

Transportation Improvement Program

Amendment #3

FY 2021 – FY 2024

Southern New Hampshire Planning Commission



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

DRAFT

January 10, 2022

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**SNHPC FY 2021-2024 TIP AMENDMENT
#3 PUBLIC NOTICE**

PUBLIC NOTICE

CONTACT:

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

Amendment #3 to the FY 2021-2024 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 #3 to the FY 2021-2024 SNHPC Transportation Improvement Program (TIP) and the SNHPC FY 2021-2045 Metropolitan Transportation Plan (MTP).

A ten (10) day public comment period for Amendment #3 to the TIP and MTP begins on January 10, 2022 and runs through January 20, 2022. During this period, Amendment #3 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 Carl Eppich, Principal Transportation Planner at ceppich@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 #3 to the TIP and MTP. The public hearing has been scheduled for January 25, 2022 at 11:30 AM.

Those wishing to participate in the January 25, 2022 public hearing in-person may do so at the SNHPC Office, 438 Dubuque St., Manchester, NH 03102. In-person participants are encouraged to wear a mask and respect prevailing social distancing guidelines.

Those wishing to participate in the January 25, 2022 public hearing electronically or by telephone-only may do so as follows:

- Online Access: <https://us02web.zoom.us/j/89731947261>
- Telephone-only Access: Dial (646) 558-8656 with Meeting ID 897 3194 7261

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 #3 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 #3 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 #3 to the TIP and MTP should be submitted to Carl Eppich, Principal Transportation Planner by regular mail at 438 Dubuque St., Manchester, NH or by e-mail at ceppich@snhpc.org.

At the January 25, 2022 public hearing, information about Amendment #3 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)

SNHPC FY 2021-2024 TIP AMENDMENT #3 PROJECT CHANGES

| Approved | | | | | | |
|-------------------------|------|---|-----------|-------|---------------------|---|
| HOOKSETT (29611) | | | | | | |
| Route/Road/Entity: | | US 3 / NH 28 | | | Total Project Cost: | \$16,232,024 |
| Scope: | | Reconstruction and Widening from NH 27/Whitehall Rd/Martin's Ferry Rd to W. Alice Ave/Alice Ave | | | | |
| | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$330,000 | \$0 | \$0 | \$330,000 | STBG-5 to 200K, Toll Credit |
| PE | 2022 | \$330,000 | \$0 | \$0 | \$330,000 | National Highway Performance, Toll Credit |
| PE | 2023 | \$520,014 | \$0 | \$0 | \$520,014 | National Highway Performance, Toll Credit |
| PE | 2024 | \$61,126 | \$0 | \$0 | \$61,126 | National Highway Performance, Toll Credit |
| ROW | 2022 | \$2,861,680 | \$0 | \$0 | \$2,861,680 | National Highway Performance, Toll Credit |
| Construction | 2024 | \$5,872,583 | \$0 | \$0 | \$5,872,583 | National Highway Performance, Toll Credit |
| | | \$9,975,403 | \$0 | \$0 | \$9,975,403 | |
| | | | | | | |
| Regionally Significant: | | Yes | CAA Code: | N/E | | |
| Managed By: | | NHDOT | | | | |
| | | | | | | |
| Proposed | | | | | | |
| HOOKSETT (29611) | | | | | | |
| Route/Road/Entity: | | US 3 / NH 28 | | | Total Project Cost: | \$19,917,440 |
| Scope: | | No Change | | | | |
| | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$330,000 | \$0 | \$0 | \$330,000 | STBG-5 to 200K, Toll Credit |
| PE | 2022 | \$330,000 | \$0 | \$0 | \$330,000 | National Highway Performance, Toll Credit |
| PE | 2023 | \$520,014 | \$0 | \$0 | \$520,014 | National Highway Performance, Toll Credit |
| PE | 2024 | \$61,126 | \$0 | \$0 | \$61,126 | National Highway Performance, Toll Credit |
| ROW | 2022 | \$2,861,680 | \$0 | \$0 | \$2,861,680 | National Highway Performance, Toll Credit |
| Construction | 2024 | \$9,057,999 | \$0 | \$0 | \$9,057,999 | National Highway Performance, Toll Credit |
| | | \$13,160,819 | \$0 | \$0 | \$13,160,819 | |
| | | | | | | |
| Regionally Significant: | | Yes | CAA Code: | N/E | | |
| Managed By: | | NHDOT | | | | |
| | | | | | | |

| Approved | | | | | | |
|--|------|-----------|-----------|-------|---------------------|-----------------------------------|
| LONDONDERRY (41593) | | | | | | |
| Route/Road/Entity: NH 28/NH 128 | | | | | Total Project Cost: | \$1,706,825 |
| Scope: Safety & Operational Improvements at the Intersection of NH 28/NH 128 | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2023 | \$179,252 | \$0 | \$0 | \$179,252 | STBG-State Flexible, Toll Credit |
| | | \$179,252 | \$0 | \$0 | \$179,252 | |
| Regionally Significant: | | No | CAA Code: | E-52 | | |
| Managed By: | | NHDOT | | | | |
| Proposed | | | | | | |
| LONDONDERRY (41593) | | | | | | |
| Route/Road/Entity: NH 28/NH 128 | | | | | Total Project Cost: | \$7,077,551 |
| Scope: No Change | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2023 | \$611,866 | \$0 | \$0 | \$611,866 | STBG-Areas Over 200K, Toll Credit |
| | | \$611,866 | \$0 | \$0 | \$611,866 | |
| Regionally Significant: | | No | CAA Code: | E-52 | | |
| Managed By: | | NHDOT | | | | |

| Approved | | | | | | |
|---|------|------------|-----------|---------------------|-------------|--|
| LONDONDERRY (42508) | | | | | | |
| Route/Road/Entity: Harvey Rd., Webster Rd., Grenier Field Rd. | | | | Total Project Cost: | | \$1,215,500 |
| Scope: Construct a 1-Mile Multi-use Path Along the Side of Harvey Rd., Webster Rd., and Grenier Field Rd. | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$57,035 | \$0 | \$14,259 | \$71,294 | TAP - Transportation Alternatives, Towns |
| PE | 2022 | \$34,561 | \$0 | \$8,640 | \$43,201 | TAP - Transportation Alternatives, Towns |
| ROW | 2022 | \$16,400 | \$0 | \$4,100 | \$20,500 | TAP - Transportation Alternatives, Towns |
| Construction | 2022 | \$668,404 | \$0 | \$367,101 | \$1,035,505 | TAP - Transportation Alternatives, Towns |
| | | \$776,400 | \$0 | \$394,100 | \$1,170,500 | |
| Regionally Significant: | | No | CAA Code: | E-33 | | |
| Managed By: | | Muni/Local | | | | |
| Proposed | | | | | | |
| LONDONDERRY (42508) | | | | | | |
| Route/Road/Entity: Harvey Rd., Webster Rd., Grenier Field Rd. | | | | Total Project Cost: | | \$1,286,136 |
| Scope: No Change | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$57,035 | \$0 | \$14,259 | \$71,294 | TAP - Transportation Alternatives, Towns |
| PE | 2022 | \$34,561 | \$0 | \$8,640 | \$43,201 | TAP - Transportation Alternatives, Towns |
| ROW | 2022 | \$16,400 | \$0 | \$4,100 | \$20,500 | TAP - Transportation Alternatives, Towns |
| Construction | 2024 | \$368,188 | \$0 | \$303,404 | \$671,592 | TAP - Transportation Alternatives, Towns |
| | | \$476,184 | \$0 | \$330,403 | \$806,587 | |
| Regionally Significant: | | No | CAA Code: | E-33 | | |
| Managed By: | | Muni/Local | | | | |

| | | | | | Approved | |
|-------------------------|---|-------------|-----------|-----------|---------------------|--|
| MANCHESTER (41747) | | | | | | |
| Route/Road/Entity: | Granite St. & South Willow St. | | | | Total Project Cost: | \$1,520,885 |
| Scope: | Implement an Adaptive Signal Control Syst. on Granite St. & Upgrade So. Willow St. Signal Performance | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$52,706 | \$0 | \$13,177 | \$65,883 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2022 | \$980,000 | \$0 | \$245,000 | \$1,225,000 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$1,032,706 | \$0 | \$258,177 | \$1,290,883 | |
| Regionally Significant: | | No | CAA Code: | E-52 | | |
| Managed By: | | Muni/Local | | | | |
| Proposed | | | | | | |
| MANCHESTER (41747) | | | | | | |
| Route/Road/Entity: | Granite St. & South Willow St. | | | | Total Project Cost: | \$1,798,118 |
| Scope: | No Change | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$52,706 | \$0 | \$13,177 | \$65,883 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2024 | \$118,888 | \$0 | \$13,210 | \$132,098 | Highway Safety Improvement Program (HSIP), Towns |
| | | \$171,595 | \$0 | \$26,386 | \$197,981 | |
| Regionally Significant: | | No | CAA Code: | E-52 | | |
| Managed By: | | Muni/Local | | | | |

| Approved | | | | | | |
|--|------|------------|-----------|---------------------|-------------|--|
| MANCHESTER (42881) | | | | | | |
| Route/Road/Entity: Willow Street/Weston Road | | | | Total Project Cost: | | \$1,019,600 |
| Scope: Construct a NB Right Turn Lane and Modify Lane Utilization at Willow St. & Weston Rd Intersection | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$96,000 | \$0 | \$24,000 | \$120,000 | Congestion Mitigation and Air Quality Program, Towns |
| PE | 2022 | \$64,000 | \$0 | \$16,000 | \$80,000 | Congestion Mitigation and Air Quality Program, Towns |
| ROW | 2022 | \$80,000 | \$0 | \$20,000 | \$100,000 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2023 | \$575,680 | \$0 | \$143,920 | \$719,600 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$815,680 | \$0 | \$203,920 | \$1,019,600 | |
| Regionally Significant: | | No | CAA Code: | E-51 | | |
| Managed By: | | Muni/Local | | | | |
| Proposed | | | | | | |
| MANCHESTER (42881) | | | | | | |
| Route/Road/Entity: Willow Street/Weston Road | | | | Total Project Cost: | | \$1,060,462 |
| Scope: No Change | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$96,000 | \$0 | \$24,000 | \$120,000 | Congestion Mitigation and Air Quality Program, Towns |
| PE | 2022 | \$64,000 | \$0 | \$16,000 | \$80,000 | Congestion Mitigation and Air Quality Program, Towns |
| ROW | 2022 | \$80,000 | \$0 | \$20,000 | \$100,000 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$240,000 | \$0 | \$60,000 | \$300,000 | |
| Regionally Significant: | | No | CAA Code: | E-51 | | |
| Managed By: | | Muni/Local | | | | |

| Approved | | | | | | |
|---|------|-------------|-----------|---------------------|-------------|--|
| MANCHESTER (42886) | | | | | | |
| Route/Road/Entity: River Rd/Bicentennial Dr | | | | Total Project Cost: | | \$1,859,418 |
| Scope: Construct a Roundabout at Entrance of Derryfield School at River Rd/Bicentennial Rd Intersection | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2022 | \$67,200 | \$0 | \$16,800 | \$84,000 | Congestion Mitigation and Air Quality Program, Towns |
| PE | 2023 | \$25,165 | \$0 | \$11,843 | \$37,008 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2024 | \$1,182,119 | \$0 | \$556,291 | \$1,738,410 | Congestion Mitigation and Air Quality Program, Non Par Other |
| | | \$1,274,484 | \$0 | \$584,934 | \$1,859,418 | |
| Regionally Significant: | | No | CAA Code: | E-51 | | |
| Managed By: | | Muni/Local | | | | |
| Proposed | | | | | | |
| MANCHESTER (42886) | | | | | | |
| Route/Road/Entity: River Rd/Bicentennial Dr | | | | Total Project Cost: | | \$2,036,011 |
| Scope: No Change | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2022 | \$57,120 | \$0 | \$26,880 | \$84,000 | Congestion Mitigation and Air Quality Program, Towns |
| PE | 2023 | \$25,165 | \$0 | \$11,843 | \$37,008 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$82,285 | \$0 | \$38,723 | \$121,008 | |
| Regionally Significant: | | No | CAA Code: | E-51 | | |
| Managed By: | | Muni/Local | | | | |

| Proposed (New Project) | | | | | | |
|---|-------|--------------|-----------|---------------------|--------------|-----------------------------------|
| MANCHESTER (43826) | | | | | | |
| Route/Road/Entity: Various | | | | Total Project Cost: | | \$30,000,000 |
| Scope: Manchester Millyard Projects Funded by a RAISE Grant | | | | | | |
| | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2022 | \$878,507 | \$0 | \$175,693 | \$1,054,200 | RAISE Program, City of Manchester |
| PE | 2023 | \$878,507 | \$0 | \$175,693 | \$1,054,200 | RAISE Program, City of Manchester |
| ROW | 2023 | \$4,325,035 | \$0 | \$864,965 | \$5,190,000 | RAISE Program, City of Manchester |
| Construction | 2024 | \$9,646,744 | \$0 | \$1,929,256 | \$11,576,000 | RAISE Program, City of Manchester |
| | | \$15,728,793 | \$0 | \$3,145,608 | \$18,874,400 | |
| | | | | | | |
| Regionally Significant: | Yes | | CAA Code: | E-33 | | |
| Managed By: | Other | | | | | |
| | | | | | | |

| Approved | | | | | | |
|--|------|---------|--------------|-------|---------------------|------------------|
| NASHUA-MERRIMACK-BEDFORD (13761) | | | | | | |
| Route/Road/Entity: FE Everett Turnpike | | | | | Total Project Cost: | \$19,800,000 |
| Scope: F.E.E. Turnpike Widening of 2-lane Sections from Exit 8 (Nashua) to I-293 (Bedford) | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$0 | \$1,000,000 | \$0 | \$1,000,000 | Turnpike Capital |
| PE | 2022 | \$0 | \$3,000,000 | \$0 | \$3,000,000 | Turnpike Capital |
| ROW | 2021 | \$0 | \$4,000,000 | \$0 | \$4,000,000 | Turnpike Capital |
| | | \$0 | \$8,000,000 | \$0 | \$8,000,000 | |
| Regionally Significant: | | Yes | CAA Code: | N/E | | |
| Managed By: | | NHDOT | | | | |
| Proposed | | | | | | |
| NASHUA-MERRIMACK-BEDFORD (13761) | | | | | | |
| Route/Road/Entity: FE Everett Turnpike | | | | | Total Project Cost: | \$25,968,000 |
| Scope: No Change | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$0 | \$1,000,000 | \$0 | \$1,000,000 | Turnpike Capital |
| PE | 2022 | \$0 | \$3,000,000 | \$0 | \$3,000,000 | Turnpike Capital |
| PE | 2023 | \$0 | \$6,168,000 | \$0 | \$6,168,000 | Turnpike Capital |
| ROW | 2021 | \$0 | \$4,000,000 | \$0 | \$4,000,000 | Turnpike Capital |
| | | \$0 | \$14,168,000 | \$0 | \$14,168,000 | |
| Regionally Significant: | | Yes | CAA Code: | N/E | | |
| Managed By: | | NHDOT | | | | |

| Approved | | | | | | |
|--|-------|---------------------|------------|---------------------|---------------------|--|
| PROGRAM (CRDR) | | | | | | |
| Route/Road/Entity: Various | | | | Total Project Cost: | \$56,096,666 | |
| Scope: CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project) | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$760,000 | \$0 | \$0 | \$760,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| PE | 2022 | \$400,000 | \$0 | \$0 | \$400,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| PE | 2023 | \$100,000 | \$0 | \$0 | \$100,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| PE | 2024 | \$100,000 | \$0 | \$0 | \$100,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| ROW | 2021 | \$5,500 | \$0 | \$0 | \$5,500 | National Highway Performance, Toll Credit |
| ROW | 2022 | \$106,700 | \$0 | \$0 | \$106,700 | 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 |
| Construction | 2021 | \$1,459,500 | \$0 | \$0 | \$1,459,500 | National Highway Performance, STBG-State Flexible, Toll Credit |
| Construction | 2022 | \$1,870,000 | \$0 | \$0 | \$1,870,000 | National Highway Performance, Toll Credit |
| Construction | 2023 | \$1,243,300 | \$0 | \$0 | \$1,243,300 | National Highway Performance, STBG-State Flexible, Toll Credit |
| Construction | 2024 | \$1,190,000 | \$0 | \$0 | \$1,190,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| Other | 2022 | \$5,000 | \$0 | \$0 | \$5,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| Other | 2023 | \$5,000 | \$0 | \$0 | \$5,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| Other | 2024 | \$5,000 | \$0 | \$0 | \$5,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| | | \$7,300,000 | \$0 | \$0 | \$7,300,000 | |
| | | | | | | |
| Regionally Significant: | No | | CAA Code: | ALL | | |
| Managed By: | NHDOT | | | | | |
| | | | | | | |
| Proposed | | | | | | |
| PROGRAM (CRDR) | | | | | | |
| Route/Road/Entity: Various | | | | Total Project Cost: | \$62,096,666 | |
| Scope: No Change | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$760,000 | \$0 | \$0 | \$760,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| PE | 2022 | \$400,000 | \$0 | \$0 | \$400,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| PE | 2023 | \$100,000 | \$0 | \$0 | \$100,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| PE | 2024 | \$100,000 | \$0 | \$0 | \$100,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| ROW | 2021 | \$5,500 | \$0 | \$0 | \$5,500 | National Highway Performance, Toll Credit |
| ROW | 2022 | \$106,700 | \$0 | \$0 | \$106,700 | National Highway Performance, STBG-State Flexible, Toll Credit |
| ROW | 2023 | \$54,100 | \$0 | \$0 | \$54,100 | National Highway Performance, STBG-State Flexible, Toll Credit |
| ROW | 2024 | \$25,000 | \$0 | \$0 | \$25,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| Construction | 2021 | \$1,459,500 | \$0 | \$0 | \$1,459,500 | National Highway Performance, STBG-State Flexible, Toll Credit |
| Construction | 2022 | \$1,870,000 | \$0 | \$0 | \$1,870,000 | National Highway Performance, Toll Credit |
| Construction | 2023 | \$5,408,270 | \$0 | \$0 | \$5,408,270 | National Highway Performance, STBG-State Flexible, Toll Credit |
| Construction | 2024 | \$1,594,900 | \$0 | \$0 | \$1,594,900 | National Highway Performance, STBG-State Flexible, Toll Credit |
| Other | 2022 | \$5,000 | \$0 | \$0 | \$5,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| Other | 2023 | \$5,000 | \$0 | \$0 | \$5,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| Other | 2024 | \$5,000 | \$0 | \$0 | \$5,000 | National Highway Performance, STBG-State Flexible, Toll Credit |
| | | \$11,898,970 | \$0 | \$0 | \$11,898,970 | |
| | | | | | | |
| Regionally Significant: | No | | CAA Code: | ALL | | |
| Managed By: | NHDOT | | | | | |

| Approved | | | | | | |
|-------------------------|------|---|-------------|-------|---------------------|---|
| PROGRAM (FTA5307) | | | | | | |
| Route/Road/Entity: | | Boston Urbanized Area (UZA) | | | Total Project Cost: | \$65,761,878 |
| Scope: | | Boston Urbanized Area (UZA) FTA Section 5307 Apportioned Funds for NHDOT Transit Projects | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| Other | 2021 | \$6,169,773 | \$1,542,443 | \$0 | \$7,712,216 | FTA 5307 Capital and Operating Program, Toll Credit |
| Other | 2022 | \$4,261,313 | \$1,065,328 | \$0 | \$5,326,641 | FTA 5307 Capital and Operating Program, Toll Credit |
| Other | 2023 | \$2,353,758 | \$588,440 | \$0 | \$2,942,198 | FTA 5307 Capital and Operating Program, Toll Credit |
| Other | 2024 | \$2,400,834 | \$600,208 | \$0 | \$3,001,042 | FTA 5307 Capital and Operating Program, Toll Credit |
| | | \$15,185,678 | \$3,796,419 | \$0 | \$18,982,097 | |
| Regionally Significant: | | No | CAA Code: | E-21 | | |
| Managed By: | | NHDOT | | | | |
| Proposed | | | | | | |
| PROGRAM (FTA5307) | | | | | | |
| Route/Road/Entity: | | Boston Urbanized Area (UZA) | | | Total Project Cost: | \$93,525,176 |
| Scope: | | No Change | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| Other | 2021 | \$7,712,216 | \$0 | \$0 | \$7,712,216 | FTA 5307 Capital and Operating Program, Toll Credit |
| Other | 2022 | \$10,210,908 | \$0 | \$0 | \$10,210,908 | FTA 5307 Capital and Operating Program, Toll Credit |
| Other | 2023 | \$5,842,198 | \$0 | \$0 | \$5,842,198 | FTA 5307 Capital and Operating Program, Toll Credit |
| Other | 2024 | \$5,959,042 | \$0 | \$0 | \$5,959,042 | FTA 5307 Capital and Operating Program, Toll Credit |
| | | \$29,724,364 | \$0 | \$0 | \$29,724,364 | |
| Regionally Significant: | | No | CAA Code: | E-21 | | |
| Managed By: | | NHDOT | | | | |

| Approved | | | | | | |
|--|------------|---------------------|------------|---------------------|----------------------|----------------------------|
| PROGRAM (MOBRR) | | | | | | |
| Route/Road/Entity: Various | | | | Total Project Cost: | \$60,675,200 | |
| Scope: Municipal Owned Bridge Rehabilitation & Replacement Projects (MOBRR Program) | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$160,000 | \$0 | \$40,000 | \$200,000 | Other, STBG-State Flexible |
| PE | 2022 | \$80,000 | \$0 | \$20,000 | \$100,000 | Other, STBG-State Flexible |
| PE | 2023 | \$80,000 | \$0 | \$20,000 | \$100,000 | Other, STBG-State Flexible |
| PE | 2024 | \$80,000 | \$0 | \$20,000 | \$100,000 | Other, STBG-State Flexible |
| ROW | 2021 | \$20,000 | \$0 | \$5,000 | \$25,000 | Other, STBG-State Flexible |
| ROW | 2022 | \$44,000 | \$0 | \$11,000 | \$55,000 | Other, STBG-State Flexible |
| ROW | 2023 | \$20,000 | \$0 | \$5,000 | \$25,000 | Other, STBG-State Flexible |
| ROW | 2024 | \$20,000 | \$0 | \$5,000 | \$25,000 | Other, STBG-State Flexible |
| Construction | 2021 | \$3,520,000 | \$0 | \$880,000 | \$4,400,000 | Other, STBG-State Flexible |
| Construction | 2022 | \$3,576,000 | \$0 | \$894,000 | \$4,470,000 | Other, STBG-State Flexible |
| Construction | 2023 | \$3,600,000 | \$0 | \$900,000 | \$4,500,000 | Other, STBG-State Flexible |
| Construction | 2024 | \$3,600,000 | \$0 | \$900,000 | \$4,500,000 | Other, STBG-State Flexible |
| | | \$14,800,000 | \$0 | \$3,700,000 | \$18,500,000 | |
| Regionally Significant: | No | | CAA Code: | ALL | | |
| Managed By: | Muni/Local | | | | | |
| Proposed | | | | | | |
| PROGRAM (MOBRR) | | | | | | |
| Route/Road/Entity: Various | | | | Total Project Cost: | \$101,925,200 | |
| Scope: No Change | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| PE | 2021 | \$160,000 | \$0 | \$40,000 | \$200,000 | Other, STBG-State Flexible |
| PE | 2022 | \$80,000 | \$0 | \$20,000 | \$100,000 | Other, STBG-State Flexible |
| PE | 2023 | \$400,000 | \$0 | \$100,000 | \$500,000 | Other, STBG-State Flexible |
| PE | 2024 | \$400,000 | \$0 | \$100,000 | \$500,000 | Other, STBG-State Flexible |
| ROW | 2021 | \$20,000 | \$0 | \$5,000 | \$25,000 | Other, STBG-State Flexible |
| ROW | 2022 | \$44,000 | \$0 | \$11,000 | \$55,000 | Other, STBG-State Flexible |
| ROW | 2023 | \$80,000 | \$0 | \$20,000 | \$100,000 | Other, STBG-State Flexible |
| ROW | 2024 | \$80,000 | \$0 | \$20,000 | \$100,000 | Other, STBG-State Flexible |
| Construction | 2021 | \$3,520,000 | \$0 | \$880,000 | \$4,400,000 | Other, STBG-State Flexible |
| Construction | 2022 | \$3,576,000 | \$0 | \$894,000 | \$4,470,000 | Other, STBG-State Flexible |
| Construction | 2023 | \$5,780,000 | \$0 | \$1,445,000 | \$7,225,000 | Other, STBG-State Flexible |
| Construction | 2024 | \$5,780,000 | \$0 | \$1,445,000 | \$7,225,000 | Other, STBG-State Flexible |
| | | \$19,920,000 | \$0 | \$4,980,000 | \$24,900,000 | |
| Regionally Significant: | No | | CAA Code: | ALL | | |
| Managed By: | Muni/Local | | | | | |

| Scope Change Only | | | | | | |
|--|-------|------------------|------------|---------------------|------------------|--|
| STATEWIDE (41756) | | | | | | |
| Route/Road/Entity: Various | | | | Total Project Cost: | \$300,700 | |
| Approved Scope: Evaluate 61+ Traffic Control Signals and Develop & Implement Signal Timings to Improve Traffic Flow | | | | | | |
| Proposed Scope: Evaluate Signalized Intersections and Develop & Implement Signal Timings to Improve Traffic Flow | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| Other | 2021 | \$22,000 | \$0 | \$0 | \$22,000 | Congestion Mitigation and Air Quality Program, Toll Credit |
| Other | 2022 | \$253,000 | \$0 | \$0 | \$253,000 | Congestion Mitigation and Air Quality Program, Toll Credit |
| Other | 2023 | \$25,700 | \$0 | \$0 | \$25,700 | Congestion Mitigation and Air Quality Program, Toll Credit |
| | | \$300,700 | \$0 | \$0 | \$300,700 | |
| Regionally Significant: | No | | CAA Code: | E-52 | | |
| Managed By: | NHDOT | | | | | |

| Scope Change Only | | | | | | |
|------------------------------|-------|---|-----------|---------|---------------------|------------------------------------|
| STATEWIDE CBI (40759) | | | | | | |
| Route/Road/Entity: Statewide | | | | | Total Project Cost: | \$815,981 |
| Approved Scope: N/A | | | | | | |
| Proposed Scope | | Statewide Complex Bridge Inspections Child Project for FY 17-21 | | | | |
| | | | | | | |
| Phase | Year | Federal | State | Other | Total | Funding |
| Other | 2021 | \$60,000 | \$0 | \$5,981 | \$65,981 | Maine, STBG-5 to 200K, Toll Credit |
| | | \$60,000 | \$0 | \$5,981 | \$65,981 | |
| | | | | | | |
| Regionally Significant: | No | | CAA Code: | ATT | | |
| Managed By: | NHDOT | | | | | |
| | | | | | | |

**SNHPC FY 2021-2024 TIP AMENDMENT
#3 FISCAL CONSTRAINT**

FFY 2021 - STIP Amendment 3 Financial Constraint

| Funding Sources | Federal Available (A) | State Resources (B) | Local/Other Resources (C) | Total Resources (A+B+C) | Total Programmed | Addition Federal Resources Used | Transfer or Committed Funds |
|--|-----------------------|---------------------|---------------------------|-------------------------|-----------------------|---------------------------------|------------------------------|
| FHWA (Federal-Aid Formula) ⁽¹⁾ | Available | Available | Available | Available | Needed (2) | Used | Sources |
| Congestion Mitigation and Air Quality Program | \$ 18,673,830 | \$ - | \$ 1,205,065 | \$ 19,878,895 | \$ 7,430,423 | \$ - | |
| Highway Safety Improvement Program (HSIP) | \$ 14,898,943 | \$ - | \$ - | \$ 14,898,943 | \$ 7,731,232 | \$ - | |
| National Highway Performance & Freight | \$ 101,975,762 | \$ - | \$ 69,625 | \$ 102,045,387 | \$ 93,771,375 | \$ - | |
| Recreational Trails | \$ 4,200,034 | \$ - | \$ 312,500 | \$ 4,512,534 | \$ 1,562,500 | \$ - | |
| Redistribution Auth FAST | \$ 1,209,655 | \$ - | \$ - | \$ 1,209,655 | \$ 1,209,655 | \$ - | |
| RL - Rail Highway | \$ 4,824,999 | \$ - | \$ - | \$ 4,824,999 | \$ 1,761,540 | \$ - | |
| STBG-5 to 200K | \$ 8,575,653 | \$ - | \$ 621,165 | \$ 9,196,818 | \$ 6,712,370 | \$ - | |
| STBG-Areas Over 200K | \$ 6,270,796 | \$ - | \$ 32,355 | \$ 6,303,151 | \$ 8,949,880 | \$ 2,646,729 | Use Transferred funds |
| STBG-Non Urban Areas Under 5K | \$ 12,469,115 | \$ - | \$ 7,749 | \$ 12,476,864 | \$ 8,223,637 | \$ - | |
| STBG-Off System Bridge | \$ 10,611,927 | \$ - | \$ - | \$ 10,611,927 | \$ 2,588,802 | \$ - | |
| STBG-State Flexible | \$ 22,296,202 | \$ - | \$ 2,219,565 | \$ 24,515,767 | \$ 44,766,505 | \$ 20,250,738 | Transfers and Redistribution |
| TAP - Transportation Alternatives | \$ 4,937,500 | \$ - | \$ 630,870 | \$ 5,568,370 | \$ 3,217,000 | \$ - | |
| Statewide Planning & Research (SPR Part 1 & 2) | \$ 7,847,172 | \$ 1,250 | \$ 390,000 | \$ 8,238,422 | \$ 5,438,538 | \$ - | |
| TOTAL | \$ 218,791,588 | \$ 1,250 | \$ 5,488,894 | \$ 224,281,732 | \$ 193,363,457 | | |

| | |
|-------------------|----------------|
| Total Resources | \$ 224,281,732 |
| Total Programmed | \$ 193,363,457 |
| Surplus/(Deficit) | \$ 30,918,275 |

| | | | | | | | |
|---|----------------------|------------------|-------------------|----------------------|----------------------|--|--|
| FHWA (Non- Formula Funds/Other) | | | | | | | |
| Bridge Special | \$ 240,000 | \$ - | \$ - | \$ 240,000 | \$ 240,000 | | |
| DBE | \$ 65,000 | \$ - | \$ - | \$ 65,000 | \$ 65,000 | | |
| FHWA Earmarks | \$ 160,000 | \$ - | \$ 40,000 | \$ 200,000 | \$ 200,000 | | |
| Highway Infr. Exempt | \$ 39,187,835 | \$ - | \$ 219,470 | \$ 39,407,305 | \$ 39,407,305 | | |
| Local Tech Assistance Program | \$ 150,000 | \$ - | \$ - | \$ 150,000 | \$ 150,000 | | |
| NHPP Exempt | \$ 2,500,000 | \$ 69,625 | \$ - | \$ 2,569,625 | \$ 2,569,625 | | |
| NSTI National Summer Transportation Institute | \$ 50,000 | \$ - | \$ - | \$ 50,000 | \$ 50,000 | | |
| Repurposed Earmarks Non-Fed-Aid | \$ 181,827 | \$ - | \$ - | \$ 181,827 | \$ 181,827 | | |
| SPR EXEMPT | \$ 457,912 | \$ - | \$ - | \$ 457,912 | \$ 457,912 | | |
| STIC Funding | \$ 100,000 | \$ 25,000 | \$ - | \$ 125,000 | \$ 125,000 | | |
| Training (OJT) | \$ 30,000 | \$ - | \$ - | \$ 30,000 | \$ 30,000 | | |
| GRAND TOTAL | \$ 43,122,574 | \$ 94,625 | \$ 259,470 | \$ 43,476,669 | \$ 43,476,669 | | |

| | | | | | | | |
|--|----------------------|------------------|----------------------|----------------------|----------------------|--|--|
| Federal Transit Administration ⁽³⁾ | | | | | | | |
| FTA5307 | \$ 15,811,564 | \$ - | \$ 3,763,760 | \$ 19,575,324 | \$ 19,575,324 | | |
| FTA5310 | \$ 2,728,160 | \$ - | \$ 682,039 | \$ 3,410,199 | \$ 3,410,199 | | |
| FTA5311 | \$ 6,877,688.50 | \$ - | \$ 6,877,688.50 | \$ 13,755,377 | \$ 13,755,377 | | |
| FTA5339 | \$ 8,009,828 | \$ - | \$ 2,002,457 | \$ 10,012,285 | \$ 10,012,285 | | |
| FTA-Other | \$ 1,299,040 | \$ 47,016 | \$ 233,362 | \$ 1,579,418 | \$ 1,579,418 | | |
| GRAND TOTAL | \$ 34,726,280 | \$ 47,016 | \$ 13,559,307 | \$ 48,332,603 | \$ 48,332,603 | | |

| | | | | | | | |
|---|-------------|----------------------|---------------------|----------------------|----------------------|--|--|
| INNOVATIVE & TURNPIKE FINANCING ⁽⁴⁾ | | | | | | | |
| BETTERMENT | \$ - | \$ 6,162,332 | \$ - | \$ 6,162,332 | \$ 6,162,332 | | |
| GARVEE | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| RZED | \$ - | \$ - | \$ 1,409,496 | \$ 1,409,496 | \$ 1,409,496 | | |
| SB367-4 Cents | \$ - | \$ 11,328,885 | \$ - | \$ 11,328,885 | \$ 11,328,885 | | |
| Turnpike Capital | \$ - | \$ 33,882,908 | \$ - | \$ 33,882,908 | \$ 33,882,908 | | |
| Turnpike R&R | \$ - | \$ 11,296,123 | \$ - | \$ 11,296,123 | \$ 11,296,123 | | |
| GRAND TOTAL | \$ - | \$ 62,670,247 | \$ 1,409,496 | \$ 64,079,743 | \$ 64,079,743 | | |

(1) Federal Available for 2021 is based on 7/15/2021 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

FFY 2022 - STIP Amendment 3 Financial Constraint

| Funding Sources | Federal Apportionments (A) | State Resources (B) | Local/Other Resources (C) | Total Resources (A+B+C) | Total Programmed | Addition Federal Resources Used | Transfer or Committed funds |
|--|----------------------------|---------------------|---------------------------|-------------------------|-----------------------|---------------------------------|--|
| FHWA (Federal-Aid Formula) ⁽¹⁾ | Available | Available | Available | Available | Needed ⁽²⁾ | Used | Sources |
| Congestion Mitigation and Air Quality Program | \$ 4,204,075 | \$ - | \$ 759,172 | \$ 4,963,247 | \$ 4,851,877 | \$ - | Available in Status of Funds Funds transferred to other STBG Categories |
| Highway Safety Improvement Program (HSIP) | \$ 4,792,768 | \$ - | \$ - | \$ 4,792,768 | \$ 9,049,081 | \$ 4,256,313 | |
| National Highway Performance & Freight | \$ 77,939,875 | \$ - | \$ 128,300 | \$ 78,068,175 | \$ 68,403,877 | \$ (9,664,298) | |
| Recreational Trails | \$ 1,255,265 | \$ - | \$ 312,500 | \$ 1,567,765 | \$ 1,562,500 | \$ - | |
| Redistribution Auth FAST | \$ 1,209,655 | \$ - | \$ - | \$ 1,209,655 | \$ 1,209,655 | \$ - | |
| RL - Rail Highway | \$ 1,225,000 | \$ - | \$ - | \$ 1,225,000 | \$ 1,185,000 | \$ - | |
| Statewide Planning & Research (SPR Part 1 & 2) | \$ 4,806,436 | \$ - | \$ 390,000 | \$ 5,196,436 | \$ 5,196,436 | \$ - | |
| STBG-5 to 200K | \$ 8,464,164 | \$ - | \$ 195,130 | \$ 8,659,294 | \$ 4,331,043 | \$ - | |
| STBG-Areas Over 200K | \$ 5,922,002 | \$ - | \$ 102,800 | \$ 6,024,802 | \$ 5,534,100 | \$ - | |
| STBG-Non Urban Areas Under 5K | \$ 10,591,850 | \$ - | \$ 25,539 | \$ 10,617,389 | \$ 16,016,588 | \$ 5,399,200 | |
| STBG-Off System Bridge | \$ 3,672,842 | \$ - | \$ - | \$ 3,672,842 | \$ 3,576,250 | \$ - | |
| STBG-State Flexible | \$ 51,996,448 | \$ - | \$ 2,565,000 | \$ 54,561,448 | \$ 57,612,610 | \$ 3,051,162 | |
| TAP - Transportation Alternatives | \$ 1,693,395 | \$ - | \$ 638,400 | \$ 2,331,795 | \$ 3,192,000 | \$ 860,205 | |
| TOTAL | \$ 177,773,775 | \$ - | \$ 5,116,841 | \$ 182,890,616 | \$ 181,721,017 | | |

Total Resources \$ 182,890,616
Total Programmed \$ 181,721,017
Surplus/(Deficit) \$ 1,169,599

| FHWA (Non- Formula Funds/Other) | | | | | | |
|---|----------------------|-------------|---------------------|----------------------|----------------------|--|
| DBE | \$ 65,000 | \$ - | \$ - | \$ 65,000 | \$ 65,000 | |
| FHWA Earmarks | \$ 2,971,731 | \$ - | \$ 742,933 | \$ 3,714,664 | \$ 3,714,664 | |
| Forest Highways | \$ 350,000 | \$ - | \$ - | \$ 350,000 | \$ 350,000 | |
| Highway Infr. Exempt | \$ 12,927,339 | \$ - | \$ - | \$ 12,927,339 | \$ 12,927,339 | |
| Local Tech Assistance Program | \$ 150,000 | \$ - | \$ - | \$ 150,000 | \$ 150,000 | |
| NHPP Exempt | \$ 2,500,000 | \$ - | \$ 128,300 | \$ 2,628,300 | \$ 2,628,300 | |
| NSTI National Summer Transportation Institute | \$ 50,000 | \$ - | \$ - | \$ 50,000 | \$ 50,000 | |
| SPR EXEMPT | \$ (693,764) | \$ - | \$ - | \$ (693,764) | \$ (693,764) | |
| STIC Funding | \$ 100,000 | \$ - | \$ 25,000 | \$ 125,000 | \$ 125,000 | |
| Technology Innovative Deploy Aid # 43509 | \$ 451,851 | \$ - | \$ 112,963 | \$ 564,814 | \$ 564,814 | |
| Training (OJT) | \$ 30,000 | \$ - | \$ - | \$ 30,000 | \$ 30,000 | |
| GRAND TOTAL | \$ 18,902,158 | \$ - | \$ 1,009,196 | \$ 19,911,353 | \$ 19,911,353 | |

| Federal Transit Administration ⁽³⁾ | | | | | | |
|---|----------------------|-------------|----------------------|----------------------|----------------------|--|
| FTAS307 | \$ 17,078,071 | \$ - | \$ 3,499,342 | \$ 20,577,413 | \$ 20,577,413.00 | |
| FTAS310 | \$ 2,397,782 | \$ - | \$ 599,445 | \$ 2,997,227 | \$ 2,997,227 | |
| FTAS311 | \$ 6,970,183.00 | \$ - | \$ 6,970,183 | \$ 13,940,366 | \$ 13,940,366 | |
| FTAS339 | \$ 7,859,006 | \$ - | \$ 1,964,752 | \$ 9,823,758 | \$ 9,823,758 | |
| FTA-Other | \$ 95,916 | \$ - | \$ 23,979 | \$ 119,895 | \$ 119,895 | |
| GRAND TOTAL | \$ 34,400,958 | \$ - | \$ 13,057,701 | \$ 47,458,659 | \$ 47,458,659 | |

| Innovative & Turnpike Funding ⁽⁴⁾ | | | | | | |
|--|-------------|----------------------|---------------------|----------------------|----------------------|--|
| BETTERMENT | \$ - | \$ 6,007,110 | \$ - | \$ 6,007,110 | \$ 6,007,110 | |
| GARVEE | \$ - | \$ - | \$ - | \$ - | \$ - | |
| RAISE Grant (43826) | \$ 878,507 | \$ - | \$ 175,693 | \$ 1,054,200 | \$ 1,054,200 | |
| RZED | \$ - | \$ - | \$ 1,021,657 | \$ 1,021,657 | \$ 1,021,657 | |
| SB367-4 Cents | \$ - | \$ 3,120,000 | \$ - | \$ 3,120,000 | \$ 3,120,000 | |
| Turnpike Capital | \$ - | \$ 28,510,850 | \$ - | \$ 28,510,850 | \$ 28,510,850 | |
| Turnpike R&R | \$ - | \$ 6,490,378 | \$ - | \$ 6,490,378 | \$ 6,490,378 | |
| GRAND TOTAL | \$ - | \$ 44,128,338 | \$ 1,197,350 | \$ 46,204,195 | \$ 46,204,195 | |

(1) Federal Apportionment for 2022-2024 is based on 9/30/2021 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

FFY 2023 - STIP Amendment 3 Financial Constraint

| Funding Sources | Federal Apportionments (A) | Federal Expectations (B) | State Resources (C) | Local/Other Resources (D) | Total Resources (B+C+D) | Total Programmed |
|--|----------------------------|--------------------------|---------------------|---------------------------|-------------------------|-----------------------|
| FHWA (Federal-Aid Formula) ⁽¹⁾ | Available | Pending | Available | Available | Available | Needed ⁽²⁾ |
| Congestion Mitigation and Air Quality Program | \$ 4,204,075 | \$ 5,279,910 | \$ - | \$ 548,554 | \$ 5,828,464 | \$ 5,927,693 |
| Highway Safety Improvement Program (HSIP) | \$ 4,792,768 | \$ 6,019,252 | \$ - | \$ - | \$ 6,019,252 | \$ 9,909,081 |
| National Highway Performance & Freight | \$ 77,939,875 | \$ 97,884,922 | \$ - | \$ - | \$ 97,884,922 | \$ 114,237,887 |
| Recreational Trails | \$ 1,255,265 | \$ 1,576,491 | \$ - | \$ 312,500 | \$ 1,888,991 | \$ 1,562,500 |
| Redistribution Auth FAST | \$ 1,209,655 | \$ 1,519,209 | \$ - | \$ - | \$ 1,519,209 | \$ - |
| RL - Rail Highway | \$ 1,225,000 | \$ 1,538,481 | \$ - | \$ - | \$ 1,538,481 | \$ 1,180,000 |
| Statewide Planning & Research (SPR Part 1 & 2) | \$ 4,806,436 | \$ 6,036,417 | \$ - | \$ 390,000 | \$ 6,426,417 | \$ 5,432,288 |
| STBG-5 to 200K | \$ 8,464,164 | \$ 10,630,169 | \$ - | \$ 77,650 | \$ 10,707,819 | \$ 26,688,113 |
| STBG-Areas Over 200K | \$ 5,922,002 | \$ 7,437,460 | \$ - | \$ 721,354 | \$ 8,158,814 | \$ 8,966,952 |
| STBG-Non Urban Areas Under 5K | \$ 10,591,850 | \$ 13,302,336 | \$ 299,139 | \$ 12,893 | \$ 13,614,367 | \$ 22,695,179 |
| STBG-Off System Bridge | \$ 3,672,842 | \$ 4,612,733 | \$ - | \$ - | \$ 4,612,733 | \$ 626,756 |
| STBG-State Flexible | \$ 51,996,448 | \$ 65,302,495 | \$ - | \$ 2,893,761 | \$ 68,196,256 | \$ 28,344,664 |
| TAP - Transportation Alternatives | \$ 1,693,395 | \$ 2,126,740 | \$ - | \$ 638,400 | \$ 2,765,140 | \$ 3,192,000 |
| TOTAL | \$ 177,773,775 | \$ 223,266,616 | \$ 299,139 | \$ 5,595,112 | \$ 229,160,867 | \$ 228,763,112 |

Adjustment for Federal Expections

| | | | |
|-----------------------|----------------|-------------------|----------------|
| Apportioned in 2021 | \$ 177,773,775 | Total Resources | \$ 229,160,867 |
| Ten Year Plan Revenue | \$ 223,266,616 | Total Programmed | \$ 228,763,112 |
| Adjustment Factor | 1.26 | Surplus/(Deficit) | \$ 397,755 |

| FHWA (Non- Formula Funds/Other) | | | | | | |
|---|----------------------|-------------|------------------|-------------------|----------------------|----------------------|
| DBE | \$ 65,000 | \$ - | \$ - | \$ - | \$ 65,000 | \$ 65,000 |
| FHWA Earmarks | \$ 1,448,453 | \$ - | \$ - | \$ 362,113 | \$ 1,810,566 | \$ 1,810,566 |
| Forest Highways | \$ 350,000 | \$ - | \$ - | \$ - | \$ 350,000 | \$ 350,000 |
| Highway Infr. Exempt | \$ 15,256,020 | \$ - | \$ - | \$ - | \$ 15,256,020 | \$ 15,256,020 |
| Local Tech AssistanceProgram | \$ 150,000 | \$ - | \$ - | \$ - | \$ 150,000 | \$ 150,000 |
| NHPP Exempt | \$ 2,500,000 | \$ - | \$ - | \$ - | \$ 2,500,000 | \$ 2,500,000 |
| NSTI National Summer Transportation Institute | \$ 50,000 | \$ - | \$ - | \$ - | \$ 50,000 | \$ 50,000 |
| SPR EXEMPT | \$ 457,912 | \$ - | \$ - | \$ - | \$ 457,912 | \$ 457,912 |
| STIC Funding | \$ 100,000 | \$ - | \$ 25,000 | \$ - | \$ 125,000 | \$ 125,000 |
| Training (OJT) | \$ 30,000 | \$ - | \$ - | \$ - | \$ 30,000 | \$ 30,000 |
| GRAND TOTAL | \$ 20,407,385 | \$ - | \$ 25,000 | \$ 362,113 | \$ 20,794,498 | \$ 20,794,498 |

| Federal Transit Administration ⁽³⁾ | | | | | | |
|---|----------------------|-------------|-------------|----------------------|----------------------|----------------------|
| FTA5307 | \$ 12,774,874 | \$ - | \$ - | \$ 3,530,689 | \$ 16,305,563 | \$ 16,305,563 |
| FTA5310 | \$ 2,012,864 | \$ - | \$ - | \$ 503,216 | \$ 2,516,080 | \$ 2,516,080 |
| FTA5311 | \$ 4,811,564 | \$ - | \$ - | \$ 4,811,564 | \$ 9,623,128 | \$ 9,623,128 |
| FTA5339 | \$ 7,946,186 | \$ - | \$ - | \$ 1,986,547 | \$ 9,932,733 | \$ 9,932,733 |
| GRAND TOTAL | \$ 27,545,488 | \$ - | \$ - | \$ 10,832,016 | \$ 38,377,504 | \$ 38,377,504 |

| Innovative & Turnpike Funding ⁽⁴⁾ | | | | | | |
|--|-------------|--------------|----------------------|----------------------|----------------------|----------------------|
| BETTERMENT | \$ - | \$ - | \$ 6,024,364 | \$ - | \$ 6,024,364 | \$ 6,024,364 |
| GARVEE | \$ - | \$ - | \$ - | \$ 13,295,124 | \$ 13,295,124 | \$ 13,295,124 |
| RAISE Grant (43826) | \$ - | \$ 5,203,542 | \$ - | \$ 1,040,658 | \$ 6,244,200 | \$ 6,244,200 |
| RZED | \$ - | \$ - | \$ - | \$ 931,834 | \$ 931,834 | \$ 931,834 |
| SB367-4 Cents | \$ - | \$ - | \$ 4,148,200 | \$ - | \$ 4,148,200 | \$ 4,148,200 |
| Turnpike Capital | \$ - | \$ - | \$ 48,083,125 | \$ - | \$ 48,083,125 | \$ 48,083,125 |
| Turnpike R&R | \$ - | \$ - | \$ 4,307,553 | \$ - | \$ 4,307,553 | \$ 4,307,553 |
| GRAND TOTAL | \$ - | \$ - | \$ 62,563,242 | \$ 15,267,616 | \$ 83,034,399 | \$ 83,034,399 |

(1) Federal Apportionment for 2022-2024 is based on 9/30/2021 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

FFY 2024 - STIP Amendment 3 Financial Constraint

| Funding Sources | Federal Apportionments (A) | Federal Expectations (B) | State Resources (C) | Local/Other Resources (D) | Total Resources (B+C+D) | Total Programmed |
|--|----------------------------|--------------------------|---------------------|---------------------------|-------------------------|-----------------------|
| FHWA (Federal-Aid Formula) ⁽¹⁾ | Available | Pending | Available | Available | Available | Needed ⁽²⁾ |
| Congestion Mitigation and Air Quality Program | \$ 4,204,075 | \$ 5,385,515 | \$ - | \$ 492,558 | \$ 5,878,073 | \$ 3,162,790 |
| Highway Safety Improvement Program (HSIP) | \$ 4,792,768 | \$ 6,139,645 | \$ - | \$ - | \$ 6,139,645 | \$ 10,264,081 |
| National Highway Performance & Freight | \$ 77,939,875 | \$ 99,842,748 | \$ - | \$ 42,430 | \$ 99,885,178 | \$ 89,963,993 |
| Recreational Trails | \$ 1,255,265 | \$ 1,608,023 | \$ - | \$ 312,500 | \$ 1,920,523 | \$ 1,562,500 |
| Redistribution Auth FAST | \$ 1,209,655 | \$ 1,549,595 | \$ - | \$ - | \$ 1,549,595 | \$ - |
| RL - Rail Highway | \$ 1,225,000 | \$ 1,569,253 | \$ - | \$ - | \$ 1,569,253 | \$ 1,185,000 |
| Statewide Planning & Research (SPR Part 1 & 2) | \$ 4,806,436 | \$ 6,157,154 | \$ - | \$ 390,000 | \$ 6,547,154 | \$ 5,432,288 |
| STBG-5 to 200K | \$ 8,464,164 | \$ 10,842,786 | \$ - | \$ 102,458 | \$ 10,945,244 | \$ 48,932,879 |
| STBG-Areas Over 200K | \$ 5,922,002 | \$ 7,586,219 | \$ - | \$ - | \$ 7,586,219 | \$ 3,499,137 |
| STBG-Non Urban Areas Under 5K | \$ 10,591,850 | \$ 13,568,400 | \$ - | \$ 2,173 | \$ 13,570,573 | \$ 19,974,213 |
| STBG-Off System Bridge | \$ 3,672,842 | \$ 4,704,994 | \$ - | \$ - | \$ 4,704,994 | \$ 1,133,401 |
| STBG-State Flexible | \$ 51,996,448 | \$ 66,608,630 | \$ - | \$ 2,315,000 | \$ 68,923,630 | \$ 35,806,301 |
| TAP - Transportation Alternatives | \$ 1,693,395 | \$ 2,169,277 | \$ - | \$ 638,400 | \$ 2,807,677 | \$ 3,192,000 |
| TOTAL | \$ 177,773,775 | \$ 227,732,239 | \$ - | \$ 4,295,519 | \$ 232,027,758 | \$ 224,108,583 |

Adjustment for Federal Expectations

| | | | |
|---|----------------|-------------------|----------------|
| Apportioned 9/30/2021 Status of Funds | \$ 177,773,775 | Total Resources | \$ 232,027,758 |
| Ten Year Plan-Expected Federal Increase | \$ 227,732,239 | Total Programmed | \$ 224,108,583 |
| Adjustment Factor | 1.28 | Surplus/(Deficit) | \$ 7,919,175 |

| FHWA (Non- Formula Funds/Other) | | | | | | | | | | | | |
|---|----|-----------|----|---|----|--------|--------|-----------|-----------|-----------|-----------|-----------|
| DBE | \$ | 65,000 | \$ | - | \$ | - | \$ | 65,000 | \$ | 65,000 | | |
| Forest Highways | \$ | 350,000 | \$ | - | \$ | - | \$ | 350,000 | \$ | 350,000 | | |
| Highway Infr. Exempt | \$ | 1,418,204 | \$ | - | \$ | - | \$ | 1,418,204 | \$ | 1,418,204 | | |
| Local Tech Assistance Program | \$ | 150,000 | \$ | - | \$ | - | \$ | 150,000 | \$ | 150,000 | | |
| NHPP Exempt | \$ | 2,500,000 | \$ | - | \$ | - | 42,430 | \$ | 2,542,430 | \$ | 2,542,430 | |
| NSTI National Summer Transportation Institute | \$ | 50,000 | \$ | - | \$ | - | \$ | 50,000 | \$ | 50,000 | | |
| SPR EXEMPT | \$ | 457,912 | \$ | - | \$ | - | \$ | 457,912 | \$ | 457,912 | | |
| STIC Funding | \$ | 100,000 | \$ | - | \$ | 25,000 | \$ | 125,000 | \$ | 125,000 | | |
| Training (OJT) | \$ | 30,000 | \$ | - | \$ | - | \$ | 30,000 | \$ | 30,000 | | |
| GRAND TOTAL | \$ | 5,121,116 | \$ | | \$ | 25,000 | \$ | 42,430 | \$ | 5,188,546 | \$ | 5,188,546 |

| Federal Transit Administration ⁽³⁾ | | | | | | | | | | |
|---|----|------------|----|---|----|------------|----|------------|----|------------|
| FTA5307 | \$ | 13,035,164 | \$ | - | \$ | 3,602,104 | \$ | 16,637,268 | \$ | 16,637,268 |
| FTA5310 | \$ | 2,069,122 | \$ | - | \$ | 517,280 | \$ | 2,586,402 | \$ | 2,586,402 |
| FTA5311 | \$ | 4,907,795 | \$ | - | \$ | 4,907,795 | \$ | 9,815,590 | \$ | 9,815,590 |
| FTA5339 | \$ | 4,535,111 | \$ | - | \$ | 1,133,778 | \$ | 5,668,889 | \$ | 5,668,889 |
| GRAND TOTAL | \$ | 24,547,192 | \$ | - | \$ | 10,160,957 | \$ | 34,708,149 | \$ | 34,708,149 |

| Innovative & Turnpike Funding ⁽⁴⁾ | | | | | | | | | | | | |
|--|----|---|----|-------------|----|------------|----|-------------|----|------------|----|------------|
| BETTERMENT | \$ | - | \$ | - | \$ | 6,000,000 | \$ | - | \$ | 6,000,000 | \$ | 6,000,000 |
| GARVEE | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| RAISE Grant (43826) | \$ | - | | \$9,646,744 | \$ | - | | \$1,929,256 | \$ | 11,576,000 | \$ | 11,576,000 |
| RZED | \$ | - | \$ | - | \$ | - | | \$691,720 | \$ | 691,720 | \$ | 691,720 |
| SB367-4 Cents | \$ | - | \$ | - | \$ | 2,197,986 | \$ | - | \$ | 2,197,986 | \$ | 2,197,986 |
| Turnpike Capital | \$ | - | \$ | - | \$ | 39,832,263 | \$ | - | \$ | 39,832,263 | \$ | 39,832,263 |
| Turnpike R&R | \$ | - | \$ | - | \$ | 686,910 | \$ | - | \$ | 686,910 | \$ | 686,910 |
| GRAND TOTAL | \$ | - | | \$ | | 48,717,159 | \$ | 2,620,976 | \$ | 60,984,879 | \$ | 60,984,879 |

(1) Federal Apportionment for 2022-2024 is based on 9/30/2021 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.