



## **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](http://strafford.org)). If anybody has a problem accessing the meeting, please call (603) 994-3500 x102 or e-mail [clentz@strafford.org](mailto: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](mailto:clentz@strafford.org)  
Website: [www.strafford.org](http://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 |  
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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
		<b>\$1,596,924</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,596,924</b>	

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
		<b>\$4,632,044</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,632,044</b>	

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
		<b>\$1,635,420</b>	<b>\$0</b>	<b>\$1,486,745</b>	<b>\$3,122,165</b>	

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
		<b>\$165,000</b>	<b>\$0</b>	<b>\$650,000</b>	<b>\$815,000</b>	

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
		<b>\$518,564</b>	<b>\$0</b>	<b>\$0</b>	<b>\$518,564</b>	

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
		<b>\$798,522</b>	<b>\$0</b>	<b>\$1,112,724</b>	<b>\$1,911,245</b>	

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
		<b>\$22,000</b>	<b>\$0</b>	<b>\$30,500</b>	<b>\$52,500</b>	

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
		<b>\$491,917</b>	<b>\$0</b>	<b>\$122,979</b>	<b>\$614,897</b>	

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
		<b>\$628,801</b>	<b>\$0</b>	<b>\$157,200</b>	<b>\$786,002</b>	

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
<b>Total</b>	<b>\$ 226,966,822</b>	<b>\$ -</b>	<b>\$ 4,774,666</b>	<b>\$ 231,741,488</b>	<b>\$ 264,230,022</b>
<b>Surplus/Deficit</b>					



# 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
	<b>\$ 225,104,574</b>	<b>\$ -</b>	<b>\$ 21,467,186</b>	<b>\$ 246,571,760</b>	<b>\$ 234,428,007</b>
<b>Surplus/(Deficit)</b>					<b>\$ 12,143,754</b>

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
	<b>\$ 230,401,834</b>	<b>\$ -</b>	<b>\$ 7,039,351</b>	<b>\$ 237,441,185</b>	<b>\$ 236,633,545</b>
<b>Surplus/Deficit</b>					<b>\$ 807,640</b>

# 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
<b>Surplus/Deficit</b>					\$ 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
<b>Total</b>	<b>\$ 230,401,834</b>	<b>\$ -</b>	<b>\$ 40,624,480</b>	<b>\$271,026,314</b>	<b>\$0</b>	<b>\$7,039,351</b>	<b>\$ 278,065,666</b>	<b>\$ 229,223,545</b>	<b>\$ 48,842,120</b>

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
<b>TOTAL</b>	<b>\$ 43,011,751</b>	<b>\$ 25,000</b>	<b>\$ 1,315,361</b>	<b>\$ 45,270,134</b>	<b>\$ 45,270,134</b>
<b>2024</b>					
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
<b>TOTAL</b>	<b>\$ 112,829,742</b>	<b>\$ 46,880</b>	<b>\$ 1,970,225</b>	<b>\$ 114,846,847</b>	<b>\$ 114,846,847</b>
<b>2025</b>					
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
<b>TOTAL</b>	<b>\$ 145,180,600</b>	<b>\$ 25,000</b>	<b>\$ 6,675,949</b>	<b>\$ 151,881,548</b>	<b>\$ 151,881,548</b>
<b>2026</b>					
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
<b>TOTAL</b>	<b>\$ 59,510,886</b>	<b>\$ 25,000</b>	<b>\$ 7,799,892</b>	<b>\$ 67,335,778</b>	<b>\$ 67,335,778</b>

# Statewide Fiscal Constraint

## Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 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
<b>TOTAL</b>	<b>\$ 29,505,834</b>	<b>\$ 3,774</b>	<b>\$ 12,532,478</b>	<b>\$ 42,042,087</b>	<b>\$ 42,042,087</b>
<b>2024</b>					
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
<b>TOTAL</b>	<b>\$ 48,981,740</b>	<b>\$ 3,850</b>	<b>\$ 20,021,625</b>	<b>\$ 69,007,215</b>	<b>\$ 69,007,215</b>
<b>2025</b>					
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
<b>TOTAL</b>	<b>\$ 77,700,528</b>	<b>\$ 3,927</b>	<b>\$ 27,102,187</b>	<b>\$ 104,806,642</b>	<b>\$ 104,806,642</b>
<b>2026</b>					
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
<b>TOTAL</b>	<b>\$ 40,547,473</b>	<b>\$ 4,086</b>	<b>\$ 17,957,718</b>	<b>\$ 58,509,276</b>	<b>\$ 58,509,276</b>

# Statewide Fiscal Constraint

## Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
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
<b>TOTAL</b>	<b>\$ 1,683,487</b>	<b>\$ 179,951,511</b>	<b>\$ 3,391,110</b>	<b>\$ 185,026,107</b>	<b>\$ 185,026,107</b>
<b>2024</b>					
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
<b>TOTAL</b>	<b>\$ 5,776,181</b>	<b>\$ 203,995,915</b>	<b>\$ 8,838,985</b>	<b>\$ 218,611,080</b>	<b>\$ 218,611,080</b>
<b>2025</b>					
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
<b>TOTAL</b>	<b>\$ 18,802,349</b>	<b>\$ 197,761,180</b>	<b>\$ 5,672,892</b>	<b>\$ 222,236,421</b>	<b>\$ 222,236,421</b>
<b>2026</b>					
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
<b>TOTAL</b>	<b>\$ 278,307</b>	<b>\$ 177,626,423</b>	<b>\$ 4,090,755</b>	<b>\$ 181,995,485</b>	<b>\$ 181,995,485</b>