

Transportation Improvement Program

Amendment #5

FY 2023 – FY 2026

Southern New Hampshire Planning Commission



Auburn, Bedford, Candia, Chester, Deerfield, Derry, Frankestown, Goffstown,
Hooksett, Londonderry, Manchester, New Boston, Weare, Windham

DRAFT
April 8, 2024

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**SNHPC FY 2023-2026 TIP AMENDMENT
#5 PUBLIC NOTICE**

PUBLIC NOTICE

CONTACT:

Office Administrator
Southern New Hampshire Planning Commission
(603) 669-4664
LMoore-O'Brien@snhpc.org



Notice of Public Comment Period and Public Hearing Southern New Hampshire Planning Commission

Amendment #5 to the FY 2023-2026 Transportation Improvement Program and FY 2021-2045 Metropolitan Transportation Plan

The Southern New Hampshire Planning Commission (SNHPC), as the designated Metropolitan Planning Organization for the southern New Hampshire region, announces its intention to adopt Amendment #5 to the FY 2023-2026 SNHPC Transportation Improvement Program (TIP) and the SNHPC FY 2021-2045 Metropolitan Transportation Plan (MTP).

A ten (10) day public comment period for Amendment #5 to the TIP and MTP begins on Monday, April 8, 2024 and ends on Friday, April 19, 2024. During this period, Amendment #5 to the TIP and MTP will be available for public review on the SNHPC website (www.snhpc.org) and physical copies can be provided upon request to David Tilton, Senior Transportation Planner at dtilton@snhpc.org.

Following the public comment period, and pursuant to the SNHPC Public Participation Plan, the SNHPC MPO Policy Committee will hold a public hearing to review comments, solicit final public feedback, and consider adoption of Amendment #5 to the TIP and MTP. The public hearing has been scheduled for Tuesday, April 23, 2024 at 11:30 AM.

Those wishing to participate in the April 23, 2024 public hearing in-person may do so at the SNHPC Office, 438 Dubuque St., Manchester, NH.

Those wishing to participate in the April 23, 2024 public hearing electronically or by telephone-only may do so as follows:

- Online Access: <https://us02web.zoom.us/j/89378680014>
- Telephone-only Access: Dial (646) 558-8656 with Meeting ID 893 7868 0014

Agencies receiving Federal Transit Administration (FTA) funds are required to comply with certain public participation requirements, including those specified with respect to Urbanized Area Formula Grants made pursuant to FTA Section 5307. For transit providers operating in the SNHPC Region, the SNHPC process for public review, participation and comment on the TIP serves as the public participation process regarding the program of projects for such providers. These providers include, but may not be limited to, the Manchester Transit Authority (MTA).

On July 20, 2013, all of New Hampshire became unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS). On April 6, 2015, the 1997 8-Hour Ozone NAAQS was revoked for all purposes, including transportation conformity, thus alleviating the Boston-Manchester-Portsmouth (SE) NH area from having to demonstrate the conformity of transportation plans. However, due to a decision of the U.S. Court of Appeals for the District of Columbia Circuit (South Coast Air Quality Management District v. EPA), as of February 16, 2019, transportation conformity for the 1997 ozone NAAQS again applies in the Boston-Manchester-Portsmouth (SE) NH “Orphan Area.” Therefore, the SNHPC is required to demonstrate conformity for the 1997 ozone NAAQS for any plans approved after February 16, 2019.

Comments on Amendment #5 to the TIP and MTP should be submitted in writing to the SNHPC during the comment period, or verbally at the public hearing. Comments on Amendment #5 to the TIP and MTP will be considered for incorporation into the final document, as directed by the SNHPC Policy Committee following the public hearing.

Comments on Amendment #5 to the TIP and MTP should be submitted to David Tilton, Senior Transportation Planner by regular mail at 438 Dubuque St., Manchester, NH 03102 or by e-mail at dtilton@snhpc.org.

At the April 23, 2024 public hearing, information about Amendment #5 to the TIP and MTP will be presented using the Microsoft Powerpoint software platform.

Individuals requiring assistance or special arrangements to attend the public hearing should contact Linda Moore-O’Brien, SNHPC Office Administrator, at (603) 669-4664.

(END)

AVISO PÚBLICO

CONTACTO:

Administrador de Oficina
Southern New Hampshire Planning Commission
(603) 669-4664
LMoore-O'Brien@snhpc.org



Aviso de Período de Comentarios Públicos y Audiencia Pública Southern New Hampshire Planning Commission

Enmienda #5 al Programa de Mejora del Transporte para el Año Fiscal 2023-2026 y Plan de Transporte Metropolitano para el Año Fiscal 2021-2045

Southern New Hampshire Planning Commission (SNHPC), como organización de planificación metropolitana designada para la región sur de Nuevo Hampshire, anuncia su intención de adoptar la Enmienda #5 al Programa de Mejora del Transporte (TIP) del SNHPC para el Año Fiscal 2023-2026 y el Plan de Transporte Metropolitano (MTP) de SNHPC para el año fiscal 2021-2045.

Un período de comentarios públicos de diez (10) días para la Enmienda #5 al TIP y al MTP comienza el lunes 8 de abril de 2024 y finaliza el viernes 19 de abril de 2024. Durante este período, la Enmienda #5 al TIP y al MTP estará disponible para revisión pública en el sitio web de SNHPC (www.snhpc.org) y se pueden proporcionar copias físicas previa solicitud a David Tilton, Planificador Senior de Transporte en dtilton@snhpc.org

Después del período de comentarios públicos, y de conformidad con el Plan de Participación Pública de SNHPC, el Comité de Políticas de MPO de SNHPC llevará a cabo una audiencia pública para revisar los comentarios, solicitar comentarios finales del público y considerar la adopción de la Enmienda #5 al TIP y al MTP. La audiencia pública ha sido programada para el martes 23 de abril de 2024 a las 11:30 a.m.

Aquellos que deseen participar en persona en la audiencia pública del 23 de abril de 2024 pueden hacerlo en la oficina de SNHPC, 438 Dubuque St., Manchester, NH.

Quienes deseen participar en la audiencia pública del 23 de abril de 2024 de forma electrónica o únicamente por teléfono podrán hacerlo de la siguiente manera:

- Acceso en Línea: <https://us02web.zoom.us/j/89378680014>
- Acceso Telefónico únicamente: Marque (646) 558-8656 con ID de reunión 893 7868 0014

Las agencias que reciben fondos de la Administración Federal de Tránsito (FTA) deben cumplir con ciertos requisitos de participación pública, incluidos los especificados con respecto a los Subsidios de Fórmula para Áreas Urbanizadas otorgadas de conformidad con la Sección 5307 de la FTA. Para los proveedores de transporte que operan en la Región SNHPC, el proceso SNHPC para la revisión, participación y hacer comentarios sobre el TIP sirve como proceso de participación pública con respecto al programa de proyectos para dichos proveedores. Estos proveedores incluyen, entre otros, la Autoridad de Tránsito de Manchester (MTA).

El 20 de julio de 2013, todo New Hampshire quedó inclasificable para el Estándar Nacional para la Calidad de Aire Ambiental (NAAQS). El 6 de abril de 2015, el NAAQS de ozono de 8 horas de 1997 fue revocado para todos los fines, incluida la conformidad del transporte, aliviando así al área NH de Boston-Manchester-Portsmouth (SE) de tener que demostrar la conformidad de los planes de transporte. Sin embargo, debido a una decisión del Tribunal de Apelaciones de los EE. UU. para el Circuito del Distrito de Columbia (Distrito de Gestión de la Calidad del Aire de la Costa Sur contra EPA), a partir del 16 de febrero de 2019, la conformidad del transporte para las NAAQS de ozono de 1997 se aplica nuevamente en Boston-Manchester-Portsmouth (SE) NH “Área Huérfana”. Por lo tanto, el SNHPC debe demostrar la conformidad con las NAAQS de ozono de 1997 para cualquier plan aprobado después del 16 de febrero de 2019.

Los comentarios sobre la Enmienda #5 al TIP y al MTP deben presentarse por escrito al SNHPC durante el período de comentarios, o verbalmente en la audiencia pública. Los comentarios sobre la Enmienda #5 al TIP y al MTP se considerarán para su incorporación en el documento final, según lo indique el Comité de Políticas del SNHPC después de la audiencia pública.

Los comentarios sobre la Enmienda #5 al TIP y MTP deben enviarse a David Tilton, Planificador Senior de Transporte por correo postal a 438 Dubuque St., Manchester, NH 03102 o por correo electrónico a dtilton@snhpc.org.

En la audiencia pública del 23 de abril de 2024, se presentará información sobre la Enmienda #5 al TIP y al MTP utilizando la plataforma de software Microsoft PowerPoint.

Las personas que requieran asistencia o arreglos especiales para asistir a la audiencia pública deben comunicarse con Linda Moore-O'Brien, administradora de la oficina de SNHPC, al (603) 669-4664.

(FIN)

AVIS PUBLIC

CONTACT :

Administrateur du bureau
Commission de planification du sud du New Hampshire
(603) 669-4664
LMoore-O'Brien@snhpc.org



Avis de Période de Consultation Publique et d'Audition Publique Commission de Planification du Sud du New Hampshire

Amendement n° 5 au Programme d'Amélioration des Transports pour l'Année Fiscale 2023-2026 et au Plan de Transport Métropolitain pour l'Année Fiscale 2021-2045

La Commission de planification du sud du New Hampshire (SNHPC), en tant qu'organisation de Planification Métropolitaine désignée pour la région du sud du New Hampshire, annonce son intention d'adopter l'amendement n° 5 au Programme d'Amélioration des Transports (TIP) pour l'année fiscale 2023-2026 de la SNHPC et au Plan de Transport Métropolitain (MTP) pour l'année fiscale 2021-2045 de la SNHPC).

Une période de consultation publique de dix (10) jours pour l'amendement n° 5 au TIP et au MTP commence le lundi 8 avril 2024 et se termine le vendredi 19 avril 2024. Au cours de cette période, l'amendement n° 5 au TIP et au MTP pourra être consulté par le public sur le site web de la SNHPC (www.snhpc.org) et des copies papier pourront être fournies sur demande à David Tilton, planificateur principal des transports, à l'adresse suivante : dtilton@snhpc.org.

Après la période de consultation publique et conformément au Plan de Participation Publique de la SNHPC, le Comité de Politique de la SNHPC MPO tiendra une audience publique afin d'examiner les commentaires, de solliciter les dernières réactions du public et d'envisager l'adoption de l'amendement n°5 au TIP et au MTP. L'audience publique a été programmée pour le mardi 23 avril 2024 à 11h30.

Les personnes souhaitant participer en personne à l'audience publique du 23 avril 2024 peuvent le faire au bureau de la SNHPC, 438 Dubuque St., Manchester, NH.

Les personnes souhaitant participer à l'audience publique du 23 avril 2024 par voie électronique ou par téléphone uniquement peuvent le faire comme suit :

- Accès en ligne : <https://us02web.zoom.us/j/89378680014>
- Accès par téléphone uniquement : Composez le numéro (646) 558-8656 avec le numéro d'identification de la réunion 893 7868 0014

Les agences qui reçoivent des fonds de l'Administration fédérale des transports (FTA) doivent se conformer à certaines exigences en matière de participation du public, y compris celles spécifiées en ce qui concerne les subventions de formule pour les zones urbanisées accordées conformément à la section 5307 de la FTA. Pour les fournisseurs de transport en commun opérant dans la région de la SNHPC, le processus de la SNHPC pour l'examen public, la participation et les commentaires sur le TIP sert de

processus de participation publique concernant le programme de projets pour ces fournisseurs. Ces fournisseurs comprennent, sans s'y limiter, le Manchester Transit Authority (MTA).

Le 20 juillet 2013, l'ensemble du New Hampshire est devenu inclassable/atteignable pour la norme nationale de qualité de l'air ambiant (NAAQS) de 2008 pour l'ozone sur 8 heures. Le 6 avril 2015, la NAAQS de 1997 pour l'ozone sur 8 heures a été révoquée à toutes fins utiles, y compris pour la conformité des transports, ce qui évite à la région de Boston-Manchester-Portsmouth (SE) NH d'avoir à démontrer la conformité des plans de transport. Toutefois, en raison d'une décision de la Cour d'appel du district de Columbia (District de gestion de la qualité de l'air de la côte sud v. l'EPA), à compter du 16 février 2019, la conformité des transports pour la NAAQS de 1997 pour l'ozone s'applique à nouveau dans la "zone orpheline" de Boston-Manchester-Portsmouth (SE) NH. Par conséquent, la SNHPC est tenue de démontrer la conformité à la NAAQS de 1997 pour l'ozone pour tous les plans approuvés après le 16 février 2019.

Les commentaires sur l'amendement n°5 au TIP et au MTP doivent être soumis par écrit à la SNHPC pendant la période de commentaires, ou verbalement lors de l'audience publique. Les commentaires sur l'amendement n° 5 au TIP et au MTP seront pris en compte pour être incorporés dans le document final, selon les instructions du comité d'orientation de la SNHPC à la suite de l'audience publique.

Les commentaires sur l'amendement n° 5 au TIP et au MTP doivent être soumis à David Tilton, planificateur principal des transports, par courrier ordinaire au 438 Dubuque St., Manchester, NH 03102 ou par courrier électronique à l'adresse dtilton@snhpc.org.

Lors de l'audience publique du 23 avril 2024, les informations sur l'amendement n° 5 au TIP et au MTP seront présentées à l'aide de la plateforme logicielle Microsoft Powerpoint.

Les personnes ayant besoin d'aide ou d'arrangements spéciaux pour assister à l'audience publique doivent contacter Linda Moore-O'Brien, administrateur du bureau de la SNHPC, au numéro (603) 669-4664.

(FIN)

SNHPC FY 2023-2026 TIP AMENDMENT #5 PROJECT CHANGES

<i>Approved</i>						
BEDFORD (40664)						
Road/Entity: US 3					Total Project Cost:	\$26,768,557
Scope: US 3 Widening from Hawthorne Drive North to Manchester Airport Access Road						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,320,000	\$0	\$0	\$1,320,000	STBG-50 to 200K, Toll Credit
PE	2024	\$220,000	\$0	\$0	\$220,000	STBG-50 to 200K, Toll Credit
ROW	2025	\$298,691	\$0	\$0	\$298,691	STBG-50 to 200K, Toll Credit
ROW	2026	\$3,259,322	\$0	\$0	\$3,259,322	STBG-50 to 200K, Toll Credit
		\$5,098,013	\$0	\$0	\$5,098,013	
Regionally Significant:		Yes		CAA Code:		N/E
Managed By:		NHDOT				
<i>Proposed</i>						
BEDFORD (40664)						
Road/Entity: US 3					Total Project Cost:	\$26,013,308
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,320,000	\$0	\$0	\$1,320,000	STBG-50 to 200K, Toll Credit
PE	2026	\$228,140	\$0	\$0	\$228,140	STBG-50 to 200K, Toll Credit
ROW	2026	\$298,691	\$0	\$0	\$298,691	STBG-50 to 200K, Toll Credit
		\$1,846,831	\$0	\$0	\$1,846,831	
Regionally Significant:		Yes		CAA Code:		N/E
Managed By:		NHDOT				

<i>Approved</i>						
GOFFSTOWN (41597)						
Road/Entity: Center Street over Harry Brook					Total Project Cost:	\$4,680,291
Scope: Bridge Replacement - Center Street over Harry Brook (Bridge #129/116)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$336,236	\$84,059	\$420,295	SB367-4 Cents, Towns
ROW	2025	\$0	\$8,296	\$2,074	\$10,370	SB367-4 Cents, Towns
Construction	2025	\$3,111,830	\$0	\$1,137,796	\$4,249,626	Non Par Other, STBG-State Flexible, Towns
		\$3,111,830	\$344,532	\$1,223,929	\$4,680,291	
Regionally Significant:		No		CAA Code:		E-19
Managed By:		Muni/Local				
<i>Proposed (Project Removed from TIP)</i>						
GOFFSTOWN (41597)						
Road/Entity: Center Street over Harry Brook					Total Project Cost:	\$0
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
		\$0	\$0	\$0	\$0	
		\$0	\$0	\$0	\$0	
Regionally Significant:		No		CAA Code:		E-19
Managed By:		Muni/Local				

<i>Approved</i>						
PROGRAM (BRDG-T1/2-M&P)						
Road/Entity: Tier 1-2 Bridges					Total Project Cost:	\$193,632,000
Scope: Maintenance & Preservation of Tier 1 & 2 Bridges						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$650,000	\$0	\$0	\$650,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$14,900,000	\$0	\$0	\$14,900,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$7,550,000	\$0	\$0	\$7,550,000	National Highway Performance, Toll Credit
Construction	2025	\$5,000,000	\$0	\$0	\$5,000,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2026	\$4,700,000	\$0	\$0	\$4,700,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		\$33,200,000	\$0	\$0	\$33,200,000	
Regionally Significant:	No		CAA Code:		ALL	
Managed By:	NHDOT					

Proposed						
PROGRAM (BRDG-T1/2-M&P)						
Road/Entity: Tier 1-2 Bridges					Total Project Cost:	\$202,057,000
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$650,000	\$0	\$0	\$650,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$14,900,000	\$0	\$0	\$14,900,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$8,225,000	\$0	\$0	\$8,225,000	National Highway Performance, Toll Credit
Construction	2025	\$8,725,000	\$0	\$0	\$8,725,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2026	\$8,725,000	\$0	\$0	\$8,725,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		\$41,625,000	\$0	\$0	\$41,625,000	
Regionally Significant:	No			CAA Code:	ALL	
Managed By:	NHDOT					

<i>Approved</i>						
WEARE (14338)						
Road/Entity:	River Road Br. over Piscataquog River		Total Project Cost:		\$2,630,869	
Scope:	Bridge Replacement - River Road Bridge over Piscataquog River (Bridge #110/150)					
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$373,320	\$93,330	\$466,650	SB367-4 Cents, Towns
ROW	2025	\$0	\$41,480	\$10,370	\$51,850	SB367-4 Cents, Towns
Construction	2025	\$829,600	\$0	\$207,400	\$1,037,000	STBG-Off System Bridge, Towns
Construction	2026	\$860,295	\$0	\$215,074	\$1,075,369	STBG-Off System Bridge, Towns
		\$1,689,895	\$414,800	\$526,174	\$2,630,869	
Regionally Significant:	No		CAA Code:		ATT	
Managed By:	Muni/Local					
<i>Proposed</i>						
WEARE (14338)						
Road/Entity:	River Road Br. over Piscataquog River		Total Project Cost:		\$2,728,211	
Scope:	No Change					
Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$387,133	\$96,783	\$483,916	SB367-4 Cents, Towns
ROW	2026	\$0	\$43,015	\$10,754	\$53,768	SB367-4 Cents, Towns
Construction	2026	\$860,295	\$0	\$215,074	\$1,075,369	STBG-Off System Bridge, Towns
		\$860,295	\$430,148	\$322,611	\$1,613,054	
Regionally Significant:	No		CAA Code:		ATT	
Managed By:	Muni/Local					

SNHPC FY 2023-2026 TIP AMENDMENT #5 CONFORMITY DETERMINATION

The Clean Air Act requires a conformity demonstration of the Metropolitan Transportation Plan and Transportation Improvement Program in any area designated as “non-attainment” for a pollutant for which National Ambient Air Quality Standard (NAAQS) exists. On July 20, 2013, all of New Hampshire became unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS). On April 6, 2015, the 1997 8-Hour Ozone NAAQS was revoked for all purposes, including transportation conformity, thus alleviating the Boston-Manchester-Portsmouth (SE) NH area from having to demonstrate the conformity of transportation plans. However, due to a decision of the U.S. Court of Appeals for the District of Columbia Circuit (South Coast Air Quality Management District v. EPA), as of February 16, 2019, transportation conformity for the 1997 ozone NAAQS will again apply in the Boston-Manchester-Portsmouth (SE) NH “Orphan Area.” Therefore, the SNHPC is required to demonstrate conformity for the 1997 ozone NAAQS for any plans approved after February 16, 2019.

The City of Manchester was designated nonattainment by the U.S Environmental Protection Agency (EPA) for Carbon Monoxide (CO) on March 3, 1978 and in 1999. Following monitoring that indicated that the National Ambient Air Quality Standard for CO had been achieved, New Hampshire submitted a formal re-designation request. Effective January 29, 2001, EPA re-designated the City of Manchester from nonattainment to attainment and approved the State’s CO maintenance plan.

New Hampshire’s redesignation request, approved in the November 29, 2000 direct final rule, also included a maintenance demonstration and contingency plans which outlined New Hampshire’s control strategy for maintenance of the CO National Ambient Air Quality Standards (NAAQS). The maintenance plan provisions under section 175A of the Clean Air Act (CAA) require that the maintenance of the relevant NAAQS must be provided for at least 10 years after the redesignation, followed by an additional 10-year maintenance period.

The 20-year maintenance period for the City of Manchester CO maintenance area expired on January 29, 2021. Therefore, the SNHPC is no longer required to demonstrate transportation conformity for the City of Manchester CO maintenance area. The rest of the maintenance plan requirements, however, continue to apply, in accordance with the New Hampshire State Implementation Plan (SIP).

Transportation Conformity Requirements

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision** (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA’s original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the FY 2023-2026 SNHPC TIP and TIP Amendment #5 can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110);
- Consultation (93.112);
- Transportation Control Measures (93.113); and
- Fiscal constraint (93.108).

Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. Planning assumptions utilized in the development of the SNHPC FY 2023-2026 TIP and TIP Amendment #5 include the following:

- Population projections were developed by the State of New Hampshire Department of Business and Economic Affairs (NHBEA) in 2022 in conjunction with the nine regional planning commissions, including the SNHPC. These projections were extended to the planning horizon utilizing the same methodology.
- Employment projections were developed utilizing data and growth rates from the NH Department of Employment Security.
- Dwelling unit projections were developed by the SNHPC in consultation with municipal planning boards and staff, utilizing the most recent available municipal building permits data.
- The SNHPC Regional Travel Demand Model utilizes current and available traffic counts, travel time data, and other factors as necessary to determine travel demand.
- The SNHPC provides short-range transit planning assistance to the Manchester Transit Authority (MTA) and current transit operations and ridership trends are documented in the SNHPC FY 2021-2045 Metropolitan Transportation Plan.

Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with NH Department of Transportation, NH Department of Environmental Services Air Resources Division Mobile Source Program, the four New Hampshire MPOs (NRPC, RPC, SNHPC, and SRPC) as well as the five rural Regional Planning Commissions (CNHRPC, LRPC, NCC, SWRPC, and UVLSRPC), FHWA, FTA, and EPA. Interagency Consultation consists of monthly conference calls and periodic in-person meetings that discuss TIP/STIP, Metropolitan Transportation Plan, and air quality conformity related topics and issues. Interagency consultation for the FY 2023-2026 SNHPC TIP and TIP Amendment #5 was conducted consistent with the New Hampshire SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450 and the SNHPC Public Participation Plan. FY 2023-2026 TIP Amendment #5 was posted on the SNHPC MPO website and a public notice was published in the New Hampshire Union Leader. The public notice can be found in the first section of this document. Presentations of FY 2023-2026 TIP Amendment #5 were made at the following public meetings: March 26, 2024 SNHPC MPO Policy Committee Meeting, April 18, 2024

SNHPC Technical Advisory Committee (TAC) meeting, and April 23, 2024 SNHPC MPO Policy Committee Meeting.

A 10-day public comment period to consider the draft FY 2023-2026 TIP Amendment #5 was opened on April 8, 2024 and concluded on April 19, 2024. The SNHPC MPO Policy Committee held a public hearing to adopt FY 2023-2026 TIP Amendment #5 on April 23, 2024.

Timely Implementation of TCMs

The New Hampshire SIP does not include any Transportation Control Measures (TCMs).

Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 require that transportation plans and TIPs must be fiscally constrained consistent with USDOT's metropolitan planning regulations at 23 CFR part 450. FY 2023-2026 TIP Amendment #5 is fiscally constrained as demonstrated in the following section of this document.

Conclusion and Determination of Conformity

The conformity determination process completed for SNHPC FY 2023-2026 TIP Amendment #5 demonstrates that the amendment meets the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

SNHPC FY 2023-2026 TIP AMENDMENT #5 FISCAL CONSTRAINT

2023 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total Resources	Total Programmed
	Available	State Available	Available			
Carbon Reduction Program 5k to 49,999	\$ 348,283	\$ -	\$ -		\$ 348,283	\$ -
Carbon Reduction Program Under 5k	\$ 1,439,594	\$ -	\$ -		\$ 1,439,594	\$ -
Carbon Reduction Program>200k	\$ 804,890	\$ -	\$ -		\$ 804,890	\$ -
Carbon Reduction 50k- 200K	\$ 802,126	\$ -	\$ -		\$ 802,126	\$ -
Carbon Reduction Program Flex	\$ 1,828,020	\$ -	\$ -		\$ 1,828,020	\$ 1,828,000
Congestion Mitigation and Air Quality Program	\$ 11,271,809	\$ -	\$ 907,628		\$ 12,179,437	\$ 5,431,063
Highway Safety Improvement Program (HSIP)	\$ 12,179,350	\$ -	\$ -		\$ 12,179,350	\$ 9,436,989
National Highway Freight	\$ 5,727,735	\$ -	\$ -		\$ 5,727,735	\$ 5,727,733
National Highway Performance	\$ 115,343,246	\$ -	\$ -		\$ 115,343,246	\$ 58,886,764
PROTECT Program	\$ 5,820,049	\$ -	\$ -		\$ 5,820,049	\$ 6,000,000
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816		\$ 1,569,081	\$ 1,255,265
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -		\$ 1,225,000	\$ 1,180,000
Safe Routes to School	\$ -	\$ -	\$ -		\$ -	\$ 18,707
STBG-5 to 49,999	\$ 2,867,863	\$ -	\$ 456,029		\$ 3,323,892	\$ 2,000,116
STBG-50 to 200K	\$ 6,604,937	\$ -	\$ 107,000		\$ 6,711,937	\$ 7,132,646
STBG-Areas Over 200K	\$ 6,627,700	\$ -	\$ 1,002,131		\$ 7,629,831	\$ 4,977,578
STBG-Non Urban Areas Under 5K	\$ 11,854,032	\$ -	\$ -		\$ 11,854,032	\$ 9,581,511
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 212,631		\$ 5,109,754	\$ 1,574,035
STBG-State Flexible	\$ 20,506,101	\$ -	\$ 618,619		\$ 21,124,720	\$ 83,267,750
TAP-50K to 200K	\$ 740,065	\$ -	\$ 165,000		\$ 905,065	\$ 660,000
TAP-5K to 49,999	\$ 321,336	\$ -	\$ 60,000		\$ 381,336	\$ 240,000
TAP-Areas Over 200K	\$ 742,616	\$ -	\$ 165,000		\$ 907,616	\$ 660,000
TAP-Flex	\$ 2,176,634	\$ -	\$ 193,848		\$ 2,370,482	\$ 775,392
TAP-Non Urban Areas Under 5K	\$ 1,328,213	\$ -	\$ -		\$ 1,328,213	\$ 900,000
State Planning and Research	\$ 6,302,230	\$ -	\$ 390,000		\$ 6,692,230	\$ 6,058,614
Total	\$ 223,014,217	\$ -	\$ 4,591,702		\$ 227,605,919	\$ 207,592,161
Surplus/Deficit						\$ 20,013,758

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	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 1,162,320	\$ 12,659,565	\$ 4,802,381
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ -	\$ -	\$ 12,447,232	\$ 12,476,257
National Highway Freight	\$ 5,842,291	\$ -	\$ -	\$ 5,842,291	\$ -
National Highway Performance	\$ 117,703,157	\$ -	\$ 10,000	\$ 117,713,157	\$ 77,809,403
PROTECT	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 2,772,528
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,255,265
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 685,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280	\$ -	\$ 566,158	\$ 4,455,438	\$ 2,407,633
STBG-50 to 200K	\$ 6,042,070	\$ -	\$ 15,717,075	\$ 21,759,145	\$ 6,639,429
STBG-Areas Over 200K	\$ 6,567,496	\$ -	\$ 300,000	\$ 6,867,496	\$ 3,613,603
STBG-Non Urban Areas Under 5K	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 12,072,448
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 401,998	\$ 5,299,121	\$ 6,958,743
STBG-State Flexible	\$ 18,432,204	\$ -	\$ 555,842	\$ 18,988,046	\$ 73,098,582
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	\$ -	\$ 21,457,469	\$ 246,562,043	\$ 216,050,178
Surplus/(Deficit)					\$ 30,511,865

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	\$ -	\$ 1,058,032	\$ 12,785,222	\$ 4,802,381
Highway Safety Improvement Program (HSIP)	\$ 12,696,177	\$ -	\$ -	\$ 12,696,177	\$ 12,476,257
National Highway Freight	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ -
National Highway Performance	\$ 120,057,220	\$ -	\$ 40,000	\$ 120,097,220	\$ 77,809,403
PROTECT	\$ 6,178,754	\$ -	\$ -	\$ 6,178,754	\$ 2,772,528
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 685,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,967,066	\$ -	\$ 832,197	\$ 4,799,263	\$ 2,407,633
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ 774,251	\$ 6,937,162	\$ 41,108,824
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 633,568	\$ 7,332,414	\$ 3,613,603
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ 71,389	\$ 12,326,460	\$ 12,072,448
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 439,528	\$ 5,434,594	\$ 6,958,743
STBG-State Flexible	\$ 52,660,015	\$ -	\$ 2,254,311	\$ 54,914,326	\$ 73,098,582
TAP-50K to 200K	\$ 693,771	\$ -	\$ 282,131	\$ 975,902	\$ 754,866
TAP-5K to 49,999	\$ 446,580	\$ -	\$ 83,579	\$ 530,160	\$ 327,763
TAP-Areas Over 200K	\$ 754,102	\$ -	\$ 193,154	\$ 947,257	\$ 757,469
TAP-Flex	\$ 2,275,175	\$ -	\$ 566,143	\$ 2,841,318	\$ 2,220,166
TAP-Non Urban Areas Under 5K	\$ 1,379,578.56	\$ -	\$ 345,468	\$ 1,725,046.75	\$ 1,354,777
State Planning and Research	\$ 6,557,345.40	\$ -	\$ 390,000	\$ 6,947,345.40	\$ 6,043,865
	\$ 263,465,832	\$ -	\$ 8,277,568	\$ 271,743,400	\$ 250,519,573
Surplus/Deficit					\$ 21,223,828

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	\$ -
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	\$ 84,286,840
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	\$ 685,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,407	\$ -	\$ 356,600	\$ 4,403,007	\$ 5,178,845
STBG-50 to 200K	\$ 6,286,170	\$ -	\$ 508,426	\$ 6,794,596	\$ 6,984,812
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 12,735	\$ 6,845,558	\$ 3,853,249
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 263,001	\$ 12,763,174	\$ 9,849,657
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ 602,207	\$ 5,697,173	\$ 14,777,995
STBG-State Flexible	\$ 54,463,215	\$ -	\$ 118,003	\$ 54,581,218	\$ 66,545,671
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	\$ -	\$ 4,851,721	\$ 274,336,869	\$ 216,113,980
Surplus/Deficit					\$ 58,222,889

General Notes

Federal Apportionment is estimated based on FFY2024 apportionment + (2% increase by funding category)

Return 1% RTP Admin & Redistribution Are Added to STBG State Flexible for Accounting

Federal Highway Formula and Match Funding for 2024

Financially Constrained by Funding Category

Funding Category	Federal Apportionment* (A)	Proposed Transfers	Federal Available Balance ** (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	\$ -	\$ 1,901,872
Congestion Mitigation and Air Quality Program	\$ 11,497,245		\$ -	\$ 11,497,245	\$ -	\$ 1,205,674	\$ 12,702,919	\$ 4,802,381	\$ 7,900,538
Highway Safety Improvement Program (HSIP)	\$ 12,447,232		\$ 279,360	\$ 12,726,592	\$ -	\$ -	\$ 12,726,592	\$ 12,476,257	\$ 250,335
National Highway Freight	\$ 5,842,291		\$ 2	\$ 5,842,293	\$ -	\$ -	\$ 5,842,293	\$ -	\$ 5,842,293
National Highway Performance	\$ 117,703,157	\$ (34,619,855)	\$ -	\$ 83,083,302	\$ -	\$ 50,000	\$ 83,133,302	\$ 77,809,403	\$ 5,323,899
PROTECT	\$ 6,057,602		\$ -	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 2,772,528	\$ 3,285,074
Recreational Trails	\$ 1,255,265		\$ 3,191,317	\$ 4,446,582	\$ -	\$ 313,816	\$ 4,760,398	\$ 1,255,265	\$ 3,505,133
RL - Rail Highway	\$ 1,225,000		\$ 3,340,104	\$ 4,565,104	\$ -	\$ -	\$ 4,565,104	\$ 685,000	\$ 3,880,104
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280		\$ 52,406	\$ 3,941,686	\$ -	\$ 492,922	\$ 4,434,608	\$ 2,407,633	\$ 2,026,976
STBG-50 to 200K	\$ 6,042,070	\$ 470,792	\$ -	\$ 6,512,862	\$ -	\$ 126,567	\$ 6,639,429	\$ 6,639,429	\$ -
STBG-Areas Over 200K	\$ 6,567,496		\$ 1,783,205	\$ 8,350,701	\$ -	\$ 600,200	\$ 8,950,901	\$ 3,613,603	\$ 5,337,298
STBG-Non Urban Areas Under 5K	\$ 12,014,776		\$ -	\$ 12,014,776	\$ -	\$ 676,997	\$ 12,691,773	\$ 12,072,448	\$ 619,325
STBG-Off System Bridge	\$ 4,897,123		\$ 9,333,232	\$ 14,230,355	\$ -	\$ 412,061	\$ 14,642,416	\$ 6,958,743	\$ 7,683,673
STBG-State Flexible	\$ 18,432,204	\$ 34,149,063	\$ 4,703,005	\$ 57,284,272	\$ -	\$ 15,814,310	\$ 73,098,582	\$ 73,098,582	\$ -
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	\$ -	\$ 21,436,309	\$ 285,173,946	\$ 216,050,178	\$ 69,123,768

* 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)	\$ 16,414,347	\$ -	\$ 1,254,712	\$ 17,669,059	\$ 17,669,059
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 602,937	\$ -	\$ 150,734	\$ 753,671	\$ 753,671
Forest Highways	\$ 1,017,000	\$ -	\$ -	\$ 1,017,000	\$ 1,017,000
Highway Infrastructure Exempt Funds	\$ 28,404,647	\$ -	\$ -	\$ 28,404,647	\$ 28,404,647
Local Tech Assistance Program	\$ 333,000	\$ -	\$ -	\$ 333,000	\$ 333,000
MOBIL	\$ 28,022,698	\$ -	\$ -	\$ 28,022,698	\$ 28,022,698
National Highway Performance Exempt	\$ 2,541,361	\$ -	\$ 10,000	\$ 2,551,361	\$ 2,551,361
National Electric Vehical Infrastructure (NEVI)	\$ 8,864,710	\$ 1,338,802	\$ -	\$ -	\$ -
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 390,000	\$ 1,142,179	\$ 1,142,179
State Transportation Innovation Council (STIC) Funding	\$ 148,000	\$ 37,000	\$ -	\$ 185,000	\$ 185,000
TOTAL	\$ 87,241,179	\$ 1,375,802	\$ 1,805,446	\$ 80,218,915	\$ 80,218,915
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 62,077,415	\$ -	\$ 3,408,500	\$ 65,485,915	\$ 65,485,915
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 2,682,975	\$ -	\$ 670,744	\$ 3,353,719	\$ 3,353,719
Forest Highways	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
Highway Infrastructure Exempt Funds	\$ 17,862,111	\$ -	\$ -	\$ 17,862,111	\$ 17,862,111
Local Tech Assistance Program	\$ 338,550	\$ -	\$ -	\$ 338,550	\$ 338,550
MOBIL	\$ 33,848,711	\$ -	\$ -	\$ 33,848,711	\$ 33,848,711
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 40,000	\$ 2,540,000	\$ 2,540,000
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ 1,338,802	\$ -	\$ 4,798,802	\$ 4,798,802
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 767,223	\$ -	\$ 390,000	\$ 1,157,223	\$ 1,157,223
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 37,000	\$ -	\$ 137,000	\$ 137,000
TOTAL	\$ 123,989,505	\$ 1,375,802	\$ 4,509,244	\$ 129,874,552	\$ 129,874,552
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 49,897,497	\$ -	\$ 7,510,425	\$ 57,407,921	\$ 57,407,921
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ 6,818,275	\$ -	\$ 1,704,569	\$ 8,522,844	\$ 8,522,844
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	\$ 1,338,802	\$ -	\$ 4,798,802	\$ 4,798,802
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	\$ -	\$ 37,000	\$ -	\$ 37,000	\$ 37,000
TOTAL	\$ 68,298,004	\$ 1,375,802	\$ 9,782,001	\$ 79,455,808	\$ 79,455,808

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	\$ 9,343,023	\$ -	\$ 6,547,137	\$ 15,890,160	\$ 15,890,160
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	\$ 15,419,527	\$ -	\$ 8,302,822	\$ 23,722,349	\$ 23,722,349
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 8,396,768	\$ -	\$ 2,092,272	\$ 10,489,041	\$ 10,489,041
TOTAL	\$ -	\$ -	\$ -	\$ 59,028,744	\$ 59,028,744
2024					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 7,955,055	\$ -	\$ 4,994,469	\$ 12,949,524	\$ 12,949,524
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 6,844,005	\$ -	\$ 1,665,101	\$ 8,509,105	\$ 8,509,105
FTA5311-Nonurbanized Area (Rural) formula program	\$ 13,842,317	\$ -	\$ 7,369,786	\$ 21,212,103	\$ 21,212,103
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 7,660,922	\$ -	\$ 1,908,172	\$ 9,569,094	\$ 9,569,094
TOTAL	\$ 36,302,298	\$ -	\$ 15,937,528	\$ 52,239,827	\$ 52,239,827
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,183,501	\$ -	\$ 5,096,763	\$ 13,280,264	\$ 13,280,264
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 6,846,963	\$ -	\$ 1,636,853	\$ 8,483,816	\$ 8,483,816
FTA5311-Nonurbanized Area (Rural) formula program	\$ 14,396,953	\$ -	\$ 7,674,519	\$ 22,071,472	\$ 22,071,472
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 7,758,390	\$ -	\$ 1,932,398	\$ 9,690,788	\$ 9,690,788
TOTAL	\$ 37,185,807	\$ -	\$ 16,340,533	\$ 53,526,340	\$ 53,526,340
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 7,815,115	\$ -	\$ 5,201,166	\$ 13,016,281	\$ 13,016,281
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 7,156,562	\$ -	\$ 1,708,993	\$ 8,865,555	\$ 8,865,555
FTA5311-Nonurbanized Area (Rural) formula program	\$ 13,294,582	\$ -	\$ 7,087,934	\$ 20,382,516	\$ 20,382,516
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 5,071,200	\$ 4,086	\$ 1,260,310	\$ 6,335,595	\$ 6,335,595
TOTAL	\$ 33,337,458	\$ 4,086	\$ 15,258,404	\$ 48,599,948	\$ 48,599,948

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
BETTERMENT-State Funded	\$ -	\$ 44,652,845	\$ -	\$ 44,652,845	\$ 44,652,845
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)	\$ -	\$ 44,471,058	\$ 3,366,110	\$ 47,837,168	\$ 47,837,168
Turnpike Capital	\$ -	\$ 44,485,556	\$ -	\$ 44,485,556	\$ 44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 46,790,946	\$ -	\$ 46,790,946	\$ 46,790,946
TOTAL	\$ 1,683,487	\$ 180,400,406	\$ 3,391,110	\$ 185,475,002	\$ 185,475,002
2024					
BETTERMENT-State Funded	\$ -	\$ 48,594,518	\$ -	\$ 48,594,518	\$ 48,594,518
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 45,193,981	\$ 15,590,508	\$ 25,000	\$ 60,809,489	\$ 60,809,489
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)	\$ -	\$ 70,907,726	\$ 8,375,197	\$ 79,282,923	\$ 79,282,923
Turnpike Capital	\$ -	\$ 40,134,016	\$ -	\$ 40,134,016	\$ 40,134,016
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 52,322,243	\$ -	\$ 52,322,243	\$ 52,322,243
TOTAL	\$ 45,193,981	\$ 227,557,234	\$ 9,054,545	\$ 281,805,760	\$ 281,805,760
2025					
BETTERMENT-State Funded	\$ -	\$ 48,178,101	\$ -	\$ 48,178,101	\$ 48,178,101
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)	\$ -	\$ 66,290,390	\$ 5,267,082	\$ 71,557,472	\$ 71,557,472
Turnpike Capital	\$ -	\$ 40,380,342	\$ -	\$ 40,380,342	\$ 40,380,342
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 35,564,217	\$ -	\$ 35,564,217	\$ 35,564,217
TOTAL	\$ 437,338	\$ 190,413,051	\$ 5,604,101	\$ 196,454,489	\$ 196,454,489
2026					
BETTERMENT-State Funded	\$ -	\$ 35,543,909	\$ -	\$ 35,543,909	\$ 35,543,909
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)	\$ -	\$ 39,422,246	\$ 3,591,409	\$ 43,013,655	\$ 43,013,655
Turnpike Capital	\$ -	\$ 51,569,741	\$ -	\$ 51,569,741	\$ 51,569,741
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 36,770,919	\$ -	\$ 36,770,919	\$ 36,770,919
TOTAL	\$ 278,307	\$ 163,306,816	\$ 3,591,409	\$ 167,176,532	\$ 167,176,532