

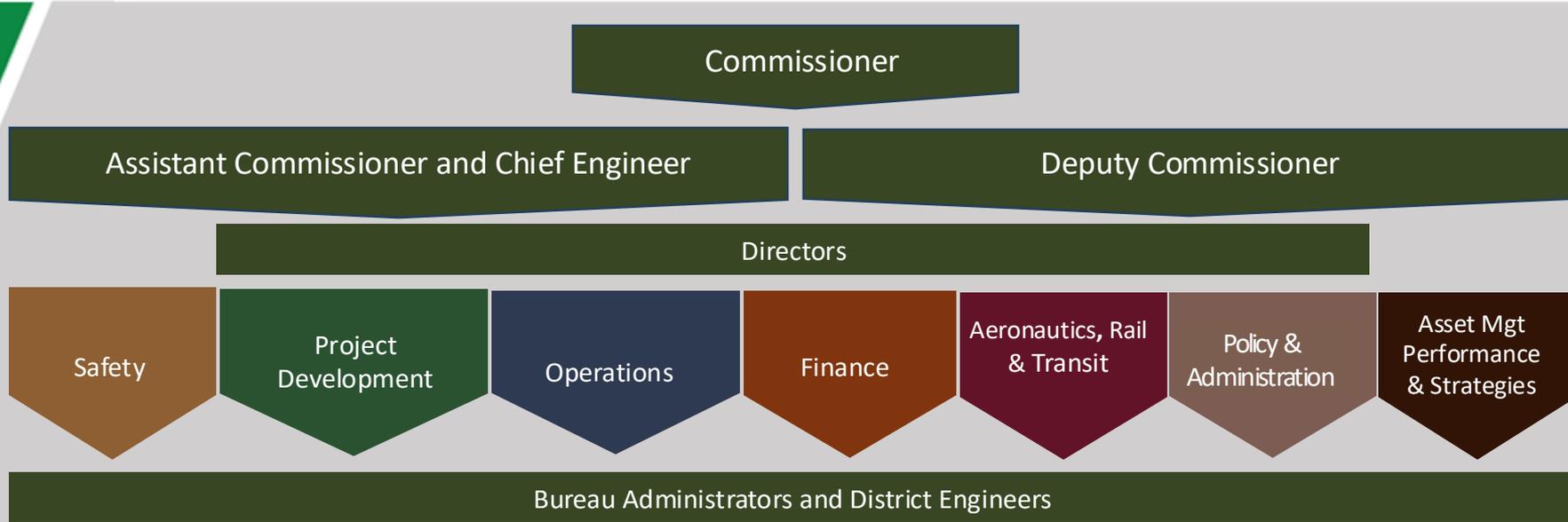


# **New Hampshire Department of Transportation**

## **Senate Briefing FY2026 – FY2027 Budget**

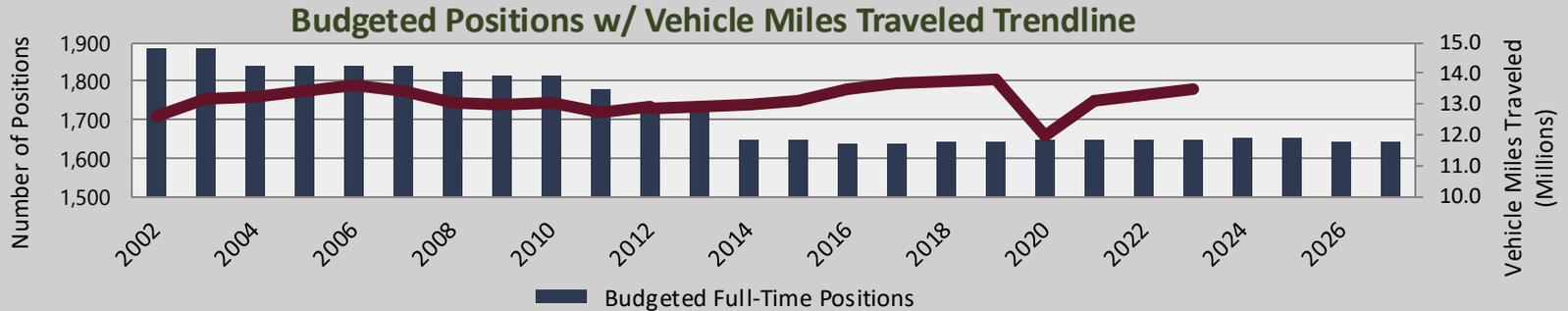
April 22, 2025

# Organizational Structure

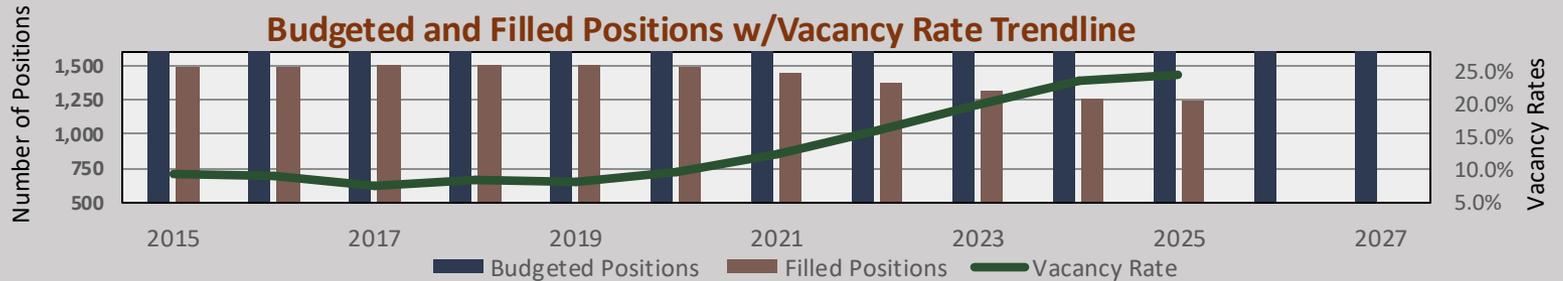


Bridge Design	Bridge Maintenance	Accounting Operations	Aeronautics Railroads Public Transportation	Human Resources
Hwy Design	Turnpikes	Payroll		Access, Opportunity & Compliance
Environment	Mechanical Services	Audit, Analysis & Compliance		Hearings & Legislation
Construction	Traffic	Federal Project Prgming & Financial Management		Public Information
Materials & Research	Transportation Systems Mgmt & Operations	Contracting		Internal Audit
Right-of-Way	Highway Maintenance	Print Shop		
Planning & Community Assistance				

# Positions and Trends



Note: 2023 VMT data is provided per HSIP reporting by NHDOT to FHWA. Release date for 2023 FHWA Highway Statistics TBD.



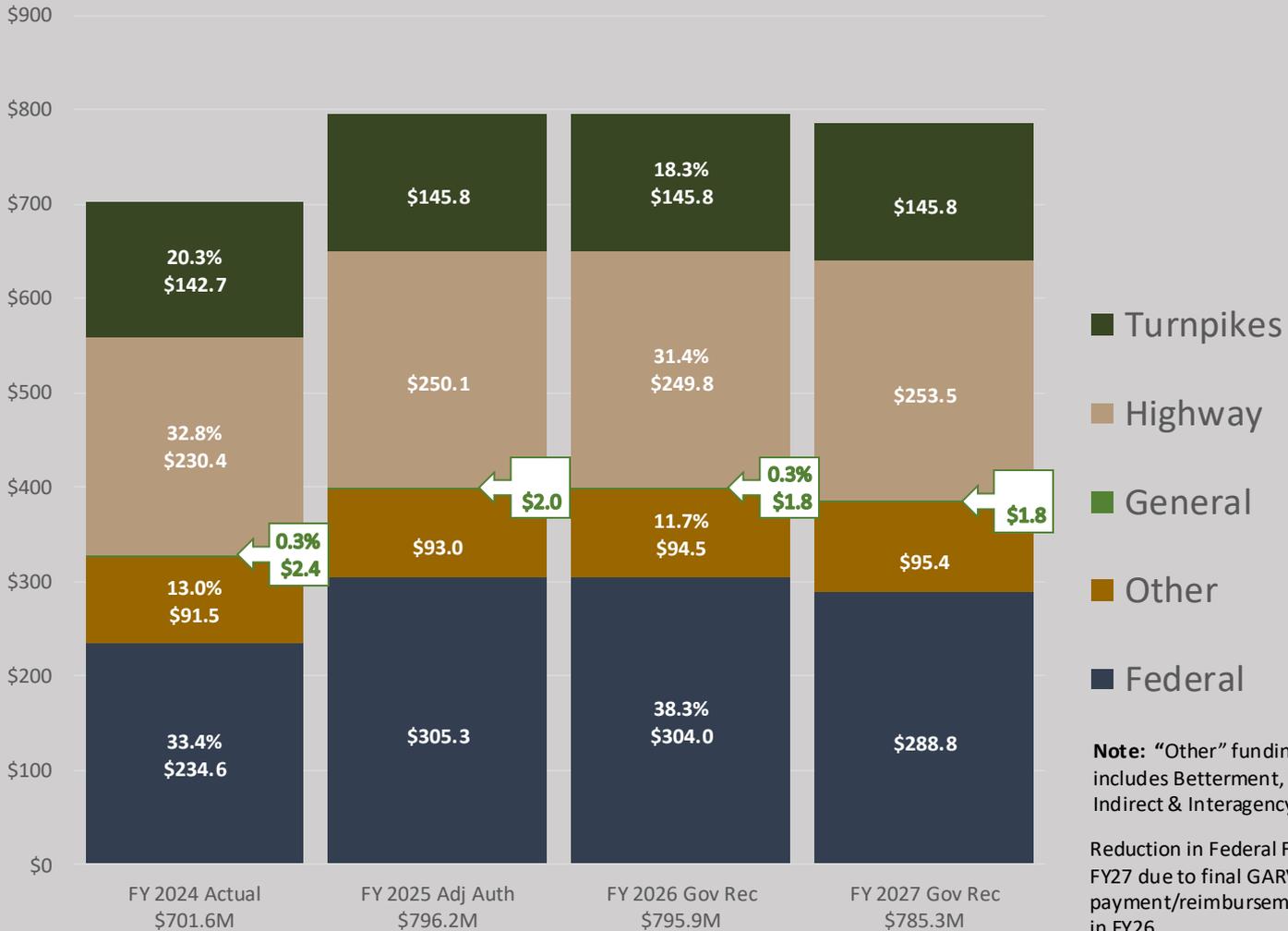
## Eliminated Positions in FY26-27 Budget

Division	Permanent (unfunded)	Temp F/T (eliminated)
Finance, Policy & Admin	1 FTE	2 FTEs
Federal & State Project Delivery	3 FTEs	9 FTEs
Operations	3 FTEs	2 FTEs
<b>Totals:</b>	<b>7 FTEs</b>	<b>13 FTEs</b>

## Other Position Changes in FY26-27 Budget

- UAS: Shifted 1 FTE from GF to HWY
- Safety: Realigned 8 FTEs under Chief Engineer

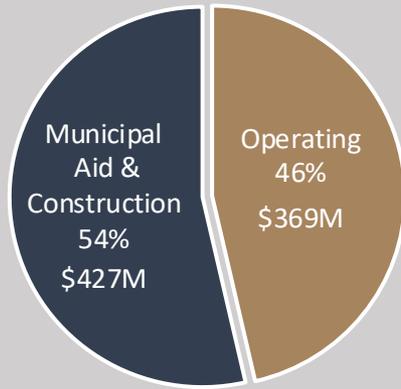
# Funding Summary – Type of Funds



# 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%

# FY 2026-2027 Budget Review

Aeronautics, Rail, and Transit (Federal & General Funds, Other)

Aeronautics,  
Rail & Transit

Aeronautics

Railroads

Public  
Transportation

## Significant Variances FY24-FY25:

- Timing of ongoing transit projects & contracts, including bus procurements & facility construction,

## Variances from FY25 AA – FY26/27:

- Increased authorized FTA funding (annual formula funds & prior year carryover) in AU 2050

## Items adjusted by the House:

### Transit Match (2916):

Requested: \$1.68M each year

House: funded \$1.5M each year

### Park & Ride Public Private Partnership:

Requested: FY26: \$52,750 FY27: \$78,000

House: added revenue and expense

Division # (page)	Division	FY24 Actuals	FY25 Adj Auth	Gov FY26	Gov FY27	House FY26	House FY27
964010 p. 1013	Aero, Rail & Transit	20,095,176	31,147,134	32,755,160	34,500,488	34,307,910	36,078,488

# FY 2026-2027 Budget Review

Finance, Policy, & Administration (Federal, Hwy Fund, Other)

### Significant Variances FY24-FY25:

- Vacancies (960315 and 960215)
- Timing of projects funded through debt service (960015)
- Timing in technology spending (960015)
- Reduction from budget in retiree health (960015)
- Safety Office funding reclass in FY25 (960015)

### Variances from FY25 AA – FY26/27:

- New Federally-funded employee training (960315)

Items adjusted by the House: N/A

Division # (page)	Division	FY24 Actuals	FY25 Adj Auth	Gov FY26	Gov FY27	House FY26	House FY27
960315 p. 1026	Policy & Admin	2,634,791	2,921,366	3,730,818	3,814,403	3,730,818	3,814,403
960015 p. 1021	Administration	39,509,432	46,907,001	46,163,017	47,416,870	46,163,017	47,416,870
960215 p. 1023	Finance	3,569,596	4,497,750	4,508,190	4,504,781	4,508,190	4,504,781

- Finance  
Policy  
Admin
- Executive Office
- Human Resources
- Finance
- Debt Service
- Internal Audit
- Federal Compliance
- Asset  
Management
- Safety
- Hearings &  
Legislation
- Public  
Information

# FY 2026-2027 Budget Review

Federal & State Project Delivery (Federal, Hwy Fund, Other)

## Significant Variances FY24-FY25:

- Engineering position vacancies and delay in the PDA Harbor side barge wharf project (962515)
- Timing of projects (963515 and 963015)
- Conway Payback (963015) completed in FY24 – no expense in FY25

## Variances from FY25 AA – FY26/27:

- Reduction in personnel costs to meet budget targets and movement of Safety section to Admin (962015)
- Completion of GARVEE debt service in FY26 – no cost in FY27 (\$15M) (963515)
- Shift in appropriation for SB367 from funding for Rural Roads & Bridges to payment of Debt Service

## Items adjusted by the House:

- **Updated revenue estimates from DoS resulted in budget adjustments in 962515 and 963015 affecting Municipal Aid, Betterment, and SB367 as follows:**
  - Apportionment A: FY26: (\$61,051) and FY27: \$1,501,931
  - Betterment: FY26: (\$84,290) and FY27 (\$101,220)
  - SB367: FY26 (\$70,793) and FY27 (\$111,726)

Division # (page)	Division Name	FY24 Actuals	FY25 Adj Auth	Gov FY26	Gov FY27	House FY26	House FY27
962015 p. 1061	Project Development	38,803,503	50,719,795	48,833,449	49,557,680	48,833,449	49,557,680
962515 p. 1065	Municipal Aid	59,226,994	75,197,260	75,313,974	75,819,973	75,252,923	77,321,904
963515 p. 1071	Consolidated Fed Aid	174,402,518	215,927,852	214,535,051	197,652,949	214,535,051	197,652,949
963015 p. 1069	Construction Program Fnds	67,296,843	56,336,526	56,444,288	56,528,281	56,289,205	56,315,335

Project Development

Bridge Design

Hwy Design

Environment

Construction

Materials & Research

Right-of-Way

Planning & Community Assistance

# FY 2026-2027 Budget Review

Operations (Hwy, some Fed)

## Operations

### Significant Variances FY24-FY25:

- Operations personnel vacancies – salaries, benefits, temporary/seasonal staffing

### Variances from FY25 AA – FY26/27:

- Reductions in personnel and other class lines made to meet budget targets

### Items adjusted by the House:

#### Winter Retention Incentive:

Requested: \$3.5M each year

House: funded \$1.75M each year

#### Winter Maintenance Cost Alignment:

Requested: \$7.6M each year

House: funded \$3.8M each year

#### Equipment Replacement Program:

Requested: FY26:\$5.3M and FY27:\$4.5M

House: not funded

### DOT Request for Senate:

#### Winter Retention Incentive:

Fund \$3.5M each year

#### Winter Maintenance Cost Alignment:

Fund \$2.05M each year

- Bridge Maintenance
- Turnpikes
- Mechanical Services
- Traffic
- Transportation Systems Mgmt & Operations
- Highway & Winter Maintenance

Division # (Page)	Division Name	FY24 Actuals	FY25 Adj Auth	Gov FY26	Gov FY27	House FY26	House FY27
960515 p. 1046	Ops Division Highway	148,792,817	164,285,840	165,862,614	167,682,345	171,412,614	173,232,345
961017 p. 1092	Turnpike Division	147,264,884	148,261,422	147,783,770	147,780,079	147,783,770	147,780,079

# HB2 Request - 1

## Amend [RSA 236:19](#) Obstructions and Encroachments (to address state-owned railroad corridors)

Request to add underlined wording:

**236:19 Obstructing Water; Penalty.** – Any person who shall place, or suffer to be placed or to remain, any logs, earth or other substances within the limits of a highway or state-owned railroad corridor, or upon land in the vicinity of a highway or state-owned railroad corridor by which the water in a stream, pond or ditch is turned upon the highway or state-owned railroad corridor and injures or renders it unsuitable for public or railroad travel, shall be guilty of a violation if a natural person, or guilty of a misdemeanor if any other person. If such highway is maintained by the town, the fine shall be for the use of the town and if such highway or railroad is maintained by the state, the fine shall be for the use of the department of transportation. Nothing in this section shall be construed as prohibiting the placing of snow within the limits of a highway

### What is happening

- Abutters have changed the flow of water on their adjacent property, which has caused flooding of state-owned railroad property.
- In one case, the DOT worked with DES and DOJ to try and address; however, no sufficient statute was identified to enforce these activities and the flow of water onto railroad property, causing flooding, continues.



Concord – Lincoln Railroad Corridor Canterbury  
Mile Post C12.52

### Impacts

- Accelerated deterioration of ties & plates, rail, joint bars, and spikes (**State Capital funds/NH Special Railroad Funds used**)
- Daily/weekly tenant railroad ditch work and debris removal defers other track maintenance/improvements as funds repeatedly used at these locations.
- High water=saturation=sinking/unsafe conditions, cracked rail & joint bars due to flexing, and cited FRA track defects
- Appropriate visual safety inspections of track infrastructure cannot occur as track components and structure are under water

# HB2 Request - 2

## Amend RSA [262:32](#) Park & Ride Facilities Abandoned Vehicles - Reasons for Removal & Impoundment

### Request to add the following language:

“VIII. A vehicle, camper or other equipment has been towed to and left at a park and ride facility without the written approval of the Commissioner. In such cases, the State may pursue reimbursement for the cost of removal of the vehicle, camper, or other equipment from the towing company and/or the owner of the vehicle, camper, or other equipment.”

### Impacts / Benefits

- State (DOT or State Police) or bus company pays approximately \$2,500 - \$5,000 for each abandoned camper/RV to be towed from Park & Ride lots. (Older/junk cars also cost money to be towed)
- Abandoned vehicles consume valuable parking spaces, create an eyesore, and present unsafe/unsanitary conditions
- Public is left with a negative impression of Park & Ride facilities (or State/bus company) as the abandoned vehicles create an unmaintained, unsafe & unsanitary appearance.



# HB2 Request – 3

Amend RSA 21-I:18 Exemptions to formalize DOT authority to manage its encumbrances

Request to add the language indicated in red:

## **21-I:18 Exemptions. –**

I. To the extent indicated in this section, the following agencies and purchases are exempted from the provisions of this chapter. All exempt purchases shall be made in accordance with the existing laws governing such purchases:

(a) – (o )

(p) For items previously approved through the G&C process, The Department of Transportation shall have the authority to manage its encumbrances and task orders through the assignment, on-going administration, and liquidation phase of the encumbrance.

## **History**

- DOT has a long-standing practice (exceeding 20 years) of the full management of G&C-approved encumbrances and task orders.
- The purpose of this request is to formalize that authority.
- DAS has been apprised of this request and does not oppose the formalization of this action.

## **Impacts/Benefits**

- DOT currently manages \$182M (735) items annually.
- 500+ multiyear encumbrances and task orders are also managed through the current process.
- Personnel manage this volume and the complexities of the construction system effectively at the DOT level.
- No audit findings.

## Final Thoughts

Our priorities are safety and core responsibilities - preservation, and maintenance.

Budget targets have been met – but in many cases we aren't budgeting for what we need, deferred maintenance is increasing and service levels impacted.

Workforce challenges and high vacancy rates continue to be a concern and are a double-edged sword:

- Allows us to meet projected lapse targets
- Cost increases have been buffered by lack of resources to do the work.

We are successful due to an exceptionally dedicated and committed workforce that takes great pride in the stewardship of the State's transportation system.

We are getting done what we have to but not getting to what we should be doing.