

SRPC MPO/Commissioner Meeting

Friday, November 15, 2024 9:00-10:30 AM

Hybrid Meeting (Conference Rm 1A, SRPC Office & via Zoom)

In accordance with RSA 91:A, the Commission requires an in-person quorum. So long as an in-person quorum, Commissioners may participate virtually. Guests may attend the meeting virtually or at the SRPC Office. All participants, both in-person and virtual, can communicate contemporaneously.

Meeting URL: <https://us02web.zoom.us/j/85802372877>

Meeting ID: 858 0237 2877

Telephone-only Access: +1 646 558 8656

These instructions have also been provided at www.trafford.org. If anybody is unable to access the meeting, please email mtaylorfetter@trafford.org or call 603-994-3500 (x115).

Agenda Item	Time	Pre-Meeting Notes
1) Welcome and Introductions	9:00-9:05	
2) Public Hearing: Amendment #7 to the TIP and corresponding amendments to the 2023-2045 Metropolitan Transportation Plan.	9:05-9:20	Materials can be found in your packet detailing the proposed project amendments.
3) Action Items <ul style="list-style-type: none"> a. Adopt Amendment #7 to the TIP and corresponding amendments to the 2023-2045 Metropolitan Transportation Plan. b. Minutes of 10/18/2024 	9:20-9:30	Refer to meeting packet materials.
4) Discussion Items <ul style="list-style-type: none"> a. Commissioner Peer-to-Peer Work Sessions 	9:30-10:20	Come prepared to pose questions of your fellow commissioners as well as share your knowledge. See memo for more details.
5) Other Business	10:20-10:25	
6) Citizens Forum	10:25-10:30	
7) Adjourn	10:30	

Reasonable accommodations for people with disabilities are available upon request. Include a detailed description of the accommodation you will need along with your contact info. Please make your request as early as possible; allowing at least 5 days advance notice. Last minute requests will be accepted but may be impossible to fill. Please call (603) 994-3500 or email srpc@trafford.org.



RULES OF PROCEDURE

*Strafford Regional Planning Commission
Strafford Metropolitan Planning Organization, and
Strafford Economic Development District*

Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of the views of others.

Ensure that only one person talks at a time. Raising your hand to be recognized by the chair or facilitator is good practice.

Do not interrupt others or start talking before someone finishes.

Do not engage in cross talk.

Avoid individual discussions in small groups during the meeting. When one person speaks, others should listen.

Active participation is encouraged from all members.

When speaking, participants should adhere to topics of discussion directly related to agenda items.

When speaking, individuals should be brief and concise when speaking.

The Strafford Regional Planning Commission & Metropolitan Planning Organization holds both public meetings and public hearings.

For public meetings, guests are welcome to observe, but should follow proper meeting etiquette allowing the meeting to proceed uninterrupted. Members of the public who wish to be involved and heard should use venues such as Citizen Forum, Public Hearings, Public Comment Periods, outreach events, seminars, workshops, listening sessions, etc.



DATE: November 8, 2024

TO: SRPC Commissioners and Policy Members

FROM: Colin Lentz, Principal Transportation Planner
Jen Czysz, Executive Director

RE: Nov. 15, 2024 Meeting Discussion Items & Upcoming Meeting Schedule

Transportation Improvement Program – Amendment 7

There will be a public hearing at the meeting for a proposed amendment to the Transportation Improvement Program (TIP) which includes several projects in the region. The proposed amendment is attached with the meeting packet. In addition to the projects in the attached materials, three projects have been submitted via public comment with a request to include them in Amendment 7 for inclusion in the TIP:

- **Dover (44367)** is a project currently funded in the state Ten Year Plan proposing to reinvigorate the CommuteSMART Seacoast program by hiring a programming and outreach manager. The program would be managed by COAST in collaboration with the Rockingham and Strafford RPCs. The project was approved for funding by NHDOT through the Congestion Mitigation & Air Quality Improvement Program (CMAQ) and final federal approval is in-process.
- **COAST Bus Replacement:** The Cooperative Alliance for Seacoast Transportation (COAST) was awarded grant funds through the FTA 5339 Program in early 2024 to replace up to four buses in its transit fleet. Getting that funding into the TIP is critical for COAST to reserve a place in the manufacturer's production schedule (Gillig).
- **UNH Bus Replacement:** The University of New Hampshire applied for funding through the federal "Low-No" bus replacement program to replace diesel powered fleet vehicles with equivalent vehicles powered by compressed natural gas. The award was for \$2,720,000. Including this funding in the TIP enables UNH to execute the awarded funds.

Commissioner Peer-to-Peer Work Sessions

Come prepared to both pose questions of your peers and share your knowledge. We have a wealth of information and knowledge around the table. During the meeting we will use the balance of the meeting time after the hearing to break up into smaller conversations. Commissioners will be able to select which conversation they would like to join based on their interests.

Discussion topics include:

- Considerations for new trail projects
- How to fund and build a new library (or other municipal facility)
- Zoning updates



- Natural resource inventories and assessments
- Education opportunities for land use boards and staff
- How to build support to kick off a master plan update

Have another idea? Send it to Mike at mpolizzotti@strafford.org before the meeting.

Draft Schedule of Upcoming Meetings (subject to change)

Monthly Meetings: 3rd Friday of the month, 9-10:30 AM, SRPC Office, Conf. Room 1A

Quarterly Field Trips: Thursdays, 3:45-5:30 PM, in Sept., Dec., Feb., and Jun.

Date	Time	Location	Program
Tue. Dec. 10, 2024	8:30-10:30 AM	Downeaster Tour	MPO
Fri. Dec. 20, 2024	9-10:30 AM	SRPC	RPC
Fri, Jan. 17, 2025	9-10:30 AM	SRPC	MPO
Fri. Feb. 21, 2025	9-10:30 AM	SRPC	EDD

Commission Meeting

Friday, October 18, 2024 9:00-10:30 AM

Hybrid Meeting (Conference Rm 1A, SRPC Office & via Zoom)

1. Welcome and Introductions

At 9:08 AM Chair Dave Landry called the meeting to order and asked for introductions: Dave Landry, Dover; Barbara Holstein, Rochester; Joe Boudreau, Rochester; Michael Lehrman, Durham; Matt Towne, Barrington; Michael Bobinsky, Somersworth; Katrin Kaster, Lee; Kate Buzard, Middleton; Marshall Goldberg, Brookfield; Rick Healey Rochester; Lucy St. John, NHDOT

Staff in person: Jen Czysz, Mark Davie, Colin Lentz

Members attending on Zoom: Lindsey Williams, Dover; Tom Falk, Madbury; Steve Brown, Dover; Beverly Cray, UNH; Jessica Wilcox, NHDES; Glen Davison, NHDOT; Steve Diamond, Barrington

Staff attending on Zoom: Lisa Murphy

2. Commissioner Roundtable

M. Towne reported on the progress of the new Barrington Library. It is slated to open in June 2025.

M. Lehrman stated that the Durham Planning Board recently adopted a workforce zoning amendment which he feels will be a step forward to increasing housing.

K. Buzard reported that the Middleton ZBA denied workforce housing project reasoning it is in an area zoned as village district.

S. Diamond spoke about energy resilience and emergency preparedness during natural disasters.

3. Action Items

a. Approve minutes of 9/20/2024

D. Landry motioned to approve the minutes of September 20, 2024 seconded by K. Kasper. All members voted unanimously in favor with one abstention from Lucy St. John. The motion passed.

b. Initial Ten Year Plan Submission

C. Lentz presented the 4 projects in the initial Ten Year Plan submission and stated that SRPC will need to present an initial list of candidate projects to NHDOT by early November. SRPC's allocation of funding for adding new projects to the Ten Year Plan is \$5,846,797. This initial submission must fit within that allocation, plus up to two contingency projects. Four projects are eligible for the Ten Year Plan and have received



engineering reviews from BETA. Some projects include alternatives with different cost estimates. Using the most expensive alternative, the four eligible projects total \$4,241,600. Two projects, one in Madbury and one in Farmington, require a specific request included in the letter that will be sent to NHDOT with our submission.

Around February 2025, SRPC committee members will need to vote on a final list of projects constrained to the \$5.8 million regional allocation. This initial submission is part of the early development of a draft Ten Year Plan, to be signed into law Summer 2026.

K. Kasper motioned to approve the four candidate projects, with modifications to the Farmington and Madbury projects, to have engineering look at those costs, to be submitted to NHDOT to be considered for the draft Ten Year Plan. Following a second, all members voted unanimously in favor with one abstention from L. St. James. The motion passed.

c. Adopt FY2024 Annual Report

Jen Czysz stated that the 2024 annual report was presented at the September Commission meeting and is ready for approval.

K. Kasper motioned to approve the 2024 Annual Report seconded by J. Boudreau. All members voted in favor. Motion passed unanimously.

4. Discussion Items

a. Updated Meeting Schedule

Jen Czysz highlighted the changes made to the FY25 meeting schedule.

Following a public hearing on TIP amendment 7, the November Meeting is planned to be a technical assistance workshop with peer-to-peer assistance.

The December Commissioner Field Trip is a ride on the Downeaster on Tuesday, December 10th. We will be taking a little jaunt on the Amtrak Downeaster. Meet at the Dover Transportation Center at 8:30AM. Commissioners and TAC members should have received a save-the-date and look out for an official invite and registration soon.

Commissioner 101 is coming up on November 1. It will be an opportunity for commissioners to interview staff and vice versa.

5. Other Business

C. Lentz noted that it hasn't been officially announced yet but there will be a round of transportation funding for non-motorized modes. It starts with a letter of interest.

6. Citizens Forum

There were no citizens present.

7. Adjourn

M. Towne motioned to adjourn seconded by J. Mullen. All members voted in favor. The meeting adjourned at 10:20 AM.





NOTICE OF PUBLIC COMMENT PERIOD & PUBLIC HEARING

Regarding Amendments to the: 2023-2026 Transportation Improvement Program with corresponding updates to the 2023-2045 Metropolitan Transportation Plan

The Strafford Regional Planning Commission (SRPC), functioning as the federally mandated Metropolitan Planning Organization (MPO) for the Strafford Region, is holding a comment period and public hearing for the proposed Amendment #7 to the adopted *2023-2026 Transportation Improvement Program* (TIP). The TIP is a prioritized list of federal and state funded regional transportation projects programmed for the next four years. The amendment is necessary to account for project changes and to maintain consistency with the *2023-2026 State Transportation Improvement Program* (STIP). SRPC is conducting this process in accordance with the Strafford MPO's public involvement procedures and federal and state regulations.

Amendment #7 impacts projects listed in the *2023-2026 TIP* which is part of the *2023-2045 Metropolitan Transportation Plan* (MTP) for the region. Full amendments to the TIP require a 10-day public comment period, a public hearing, and approval by the Strafford MPO Policy Committee. A public comment period for this amendment will begin on **Monday, November 4, 2024**, and will end at the close of business on **Thursday, November 14, 2024**. A public hearing will be held by the SRPC Policy Committee meeting at **9:00 am on Friday, November 15, 2024**. The public is encouraged to submit comments before the end of the business day (5:00 pm) **Thursday, November 14, 2024**, or at the public hearing at the Strafford MPO Policy Committee meeting at **9:00 am on Friday, November 15, 2024**.

The public hearing can be attended in-person or electronically. Attend in-person at the address below, and electronically by dialing (646) 558-8656 and use conference ID: 858 0237 2877, or participate online at **Meeting ID: 852 7553 5673**
Online Access: <https://us02web.zoom.us/j/85802372877>

Copies of the proposed amendment will be available for review at the Dover, Rochester, and Somersworth public libraries and city halls, as well as the Strafford Regional Planning Commission office and website. Copies can be sent to interested parties upon request. Information about joining the meeting is at the Strafford Regional Planning Commission website (strafford.org). If anybody has a problem accessing the meeting, please call (603) 994-3500 x102 or e-mail clentz@strafford.org

Copies can be sent to interested parties upon request. Comments can be sent via mail, email, and fax to:

Colin Lentz
Strafford Regional Planning Commission
150 Wakefield Street, Suite 12
Rochester, NH 03867

Phone: (603) 994-3500 (ext. 102)
Fax: (603) 994-3504
email: clentz@strafford.org
Website: www.strafford.org

As of July 20, 2013 all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (the 2008 ozone standard); the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area.

STRAFFORD REGIONAL PLANNING COMMISSION
150 Wakefield Street, Suite 12, Rochester, NH 03867

Barrington | Brookfield | Dover Durham Farmington | Lee | Madbury | Middleton | Milton | New Durham Newmarket | Northwood |
Nottingham | Rochester Rollinsford | Somersworth | Strafford | Wakefield



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Approved Dollars

DOVER - SOMERSWORTH - ROCHESTER (29604)

All Project Cost: \$46,294,926

Route/Road/Entity: NH 108

Scope: NH108 Complete Sts improv (U-3 alt Ext 10 study) from Indian Brk Rd. to Innvton Dr. (~ 5m)

Phase	Year	Federal	State	Other	Total	Funding
ROW	2025	\$1,596,924	\$0	\$0	\$1,596,924	STBG-State Flexible, Toll Credit
		\$1,596,924	\$0	\$0	\$1,596,924	

Regionally Significant: No Managed By: DOT CAA Code: E-7 RPC: SRPC

Proposed Dollars

DOVER - SOMERSWORTH - ROCHESTER (29604)

All Project Cost: \$53,185,373

Route/Road/Entity: NH 108

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$1,210,000	\$0	\$0	\$1,210,000	STBG-State Flexible, Toll Credit
PE	2026	\$1,254,770	\$0	\$0	\$1,254,770	STBG-State Flexible, Toll Credit
ROW	2025	\$1,596,924	\$0	\$0	\$1,596,924	STBG-State Flexible, Toll Credit
ROW	2026	\$570,350	\$0	\$0	\$570,350	STBG-State Flexible, Toll Credit
		\$4,632,044	\$0	\$0	\$4,632,044	

Regionally Significant: No Managed By: DOT CAA Code: E-7 RPC: SRPC

Project budget was increased through the August 2024 update to the statewide Ten Year Transportation Plan. Funding is being moved from outer years into FY2025 and 2026 to support engineering and right of way work.

Approved Dollars

DOVER, NH - SOUTH BERWICK, MAINE (41433)

All Project Cost: \$3,332,165

Route/Road/Entity: Gulf Road

Scope: Address Red List br carrying Gulf Rd over Salmon Falls River between Dover & S Berwick (182/123)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$56,540	\$0	\$51,400	\$107,940	Maine, STBG-50 to 200K, Toll Credit
PE	2025	\$113,080	\$0	\$102,800	\$215,880	Maine, STBG-50 to 200K, Toll Credit
Construction	2026	\$1,465,800	\$0	\$1,332,545	\$2,798,345	BRGBIL, Maine, Toll Credit
		\$1,635,420	\$0	\$1,486,745	\$3,122,165	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

Proposed Dollars

DOVER, NH - SOUTH BERWICK, MAINE (41433)

All Project Cost: \$15,440,332

Route/Road/Entity: Gulf Road

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$56,540	\$0	\$51,400	\$107,940	Maine, STBG-50 to 200K, Toll Credit
PE	2025	\$108,460	\$0	\$598,600	\$707,060	Maine, STBG-50 to 200K, Toll Credit
		\$165,000	\$0	\$650,000	\$815,000	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC, Undetermined

Funding for construction is being shifted to FY2029, which is outside the STIP years. Note total project funding increase from \$3.3 million, to \$15.4 million.

Project is being removed from the STIP.

Approved Dollars

DURHAM (41432)

All Project Cost: \$1,499,323

Route/Road/Entity: Bennett Road

Scope: Address the Red List bridge carrying Bennett Road over PAR in the Town of Durham (093/080)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$336,160	\$0	\$0	\$336,160	STBG-Off System Bridge, Toll Credit
PE	2026	\$121,603	\$0	\$0	\$121,603	STBG-Off System Bridge, Toll Credit
ROW	2026	\$60,801	\$0	\$0	\$60,801	STBG-Off System Bridge, Toll Credit
		\$518,564	\$0	\$0	\$518,564	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: SRPC

Project is being removed from the STIP.

Proposed Dollars

DURHAM (41432)

All Project Cost: \$1,989,010

Route/Road/Entity: Bennett Road

Scope: Address the Red List bridge carrying Bennett Road over CSX in the Town of Durham (093/080)

Phase	Year	Federal	State	Other	Total	Funding
		\$0	\$0	\$0	\$0	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: SRPC

This project is being removed from the STIP. The project is not being eliminated, but moved to a fiscal year outside the STIP (beyond 2026) due to shifting statewide bridge priorities and required coordination with railroad owners. Construction year is being moved to 2036.

Approved Dollars

MILTON, NH-LEBANON, ME (40658)

All Project Cost: \$2,283,995

Route/Road/Entity: Townhouse Road over Northeast Pond

Scope: Bridge Replacement-Townhouse Road over Northeast Pond-formerly Br. #168/152 - proposed Br. #168/151

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$86,000	\$0	\$129,000	\$215,000	Maine, STBG-Off System Bridge, Towns
ROW	2024	\$8,000	\$0	\$7,000	\$15,000	Maine, STBG-Off System Bridge, Towns
Construction	2025	\$704,522	\$0	\$976,724	\$1,681,245	Maine, STBG-Off System Bridge, Towns
		\$798,522	\$0	\$1,112,724	\$1,911,245	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

Proposed Dollars

MILTON, NH-LEBANON, ME (40658)

All Project Cost: \$425,250

Route/Road/Entity: Townhouse Road over Northeast Pond

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$22,000	\$0	\$30,500	\$52,500	Maine, STBG-Off System Bridge, Towns
		\$22,000	\$0	\$30,500	\$52,500	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

Funding for this project is being reduced and it is not proceeding. Milton select board voted to not proceed with the project and National Environmental Policy Act (NEPA) process resulted in a no-build recommendation.

Approved Dollars

SOMERSWORTH (40646)

All Project Cost: \$3,663,516

Route/Road/Entity: NH 9 (High Street), Blackwater Rd, Indigo Hill Rd

Scope: Intersection safety improvements; NH Route 9, Blackwater Road, Indigo Hill Road

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$375,430	\$0	\$93,858	\$469,288	STBG-50 to 200K, Towns
ROW	2025	\$116,487	\$0	\$29,122	\$145,609	STBG-50 to 200K, Towns
		\$491,917	\$0	\$122,979	\$614,897	

Regionally Significant: No Managed By: DOT CAA Code: E-51 RPC: SRPC

Proposed Dollars

SOMERSWORTH (40646)

All Project Cost: \$4,318,725

Route/Road/Entity: NH 9 (High Street), Blackwater Rd, Indigo Hill Rd

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$375,430	\$0	\$93,858	\$469,288	STBG-50 to 200K, Towns
PE	2026	\$91,256	\$0	\$22,814	\$114,070	STBG-50 to 200K, Towns
ROW	2025	\$116,487	\$0	\$29,122	\$145,609	STBG-50 to 200K, Towns
ROW	2026	\$45,628	\$0	\$11,407	\$57,035	STBG-50 to 200K, Towns
		\$628,801	\$0	\$157,200	\$786,002	

Regionally Significant: No Managed By: DOT CAA Code: E-51 RPC: SRPC

Funding for preliminary engineering and right-of-way is being increased due to updates to project implementation schedule.

Statewide Fiscal Constraint

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					

Statewide Fiscal Constraint

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.

Statewide Fiscal Constraint

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

Statewide Fiscal Constraint

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

Statewide Fiscal Constraint

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

Statewide Fiscal Constraint

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

Statewide Fiscal Constraint

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

Statewide Fiscal Constraint

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