -	\$ 13,869,649	\$ 13,869,649
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 7,197,626	\$ -	\$ 368,938	\$ 7,566,564	\$ 7,566,564
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 28,924,237	\$ 1,379,633	\$ 30,303,869	\$ 30,303,869
Turnpike Capital	\$ -	\$ 50,312,306	\$ -	\$ 50,312,306	\$ 50,312,306
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 7,982,322	\$ -	\$ 7,982,322	\$ 7,982,322
<b>TOTAL</b>	<b>\$ 7,197,626</b>	<b>\$ 101,088,514</b>	<b>\$ 1,748,571</b>	<b>\$ 110,034,711</b>	<b>\$ 110,034,711</b>
<b>2028</b>					
BETTERMENT-State Funded	\$ -	\$ 12,506,391	\$ -	\$ 12,506,391	\$ 12,506,391
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 7,197,625	\$ -	\$ 368,938	\$ 7,566,563	\$ 7,566,563
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 27,416,089	\$ 1,002,596	\$ 28,418,685	\$ 28,418,685
Turnpike Capital	\$ -	\$ 50,026,685	\$ -	\$ 50,026,685	\$ 50,026,685
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 3,186,563	\$ -	\$ 3,186,563	\$ 3,186,563
<b>TOTAL</b>	<b>\$ 7,197,625</b>	<b>\$ 93,135,727</b>	<b>\$ 1,371,534</b>	<b>\$ 101,704,886</b>	<b>\$ 101,704,886</b>