

Attached are the responses to questions or requests from Division II Finance for the Department of Transportation. Attachments are named to coordinate the response to requests in the order listed below:

Request Number	Request	Attachment	Additional Response
01	Open active vacancy list by fund, AU, Class, including vacancy date	01 – Full Time Vacancies Classes 10 and 59.xlsx	Attachment includes F/T only and indicates which have been proposed to be unfunded in the FY26-FY27 budget.
02	List of all state bridges – identify red-listed bridges	02 – State Bridges – 2024.pdf	
03	List of all municipal bridges – identify red-listed bridges	03 – Municipal Bridges – 2024.pdf	
04	Salary Survey	04a – NHDOT Executive Summary for AASHTO Salary Survey.pdf 04b – AASHTO Salary Survey – 2023.pdf	
05	Comprehensive list of airports	05 – NH Airport Improvement Program – with airport identification information.doc	
06	Information on Boston Express	06 – Boston Express Bus Service.docx	
07	What are the specific items that are creating additional burden on General Funds?	07 -Stressors on General-Funded Programs at DOT.docx	
08	Request for Current Toll Rate Schedule and List of Turnpike projects being pushed out into the future	08 – Toll Rate Schedule – Effective January 1 2022.pdf	Project 13742: Bow-Concord I-93 reconstruction, including I-89 Exit 1 reconstruction

	due to revenue constraints and escalating costs		Project 16099: Manchester I-293 Exit 6 & 7 reconstruction
09	What is the annualized revenue loss associated with toll closures on F.E. Everett TPK Exits 10 & 11?	No attachment	Revenue loss is approximately \$2M/annually – 63% from Exit 11 and 37% from Exit 10
10	Are EVs paying their fair share in road toll?	10 – EV Registration Surcharge.docx	
11	Listing of agency’s dedicated funds including details, balances	11 – Dedicated Funds FY24.pdf	
12	Request from DOT to add a dedicated fund for revenues generated from P3 transit agreement	TO BE SENT SEPARATELY	
13	Front License plate removal impacts	13 – Front Plates – House Bill 383-FN and 393-FN Notes.doc	Estimated revenue impact is approximately 6% or \$7.8M annually. This is DOT’s primary concern, however there are other concerns. Studies referenced cite having both front and rear plates help tolling and non-tolling solutions for tolling agencies, parking facilities and law enforcement.