

New Hampshire Department of Transportation

NHDOT Governor's Recommended Budget 2024-2025

House Finance Division II Briefing

February 21, 2023

Mission

Transportation excellence enhancing the quality of life in New Hampshire

Purpose

Transportation excellence in New Hampshire is fundamental to the state's economic development and land use, enhancing the environment, and preserving the unique character and quality of life. The

Transportation Department will provide safe and secure mobility and travel options for all of the state's residents, visitors, and goods movement, through a transportation system and services that are well-maintained, efficient, reliable, and provide seamless interstate and intrastate connectivity.

Key Facts About NHDOT

- 1,650 permanent employees
- 2,159 State Bridges
 - State Red List – 121 (5.6%)
- 1,698 Municipal Bridges
 - Municipal Red List – 242 (14.3%)
- All bridges inspected every two years, red list bridges inspected more frequently



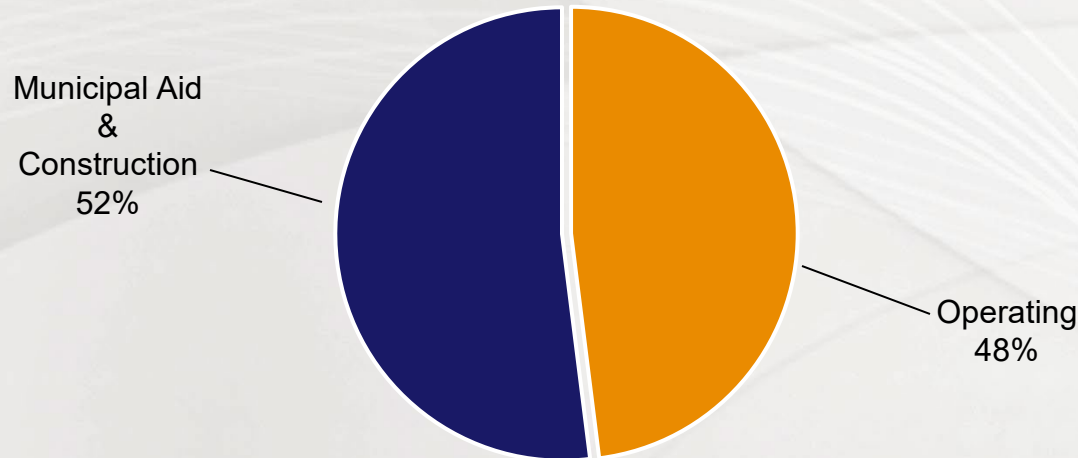
Key Facts About NHDOT

- Approx. 4,600 centerline miles of roadway managed (additional 300+ town maintained)
- Annual paving totals 500+ centerline miles per year
- Maintain more than 100,000 highway signs, 75 million feet striping, 434 traffic signals
- 162 miles active state-owned rail lines
- 25 Publicly accessible airports
- 11 Local Public Transit Systems



Funding Summary

- FY 2022 Actual Expenditures = \$587 million
 - Municipal Aid and Construction Costs = \$305 million
 - Operating Costs = \$282 million

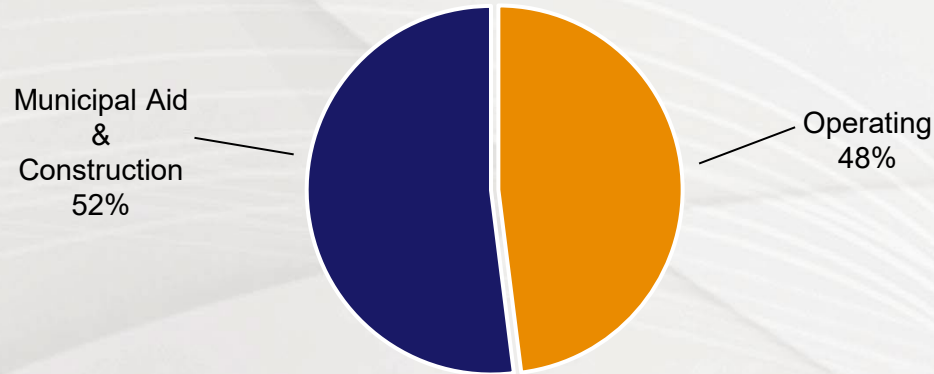


- Comprised of various revenue sources
 - Highway (28%), Federal (39%), Turnpike (20%), Other (13%), General (<1%)

Funding Summary

FY2022 Budgeted Appropriations – Enacted = \$674 million

- Municipal Aid and Construction Costs = \$352 million
- Operating Costs = \$322 million



FY2023 Budgeted Appropriations – Adjusted Authorized = \$776 million

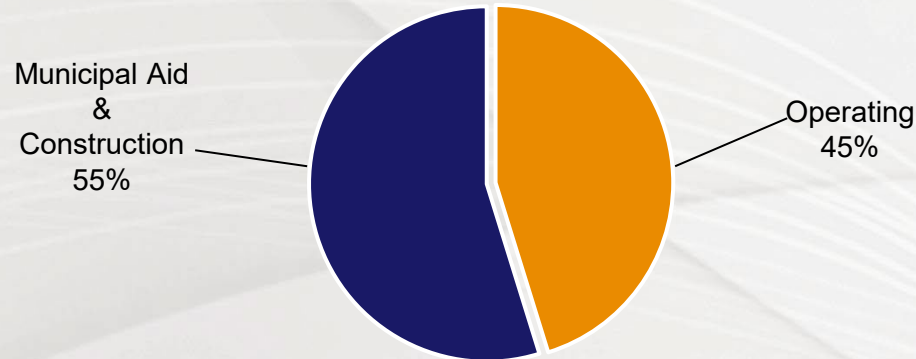
- Municipal Aid and Construction Costs = \$436 million
- Operating Costs = \$340 million



Funding Summary

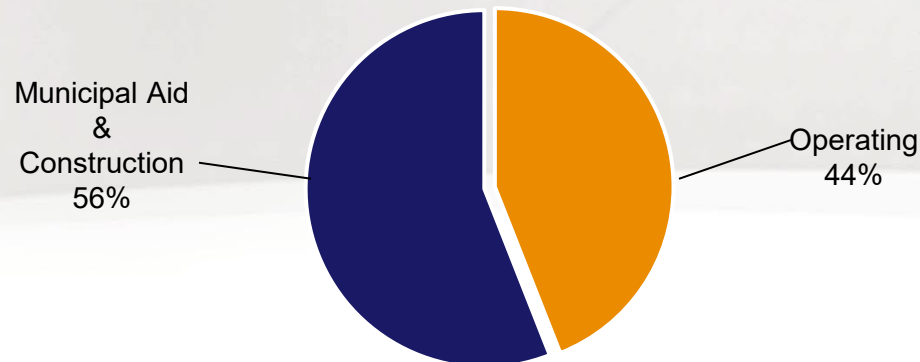
FY2024 Governor's Recommended Budget \$757 million

- Municipal Aid and Construction Costs = \$415 million
- Operating Costs = \$342 million

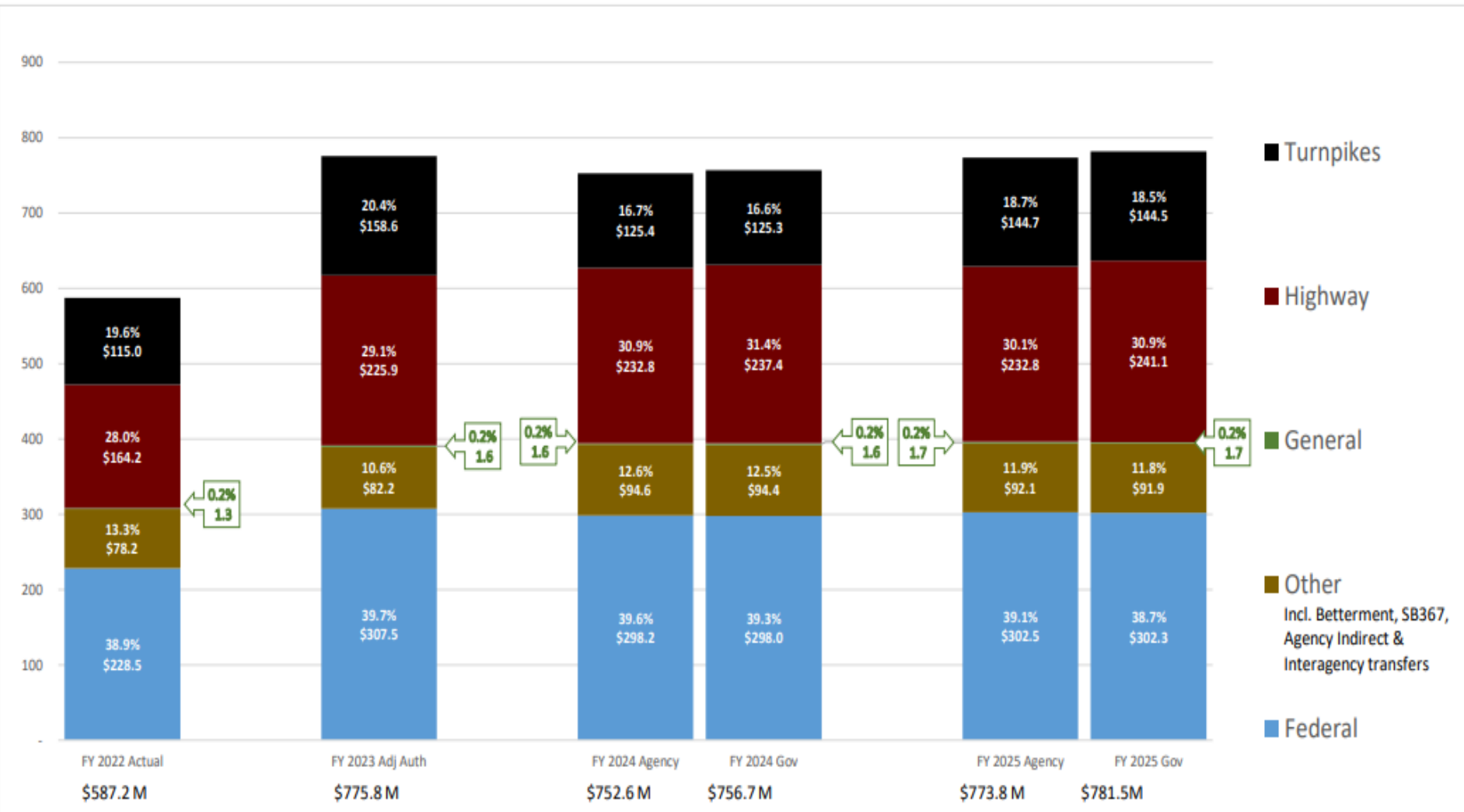


FY2025 Governor's Recommended Budget \$781 million

- Municipal Aid and Construction Costs = \$437 million
- Operating Costs = \$344 million

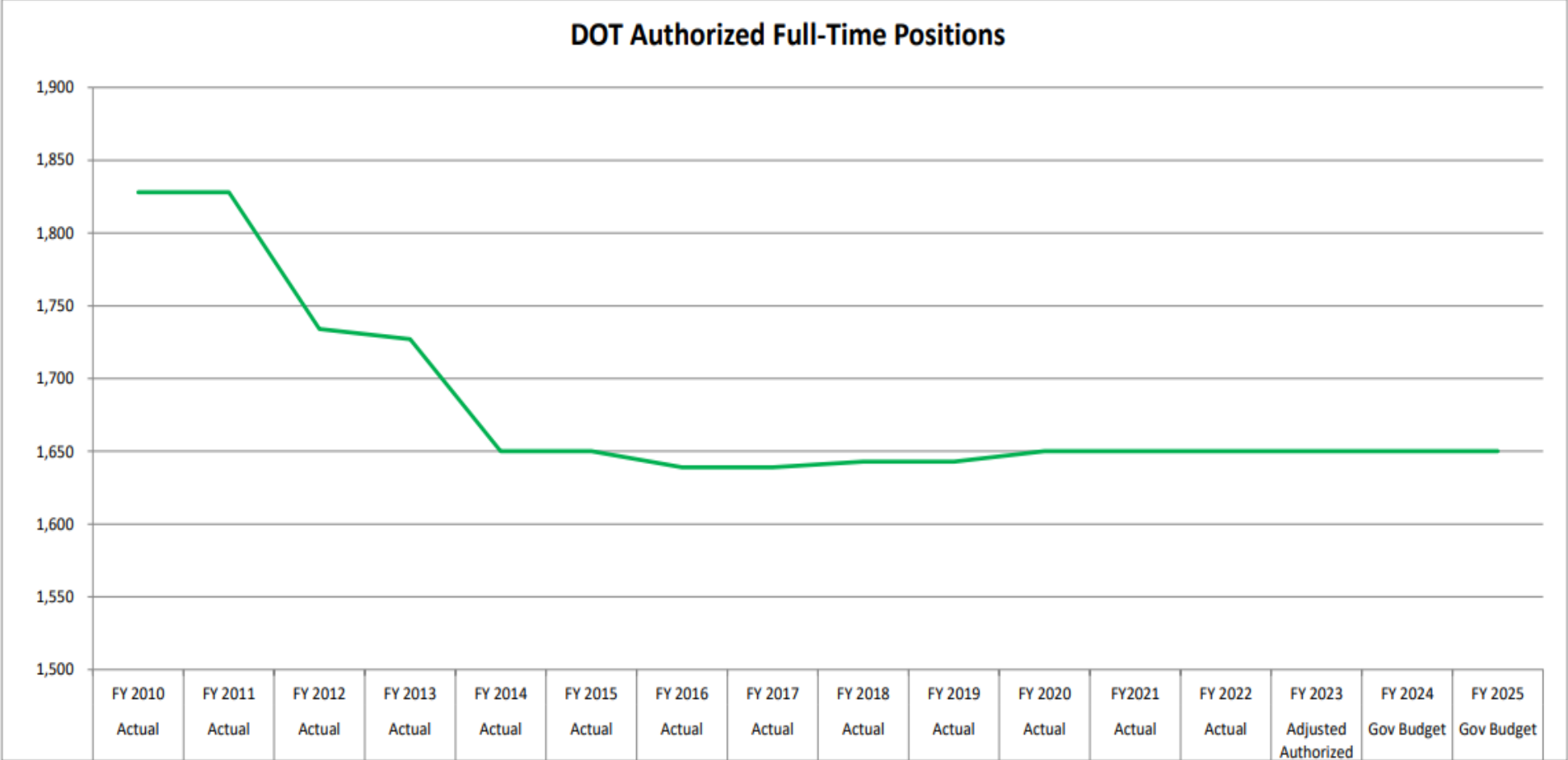


Funding Summary-Type of Funds



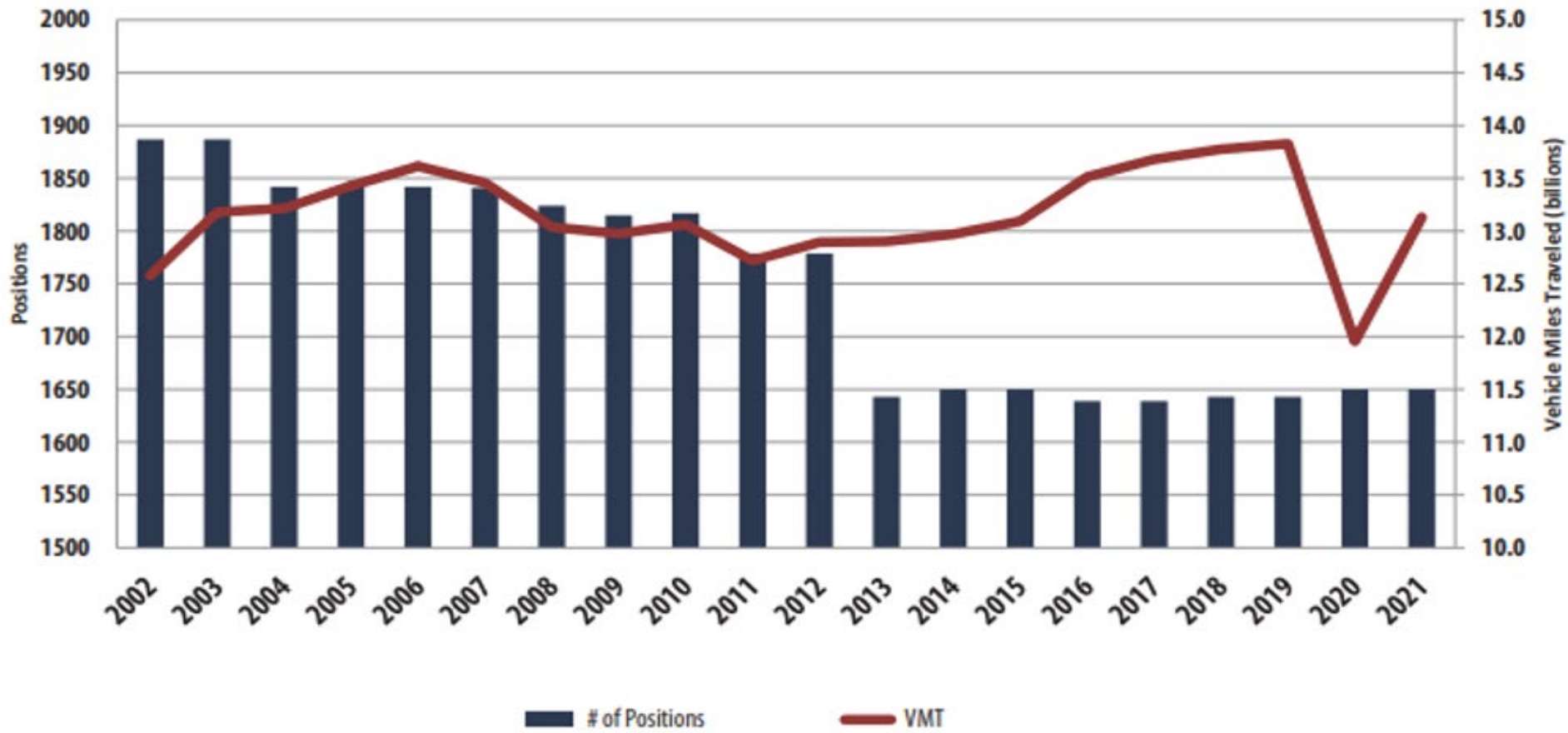
History of Authorized Full-Time Positions

	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Adjusted Authorized	Gov Budget	Gov Budget
Authorized Positions - Classified & Unclassified	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY2021	FY 2022	FY 2023	FY 2024	FY 2025
	1,828	1,828	1,734	1,727	1,650	1,650	1,639	1,639	1,643	1,643	1,650	1,650	1,650	1,650	1,650	1,650



Full-Time Positions vs. Vehicle Miles Traveled

NHDOT Positions vs Vehicle Miles Traveled (VMT)



Note: Increased roadway utilization results in additional maintenance needs while DOT staffing remains flat.

General Fund Overview

Aeronautics

25 Open-to-the-Public Airports
13 Federally Funded Airports
FFY22: Granted \$46.1M
3 Commercial airports
10 Block Grant Airports
12 Airports do not receive Federal Aid.
FY22: \$510K in Revenue from Aviation Registration Fees.



Rail

6 active operator agreements
4 freight service
2 tourist service
161 miles active state-owned rail lines
303 miles abandoned/inactive state-owned rail lines



Public Transit

11 Local Public Transit Systems
Intercity/Commuter service
Community Transportation (Human Service/Volunteer Drivers)



General Fund

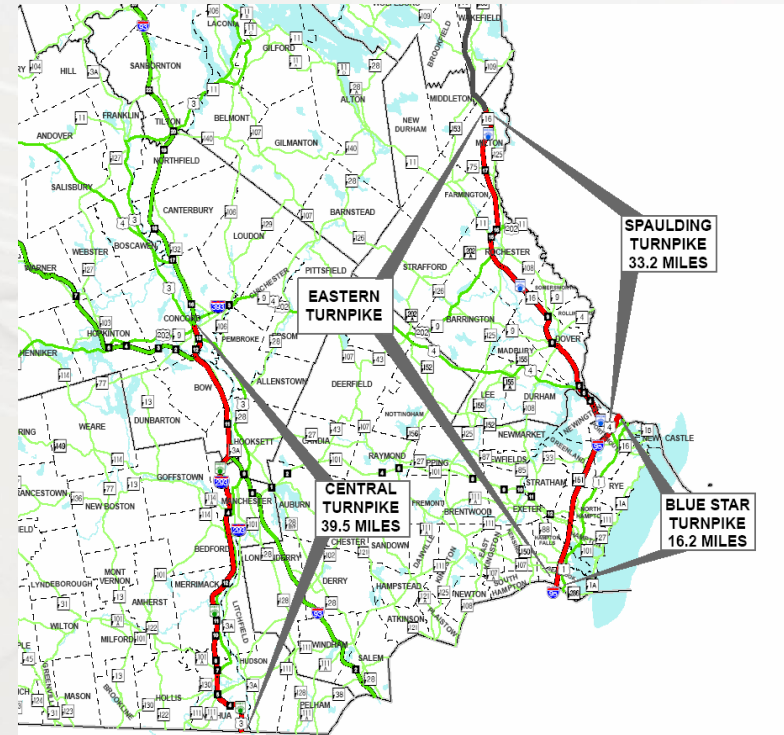
- Funds Aeronautics, Railroad and Transit
- Transit funded with primarily Federal funds
 - Budget includes \$200 thousand per year of General funds for transit operators' Federal match
- FY2024 General Fund Budget \$1.6M
- FY2025 General Fund Budget \$1.7M

Unfunded Additional Needs

- Aeronautics Program Specialist III – UAS (Drones)
- State operating match for rural and urban transit to access additional available IIJA funds

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:
 - Operating & Maintenance Costs
 - Debt Service
 - R&R Work
 - Capital Improvements
- FY22: 112 million transactions
\$143.8 million total revenue

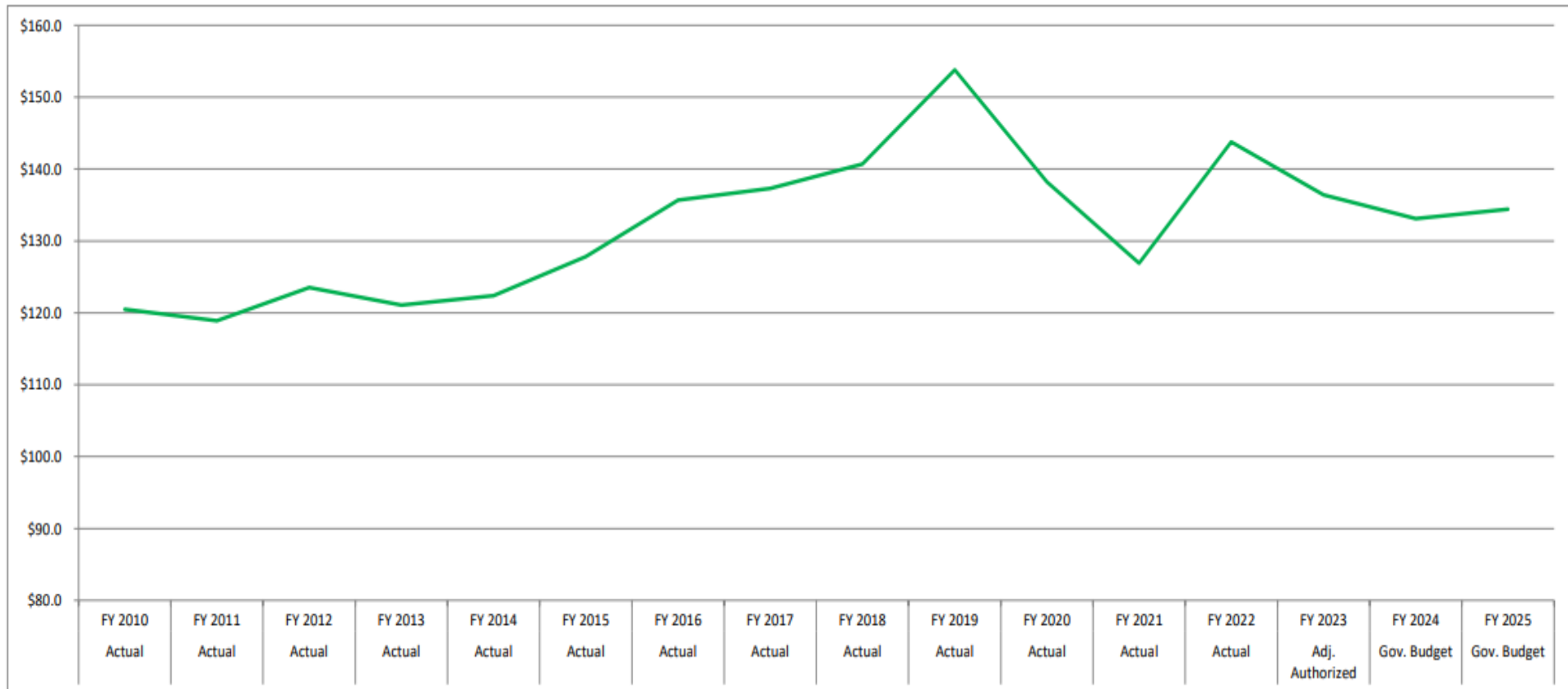


Turnpike Fund Historical Revenue

(in millions)

	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Adj. Authorized	Gov. Budget	Gov. Budget
	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Toll Revenue	\$ 117.7	\$ 117.9	\$ 117.9	\$ 117.2	\$ 118.5	\$ 123.6	\$ 129.6	\$ 130.5	\$ 134.1	\$ 145.1	\$ 129.8	\$ 120.4	\$ 136.9	\$ 132.0	\$ 128.6	\$ 130.0
Transponder + Non-operating Revenues	2.8	1.0	5.6	3.9	3.9	4.2	6.1	6.8	6.6	8.7	8.4	6.5	6.8	4.4	4.5	4.4
Total Revenue - Turnpike Fund	\$ 120.5	\$ 118.9	\$ 123.5	\$ 121.1	\$ 122.4	\$ 127.8	\$ 135.7	\$ 137.3	\$ 140.7	\$ 153.8	\$ 138.2	\$ 126.9	\$ 143.8	\$ 136.4	\$ 133.1	\$ 134.4

Source: (Actual) State ACFR Revenue Reports and Budget Appropriations



Turnpike Fund

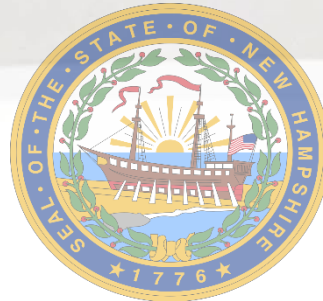
- FY24 budget flat to FY23 Adjusted Authorized; FY25 budget flat to FY24
- No additional prioritized needs were requested
- All operations, maintenance, debt service and R&R requirements have been funded within the FY24/25 Budget
- Overall long-term revenue estimates projecting limited growth on the Turnpike System will result in some capital project delays in the Ten-Year Transportation Improvement Plan 2023-2032

Road/Bridge Maintenance
Block Grant Aid
Betterment
SB367



Highway Fund Overview

Department of Administrative Services
Department of Environmental Services
Board of Tax & Land Appeals
Department of Justice
NH Fish and Game



Road Toll & Fee Revenue
Cost of Collections



Highway Fund

- Highway Fund is not the DOT and DOT is not the Highway Fund.
- Revenue to Highway Fund is generated from gas tax/road toll and registration fees and is collected by Department of Safety.
- Revenue from Highway Fund appropriated to various agencies, DOT, Safety, Judicial Branch and Justice.
- In 2022:
 - 59.7% of Highway Fund revenue appropriated to DOT
 - 26.7% to other Agencies
 - 13.6% to Municipalities
- Revenue from the Highway Fund is DOT's primary source of funding for its Operating Budget.

History of Road Toll and Motor Vehicle Fee Revenues

Highway Fund 25-Year History

Fiscal Year	Restricted and Unrestricted Road Toll					Motor Vehicle Fees and Fines				Highway Fund Allocation by Percentage				
	22.2c Total Gas Tax	2.7c (12%) Block Grant Aid A&B	2.6c Betterment	3.7c SB 367 Gas Tax	13.2c Net State Gasoline Tax	Motor Vehicle Fees	12% Block Grant from Motor Vehicle Fees	Net Motor Vehicle Fees	Motor Vehicle Fines	Hwy Funds Available to Other Agencies	Highway Fund Balance for NHDOT	% for Muni's	% for Other Agencie s	% for NHDOT
1997	123.0	13.8	12.0	0.0	97.2	62.4	7.5	55.0		40.2	112.0	12.3%	23.2%	64.5%
1998	128.1	14.5	12.6	0.0	101.0	64.5	7.7	56.7		40.8	117.0	12.4%	22.7%	65.0%
1999	133.3	14.6	13.5	0.0	105.2	66.3	8.0	58.4		42.2	121.4	12.1%	22.7%	65.2%
2000	136.0	15.0	20.0	0.0	101.0	69.9	8.4	61.5		46.9	115.6	12.6%	25.2%	62.2%
2001	139.8	16.4	20.3	0.0	103.1	72.1	8.6	63.4		48.2	118.4	13.1%	25.1%	61.8%
2002	142.8	15.6	21.1	0.0	106.1	83.7	10.0	73.7		52.1	127.7	12.5%	25.3%	62.2%
2003	145.6	16.8	21.4	0.0	107.4	87.7	10.5	77.2		54.5	130.0	12.9%	25.7%	61.4%
2004	152.0	16.4	22.1	0.0	113.5	89.9	10.8	79.1		57.2	135.4	12.4%	26.0%	61.6%
2005	154.6	18.3	22.6	0.0	113.7	93.2	11.2	82.0		63.2	132.4	13.1%	28.1%	58.8%
2006	149.8	18.5	21.9	0.0	109.4	85.7	10.3	75.5		70.0	114.8	13.5%	32.8%	53.8%
2007	151.5	17.3	22.0	0.0	112.2	93.3	11.2	82.1		74.2	120.1	12.8%	33.3%	53.9%
2008	151.7	17.5	14.7	0.0	119.5	100.9	12.1	88.8		75.7	132.6	12.4%	31.8%	55.7%
2009	146.3	18.6	14.2	0.0	113.5	99.3	11.9	87.4		79.3	121.6	13.2%	34.3%	52.6%
2010	147.0	12.6	23.3	0.0	111.1	142.1	17.1	125.1		81.9	154.4	11.2%	30.8%	58.1%
2011	161.2	20.0	36.2	0.0	105.0	123.9	14.9	109.1		84.5	129.6	14.0%	33.9%	52.1%
2012	144.0	22.0	21.7	0.0	100.3	104.4	12.5	91.9	8.3	80.4	120.1	14.7%	34.2%	51.1%
2013	144.2	17.1	20.8	0.0	106.3	106.5	12.8	93.7	7.5	82.0	125.5	12.6%	34.5%	52.9%
2014	145.8	17.1	21.1	0.0	107.6	109.2	13.1	96.1	7.5	83.6	127.5	12.5%	34.6%	52.8%
2015	181.4	19.8	21.3	34.3	106.0	107.8	13.1	94.7	7.2	83.4	124.5	13.7%	34.6%	51.7%
2016	182.6	21.9	21.5	30.6	108.6	107.7	12.9	94.8	7.0	64.2	146.2	14.2%	26.2%	59.6%
2017	184.1	22.0	21.8	30.8	109.5	113.5	12.9	100.6	6.3	66.5	149.9	13.9%	26.5%	59.6%
2018	184.9	22.2	22.0	31.2	109.5	114.1	13.6	100.5	5.8	65.1	150.7	14.2%	25.9%	59.9%
2019	187.8	22.6	22.4	31.6	111.3	117.0	13.7	103.3	5.7	69.9	150.4	14.1%	27.2%	58.6%
2020	174.7	22.9	20.5	28.7	102.6	115.5	14.0	101.5	10.7	66.4	148.4	14.7%	26.4%	58.9%
2021	171.0	21.2	20.0	28.6	101.2	119.0	13.9	105.1	11.6	67.2	150.8	13.8%	26.6%	59.6%
2022	174.5	20.5	21.5	30.3	102.3	121.7	14.3	107.4	11.5	68.4	152.7	13.6%	26.7%	59.7%

SB367 Waterfall / TIFIA Debt Service

Fiscal Year	\$0.042 Dedicated Road Toll Increase ¹	Municipal Block Grant Aid (12% PY Revenue)	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing ² for I-93	State Aid for Municipal Bridges	DOT Operating Budget	Transfer from FY 16 savings in Operating ⁴	TIFIA Pledged Paving and Bridge Repair ³
2015 Actual	\$34,317,587	-	\$100,000	\$9,117,587	-		\$25,100,000
2016 Actual	\$34,686,888	\$4,118,110	\$284,354	\$6,800,000	\$8,300,000		\$15,184,423
2017 Actual	\$34,974,610	\$4,162,427	\$473,303	\$6,800,000	\$8,300,000	\$4,000,000	\$19,238,880
2018 Actual	\$35,358,920	\$4,196,953	\$735,276	\$6,800,000	-		\$23,626,691
2019 Actual	\$35,808,375	\$4,243,070	\$1,297,686	\$6,800,000	-		\$23,467,619
2020 Actual	\$32,980,660	\$4,297,005	\$1,673,067	\$6,800,000	-		\$20,210,589
2021 Actual	\$32,592,186	\$3,957,679	\$2,006,350	\$6,800,000	-		\$19,828,157
2022 Actual	\$34,169,548	\$3,911,062	\$2,155,345	\$6,800,000	-		\$21,303,140
2023 Projected	\$33,222,656	\$4,100,346	\$2,215,000	\$6,800,000	-		\$20,107,310
2024 Gov. Budget	\$34,096,152	\$3,986,719	\$2,215,000	\$6,800,000	-		\$21,094,433
2025 Gov. Budget	\$34,266,632	\$4,091,538	\$2,215,000	\$6,800,000	-		\$21,160,094
2026	\$33,923,966	\$4,111,996	\$23,425,706	\$6,386,264	-		\$0
2027	\$33,584,726	\$4,070,876	\$23,425,706	\$6,088,144	-		\$0
2028	\$33,248,879	\$4,030,167	\$23,425,706	\$5,793,006	-		\$0
2029	\$32,916,390	\$3,989,865	\$23,425,706	\$5,500,819	-		\$0
2030	\$32,620,142	\$3,949,967	\$23,425,706	\$5,244,470	-		\$0
2031	\$32,326,561	\$3,914,417	\$23,425,706	\$4,986,438	-		\$0
2032	\$32,035,622	\$3,879,187	\$23,425,706	\$4,730,729	-		\$0
2033	\$31,747,302	\$3,844,275	\$23,425,706	\$4,477,321	-		\$0
2034	\$31,461,576	\$3,809,676	\$23,425,706	\$4,226,194	-		\$0
2035	\$0	\$0	\$0	\$0	-		\$0
TOTAL	\$670,339,378	\$76,665,337	\$226,201,735	\$124,550,970	\$16,600,000	4,000,000.00	\$230,321,337

¹ - FY2022 and FY2023 Enacted Budget (CH 91 L of 21); FY2026 - FY2034 % reductions provided by Cambridge Systematics as part of the Road Usage Fee Study.

² - Actual/Projected debt service based on loan closing 5/24/2016.
 - \$200M TIFIA Financing; 9 year deferral period for principal payments
 - All-In True Interest Cost = 1.09%
 - Includes \$20,000 annual TIFIA Administrative Fee.

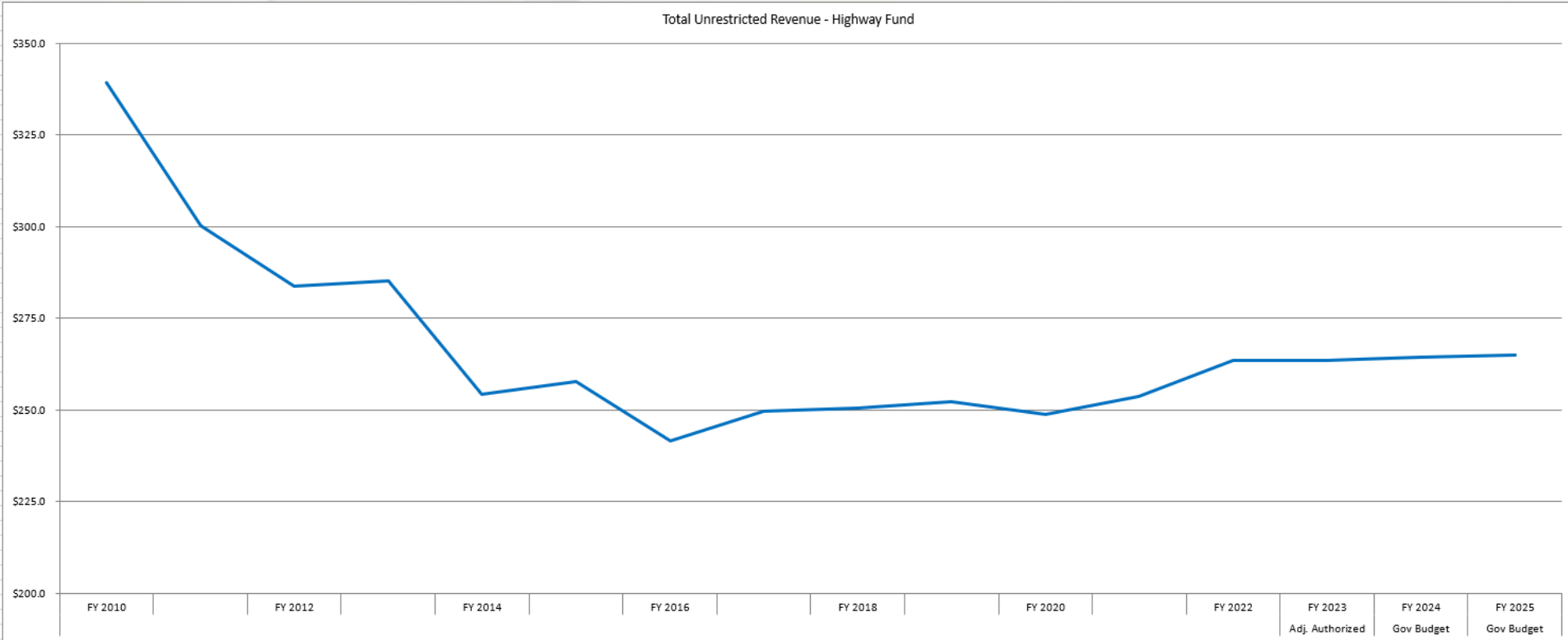
³ - Pursuant to SB367 requirements, funds identified will be allocated based on RSA 235:23-a, Highway and Bridge Betterment Account.

⁴ - Savings realized in Highway Maintenance in FY2016 transferred to TIFIA Pledged Paving and Bridge Repair pursuant to CH 0324:10 L16.



State of New Hampshire Department of Transportation History of Unrestricted Highway Fund Revenue

Total Unrestricted Revenue - Highway Fund

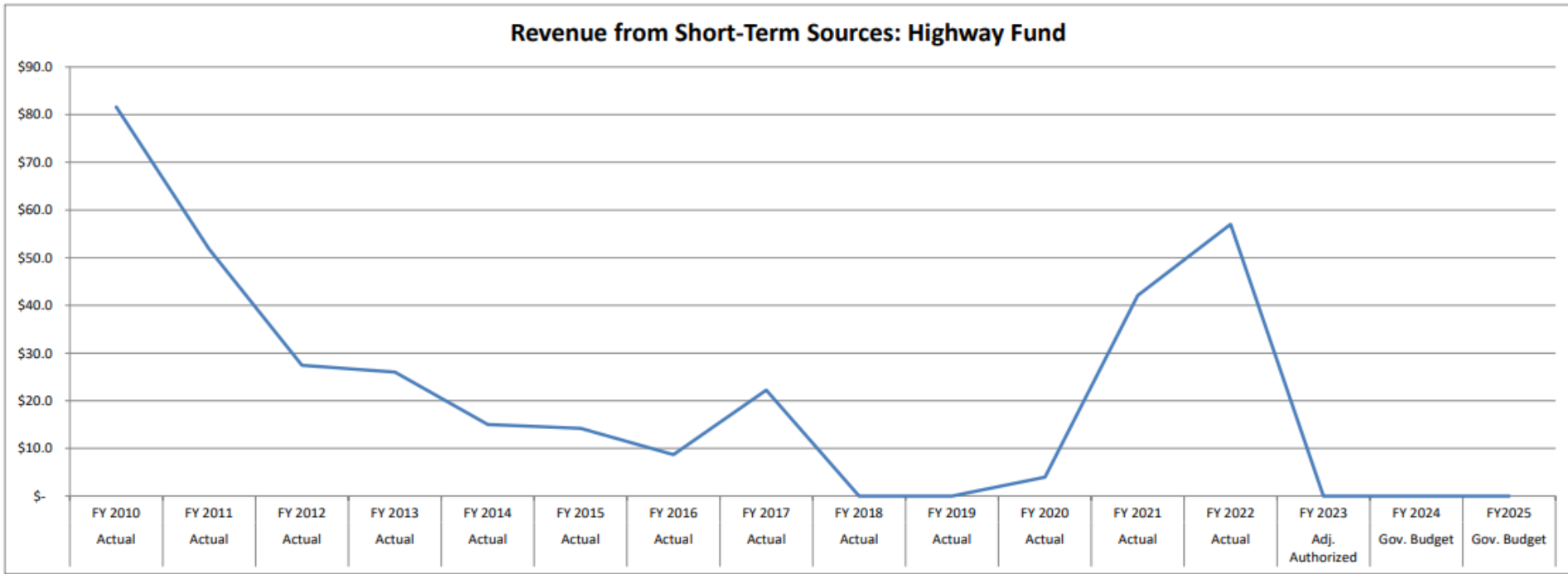


History of One-Time Sources - Highway Fund Revenue

Unrestricted and Restricted Revenue (Highway Funds)																
	Actual FY 2010	Actual FY 2011	Actual FY 2012	Actual FY 2013	Actual FY 2014	Actual FY 2015	Actual FY 2016	Actual FY 2017	Actual FY 2018	Actual FY 2019	Actual FY 2020	Actual FY 2021	Actual FY 2022	Adj. Authorized FY 2023	Gov. Budget FY 2024	Gov. Budget FY2025
\$30 Reg. Surcharge	38.9	29.7														
Retro Turnpike Toll Credits	12.7	2.1	1.4													
I-95 Sale	30.0	20.0	26.0	26.0	15.0	14.2	0.4									
SB367 for NHDOT Highway Operations							8.3	8.3								
General Fund Transfer to Highway Fund *								13.9			4.0	8.1	50.0			
HB 1817 General Fund State Red List Bridges												34.0	7.0			
Total Unrestricted Revenue - Highway Fund	\$ 81.6	\$ 51.8	\$ 27.4	\$ 26.0	\$ 15.0	\$ 14.2	\$ 8.7	\$ 22.2	\$ -	\$ -	\$ 4.0	\$ 42.1	\$ 57.0	\$ -	\$ -	\$ -

Source: State ACFR Revenue Reports

* HB517 (HB2) Section 156:232, \$13.9M appropriated to the Highway Fund from the General Fund, effective June 30, 2017.
 HB 4 Section 346:311, \$3.963M appropriated to the Highway Fund from the General Fund, effective June 30, 2019.



Status of the Highway Fund

Governor's Executive Budget Summary

**COMPARATIVE STATEMENT OF UNDESIGNATED SURPLUS
HIGHWAY FUND
(Expressed in millions of dollars)**

	Actual FY 2022	Projected FY 2023	Governor's Recommended	
			FY 2024	FY 2025
Undesignated Fund Balance, July 1 (Budgetary)	69.9	147.8	119.9	82.3
Additions:				
Unrestricted Revenue				
Gasoline Tax	124.1	121.8	124.8	125.4
Motor Vehicle Fees	133.3	131.5	133.8	133.7
Other	0.8	0.2	0.2	0.2
Total Unrestricted Revenue	258.2	253.5	258.8	259.3
Less: Cost of Collections (Dept of Safety)	(26.2)	(31.2)	(34.7)	(35.6)
Transfer in from General Fund (HB2)	50.0			
Total Additions	282.0	222.3	224.1	223.7
Deductions:				
Appropriations Net of Estimated Revenues - Transportation	(190.5)	(226.8)	(237.3)	(241.0)
Appropriations Net of Estimated Revenues - Safety	(33.5)	(37.4)	(39.2)	(40.2)
Appropriations Net of Estimated Revenues - Judiciary	(2.0)	(2.0)	(2.0)	(2.0)
Appropriations Net of Estimated Revenue SUBTOTAL	(226.0)	(266.2)	(278.5)	(283.2)
Additional Appropriations:				
Transfer from Highway Surplus - Winter Maintenance RSA 228:12	(3.4)			
HB2- Additional Appropriation for Pay Raise			(9.3)	(11.3)
Less Lapses	24.2	17.5	27.6	28.1
Other (Debits)/Credits	1.1	(1.5)	(1.5)	(1.5)
Total Deductions	(204.1)	(250.2)	(261.7)	(267.9)
Current Year Activity	77.9	(27.9)	(37.6)	(44.2)
Total Fund Balance, June 30 (Budgetary)	147.8	119.9	82.3	38.1
GAAP and Other Adjustments	(36.1)	(22.5)	(25.0)	(25.0)
Undesignated Fund Balance, June 30 (GAAP)	111.7	97.4	57.3	13.1

- The structural deficit in the HWY Fund is the reason why an additional \$50M general funds was added to help sustain it through FY25.
- Does not include the additional annual cost for winter maintenance averaging \$5.1M (last 5 years) or the \$3.1M in additional fuel costs. Adding in these additional costs, would leave a negative balance of \$3.3M in FY25.

Funded Additional Needs – FY24-FY25

- Debt Service payments
- Block Grant increases tied to revenue increases
- Transfers to other agencies including DoIT, General Services, DAS, Justice for their cost increases
- \$6M for Vehicles (request of \$10.4M)
- \$216K for vehicle outfitting (request of \$376k)

Unfunded Additional Needs – FY24-FY25

- Five (5) driveway permitting positions to centralize the driveway permitting process and reduce the backlog
- One (1) engineering position for TSMO
- \$6.5M increase in road salt (54% increase in cost) annually
- \$2.6M increase in cost for hired plows annually
- \$3.1M increase in fuel costs annually
- \$471K increase in utility costs annually

- \$4.4M vehicle replacements and \$160K in outfitting costs
- \$71.4K FY24 and \$80.7K FY25 for vehicle telematics

Long-term Challenges

- Highway Fund revenue and structural insolvency
- Employee retention - current vacancy rate over 25%
- Operations and Maintenance
 - High vacancy rate and non-competitive salaries
 - Declining service levels (graffiti removal, mowing, striping, bridge washing)
 - Fleet under budgeted: \$0.9M/FY24 and \$3.7M/FY25
 - Backlogs in driveway permitting and routine maintenance
 - Non-competitive rental rates and shortage of hired trucks
- Loss of SB367 revenue toward paving/bridges – ends after FY2025
- Limited State funding for Non-Fed eligible state roads
 - 3,460 miles Fed-Aid Eligible
 - 1,142 miles Ineligible for Fed-Aid
- State funding for rural and urban transit programs
- State match for the Federal Highway Program
- State Aid Bridge program



Additional Fleet Data

Fleet Statistics Summary

Fiscal Year 2023 Fleet Statistics as of July 1, 2022 Replacement Evaluation Criteria

Effective 7/1/2022, revised 8/13/2022		A	B	C	D	E	F	G	J	K
Category	Category Description	Expected Age	Expected Usage Primary	Expected Usage Secondary	# Units	Approx. Replacement Costs (Total Fleet) (D x H)	# Exceeds Life Age or Usage	% of Fleet Exceeding Parameters	Current Replacement Class Totals (Sum of I)	Target Funding Level / Yr. (D/A x H)
0963800	MECHANICAL SERVICES				1256		224	18%		
EHDT	Trucks_ExtraHeavy Duty >45000#				73	\$ 18,325,000	9	12%	\$ 3,210,000	
HDT	Trucks_Heavy Duty > 20001#				260	\$ 42,550,000	50	19%	\$ 8,425,000	
MDT	Trucks_Medium Duty > 10001#				68	\$ 4,410,000	15	22%	\$ 845,000	
LDT1	Trucks_Light Duty < 8501#				146	\$ 3,908,000	28	19%	\$ 775,000	
LDT2	Trucks_Light Duty > 8501#				165	\$ 7,078,000	53	32%	\$ 2,226,000	
PASSAUT	Passenger Autos_				71	\$ 1,556,000	6	8%	\$ 150,000	
VB1	Vans & Buses_1 seats 9-20				2	\$ 68,000	0	0%	\$ -	
MEC	Mobile Equipment_Construction				146	\$ 24,035,000	58	40%	\$ 7,965,000	
TRE	Trailers_Equipment -Flatbed				8	\$ 80,000	1	13%	\$ 10,000	
TRENC	Trailers_Enclosed				2	\$ 50,000	2	100%	\$ 50,000	
AE	Associated Equipment_				315	\$ 8,491,000	2	1%	\$ 40,000	
					Total=	\$ 110,551,000				
								Subtotal =	\$ 23,696,000	\$ 9,593,504
								Planned FY 22 & FY 23 Acquisitions	\$ -	
								Total	\$ 23,696,000	

Notes: Approx. acquisition costs paid to purchase the current fleet **\$83.9 million**
 Approx. depreciated value of the current fleet **\$34.1 million**
 Column K: 'Target Funding Level / Yr.' represents a per year requirement for equipment replacement based on expected life.
 Approx. fleet value is \$110.5 m (replacement costs)

To catch up over time:	
1 yr	\$ 23,696,000
5 yrs	\$4,739,200
10 yrs	\$2,369,600
15 yrs	\$1,579,733

Fleet Equipment Appropriation and Investment History

Mechanical Services

Equipment Acquisition Appropriation/Investment History

Fiscal Year	1/2 Ton Pick-up	3/4 Ton Pick-up	6-wheel Cab & Chassis	10-Wheel Cab & Chassis	AU 3005 Class 30 Appropriations	Lapse or Reductions	Alternative Funding	Comments	
2000	\$12,623	\$18,656	\$37,678	\$61,866	\$5,111,258				
2001	\$12,369	\$18,885	\$37,638	\$58,422	\$4,946,491				
2002	\$12,597	\$15,615	\$41,417	\$60,143	\$5,573,156				
2003	\$11,880	\$16,753	\$50,195	\$78,815	\$7,282,539				
2004					\$4,458,464	\$4,458,464		Mandated Freeze - Governor Benson	
2005	\$11,500	\$19,200	\$55,299	\$98,710	\$4,643,206				
2006	\$12,540	\$18,331	\$55,333	\$91,846	\$4,500,000				
2007	\$12,741	\$18,887	\$58,634	\$89,042	\$4,500,000				
2008					\$3,500,000	\$3,458,564		Internal lapse - Hwy. Fund Deficit	
2009		\$19,890	\$71,988	\$117,916	\$3,500,000	\$1,372,627		Internal lapse - Hwy. Fund Deficit	
2010	\$14,769	\$19,940	\$74,581	\$109,544	\$3,510,000				
2011	\$14,829	\$19,807	\$83,073	\$116,225	\$3,500,000		\$2,990,000	\$2.99 M Transferred from the Highway Fund	
2012			\$87,391	\$116,225	\$2,665,000				
2013		\$22,100	\$93,727	\$117,670	\$2,602,985				
2014		\$21,570	\$92,269	\$124,673	\$2,500,000	\$18,554	\$205,000	\$205,000 Transferred from Org. 3035 Bureau of Construction	
2015		\$24,716	\$90,220	\$125,600	\$2,800,000	\$3,667	\$1,142,000	\$1,142,000 Transferred from the Highway Fund	
2016	\$18,712	\$24,668			\$2,000,000		\$5,000,000	\$5.0 M Fund 30, Class 34 - HB 25 (Capital) Chapter 220, 15-220:2-III-H	
2017	\$19,121	\$25,278	\$90,998	\$123,009	\$2,000,000		\$2,316,929	\$2,316,929 was transferred from FY2016 winter savings, L 2016 Chapter 324:8	
2018	\$18,922	\$26,631			\$2,000,000	\$121,566	\$10,789,750	\$10 M Fund 30, Class 34 - HB 25 (Capital) Chapter 228, 17-228:2-II:F \$789,750 Federal DERA \$3,270,000 VW Funding \$106,250 State DERA	
2019		\$26,985	\$90,430	\$121,980	\$1,986,000	\$164,411	\$3,407,465	\$31,215 Accident Recovery - AU 3031 \$10 M Fund 30, Class 34 - HB 25 (Capital), Chapter 146, 19-146:2IIA \$214,489 Fund 30, Class 34 - HB 25 (Capital), Chapter 146, 19-146:15II	
2020	\$20,334	\$28,043	\$90,995	\$121,980	\$8,325,500	\$716,611	\$11,614,489	\$1,400,000 VW Funding \$40,000 Navistar Class Action Lawsuit	
2021		\$28,043	\$90,995		\$8,894,500	\$173,092	\$40,000	\$20,000 Navistar Class Action Lawsuit	
2022	\$27,883	\$42,000	\$90,995	\$123,980	\$2,894,500		\$6,020,000	Fund 10, Class 30 - (Capital), Chapter 91, Laws of 2021, AU 7767 \$6.0million	
2023	\$36,911	\$50,040	\$105,700	\$140,800	\$2,894,500				
10-year totals					\$36,003,485	\$1,197,901	\$40,535,633	\$75,341,217	