

# New Hampshire Department of Transportation

Vermont Senate Transportation Committee

December 18, 2025



# NH Department Of Transportation



## OUR MISSION

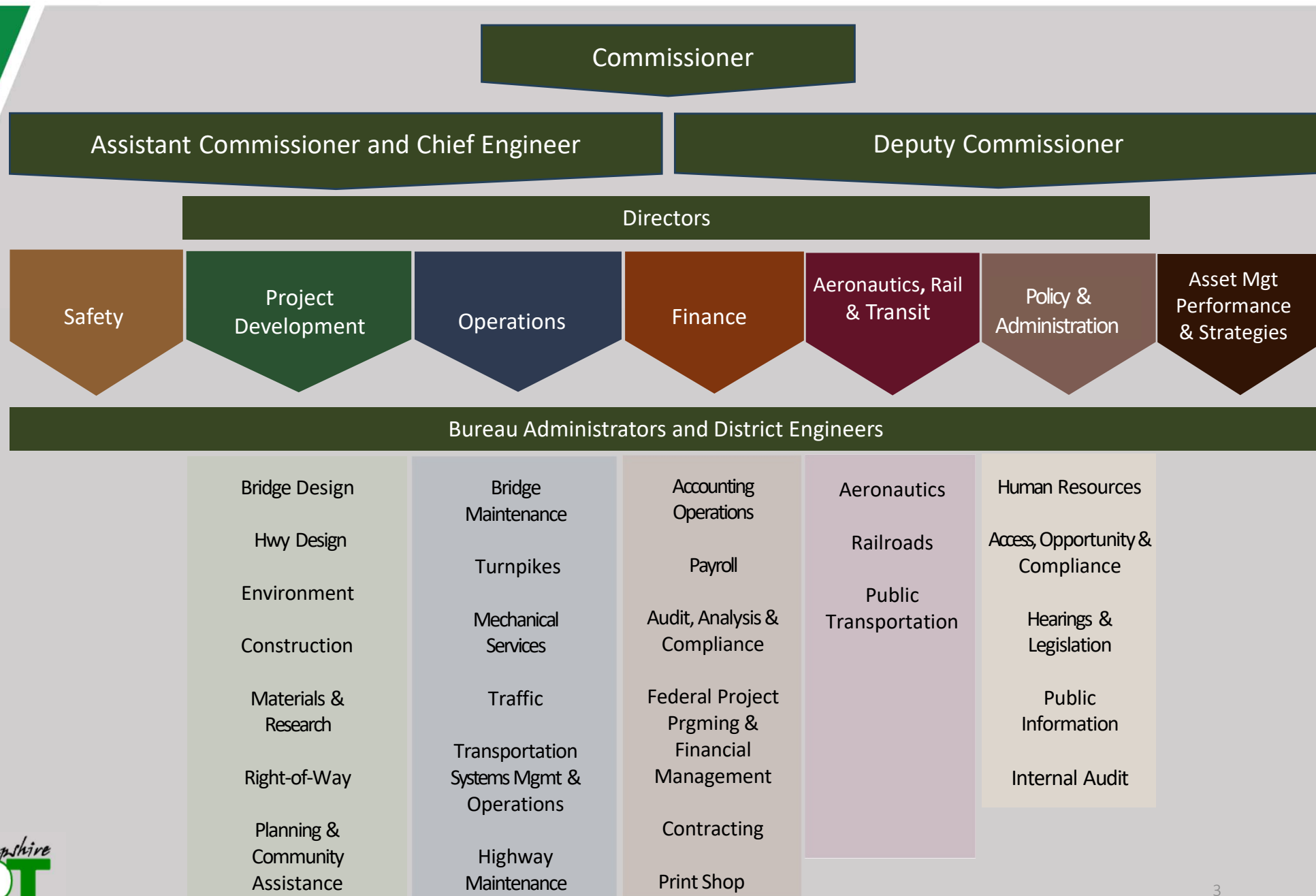
*Serving and connecting New Hampshire through transportation*

## OUR VISION

*A safe, reliable, connected, and multimodal transportation system, effectively managed by a dedicated and skilled workforce*



# Organizational Structure





# Key Facts About NHDOT

- 1,651 permanent positions
  - Approx 400 vacancies (24%)
- 2,160 State Bridges
  - **State Red List – 112**
- 1,698 Municipal Bridges
  - **Municipal Red List – 212**
- All bridges inspected every two years; red list bridges inspected more frequently

(Bridge numbers based on 2023 Bridge Report)

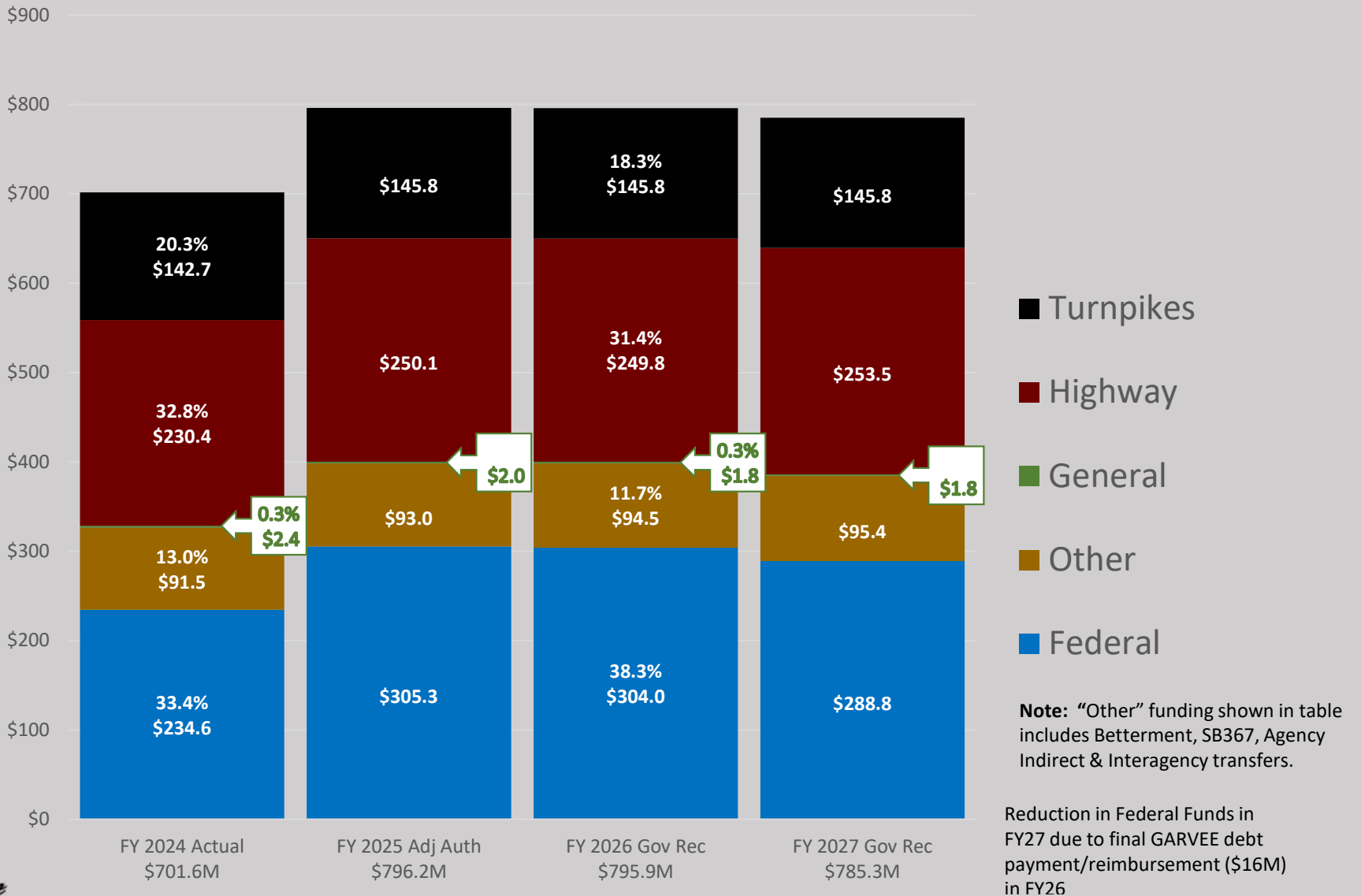


# Key Facts About NHDOT

- Approx. 4,600 centerline miles of roadway managed (additional 300 town maintained)
- Annual paving target approx. 500 centerline miles per year
- Maintain more than 100,000 highway signs
- 96 million feet striping
- 442 traffic signals
- 550 beacons
- 194 miles active state-owned rail lines
- 25 Publicly accessible airports
- 11 Local Public Transit Systems
- Statewide Mobile Radio network consisting of 25 tower sites and more than 1200 portable & mobile radios.



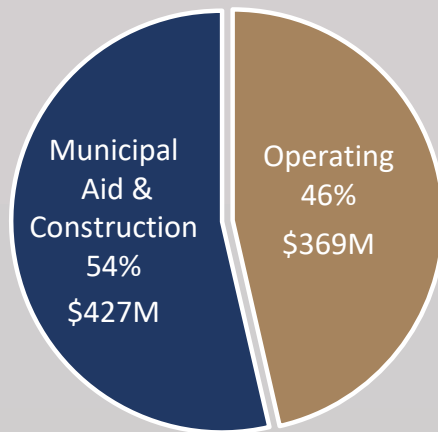
# Funding Summary – Type of Funds



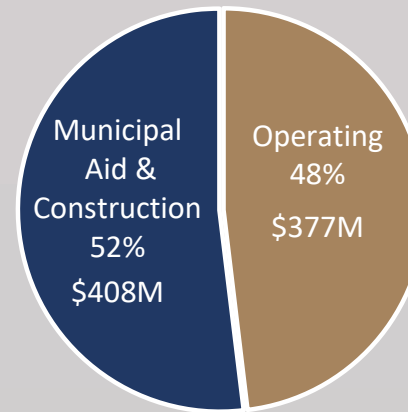
# Funding Summary

## FY 2026-2027 Governor's Recommended Budget

FY26 Budget



FY27 Budget



Funding Sources	FY 2026	FY2027
<b>Unrestricted Funds</b>	<b>% of Budget</b>	<b>% of Budget</b>
Highway Funds	31.4%	32.3%
Turnpike Funds	18.3%	18.6%
General Funds	0.2%	0.2%
<b>Restricted Funds</b>		
Federal Funds - FHWA, FTA, FAA	38.2%	36.8%
Other Funds - Fees, Matches	11.9%	12.1%

# NHDOT Funding Sources

**Federal Funds:** NHDOT receives revenue from several federal agencies on a reimbursement basis to carry out federal aid eligible transportation projects. These funds are restricted in use and mode.

- FHWA – Federal Highway Administration – for surface transportation programs
- FTA – Federal Transit Administration – generally pass-thru funding for transit programs and providers
- FAA – Federal Aviation Administration – generally pass-thru funding for eligible airport facilities

**Highway Funds:** Primary revenue source for operations and maintenance of surface transportation infrastructure, Block Grant Aid, State-Aid bridge program, and debt service. This revenue is generated primarily through Road Toll (gas tax) and Vehicle Registration Fees and appropriated via RSA primarily to the Departments of Transportation and Safety. The use of funds is restricted by the State Constitution to surface transportation.

**Turnpike Funds:** Turnpike Toll Revenue is the primary source of funding for capital projects, operations & maintenance, and the payment of debt service. Restricted by RSA, revenue generated from tolls can only be used on the Turnpike System.

**General Funds:** Very small portion of the operating budget primarily used to support non-surface transportation areas including Aeronautics, Rail, and Transit programs. General funds have also been used to fund specific highway needs where highway funds were not available and have been added to the Highway Fund to balance the budget.

**Capital Funds:** Primarily used to fund non-federal matches for transit and aeronautics, and (non-roadway or turnpike construction) department facilities and infrastructure. Funding is approved through the capital budget process and results in general obligation bonds to the State.



# Highway Fund Overview

Revenue to Highway Fund is generated from gas tax/road toll and registration fees and is collected by Department of Safety.

The Highway Fund is not the DOT and DOT is not the Highway Fund.

Revenue from the Highway Fund is appropriated to various agencies including DOT, Safety, the Judicial Branch, and Justice.

In 2024, Highway Fund revenue was appropriated:

- 57.1% to DOT
- 29.8% to Other Agencies
- 13.1% to Municipalities

Highway funds are DOT's primary source of funding for Operations.

Revenue is flat and incrementally declining long term.

One-time fixes and General Fund infusions have occurred to address shortages.

**No match to Federal program** – rely on Turnpike Toll credit

# Ten Year Plan (2027-36)

- Revenue is relatively flat and lower than previous projections
- Project and Operating Costs are going up
  - Escalation and inflation
  - Federal and Turnpike project costs exceed revenue
- State Revenue is reallocated to pay the I-93 Loan
  - Reduction of State funds for Preservation and Maintenance
- Reduction in number of projects and no new projects to be fiscally constrained

# Ten Year Plan (2027-36)

## 1. Focus on Maintenance & Preservation

- Pavement Condition
  - Meeting our goals and nearly eliminating very poor roads
  - Maintaining roads in good/fair condition
- Red Listed Bridges
  - Meeting our goals to remove bridges from the Red List
  - Downward trend in the # of Red Listed Bridges through Maintenance and Preservation projects

## 2. Continue to invest in **core system programs** and build on our successes in road and bridge conditions statewide

- Maintain Core Mission objectives – Paving, bridges, guardrail, culverts, safety, etc. level fund at \$150M/year

# Ten Year Plan (2027-36)

## Funding – Federal

- Assume level Federal Revenue 2027-2036 - \$235M/year
- Increased project inflation from 3.7% to 4.4% per year
  - Adds \$93M to this plan
- Indirect Cost Rate increased from 10% to 12%
  - Adds \$47M to this plan
- 22 projects moved into this plan from the prior plan
  - Adds \$130M in projects to this plan
  - Overall project costs have increased
- SB367 funds no longer available, to TIFIA Debt - \$20M/yr

**Based upon the above the TYP is currently  
overprogrammed by ~\$400M**



# Ten Year Plan (2027-36)

## Funding - Federal

Individual (DOT) Projects (88 projects) - \$684M

IN: 39 projects - \$ 350M

DELAY: 15 projects - \$ 29M (PE & ROW Included)  
\$ 199M (CON Removed)

OUT: 34 projects - \$ 106M

Individual Projects Remaining - 39

Individual Projects Removed or Delayed - 49

Suspend adding new projects into FY 35-36 of TYP  
(Typically, \$30M/yr)

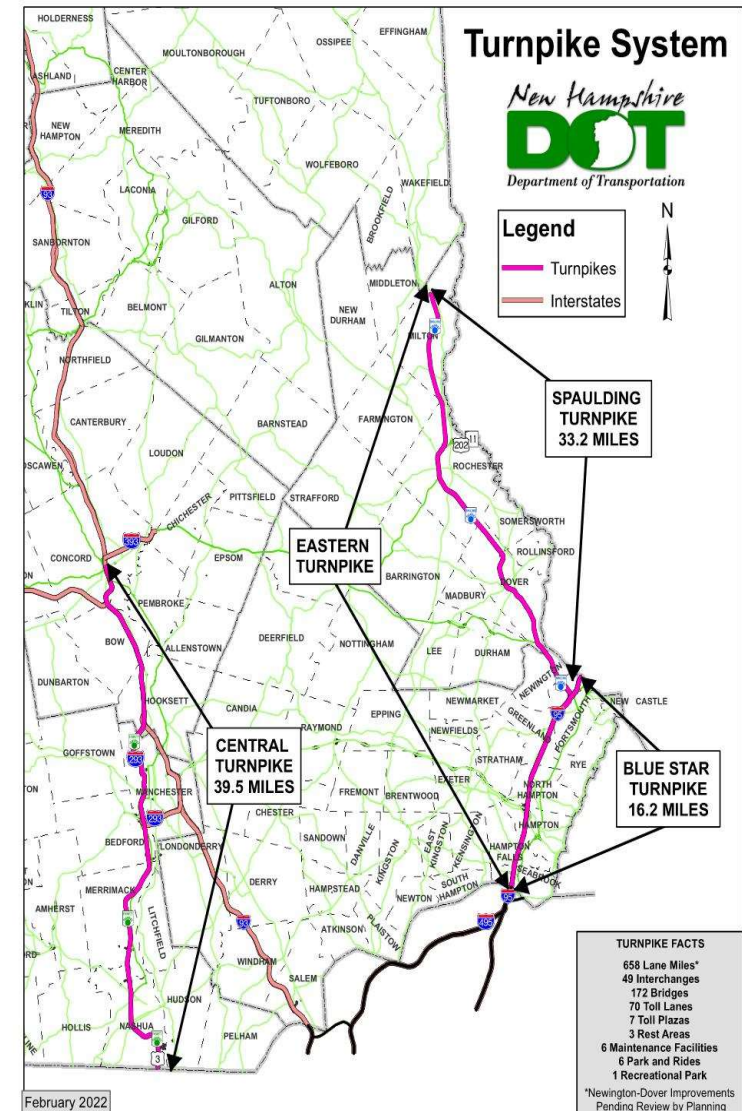
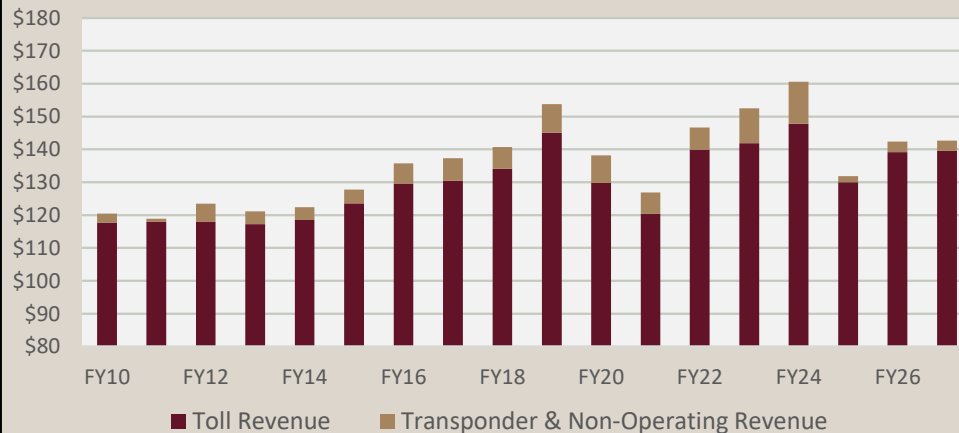
# Turnpike Fund Overview

- 3 Turnpike Segments
- 89 Miles Long, 172 Bridges 7 Toll Plazas

- Enterprise Fund – All Turnpike revenue must be used on the System
- Turnpike Revenue pays for:
  - Debt Service
  - Operating & Maintenance Costs
  - R&R Work
  - Capital Improvements

- FY24: 118M transactions \$161M total revenue
- Projected revenue budgeted flat

Turnpike Fund Historical Revenue



# Ten Year Plan (2027-36)

## Funding – Turnpike

- Actual revenue is lower than projected from the previous plan and approximately flat.
- Operating costs increasing much faster than revenue
- Turnpike Rehabilitation & Reconstruction (R&R) Program has increased to meet Maintenance and Preservation needs
- Reduced Capital Program funding to stay fiscally constrained
  - Bow-Concord (I-93)
  - Manchester (I-293) Exit 6 & 7

# Ten Year Plan (2027-36)

## Recent History

- 2007 – Last systemwide toll increase.
- 2014 - Ramp Toll in Bedford Removed
- 2022 – Ramp Toll in Merrimack Removed
- Current Toll Revenue is below Pre-Pandemic levels

## A Toll Increase is needed to move projects forward:

- \$1 at all major plazas (Hampton, Bedford, Hooksett)
- NH would still be the 26 out of 32 for lowest toll rate/mile (currently 32nd)



# Questions

