

## Meeting of the SRPC Commissioners and MPO Policy Committee

Friday, January 16, 2026, 8:30 – 10:30 AM

Rochester Public Works facility at 209 Chestnut Hill Road, Rochester, NH

Agenda Item	Time	Pre-Meeting Notes
<b>1) Introductions</b>	8:30-8:35	
<b>2) Public Hearing TIP/MTP Amendment 3</b> a) Presentation and Open Public Hearing b) Vote to approve the amendment to the TIP and MTP	8:35-9:00	Refer to enclosed descriptions of proposed amendments.
<b>3) Legislative Forum</b> <i>Welcome and Introductions</i> Jen Czysz, Executive Director  <i>Forum Discussion Facilitator</i> Colin Lentz, Principal Transportation Planner a) <i>Civic Engagement and Regional Planning</i> Paul Rasmussen, Durham Commissioner Don Manter, Northwood Commissioner  b) <i>Transportation Funding</i> John Mullen, Middleton Commissioner  c) <i>Housing and Families</i> Sarah Wrightsman, Newmarket Commissioner  d) <i>Energy</i> Katrin Kasper, Lee Commissioner	9:00-9:10   9:10-9:30  9:30-9:50  9:50-10:10  10:10-10:30	Join us for a conversation with State Senators and Representatives from the SRPC region for a conversation on regional issues and opportunities.  Commissioners have identified topics that they will each introduce and conversation will be facilitated by SRPC staff.
<b>4) Adjourn</b>	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 [info@straffordrpcnh.gov](mailto:info@straffordrpcnh.gov)



## **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.

## **Strafford Regional Planning Commission Legislative Forum Advocacy from Commissioners**

**January 16, 2026**

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*Below is a summary of priority topics discussed by Strafford RPC commissioners at their meeting on December 19<sup>th</sup> 2025. It is by no means a full accounting of the topics that commissioners discuss over the course of a year, but it reflects their priority concerns moving into the 2026 legislative session.*

### **Overall Theme**

Here at SRPC, our commissioners have had many conversations about how we as a regional planning commission can best support our municipalities. Needs range from technical and planning assistance, revenue generation for much needed infrastructure improvements, and balancing local needs with state policy.

Our communities have a strong local identity. Across the region, we are working with communities large and small to balance housing and economic development with natural resource protection and conservation. Infrastructure needs include upgrades and expansions to water and sewer, expansion of an EV charging network, ability to connect solar power to the grid, and maintaining our roads and bridges in good and safe working conditions.

### **Civic Engagement and Regional Planning**

RPC's serve as a forum for municipal staff and representatives to come together and share learning and resources on challenges and opportunities in the region. They also serve as a front-line source of technical assistance. In venues like this one, RPCs are also a resource for legislators to hear current concerns and goals directly from a range of municipalities and residents. While serving in an advisory-only capacity, RPCs are mandated in state law to develop a Regional Housing Needs Assessment and a regional master plan. The most recent state budget removed all funding for RPCs to accomplish these mandates.

Strafford RPC's members have expressed concern at the overall shortfall of general funds to support core programs that serve NH families. Below are some specific topics of shared importance to SRPC's community representatives.

*Direct questions: What are you hearing in Concord regarding the state of the budget? Should revenues be available, where do you see opportunities to support RPCs and municipalities planning for housing and economic development? Shifting*



*gears, how could RPCs adapt their processes and communications to better engage with legislators? What is the best time and method for constituents to express concerns or advocate to legislators.*

## **Transportation Funding**

New Hampshire's revenue generation has not kept pace with rapidly rising costs of maintaining the transportation system and is \$400 million short in meeting the state's needs (based on the projects being cut from the draft 10-year plan). NH needs a short-term increase to fill the gap in the draft TYP. It also needs a sustainable and fair approach to revenue generation that keeps pace with the cost of maintaining and improving the transportation system. Commissioners have discussed increasing the turnpike toll rates and an increase in the gas tax tied to inflation as well as many new ideas for longer-term solutions.

Commissioners also advocate for increased state funding for public transit providers – specifically that they should be eligible to access gas tax and turnpike revenues. Public transit and community transportation in New Hampshire contribute well over \$110 million dollars a year to our state's economy. The Cooperative Alliance for Seacoast Transportation (COAST) generates nearly \$26 million in the seacoast. Every \$1 invested in public transit returns over \$4 in economic activity. COAST regularly surveys its riders and serves a wide variety of people in the seacoast, including those who do not have reliable personal transportation.

*Direct questions: What is the conversation in Concord in Concord on the need for and approaches to increase revenues for transportation (such as a toll increase or gas tax increase)? Similarly, what have you heard regarding increased direct state funding for public transit?*

## **Housing and Families**

Like other regions across NH, our communities collectively recognize the need for both the availability and affordability of housing – including the need for new development, but done so in balance with protection of natural resources. When polled, NH residents almost universally dream of owning their own single-family home, however, find their options limited due to short supply and high costs. Increased housing supply needs to be equitable across municipalities and regions while also being responsive to our varied landscapes. Rural communities are feeling pressured to change overnight, but larger cities and towns cannot be asked to accommodate all housing growth density.

Critical to supporting increased housing supply to meet demand, our infrastructure needs maintenance, upgrades, and expansion. Water and sewer systems are costly undertakings. Childcare options impact families' cost of living and housing choices;

some families are having fewer children or moving elsewhere because of the cost of childcare/raising children.

*Direct questions: What role could legislation play in increasing regional collaboration around housing? What conversations are being had in Concord to support legislation, including incentives, that will boost housing development in a manner that is balanced with natural resource protection? Recent legislation expanded flexibility for in-home childcare businesses, yet childcare demand far exceeds supply. What are you doing to support childcare professionals and increase childcare capacity?*

## **Energy**

Reducing energy costs will be important for the health and growth of the region. Energy costs are impacting families and are a critical factor for where businesses are located.

Technology advancement has made local energy resilience and independence within reach, yet NH once again lags behind its full potential. What can legislators do to reduce barriers that are delaying or obstructing solar projects? Municipalities report that energy utilities are not easy to work with (e.g. interconnection studies).

At the same time, advancement of technology like AI is increasing energy demand. Siting of data centers for companies like Google and Meta (Facebook) is an emerging issue in local planning – especially for rural communities.

Electric vehicles are still a growing market, and adoption is championed by many in the business community (e.g. skiing industry).

*Direct questions: What are state plans for increasing energy supply (all sources)? Is NH prepared for local data center proposals from large companies and the resulting land, water, and energy demand? What specific things are you doing to help communities take steps toward local energy independence? What specifically are you doing to reduce energy costs for families and businesses? How are legislators supporting the adoption of electric vehicles and charging infrastructure?*

# STRAFFORD

Regional Planning Commission

## **NOTICE OF PUBLIC COMMENT PERIOD & PUBLIC HEARING**

### **Regarding Amendments to the: 2025-2028 Transportation Improvement Program with corresponding updates to the 2025-2050 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 #3 to the *2025-2028 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 *2025-2025 State Transportation Improvement Program* (STIP). SRPC is conducting this process in accordance with SRPC's public involvement procedures and federal and state regulations.

Amendment #3 impacts projects listed in the *2025-2028 TIP* which is part of the *2025-2050 Metropolitan Transportation Plan* (MTP) for the region. Full amendments to the TIP require a public comment period, a public hearing, and approval by the SRPC Commissioners. A public comment period for this amendment will begin on **Monday, January 5, 2026**, and will end following a public hearing held by the SRPC Policy Committee on **Friday, January 16, 2026** at **9:00 am**.

**The public hearing can be attended in-person at Rochester, NH Public Works: 209 Chestnut Hill Rd, Rochester, NH 03867.**

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. If anybody has a problem accessing the meeting, please call (603) 994-3500 x102 or e-mail [clentz@straffordrpcnh.gov](mailto:clentz@straffordrpcnh.gov)

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@straffordrpcnh.gov](mailto:clentz@straffordrpcnh.gov)  
Website: [www.@straffordrpcnh.gov](http://www.@straffordrpcnh.gov)

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.

University of New Hampshire Wildcat Transit and the Cooperative Alliance for Seacoast Transportation have adopted Strafford RPC's Transportation Improvement Program and Public Participation Plan for the development and maintenance of their Program of Projects (POP). As required in 49 CFR 613, 23CFR 450, and FTA Circular 9030.1E, this publication serves as notice that the public involvement activities and time established for public review and comment on the TIP will satisfy the POP public review requirements of the Section 5307 Program for public transportation providers.

**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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**44349 - DURHAM**

State ID 44349      Lead Agency Muni/Local      Project Type To Be Assigned      Performance Measures -

Functional Classification  
NA

Project Description  
Upgrade 4-way-inters. to improve service,safety&reduce wait times with road redesign or roundabout

Regional Planning Commission SRPC      Clean Air Code ATT      Regionally Significant No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Congestion Mitigation and Air Quality Program	\$0	\$0	\$0	\$250,560	\$87,195	\$0	\$337,755
PE	Towns	\$0	\$0	\$0	\$62,640	\$21,799	\$0	\$84,439
<b>Total PE</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$313,200</b>	<b>\$108,994</b>	<b>\$0</b>	<b>\$422,194</b>
ROW	National Highway Performance	\$0	\$0	\$0	\$0	\$8,719	\$0	\$8,719
ROW	Towns	\$0	\$0	\$0	\$0	\$2,180	\$0	\$2,180
<b>Total ROW</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,899</b>	<b>\$0</b>	<b>\$10,899</b>
CON	National Highway Performance	\$0	\$0	\$0	\$0	\$0	\$2,851,105	\$2,851,105
CON	Towns	\$0	\$0	\$0	\$0	\$0	\$712,776	\$712,776
<b>Total CON</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,563,881</b>	<b>\$3,563,881</b>
<b>Total Future Costs</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,563,881</b>	<b>\$3,563,881</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$313,200</b>	<b>\$119,893</b>	<b>\$3,563,881</b>	<b>\$3,996,974</b>

**Previously Approved Amendment 44349 - DURHAM**

State ID 44349      Lead Agency Muni/Local      Project Type To Be Assigned      Performance Measures -

Functional Classification  
NA

Project Description  
Upgrade 4-way-inters. to improve service,safety&reduce wait times with road redesign or roundabout

Regional Planning Commission SRPC      Clean Air Code -      Regionally Significant -

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Congestion Mitigation and Air Quality Program	\$0	\$0	\$100,800	\$45,101	\$0	\$0	\$145,901
PE	Towns	\$0	\$0	\$25,200	\$11,275	\$0	\$0	\$36,475
<b>Total PE</b>		<b>\$0</b>	<b>\$0</b>	<b>\$126,000</b>	<b>\$56,376</b>	<b>\$0</b>	<b>\$0</b>	<b>\$182,376</b>
ROW	Congestion Mitigation and Air Quality Program	\$0	\$0	\$0	\$8,352	\$0	\$0	\$8,352
ROW	Towns	\$0	\$0	\$0	\$2,088	\$0	\$0	\$2,088
<b>Total ROW</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,440</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,440</b>
CON	Congestion Mitigation and Air Quality Program	\$0	\$0	\$0	\$0	\$896,363	\$0	\$896,363
CON	Towns	\$0	\$0	\$0	\$0	\$224,091	\$0	\$224,091
<b>Total CON</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,120,454</b>	<b>\$0</b>	<b>\$1,120,454</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$126,000</b>	<b>\$66,816</b>	<b>\$1,120,454</b>	<b>\$0</b>	<b>\$1,313,270</b>

<b>CURRENT CHANGE REASON</b>	N/A
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "June 2025 Minors" to "25-28 Amendment 3"
<b>FUNDING CHANGES</b>	<p><b>Congestion Mitigation and Air Quality Program</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2027 in PE from \$100,800 to \$250,560</li> <li>+ Increase funds in FY 2028 in PE from \$45,101 to \$87,195</li> <li>- Decrease funds in FY 2027 in ROW from \$8,352 to \$0</li> <li>- Decrease funds in FY 2028 in CON from \$896,363 to \$0</li> </ul> <p><b>Towns</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2027 in PE from \$25,200 to \$62,640</li> <li>+ Increase funds in FY 2028 in PE from \$11,275 to \$21,799</li> <li>+ Increase funds in FY 2028 in ROW from \$2,088 to \$2,180</li> <li>+ Increase funds in FY 2030 in CON from \$224,091 to \$712,776</li> </ul> <p><b>National Highway Performance</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2028 in ROW from \$0 to \$8,719</li> <li>+ Increase funds in FY 2030 in CON from \$0 to \$2,851,105</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$1,050,616 to \$3,197,579 (204.35%)
<b>TOTAL PROJECT COST</b>	Increased from \$1,313,270 to \$3,996,974 (204.35%)

**RCTRL - PROGRAM**

State ID RCTRL	Lead Agency Other	Project Type To Be Assigned	Performance Measures -
Functional Classification NA			
Project Description RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY			
Regional Planning Commission -	Clean Air Code ALL	Regionally Significant No	

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	DNCR	\$8,400	\$0	\$0	\$0	\$0	\$0	\$8,400
PE	Non Participating	\$48,000	\$0	\$0	\$0	\$0	\$0	\$48,000
PE	Recreational Trails	\$101,360	\$0	\$0	\$0	\$0	\$0	\$101,360
PE	Toll Credit	\$16,940	\$0	\$0	\$0	\$0	\$0	\$16,940
<b>Total PE</b>		<b>\$174,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$174,700</b>
ROW	Non Participating	\$100	\$0	\$0	\$0	\$0	\$0	\$100
ROW	Recreational Trails	\$4,312	\$0	\$0	\$0	\$0	\$0	\$4,312
ROW	Toll Credit	\$1,078	\$0	\$0	\$0	\$0	\$0	\$1,078
<b>Total ROW</b>		<b>\$5,490</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,490</b>
CON	Betterment	\$820,000	\$0	\$0	\$0	\$0	\$0	\$820,000
CON	DNCR	\$385,029	\$0	\$0	\$0	\$0	\$0	\$385,029
CON	Recreational Trails	\$2,428,044	\$0	\$0	\$0	\$0	\$0	\$2,428,044
CON	Toll Credit	\$221,982	\$0	\$0	\$0	\$0	\$0	\$221,982
<b>Total CON</b>		<b>\$3,855,055</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,855,055</b>
OTHER	DNCR	\$2,570,104	\$560,000	\$537,634	\$537,634	\$440,191	\$2,510,528	\$7,156,091
OTHER	Recreational Trails	\$10,280,419	\$2,240,000	\$2,150,537	\$2,150,537	\$1,760,764	\$10,042,120	\$28,624,377
<b>Total OTHER</b>		<b>\$12,850,523</b>	<b>\$2,800,000</b>	<b>\$2,688,171</b>	<b>\$2,688,171</b>	<b>\$2,200,955</b>	<b>\$12,552,648</b>	<b>\$35,780,468</b>
<b>Total Prior Costs</b>		<b>\$16,885,768</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,885,768</b>
<b>Total Future Costs</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,552,648</b>	<b>\$12,552,648</b>
<b>Total Programmed</b>		<b>\$16,885,768</b>	<b>\$2,800,000</b>	<b>\$2,688,171</b>	<b>\$2,688,171</b>	<b>\$2,200,955</b>	<b>\$12,552,648</b>	<b>\$39,815,713</b>

**Previously Approved Amendment RCTRL - PROGRAM**

State ID RCTRL	Lead Agency Other	Project Type To Be Assigned	Performance Measures -
Functional Classification NA			

Project Description

RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Regional Planning Commission

Clean Air Code

Regionally Significant

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PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	DNCR	\$8,400	\$0	\$0	\$0	\$0	\$0	\$8,400
PE	Non Participating	\$48,000	\$0	\$0	\$0	\$0	\$0	\$48,000
PE	Recreational Trails	\$101,360	\$0	\$0	\$0	\$0	\$0	\$101,360
PE	Toll Credit	\$16,940	\$0	\$0	\$0	\$0	\$0	\$16,940
<b>Total PE</b>		<b>\$174,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$174,700</b>
ROW	Non Participating	\$100	\$0	\$0	\$0	\$0	\$0	\$100
ROW	Recreational Trails	\$4,312	\$0	\$0	\$0	\$0	\$0	\$4,312
ROW	Toll Credit	\$1,078	\$0	\$0	\$0	\$0	\$0	\$1,078
<b>Total ROW</b>		<b>\$5,490</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,490</b>
CON	Betterment	\$820,000	\$0	\$0	\$0	\$0	\$0	\$820,000
CON	DNCR	\$385,029	\$0	\$0	\$0	\$0	\$0	\$385,029
CON	Recreational Trails	\$2,428,044	\$0	\$0	\$0	\$0	\$0	\$2,428,044
CON	Toll Credit	\$221,982	\$0	\$0	\$0	\$0	\$0	\$221,982
<b>Total CON</b>		<b>\$3,855,055</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,855,055</b>
OTHER	DNCR	\$2,570,104	\$560,000	\$313,816	\$313,816	\$313,816	\$2,510,528	\$6,582,080
OTHER	Recreational Trails	\$10,280,419	\$2,240,000	\$1,255,265	\$1,255,265	\$1,255,265	\$10,042,120	\$26,328,334
<b>Total OTHER</b>		<b>\$12,850,523</b>	<b>\$2,800,000</b>	<b>\$1,569,081</b>	<b>\$1,569,081</b>	<b>\$1,569,081</b>	<b>\$12,552,648</b>	<b>\$32,910,414</b>
<b>Total Prior Costs</b>		<b>\$16,885,768</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,885,768</b>
<b>Total Future Costs</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,552,648</b>	<b>\$12,552,648</b>
<b>Total Programmed</b>		<b>\$16,885,768</b>	<b>\$2,800,000</b>	<b>\$1,569,081</b>	<b>\$1,569,081</b>	<b>\$1,569,081</b>	<b>\$12,552,648</b>	<b>\$36,945,659</b>

<b>CURRENT CHANGE REASON</b>	N/A
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "July 2025 Minors" to "25-28 Amendment 3"
<b>FUNDING CHANGES</b>	<p><b>Recreational Trails</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in OTHER from \$1,255,265 to \$2,150,537</li> <li>+ Increase funds in FY 2027 in OTHER from \$1,255,265 to \$2,150,537</li> <li>+ Increase funds in FY 2028 in OTHER from \$1,255,265 to \$1,760,764</li> </ul> <p><b>DNCR</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in OTHER from \$313,816 to \$537,634</li> <li>+ Increase funds in FY 2027 in OTHER from \$313,816 to \$537,634</li> <li>+ Increase funds in FY 2028 in OTHER from \$313,816 to \$440,191</li> </ul>
<b>FEDERAL PROJECT COST</b>	Stays the same \$0
<b>TOTAL PROJECT COST</b>	Increased from \$36,945,659 to \$39,815,713 (7.77%)

### 43552 - ROCHESTER

State ID 43552	Lead Agency Muni/Local	Project Type To Be Assigned	Performance Measures -
Functional Classification NA			
Project Description Widen '3,450' from north of Spldg Tpk ramp to Toyota entrance, add signal and sidewalk.			
Regional Planning Commission SRPC	Clean Air Code ATT	Regionally Significant No	

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Non Par Other	\$0	\$0	\$53,000	\$0	\$0	\$0	\$53,000
PE	STBG-50 to 200K	\$364,685	\$23,632	\$208,483	\$0	\$0	\$0	\$596,800
PE	Towns	\$91,171	\$5,908	\$52,121	\$0	\$0	\$0	\$149,200
<b>Total PE</b>		<b>\$455,856</b>	<b>\$29,540</b>	<b>\$313,604</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$799,000</b>
ROW	STBG-50 to 200K	\$0	\$0	\$65,792	\$0	\$0	\$0	\$65,792
ROW	Towns	\$0	\$0	\$16,448	\$0	\$0	\$0	\$16,448
<b>Total ROW</b>		<b>\$0</b>	<b>\$0</b>	<b>\$82,240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$82,240</b>
CON	Non Par Other	\$0	\$0	\$504,000	\$0	\$0	\$0	\$504,000
CON	STBG-50 to 200K	\$0	\$0	\$1,200,000	\$4,513,600	\$0	\$0	\$5,713,600
CON	Towns	\$0	\$0	\$300,000	\$1,128,400	\$0	\$0	\$1,428,400
<b>Total CON</b>		<b>\$0</b>	<b>\$0</b>	<b>\$2,004,000</b>	<b>\$5,642,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,646,000</b>
<b>Total Prior Costs</b>		<b>\$455,856</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$455,856</b>
<b>Total Programmed</b>		<b>\$455,856</b>	<b>\$29,540</b>	<b>\$2,399,844</b>	<b>\$5,642,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,527,240</b>

### Previously Approved Amendment 43552 - ROCHESTER

State ID 43552	Lead Agency Muni/Local	Project Type Roadway	Performance Measures -
Functional Classification NA			
Project Description Widen '3,450' from north of Spldg Tpk ramp to Toyota entrance, add signal and sidewalk.			
Regional Planning Commission SRPC	Clean Air Code -	Regionally Significant -	

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-50 to 200K	\$364,685	\$23,632	\$182,130	\$0	\$0	\$0	\$570,447
PE	Towns	\$91,171	\$5,908	\$45,532	\$0	\$0	\$0	\$142,611
<b>Total PE</b>		<b>\$455,856</b>	<b>\$29,540</b>	<b>\$227,662</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$713,058</b>
ROW	STBG-50 to 200K	\$0	\$0	\$65,792	\$0	\$0	\$0	\$65,792
ROW	Towns	\$0	\$0	\$16,448	\$0	\$0	\$0	\$16,448
<b>Total ROW</b>		<b>\$0</b>	<b>\$0</b>	<b>\$82,240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$82,240</b>
CON	STBG-50 to 200K	\$0	\$0	\$0	\$2,718,032	\$0	\$0	\$2,718,032
CON	Towns	\$0	\$0	\$0	\$679,508	\$0	\$0	\$679,508
<b>Total CON</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,397,540</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,397,540</b>
<b>Total Prior Costs</b>		<b>\$455,856</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$455,856</b>
<b>Total Programmed</b>		<b>\$455,856</b>	<b>\$29,540</b>	<b>\$309,902</b>	<b>\$3,397,540</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,192,838</b>

<b>CURRENT CHANGE REASON</b>	N/A
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "November 2025 Minors" to "25-28 Amendment 3" Project Type changed from "Roadway" to "To Be Assigned"
<b>FUNDING CHANGES</b>	<p><b>STBG-50 to 200K</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in PE from \$182,130 to \$208,483</li> <li>- Decrease funds in FY 2026 in CON from \$2,718,032 to \$1,200,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$4,513,600</li> </ul> <p><b>Towns</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in PE from \$45,532 to \$52,121</li> <li>- Decrease funds in FY 2026 in CON from \$679,508 to \$300,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$1,128,400</li> </ul> <p><b>Non Par Other</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in PE from \$0 to \$53,000</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$504,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$3,354,271 to \$6,376,192 (90.09%)
<b>TOTAL PROJECT COST</b>	Increased from \$4,192,838 to \$8,527,240 (103.38%)

## 45271 - TECHNOLOGY TRANSFER CENTER

State ID: 45271      Lead Agency: Muni/Local      Project Type: To Be Assigned      Performance Measures: -

Functional Classification: NA

Project Description: Funding for the Technology Transfer Center @ UNH 2026-2027

Regional Planning Commission: -      Clean Air Code: ATT      Regionally Significant: No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	Local Tech Assistance Program	\$0	\$0	\$210,000	\$210,000	\$0	\$0	\$420,000
OTHER	Non Par Other	\$0	\$0	\$15,000	\$15,000	\$0	\$0	\$30,000
OTHER	State Planning and Research	\$0	\$0	\$255,246	\$255,246	\$0	\$0	\$510,492
OTHER	Toll Credit	\$0	\$0	\$11,312	\$11,312	\$0	\$0	\$22,624
<b>Total OTHER</b>		<b>\$0</b>	<b>\$0</b>	<b>\$491,558</b>	<b>\$491,558</b>	<b>\$0</b>	<b>\$0</b>	<b>\$983,116</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$491,558</b>	<b>\$491,558</b>	<b>\$0</b>	<b>\$0</b>	<b>\$983,116</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$0
<b>TOTAL PROJECT COST</b>	Stays the same \$983,116

## Federal Highway Formula and Match Funding for 2026

### Financially Constrained by Funding Category

Funding Category	*Federal Apportionment (A)	Proposed Transfers	Previous FY Carryover (B)	Total Federal Available (C) = (A + B)	State Match (D)	Local/Other Match (E)	Total Resources Available (F) = (C + D + E)	Total Programmed	Surplus/(Deficit)
Carbon Reduction Program 50k - 200k	\$ 763,414		\$ 1,492,369	\$ 2,255,783		\$ -	\$ 2,255,783	\$ -	\$ 2,255,783
Carbon Reduction Program 5k to 49,999	\$ 491,409		\$ 1,643,838	\$ 2,135,247		\$ -	\$ 2,135,247	\$ -	\$ 2,135,247
Carbon Reduction Program Flex	\$ 1,939,909		\$ -	\$ 1,939,909		\$ -	\$ 1,939,909	\$ 1,939,909	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064		\$ -	\$ 1,518,064		\$ -	\$ 1,518,064	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801		\$ 3,205,108	\$ 4,034,909		\$ 314,100	\$ 4,349,009	\$ 1,570,500	\$ 2,778,509
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ (2,000,000)	\$ 6,149,147	\$ 18,110,881		\$ 2,693,701	\$ 20,804,582	\$ 13,794,080	\$ 5,010,502
Highway Safety Improvement Program (HSIP)	\$ 12,999,175		\$ -	\$ 12,999,175		\$ 524,713	\$ 13,523,888	\$ 10,106,020	\$ 3,417,868
National Highway Freight	\$ 6,078,319	\$ (11,979,034)	\$ 5,900,715	\$ 11,979,034		\$ -	\$ 11,979,034	\$ -	\$ -
National Highway Performance	\$ 122,565,517	\$ (48,853,774)	\$ -	\$ 122,565,517		\$ 323,794	\$ 122,889,311	\$ 74,035,536	\$ -
PROTECT	\$ 6,302,330		\$ 94,952	\$ 6,397,282		\$ -	\$ 6,397,282	\$ 2,982,887	\$ 3,414,395
Recreational Trails	\$ 1,255,265		\$ 2,526,159	\$ 3,781,424		\$ -	\$ 3,781,424	\$ 2,688,171	\$ 1,093,252
RL - Rail Highway	\$ 805,258		\$ 4,094,742	\$ 4,900,000		\$ 110,000	\$ 5,010,000	\$ 284,000	\$ 4,726,000
**State Planning and Research	\$ 6,689,493		\$ 2,103,916	\$ 8,026,407		\$ 903,418	\$ 8,929,825	\$ 7,186,044	\$ 1,743,781
STBG-5 to 49,999	\$ 4,046,407	\$ 3,851,117	\$ -	\$ 4,046,407		\$ 1,792,105	\$ 5,838,512	\$ 9,689,628	\$ -
STBG-50 to 200K	\$ 6,286,169	\$ 577,344	\$ -	\$ 6,286,169		\$ 703,442	\$ 6,989,611	\$ 7,566,955	\$ -
STBG-Areas Over 200K	\$ 6,832,823	\$ 7,301,010	\$ 0	\$ 6,832,823		\$ 1,534,300	\$ 8,367,123	\$ 15,668,133	\$ -
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ 12,623,341	\$ -	\$ 12,500,173		\$ 146,078	\$ 12,646,251	\$ 25,269,593	\$ -
STBG-Off System Bridge	\$ 4,897,123		\$ 4,518,819	\$ 9,415,942		\$ -	\$ 9,415,942	\$ 5,203,182	\$ 16,836,101
***STBG-State Flexible	\$ 19,387,388	\$ 38,479,996	\$ 1,711,711	\$ 21,086,420		\$ 483,295	\$ 21,569,716	\$ 57,589,453	\$ 2,460,259
TAP-50K to 200K	\$ 714,051		\$ 598,169	\$ 1,312,220		\$ 109,237	\$ 1,421,458	\$ 981,704	\$ 439,754
TAP-5K to 49,999	\$ 459,635		\$ -	\$ 459,635		\$ 64,400	\$ 524,035	\$ 426,255	\$ 97,780
TAP-Areas Over 200K	\$ 776,146		\$ 3,045,437	\$ 3,821,583		\$ 54,214	\$ 3,875,797	\$ 985,088	\$ 2,890,709
TAP-Flex	\$ 2,341,681		\$ 5,406,069	\$ 7,747,750		\$ -	\$ 7,747,750	\$ 2,204,322	\$ 5,543,428
TAP-Non Urban Areas Under 5K	\$ 1,419,904		\$ -	\$ 1,419,904		\$ 557,377	\$ 1,977,281	\$ 1,761,888	\$ 215,393
<b>Totals</b>	<b>\$ 233,861,188</b>	<b>\$ -</b>	<b>\$ 42,491,152</b>	<b>\$ 275,572,658</b>	<b>\$ -</b>	<b>\$10,314,174</b>	<b>\$ 285,886,832</b>	<b>\$ 243,451,412</b>	<b>\$ 55,058,761</b>

\* As of SoF 11/26/25

\*\*Includes \$767,002 from Metropolitan Planning

\*\*\*Includes \$12,679 from SoF RETURN 1% RTP ADMIN

## 2027 Federal Highway Formula and Match Funding

Funding Category	*Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 50k - 200k	\$ 763,414		\$ -	\$ 763,414	\$ -
Carbon Reduction Program 5k to 49,999	\$ 491,409		\$ -	\$ 491,409	\$ -
Carbon Reduction Program Flex	\$ 1,939,909		\$ -	\$ 1,939,909	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064		\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801		\$ -	\$ 829,801	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734		\$ 1,299,820	\$ 13,261,554	\$ 6,650,149
Highway Safety Improvement Program (HSIP)	\$ 12,999,175		\$ -	\$ 12,999,175	\$ 10,328,661
National Highway Freight	\$ 6,078,319		\$ -	\$ 6,078,319	\$ -
National Highway Performance	\$ 122,565,517		\$ -	\$ 122,565,517	\$ 63,396,961
PROTECT	\$ 6,302,330		\$ -	\$ 6,302,330	\$ -
Recreational Trails	\$ 1,255,265		\$ -	\$ 1,255,265	\$ 2,688,171
RL - Rail Highway	\$ 805,258		\$ -	\$ 805,258	\$ 135,000
**State Planning and Research	\$ 6,689,493		\$ -	\$ 6,689,493	\$ 7,186,044
STBG-5 to 49,999	\$ 4,046,407		\$ 226,840	\$ 4,273,247	\$ 2,710,316
STBG-50 to 200K	\$ 6,286,169		\$ 1,145,889	\$ 7,432,058	\$ 12,637,967
STBG-Areas Over 200K	\$ 6,832,823		\$ 1,846,324	\$ 8,679,147	\$ 18,743,027
STBG-Non Urban Areas Under 5K	\$ 12,500,173		\$ -	\$ 12,500,173	\$ 33,211,275
STBG-Off System Bridge	\$ 4,897,123		\$ 265,917	\$ 5,163,040	\$ 4,235,485
***STBG-State Flexible	\$ 19,374,709		\$ 296,585	\$ 19,671,294	\$ 70,357,129
TAP-50K to 200K	\$ 714,051		\$ 511,727	\$ 1,225,778	\$ 981,704
TAP-5K to 49,999	\$ 459,635		\$ 479,009	\$ 938,644	\$ 426,255
TAP-Areas Over 200K	\$ 776,146		\$ 572,742	\$ 1,348,888	\$ 985,088
TAP-Flex	\$ 2,341,681		\$ -	\$ 2,341,681	\$ 2,887,327
TAP-Non Urban Areas Under 5K	\$ 1,419,904		\$ 278,123	\$ 1,698,027	\$ 1,761,888

\* As of SoF 11/26/25 -Level Funding

\*\*Includes \$767,002 from Metropolitan Planning

\*\*\*Includes \$12,679 from SoF RETURN 1% RTP ADMIN

## 2028 Federal Highway Formula and Match Funding

Funding Category	*Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 50k - 200k	\$ 763,414		\$ -	\$ 763,414	\$ -
Carbon Reduction Program 5k to 49,999	\$ 491,409		\$ -	\$ 491,409	\$ -
Carbon Reduction Program Flex	\$ 1,939,909		\$ -	\$ 1,939,909	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064		\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801		\$ -	\$ 829,801	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734		\$ 756,166	\$ 12,717,900	\$ 3,780,831
Highway Safety Improvement Program (HSIP)	\$ 12,999,175		\$ -	\$ 12,999,175	\$ 10,271,512
National Highway Freight	\$ 6,078,319		\$ -	\$ 6,078,319	\$ -
National Highway Performance	\$ 122,565,517	\$ -	\$ 2,180	\$ 122,567,697	\$ 61,032,373
PROTECT	\$ 6,302,330		\$ -	\$ 6,302,330	\$ -
Recreational Trails	\$ 1,255,265		\$ -	\$ 1,255,265	\$ 2,200,955
RL - Rail Highway	\$ 805,258		\$ -	\$ 805,258	\$ 160,000
**State Planning and Research	\$ 6,689,493		\$ -	\$ 6,689,493	\$ 7,186,044
STBG-5 to 49,999	\$ 4,046,407		\$ 108,994	\$ 4,155,401	\$ 1,344,269
STBG-50 to 200K	\$ 6,286,169		\$ 819,059	\$ 7,105,228	\$ 14,502,084
STBG-Areas Over 200K	\$ 6,832,823		\$ 145,849	\$ 6,978,672	\$ 15,210,886
STBG-Non Urban Areas Under 5K	\$ 12,500,173		\$ 4,482	\$ 12,504,655	\$ 47,799,062
STBG-Off System Bridge	\$ 4,897,123		\$ 1,785,857	\$ 6,682,980	\$ 8,614,947
***STBG-State Flexible	\$ 19,374,709		\$ 18,529	\$ 19,393,238	\$ 59,787,406
TAP-50K to 200K	\$ 714,051		\$ 590,745	\$ 1,304,796	\$ 981,704
TAP-5K to 49,999	\$ 459,635		\$ 512,553	\$ 972,188	\$ 426,255
TAP-Areas Over 200K	\$ 776,146		\$ 295,847	\$ 1,071,993	\$ 985,088
TAP-Flex	\$ 2,341,681		\$ 22,889	\$ 2,364,570	\$ 2,887,327
TAP-Non Urban Areas Under 5K	\$ 1,419,904		\$ 48,624	\$ 1,468,528	\$ 1,761,888

\* As of SoF 11/26/25 - Level Funding

\*\*Includes \$767,002 from Metropolitan Planning

\*\*\*Includes \$12,679 from SoF RETURN 1% RTP ADMIN

## 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)	\$ 68,732,376	\$ -	\$ 5,227,503	\$ 73,959,878	\$ 73,959,878
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 2,912,545	\$ -	\$ 706,886	\$ 3,619,431	\$ 3,619,431
Forest Highways	\$ 70,000	\$ -	\$ -	\$ 70,000	\$ 70,000
Highway Infrastructure Exempt Funds	\$ 23,950,037	\$ -	\$ 323,341	\$ 24,273,377	\$ 24,273,377
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 28,485,347	\$ -	\$ -	\$ 28,485,347	\$ 28,485,347
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
NEVI	\$ 3,850,000	\$ -	\$ -	\$ 3,850,000	\$ 3,850,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,000	\$ 390,000	\$ 390,000
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 128,423,604</b>	<b>\$ 25,000</b>	<b>\$ 6,647,730</b>	<b>\$ 135,096,334</b>	<b>\$ 135,096,334</b>
<b>2026</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 18,361,629	\$ -	\$ 1,130,900	\$ 19,492,529	\$ 19,492,529
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 8,100,538	\$ -	\$ 1,913,884	\$ 10,014,422	\$ 10,014,422
Forest Highways	\$ 497,000	\$ -	\$ -	\$ 497,000	\$ 497,000
Highway Infrastructure Exempt Funds	\$ 5,468	\$ -	\$ -	\$ 5,468	\$ 5,468
Local Tech Assistance Program	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
MOBIL	\$ 2,750,000	\$ -	\$ -	\$ 2,750,000	\$ 2,750,000
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
National Electric Vehical Infrastructure (NEVI)	\$ 8,482,283	\$ -	\$ -	\$ 8,482,283	\$ 8,482,283
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,080	\$ 390,080	\$ 390,080
State Transportation Innovation Council (STIC) Funding	\$ 2,660,000	\$ 25,000	\$ -	\$ 2,685,000	\$ 2,685,000
<b>TOTAL</b>	<b>\$ 41,207,218</b>	<b>\$ 25,000</b>	<b>\$ 3,434,864</b>	<b>\$ 44,667,083</b>	<b>\$ 44,667,083</b>
<b>2027</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 34,876,380	\$ -	\$ 3,394,384	\$ 38,270,765	\$ 38,270,765
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 4,260,660	\$ -	\$ 915,859	\$ 5,176,519	\$ 5,176,519
Forest Highways	\$ 1,147,000	\$ -	\$ -	\$ 1,147,000	\$ 1,147,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
National Electric Vehical Infrastructure (NEVI)	\$ 3,261,118	\$ -	\$ -	\$ 3,261,118	\$ 3,261,118
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,000	\$ 390,000	\$ 390,000
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 43,995,458</b>	<b>\$ 25,000</b>	<b>\$ 4,700,244</b>	<b>\$ 48,720,702</b>	<b>\$ 48,720,702</b>
<b>2028</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 20,187,168	\$ -	\$ 4,111,921	\$ 24,299,089	\$ 24,299,089
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
National Electric Vehical Infrastructure (NEVI)	\$ -	\$ -	\$ -	\$ -	\$ -
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,000	\$ 390,000	\$ 390,000
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 21,064,468</b>	<b>\$ 25,000</b>	<b>\$ 4,501,921</b>	<b>\$ 25,591,389</b>	<b>\$ 25,591,389</b>

## Federal Transit Administration Funding

<b>2025</b>	<b>Federal Available</b>	<b>State Available</b>	<b>Other/Local Available</b>	<b>Total Resources</b>	<b>Total Programmed</b>
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 19,109,245	\$ -	\$ 10,903,715	\$ 30,012,960	\$ 30,012,960
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 5,185,418	\$ -	\$ 1,296,354	\$ 6,481,772	\$ 6,481,772
FTA5311-Nonurbanized Area (Rural) formula program	\$ 13,621,093	\$ -	\$ 7,334,434	\$ 20,955,527	\$ 20,955,527
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 9,822,387	\$ 3,927	\$ 2,448,397	\$ 12,274,711	\$ 12,274,711
<b>TOTAL</b>	<b>\$ 47,738,142</b>	<b>\$ 3,927</b>	<b>\$ 21,982,901</b>	<b>\$ 69,724,970</b>	<b>\$ 69,724,970</b>
<b>2026</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 11,183,407	\$ -	\$ 7,478,488	\$ 18,661,895	\$ 18,661,895
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	\$ 6,732,260	\$ -	\$ 3,625,063	\$ 10,357,323	\$ 10,357,323
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 26,136,393	\$ 4,086	\$ 6,526,608	\$ 32,667,086	\$ 32,667,086
<b>TOTAL</b>	<b>\$ 46,128,571</b>	<b>\$ 4,086</b>	<b>\$ 18,149,287</b>	<b>\$ 64,281,944</b>	<b>\$ 64,281,944</b>
<b>2027</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,547,553	\$ -	\$ 6,302,240	\$ 14,849,793	\$ 14,849,793
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	\$ 5,016,565	\$ 4,167	\$ 1,246,501	\$ 6,267,234	\$ 6,267,234
<b>TOTAL</b>	<b>\$ 22,549,065</b>	<b>\$ 4,167</b>	<b>\$ 11,775,817</b>	<b>\$ 34,329,049</b>	<b>\$ 34,329,049</b>
<b>2028</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 18,562,504	\$ -	\$ 8,888,489	\$ 27,450,993	\$ 27,450,993
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>\$ 32,844,046</b>	<b>\$ 4,251</b>	<b>\$ 14,471,537</b>	<b>\$ 47,319,834</b>	<b>\$ 47,319,834</b>

**Innovative & State Funding (All projects)**

	Federal Available	State Available	Other/Local Available	Turnpike	Total Resources	Total Programmed
<b>2025</b>						
BETTERMENT-State Funded	\$ -	\$ 64,458,977	\$ -	\$ -	\$ 64,458,977	\$ 64,458,977
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 1,888,026	\$ -	\$ -	\$ -	\$ 1,888,026	\$ 1,888,026
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 322,237	\$ -	\$ 322,237	\$ 322,237
State Aid Bridge (SAB)	\$ -	\$ 144,000	\$ 36,000	\$ -	\$ 180,000	\$ 180,000
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 46,124,135	\$ 4,943,167	\$ -	\$ 51,067,302	\$ 51,067,302
Turnpike Capital	\$ -	\$ -	\$ -	\$ 34,342,724	\$ 34,342,724	\$ 34,342,724
Turnpike Program	\$ -	\$ -	\$ -	\$ 437,224	\$ 437,224	\$ 437,224
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ 46,046,912	\$ 46,046,912	\$ 46,046,912
<b>TOTAL</b>	<b>\$ 1,888,026</b>	<b>\$ 110,727,112</b>	<b>\$ 5,301,404</b>	<b>\$ 80,826,860</b>	<b>\$ 198,743,401</b>	<b>\$ 198,743,401</b>
<b>2026</b>						
BETTERMENT-State Funded	\$ -	\$ 42,931,324	\$ -	\$ -	\$ 42,931,324	\$ 42,931,324
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 18,643,465	\$ -	\$ 3,672,855	\$ -	\$ 22,316,320	\$ 22,316,320
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ 262,264	\$ 65,566	\$ -	\$ 327,830	\$ 327,830
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 66,109,033	\$ 4,607,574	\$ -	\$ 70,716,608	\$ 70,716,608
Turnpike Capital	\$ -	\$ -	\$ -	\$ 40,389,332	\$ 40,389,332	\$ 40,389,332
Turnpike Program	\$ -	\$ -	\$ -	\$ 433,152	\$ 433,152	\$ 433,152
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ 90,422,970	\$ 90,422,970	\$ 90,422,970
<b>TOTAL</b>	<b>\$ 18,643,465</b>	<b>\$ 109,302,622</b>	<b>\$ 8,345,996</b>	<b>\$ 131,245,454</b>	<b>\$ 267,537,536</b>	<b>\$ 267,537,536</b>
<b>2027</b>						
BETTERMENT-State Funded	\$ -	\$ 35,373,028	\$ -	\$ -	\$ 35,373,028	\$ 35,373,028
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 17,597,626	\$ -	\$ 368,938	\$ -	\$ 17,966,564	\$ 17,966,564
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ 418,825	\$ 104,706	\$ -	\$ 523,531	\$ 523,531
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 35,497,237	\$ 3,022,883	\$ -	\$ 38,520,120	\$ 38,520,120
Turnpike Capital	\$ -	\$ -	\$ -	\$ 50,894,949	\$ 50,894,949	\$ 50,894,949
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ 51,819,241	\$ 51,819,241	\$ 51,819,241
<b>TOTAL</b>	<b>\$ 17,597,626</b>	<b>\$ 71,289,090</b>	<b>\$ 3,496,527</b>	<b>\$ 102,714,190</b>	<b>\$ 195,097,433</b>	<b>\$ 195,097,433</b>
<b>2028</b>						
BETTERMENT-State Funded	\$ -	\$ 30,750,174	\$ -	\$ -	\$ 30,750,174	\$ 30,750,174
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)	\$ -	\$ 38,751,412	\$ 3,836,426	\$ -	\$ 42,587,838	\$ 42,587,838
Turnpike Capital	\$ -	\$ -	\$ -	\$ 30,773,406	\$ 30,773,406	\$ 30,773,406
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ 57,487,756	\$ 57,487,756	\$ 57,487,756
<b>TOTAL</b>	<b>\$ 7,197,626</b>	<b>\$ 69,501,585</b>	<b>\$ 4,205,364</b>	<b>\$ 88,261,161</b>	<b>\$ 169,165,737</b>	<b>\$ 169,165,737</b>