

JOINT MEETING OF THE STRAFFORD RPC COMMISSIONERS AND TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

Friday, July 12, 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) Introductions	9:00-9:05	
2) Municipal Roundtable	9:05-9:20	Updates from your community
3) Public Hearing Transportation Improvement Program Amendment 6	9:20 – 9:30	See meeting packet
4) Action Item: Approve Transportation Improvement Program Amendment 6	9:30 – 9:35	
5) Long-range project engineering updates	9:35 – 9:45	Provided at meeting
6) Discussion item: Rethinking the project pipeline	9:45-10:20	See meeting memo
7) Other Business	10:20-10:25	
8) Citizens Forum	10:25-10:30	
9) 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.



STRAFFORD

Regional Planning Commission

DATE: July 3, 2024

TO: SRPC Commissioners and Technical Advisory Committee

FROM: Colin Lentz – Transportation Planner

RE: July 12, 2024 Meeting Discussion Items

Transportation Improvement Program Hearing and Adoption

This is the sixth amendment to the 2023-2026 Transportation Improvement Program (TIP). It includes changes to two funding programs that are relevant to the Strafford Region: Pavement resurfacing on Tier 2 highways, and a funding program for public transportation. Both are statewide “programmatics” that support individual projects. A brief presentation with details will be provided at the meeting.

Long-Range Project Engineering Updates

The engineers at BETA have developed initial reports on projects in Barrington, Farmington, Madbury (2 projects). Municipal staff and board members are reviewing those reports and prioritizing alternatives where relevant. TAC and Policy will be reviewing candidate projects for initial submission to NHDOT in August or September. Staff will provide additional updates at the meeting.

Discussion - Rethinking the Project Pipeline

The goal of Metro Plan development is to have a plan full of projects that have received engineering support so they are “funding-ready” – that they have a well-defined scope and cost estimate developed by professional engineers. Currently, projects enter the Metropolitan Transportation Plan (Metro Plan) almost exclusively from submission by municipalities, or through discussion between SRPC and a municipality. In the past, individual projects also came from efforts such as corridor studies (e.g. NH108 complete streets in Dover, Somersworth, and Rochester).

Currently, the Ten Year Plan development process includes a project ranking process that includes quantitative and qualitative consideration of regional impact. Many projects have positive impacts outside the municipality where they are located. However, what would an “MPO project” look like – one that was collaboratively identified, developed, and prioritized by SRPC committee members?

A “project” could broadly be defined as a transportation improvement – including infrastructure, technology, or other initiatives. Funds for projects are limited and competitive; the intent is not to take away from funding opportunities that could support local projects.



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 #6 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 #6 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, July 1, 2024**, and will end at the close of business on **Thursday, July 11, 2024**. A public hearing will be held by the SRPC Policy Committee meeting at **9:00 am on 9:00 am on Friday, July 12, 2024**. The public is encouraged to submit comments before the end of the business day (5:00 pm) **Thursday, July 11, 2024**, or at the public hearing at the Strafford MPO Policy Committee meeting at **9:00 am on Friday, July 12, 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 MPO

2023-2026 Transportation Improvement Program Amendment #6

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2023 - 2026 SRPC Transportation Improvement Program Amendment 6

5/29/2024

Please refer to the 2023 - 2026 TIP document and project listing for detailed COAST transit funding information. NHDOT groups federal funding for statewide public transit in large programs (e.g. FTA 5307); MPOs and RPCs track funding for individual transit providers and projects. Strafford MPO is currently updating its project database and will be incorporating individual project funding for final publication of the 2023 - 2026 TIP.

PROGRAM PAVE-T2-RESURF

Towns: Statewide
 Road: Tier 2 Highways
 Scope: Resurfacing Tier 2 Roadways
 Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$2,350,000		\$0	\$2,350,000
PE	2024	\$1,500,000		\$0	\$1,500,000
PE	2025	\$300,000		\$0	\$300,000
PE	2026	\$300,000		\$0	\$300,000
ROW	2023	\$25,000		\$0	\$25,000
ROW	2024	\$25,000		\$0	\$25,000
ROW	2025	\$25,000		\$0	\$25,000
ROW	2026	\$25,000		\$0	\$25,000
CON	2023	\$36,500,000	\$6,000,000		\$42,500,000
CON	2024	\$29,725,000	\$6,000,000		\$35,725,000
CON	2025	\$8,925,000	\$2,750,000		\$11,675,000
CON	2026	\$5,675,000	\$2,750,000		\$8,425,000

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$2,350,000		\$0	\$2,350,000
PE	2024	\$1,845,000		\$0	\$1,845,000
PE	2025	\$2,500,000		\$0	\$2,500,000
PE	2026	\$2,155,000		\$0	\$2,155,000
ROW	2023	\$25,000		\$0	\$25,000
ROW	2024	\$25,000		\$0	\$25,000
ROW	2025	\$25,000		\$0	\$25,000

ROW	2026	\$25,000	\$0	\$0	\$25,000
CON	2023	\$36,500,000	\$6,000,000	\$0	\$42,500,000
CON	2024	\$29,725,000	\$6,000,000	\$0	\$35,725,000
CON	2025	\$20,625,000	\$2,750,000	\$0	\$23,375,000
CON	2026	\$20,625,000	\$2,750,000	\$0	\$23,375,000

Change Notes

NHDOT Description of Changes

Child projects in Wakefield, Milton, Lee, Barrington, Somersworth, and Rochester. No changes to these projects.

SRPC Notes

Funding Sources

FHWA

STBG-State Flexible

Redistribution

National Highway Performance

NHDOT

Toll Credit

Betterment

PROGRAM STBG-FTA

Towns: Statewide
 Road: Various
 Scope: Funds transferred from STBG to FTA to supplement public/human services transportation statewide.
 Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program
 FTA: Federal Transit Administration

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2024	\$3,000,000		\$0	\$612,500	\$3,612,500
OTHER	2025	\$3,000,000		\$0	\$612,500	\$3,612,500
OTHER	2026	\$3,000,000		\$0	\$612,500	\$3,612,500

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2025	\$3,000,000		\$0	\$612,500	\$3,612,500
OTHER	2026	\$3,000,000		\$0	\$612,500	\$3,612,500

Change Notes

NHDOT Description of Changes

SRPC Notes

FY2024 funds shifted to individual projects

Funding Sources

FHWA

STBG-State Flexible

NHDOT

Toll Credit

OTHER

Other

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

2025 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 481,774	\$ -	\$ -	\$ 481,774	\$ -
Carbon Reduction Program Under 5k	\$ 1,488,298	\$ -	\$ -	\$ 1,488,298	\$ -
Carbon Reduction Program>200k	\$ 813,531	\$ -	\$ -	\$ 813,531	\$ -
Carbon Reduction 50k- 200K	\$ 748,444	\$ -	\$ -	\$ 748,444	\$ -
Carbon Reduction Program Flex	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 1,086,032	\$ 12,813,222	\$ 5,996,423
Highway Safety Improvement Program (HSIP)	\$ 12,696,177	\$ -	\$ -	\$ 12,696,177	\$ 10,388,611
National Highway Freight	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ -
National Highway Performance	\$ 120,057,220	\$ -	\$ 50,000	\$ 120,107,220	\$ 89,425,683
PROTECT	\$ 6,178,754	\$ -	\$ -	\$ 6,178,754	\$ 454,135
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 3,890,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,967,066	\$ -	\$ 809,087	\$ 4,776,152	\$ 5,952,083
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ 880,878	\$ 7,043,789	\$ 10,707,509
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 518,136	\$ 7,216,982	\$ 10,669,181
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ 50,957	\$ 12,306,029	\$ 22,190,708
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 590,130	\$ 5,585,196	\$ 6,556,039
STBG-State Flexible	\$ 52,660,015	\$ -	\$ 2,420,031	\$ 55,080,046	\$ 75,161,061
TAP-50K to 200K	\$ 693,771	\$ -	\$ 282,131	\$ 975,902	\$ 1,128,524
TAP-5K to 49,999	\$ 446,580	\$ -	\$ 83,579	\$ 530,160	\$ 334,318
TAP-Areas Over 200K	\$ 754,102	\$ -	\$ 193,154	\$ 947,257	\$ 772,617
TAP-Flex	\$ 2,275,175	\$ -	\$ 566,143	\$ 2,841,318	\$ 2,264,570
TAP-Non Urban Areas Under 5K	\$ 1,379,579	\$ -	\$ 345,468	\$ 1,725,047	\$ 1,381,873
State Planning and Research	\$ 6,557,345	\$ -	\$ 390,000	\$ 6,947,345	\$ 6,028,821
	\$ 263,465,832	\$ -	\$ 8,579,543	\$ 272,045,375	\$ 254,557,421
Surplus/Deficit					\$ 17,487,954

2. Conway buyback deobligations \$19M NHPP

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	\$ 1,518,064	\$ -	\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801	\$ -	\$ -	\$ 829,801	\$ -
Carbon Reduction 50k- 200K	\$ 763,413	\$ -	\$ -	\$ 763,413	\$ -
Carbon Reduction Program Flex	\$ 1,978,708	\$ -	\$ -	\$ 1,978,708	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 701,473	\$ 12,663,206	\$ 2,805,890
Highway Safety Improvement Program (HSIP)	\$ 12,950,100	\$ -	\$ -	\$ 12,950,100	\$ 10,629,350
National Highway Freight	\$ 6,078,320	\$ -	\$ -	\$ 6,078,320	\$ -
National Highway Performance	\$ 122,458,365	\$ -	\$ 104,950	\$ 122,563,314	\$ 92,512,022
PROTECT Program	\$ 6,302,329	\$ -	\$ -	\$ 6,302,329	\$ -
Recreational Trails	\$ 1,305,978	\$ -	\$ 313,816	\$ 1,619,794	\$ 1,255,265
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -	\$ 1,274,490	\$ 584,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,407	\$ -	\$ 356,600	\$ 4,403,007	\$ 5,533,717
STBG-50 to 200K	\$ 6,286,170	\$ -	\$ 739,698	\$ 7,025,867	\$ 7,909,900
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 24,142	\$ 6,856,965	\$ 3,898,877
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 31,729	\$ 12,531,902	\$ 15,960,843
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ 738,779	\$ 5,833,745	\$ 16,340,937
STBG-State Flexible	\$ 54,463,215	\$ -	\$ 118,003	\$ 54,581,218	\$ 71,053,331
TAP-50K to 200K	\$ 707,647	\$ -	\$ 196,341	\$ 903,988	\$ 785,363
TAP-5K to 49,999	\$ 455,512	\$ -	\$ 85,251	\$ 540,763	\$ 341,004
TAP-Areas Over 200K	\$ 769,184	\$ -	\$ 197,018	\$ 966,202	\$ 788,070
TAP-Flex	\$ 2,320,679	\$ -	\$ 577,465	\$ 2,898,144	\$ 2,309,862
TAP-Non Urban Areas Under 5K	\$ 1,407,170	\$ -	\$ 352,378	\$ 1,759,548	\$ 1,409,510
State Planning and Research	\$ 6,688,492	\$ -	\$ 462,058	\$ 7,150,550	\$ 6,433,486
	\$ 269,485,149	\$ -	\$ 4,999,700	\$ 274,484,848	\$ 240,551,429
Surplus/Deficit					\$ 33,933,419

General Notes

Federal Apportionment is estimated based on FFY2024 apportionment (2/15/2024 SOF)

Federal Available Balance is based on the unobligated balances shown on the 2/15/2024 Status of Funds.

Federal Highway Formula and Match Funding for 2024
Financially Constrained by Funding Category

Funding Category	Federal Apportionment ² (A)	Proposed Transfers	Federal Available Balance ³ (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	\$ 472,327		\$ 689,737	\$ 1,162,064	\$ -	\$ -	\$ 1,162,064	\$ -	\$ 1,162,064
Carbon Reduction Program Under 5k	\$ 1,459,116		\$ 2,850,961	\$ 4,310,077	\$ -	\$ -	\$ 4,310,077	\$ -	\$ 4,310,077
Carbon Reduction Program>200k	\$ 797,579		\$ 1,593,998	\$ 2,391,577	\$ -	\$ -	\$ 2,391,577	\$ -	\$ 2,391,577
Carbon Reduction 50k- 200K	\$ 733,769		\$ 808,832	\$ 1,542,601	\$ -	\$ -	\$ 1,542,601	\$ -	\$ 1,542,601
Carbon Reduction Program Flex	\$ 1,901,872		\$ -	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ 1,864,580	\$ 37,292
Congestion Mitigation and Air Quality Program	\$ 11,497,245		\$ -	\$ 11,497,245	\$ -	\$ 1,182,799	\$ 12,680,044	\$ 4,884,296	\$ 7,795,748
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ 3,098,665	\$ 279,360	\$ 15,825,257	\$ -	\$ -	\$ 15,825,257	\$ 15,825,257	\$ 0
National Highway Freight	\$ 5,842,291		\$ 2	\$ 5,842,293	\$ -	\$ -	\$ 5,842,293	\$ -	\$ 5,842,293
National Highway Performance	\$ 117,703,157	\$ (40,000,000)	\$ -	\$ 77,703,157	\$ -	\$ -	\$ 77,703,157	\$ 75,677,953	\$ 2,025,204
PROTECT	\$ 6,057,602	\$ 2,558,550	\$ -	\$ 8,616,152	\$ -	\$ -	\$ 8,616,152	\$ 8,616,152	\$ (0)
Recreational Trails	\$ 1,255,265		\$ 3,191,317	\$ 4,446,582	\$ -	\$ 354,792	\$ 4,801,374	\$ 1,419,169	\$ 3,382,205
RL - Rail Highway	\$ 1,225,000		\$ 3,340,104	\$ 4,565,104	\$ -	\$ -	\$ 4,565,104	\$ 648,500	\$ 3,916,604
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280		\$ 52,406	\$ 3,941,686	\$ -	\$ 679,423	\$ 4,621,109	\$ 3,001,493	\$ 1,619,616
STBG-50 to 200K ¹	\$ 6,042,070		\$ -	\$ 6,042,070	\$ -	\$ 15,630,879	\$ 21,672,949	\$ 20,764,040	\$ 908,909
STBG-Areas Over 200K	\$ 6,567,496		\$ 1,783,205	\$ 8,350,701	\$ -	\$ 401,500	\$ 8,752,201	\$ 7,685,299	\$ 1,066,902
STBG-Non Urban Areas Under 5K	\$ 12,014,776		\$ -	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 10,535,973	\$ 2,165,302
STBG-Off System Bridge	\$ 4,897,123	\$ 298,199	\$ 9,333,232	\$ 14,528,554	\$ -	\$ 251,691	\$ 14,780,245	\$ 14,780,245	\$ -
STBG-State Flexible	\$ 18,432,204	\$ 34,044,586	\$ 4,703,005	\$ 57,179,795	\$ -	\$ 535,842	\$ 57,715,637	\$ 57,266,143	\$ 449,494
TAP-50K to 200K	\$ 680,168		\$ 368,012	\$ 1,048,180	\$ -	\$ 188,717	\$ 1,236,897	\$ 754,866	\$ 482,031
TAP-5K to 49,999	\$ 437,824		\$ 355,626	\$ 793,450	\$ -	\$ 81,941	\$ 875,391	\$ 327,763	\$ 547,628
TAP-Areas Over 200K	\$ 739,316		\$ 1,810,371	\$ 2,549,687	\$ -	\$ 189,367	\$ 2,739,055	\$ 757,469	\$ 1,981,586
TAP-Flex	\$ 2,230,564		\$ 3,889,237	\$ 6,119,801	\$ -	\$ 555,042	\$ 6,674,843	\$ 2,220,166	\$ 4,454,677
TAP-Non Urban Areas Under 5K	\$ 1,352,528		\$ 2,282,293	\$ 3,634,821	\$ -	\$ 338,694	\$ 3,973,515	\$ 1,354,777	\$ 2,618,738
State Planning and Research	\$ 6,428,770		\$ 1,301,363	\$ 7,730,133	\$ -	\$ 390,000	\$ 8,120,133	\$ 6,043,865	\$ 2,076,269
Total	\$ 225,104,574	\$ -	\$ 38,633,062	\$263,737,636	\$0	\$ 21,467,186	\$ 285,204,822	\$ 234,428,007	\$ 50,776,816

- Newington-Dover 11238S \$20M for STGB-50 to 200K as grant placeholder.
- Federal Apportionment is estimated based on FFY2024 apportionment (2/15/2024 SOF)
- Federal Available Balance is based on the unobligated balances shown on the 2/15/2024 Status of Funds.

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	\$ 44,352,112
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 25,625,991	\$ -	\$ 1,254,712	\$ 26,880,702	\$ 26,880,702
Disadvantaged Business Enterprise (DBE)	\$ 89,666	\$ -	\$ -	\$ 89,666	\$ 89,666
Federal Highway Administration (FHWA) Earmarks	\$ 642,548	\$ -	\$ 160,637	\$ 803,185	\$ 803,185
Forest Highways	\$ 1,017,000	\$ -	\$ -	\$ 1,017,000	\$ 1,017,000
Highway Infrastructure Exempt Funds	\$ 48,755,288	\$ -	\$ -	\$ 48,755,288	\$ 48,755,288
Local Tech Assistance Program	\$ 333,000	\$ -	\$ -	\$ 333,000	\$ 333,000
MOBIL	\$ 17,416,270	\$ -	\$ -	\$ 17,416,270	\$ 17,416,270
National Highway Performance Exempt	\$ 7,821,361	\$ -	\$ -	\$ 7,821,361	\$ 7,821,361
National Electric Vehical Infrastructure (NEVI)	\$ 8,864,710	\$ 1,338,802	\$ -	\$ 10,203,512	\$ 10,203,512
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 856,280	\$ 1,608,459	\$ 1,608,459
State Transportation Innovation Council (STIC) Funding	\$ 148,000	\$ 37,000	\$ -	\$ 185,000	\$ 185,000
TOTAL	\$ 111,527,012	\$ 1,375,802	\$ 2,271,629	\$ 115,174,444	\$ 115,174,444
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 71,192,993	\$ -	\$ 4,058,500	\$ 75,251,493	\$ 75,251,493
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 3,051,365	\$ -	\$ 762,841	\$ 3,814,206	\$ 3,814,206
Forest Highways	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
Highway Infrastructure Exempt Funds	\$ 6,273,850	\$ -	\$ -	\$ 6,273,850	\$ 6,273,850
Local Tech Assistance Program	\$ 338,550	\$ -	\$ -	\$ 338,550	\$ 338,550
MOBIL	\$ 41,377,979	\$ -	\$ -	\$ 41,377,979	\$ 41,377,979
National Highway Performance Exempt	\$ 6,240,000	\$ -	\$ 50,000	\$ 6,290,000	\$ 6,290,000
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 767,223	\$ -	\$ 589,547	\$ 1,356,770	\$ 1,356,770
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 133,154,480	\$ 25,000	\$ 5,460,888	\$ 138,640,368	\$ 138,640,368
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 50,865,479	\$ -	\$ 7,476,319	\$ 58,341,798	\$ 58,341,798
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ 6,970,275	\$ -	\$ 1,742,569	\$ 8,712,844	\$ 8,712,844
Forest Highways	\$ 1,893,640	\$ -	\$ -	\$ 1,893,640	\$ 1,893,640
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 2,750,000	\$ -	\$ -	\$ 2,750,000	\$ 2,750,000
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 104,950	\$ 2,604,950	\$ 2,604,950
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 650,790	\$ -	\$ 462,058	\$ 1,112,847	\$ 1,112,847
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 69,517,987	\$ 25,000	\$ 9,785,896	\$ 79,328,882	\$ 79,328,882

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/Disabilities	\$ 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 transportation	\$ 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	\$ 9,545,484	\$ -	\$ 5,724,498	\$ 15,269,982	\$ 15,269,982
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 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 transportation	\$ 10,301,382	\$ 3,850	\$ 2,568,287	\$ 12,873,519	\$ 12,873,519
TOTAL	\$ 45,853,383	\$ 3,850	\$ 20,096,209	\$ 65,953,442	\$ 65,953,442
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,153,535	\$ -	\$ 5,591,797	\$ 13,745,332	\$ 13,745,332
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 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 transportation	\$ 6,730,876	\$ 3,927	\$ 1,675,520	\$ 8,410,323	\$ 8,410,323
TOTAL	\$ 36,514,240	\$ 3,927	\$ 17,125,678	\$ 53,643,845	\$ 53,643,845
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,510,989	\$ -	\$ 5,897,041	\$ 14,408,030	\$ 14,408,030
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 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 transportation	\$ 6,638,201	\$ 4,086	\$ 1,652,060	\$ 8,294,347	\$ 8,294,347
TOTAL	\$ 37,177,165	\$ 4,086	\$ 17,680,731	\$ 54,861,981	\$ 54,861,981

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
BETTERMENT-State Funded	\$ -	\$ 44,629,325	\$ -	\$ 44,629,325	\$ 44,629,325
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)	\$ -	\$ 44,461,058	\$ 3,366,110	\$ 47,827,168	\$ 47,827,168
Turnpike Capital	\$ -	\$ 44,485,556	\$ -	\$ 44,485,556	\$ 44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 46,452,873	\$ -	\$ 46,452,873	\$ 46,452,873
TOTAL	\$ 1,683,487	\$ 180,028,812	\$ 3,391,110	\$ 185,103,408	\$ 185,103,408
2024					
BETTERMENT-State Funded	\$ -	\$ 51,916,065	\$ -	\$ 51,916,065	\$ 51,916,065
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 24,141,192	\$ -	\$ 25,000	\$ 24,166,192	\$ 24,166,192
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 652,292	\$ 652,292	\$ 652,292
State Aid Bridge (SAB)	\$ -	\$ 8,224	\$ 2,056	\$ 10,280	\$ 10,280
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 69,713,920	\$ 8,216,130	\$ 77,930,050	\$ 77,930,050
Turnpike Capital	\$ -	\$ 40,134,016	\$ -	\$ 40,134,016	\$ 40,134,016
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 52,064,836	\$ -	\$ 52,064,836	\$ 52,064,836
TOTAL	\$ 24,141,192	\$ 213,837,060	\$ 8,895,478	\$ 246,873,729	\$ 246,873,729
2025					
BETTERMENT-State Funded	\$ -	\$ 46,668,334	\$ -	\$ 46,668,334	\$ 46,668,334
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 437,338	\$ -	\$ -	\$ 437,338	\$ 437,338
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 337,019	\$ 337,019	\$ 337,019
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 67,025,291	\$ 5,186,113	\$ 72,211,403	\$ 72,211,403
Turnpike Capital	\$ -	\$ 40,380,342	\$ -	\$ 40,380,342	\$ 40,380,342
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 42,156,428	\$ -	\$ 42,156,428	\$ 42,156,428
TOTAL	\$ 437,338	\$ 196,230,394	\$ 5,523,132	\$ 202,190,864	\$ 202,190,864
2026					
BETTERMENT-State Funded	\$ -	\$ 35,875,900	\$ -	\$ 35,875,900	\$ 35,875,900
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)	\$ -	\$ 41,080,415	\$ 4,005,951	\$ 45,086,366	\$ 45,086,366
Turnpike Capital	\$ -	\$ 51,569,741	\$ -	\$ 51,569,741	\$ 51,569,741
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 42,810,791	\$ -	\$ 42,810,791	\$ 42,810,791
TOTAL	\$ 278,307	\$ 171,336,847	\$ 4,005,951	\$ 175,621,106	\$ 175,621,106