

Transportation Improvement Program

Amendment #4

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

June 6, 2022

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**SNHPC FY 2021-2024 TIP AMENDMENT
#4 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 #4 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 #4 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 #4 to the TIP and MTP begins on Monday, June 6, 2022 and ends on Friday, June 17, 2022. During this period, Amendment #4 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 #4 to the TIP and MTP. The public hearing has been scheduled for Tuesday, June 28, 2022 at 11:30 AM.

Those wishing to participate in the June 28, 2022 public hearing in-person may do so at the SNHPC Office, 438 Dubuque St., Manchester, NH 03102.

Those wishing to participate in the June 28, 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 #4 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 #4 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 #4 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 June 28, 2022 public hearing, information about Amendment #4 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 la oficina
Comisión de Planificación del Sur de Nuevo Hampshire
(603) 669-4664
LMoore-O'Brien@snhpc.org



Aviso de periodo de comentarios públicos y audiencia pública Comisión de Planificación del Sur de Nuevo Hampshire

Enmienda #4 al Programa de Mejora del Transporte FY 2021-2024 y Plan de Transporte Metropolitano FY 2021-2045

La Comisión de Planificación del Sur de Nuevo Hampshire (SNHPC), como organización de planificación metropolitana designada para la región del sur de Nuevo Hampshire, anuncia su intención de adoptar la enmienda No. 4 al Programa de Mejora del Transporte (TIP) FY 2021-2024 de la SNHPC y al Plan de Transporte Metropolitano (MTP) FY 2021-2045 de la SNHPC.

Un periodo de diez (10) días de comentarios públicos para la Enmienda #4 al TIP y MTP comienza el lunes 6 de junio de 2022 y termina el viernes 17 de junio de 2022. Durante este período, la Enmienda #4 al TIP y MTP estará disponible para la revisión pública en el sitio web de la SNHPC (www.snhpc.org) y se pueden proporcionar copias físicas previa solicitud a Carl Eppich, planificador principal de transporte en ceppich@snhpc.org.

Después del período de comentarios públicos, y de conformidad con el plan de participación pública de la SNHPC, el comité de política de SNHPC MPO celebrará una audiencia pública para revisar los comentarios, solicitar la retroalimentación final del público y considerar la adopción de la enmienda # 4 al TIP y MTP. La audiencia pública ha sido programada para el martes 28 de junio de 2022 a las 11:30 AM.

Quienes deseen participar en la audiencia pública del 28 de junio de 2022 en persona pueden hacerlo en la oficina de la SNHPC, 438 Dubuque St., Manchester, NH 03102.

Quienes deseen participar en la audiencia pública del 28 de junio de 2022 por vía electrónica o por teléfono pueden hacerlo de la siguiente manera:

- Enlace directo: <https://us02web.zoom.us/j/89731947261>
- Acceso sólo por teléfono: Marque el (646) 558-8656 con el número de identificación de la reunión 897 3194 7261

Las agencias que reciben fondos de la Administración Federal de Tránsito (FTA) están obligadas a cumplir con ciertos requisitos de participación pública, incluyendo los especificados con respecto a las subvenciones de fórmula del área urbanizada hechas de conformidad con la Sección 5307 de la FTA. Para los proveedores de tránsito que operan en la región de la SNHPC, el proceso de la SNHPC para la revisión pública, la participación y los comentarios sobre el TIP sirve como el proceso de participación

pública en relación con el programa de proyectos para dichos proveedores. Estos proveedores incluyen, pero no se limitan a, la Autoridad de Tránsito de Manchester (MTA).

El 20 de julio de 2013, todo Nuevo Hampshire pasó a ser inclasificable/conforme al estándar nacional de calidad del aire ambiental para el ozono de 8 horas (NAAQS) de 2008. El 6 de abril de 2015, la NAAQS para el ozono de 8 horas de 1997 fue revocada a todos los efectos, incluida la conformidad del transporte, lo que alivió al área de Boston-Manchester-Portsmouth (SE) de NH de tener que demostrar la conformidad de los planes de transporte. Sin embargo, debido a una decisión del Tribunal de Apelaciones de los Estados Unidos para el circuito del Distrito de Columbia (Distrito de Gestión de la Calidad del Aire de la Costa Sur contra la EPA), a partir del 16 de febrero de 2019, la conformidad del transporte para el NAAQS de ozono de 1997 vuelve a aplicarse en el "área huérfana" de Boston-Manchester-Portsmouth (SE) de NH. Por lo tanto, la SNHPC está obligado a demostrar la conformidad para la NAAQS de ozono de 1997 para cualquier plan aprobado después del 16 de febrero de 2019.

Los comentarios sobre la Enmienda #4 al TIP y MTP deben presentarse por escrito a la SNHPC durante el período de comentarios, o verbalmente en la audiencia pública. Los comentarios sobre la Enmienda #4 al TIP y al MTP serán considerados para su incorporación en el documento final, según lo indique el comité de políticas de la SNHPC después de la audiencia pública.

Los comentarios sobre la Enmienda #4 al TIP y al MTP deben enviarse a Carl Eppich, planificador principal de transporte, por correo a 438 Dubuque St., Manchester, NH o por correo electrónico a ceppich@snhpc.org.

En la audiencia pública del 28 de junio de 2022, la información sobre la Enmienda #4 al TIP y al MTP se presentará utilizando la plataforma de software Microsoft Powerpoint.

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

(FIN)

SNHPC FY 2021-2024 TIP AMENDMENT #4 PROJECT CHANGES

Proposed (New Project in TIP)						
AUBURN (29316)						
Route/Road/Entity:	Griffin Mill Road over Maple Falls Brook			Total Project Cost:	\$784,000	
Scope:	Bridge Rehabilitation- Griffin Mill Road over Maple Falls Brook (Bridge #095/127)					
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$106,400	\$26,600	\$133,000	SB367-4-Cents, Towns
ROW	2023	\$0	\$4,000	\$1,000	\$5,000	SB367-4-Cents, Towns
Construction	2023	\$646,000	\$0	\$0	\$646,000	MOBIL
		\$646,000	\$110,400	\$27,600	\$784,000	
Regionally Significant:		No	CAA Code:	E-19		
Managed By:		Muni/Local				

Proposed (New Project in TIP)						
BEDFORD (24217)						
Route/Road/Entity: Beals Rd over Baboosic Brook			Total Project Cost:		\$1,119,458	
Scope: Bridge Replacement- Beals Road over Baboosic Brook (Bridge #105/055)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$120,909	\$30,227	\$151,136	SB367-4-Cents, Towns
ROW	2023	\$0	\$4,000	\$1,000	\$5,000	SB367-4-Cents, Towns
Construction	2023	\$963,322	\$0	\$0	\$963,322	MOBIL
		\$963,322	\$124,909	\$31,227	\$1,119,458	
Regionally Significant:		No	CAA Code:	E-19		
Managed By:		Muni/Local				

Approved						
DERRY- LONDONDERRY (13065)						
Route/Road/Entity:	I-93			Total Project Cost: \$28,499,563		
Scope: I-93 EXIT 4A - Prelim., Final Design, ROW & Construction of New Interchange and Connecting Roadway						
Phase	Year	Federal	State	Other	Total	Funding
ROW	2021	\$5,828,734	\$0	\$0	\$5,828,734	STBG-State Flexible, Toll Credit
ROW	2022	\$3,392,400	\$0	\$0	\$3,392,400	STBG-State Flexible, Toll Credit
Construction	2022	\$0	\$0	\$723,800	\$723,800	Non Par Other
Construction	2023	\$759,904	\$0	\$0	\$759,904	STBG-State Flexible, Toll Credit
Construction	2024	\$706,425	\$0	\$0	\$706,425	STBG-State Flexible, Toll Credit
		\$10,687,464	\$0	\$723,800	\$11,411,264	
Regionally Significant:	Yes		CAA Code:	N/E		
Managed By:	DOT					

Proposed						
DERRY- LONDONDERRY (13065)						
Route/Road/Entity: I-93					Total Project Cost:	\$28,509,433
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
ROW	2021	\$5,828,734	\$0	\$0	\$5,828,734	STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
ROW	2022	\$3,392,400	\$0	\$0	\$3,392,400	STBG-State Flexible, Toll Credit
		\$9,221,134	\$0	\$0	\$9,221,134	
Regionally Significant:		Yes	CAA Code:	N/E		
Managed By:		DOT				

Proposed (New Project in TIP)						
DERRY- LONDONDERRY (13065E)						
Route/Road/Entity:		Folsom Road		Total Project Cost:		\$533,500
Scope: I-93 Exit 4A, Building Demolitions for Construction of Exit 4A						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$533,500	\$0	\$0	\$533,500	STBG-State Flexible, Toll Credit
		\$533,500	\$0	\$0	\$533,500	
Regionally Significant:		Yes	CAA Code:	N/E		
Managed By:		DOT				

Approved						
MANCHESTER (41747)						
Route/Road/Entity:		Granite St & South Willow St		Total Project Cost:		\$1,798,118
Scope:		Implement an Adaptive Signal Control System 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	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				

Proposed						
MANCHESTER (41747)						
Route/Road/Entity:		Granite St & South Willow St		Total Project Cost:	\$1,670,885	
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	2022	\$1,112,500	\$0	\$262,500	\$1,375,000	Congestion Mitigation and Air Quality Program, Highway Safety Improvement Program (HSIP), Towns
		\$1,165,206	\$0	\$275,677	\$1,440,883	
Regionally Significant:		No	CAA Code:	E-52		
Managed By:		Muni/Local				

Proposed (New Project in TIP)						
MANCHESTER (43850)						
Route/Road/Entity: Eddy Rd/I-293				Total Project Cost:		\$2,500,000
Scope: Eddy Rd/Exit 6 SB On-ramp Intersection Safety Improvements						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$350,000	\$0	\$0	\$350,000	STBG-5 to 200K, Toll Credit
		\$350,000	\$0	\$0	\$350,000	
Regionally Significant:		No	CAA Code:	E-53		
Managed By:		DOT				

Proposed (New Project in TIP)						
NEW BOSTON (15505)						
Route/Road/Entity:	Tucker Mill Road			Total Project Cost:		\$1,101,446
Scope:	Bridge Replacement- Tucker Mill Road over Mid. Br. Piscataquoq River (Bridge #087/150)					
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$120,000	\$30,000	\$150,000	SB367-4-Cents, Towns
ROW	2023	\$0	\$4,000	\$1,000	\$5,000	SB367-4-Cents, Towns
Construction	2024	\$946,446	\$0	\$0	\$946,446	MOBIL
		\$946,446	\$124,000	\$31,000	\$1,101,446	
Regionally Significant:		No	CAA Code:	E-19		
Managed By:		Muni/Local				

Approved						
PROGRAM (CRDR)						
Route/Road/Entity: Various				Total Project Cost:	\$62,096,666	
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	\$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:		DOT				
Proposed						
PROGRAM (CRDR)						
Route/Road/Entity: Various				Total Project Cost:	\$82,096,666	
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	\$7,408,270	\$0	\$0	\$7,408,270	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$3,594,900	\$0	\$0	\$3,594,900	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
		\$15,898,970	\$0	\$0	\$15,898,970	
Regionally Significant:		No	CAA Code:	ALL		
Managed By:		DOT				
Proposed (New Project in TIP)						
PROGRAM (MOBIL)						
Route/Road/Entity: Various				Total Project Cost:	\$33,750,000	
Scope: Municipal Bridge Rehabilitation and Replacement Projects						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$6,750,000	\$0	\$0	\$6,750,000	MOBIL
Construction	2024	\$6,750,000	\$0	\$0	\$6,750,000	MOBIL
		\$13,500,000	\$0	\$0	\$13,500,000	
Regionally Significant:		No	CAA Code	All		
Managed By:		Muni/Local				

Approved						
PROGRAM (MOBRR)						
Route/Road/Entity: Various				Total Project Cost:	\$101,925,200	
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	\$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				
Proposed						
PROGRAM (MOBRR)						
Route/Road/Entity: Various				Total Project Cost:	\$127,925,200	
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	\$9,780,000	\$0	\$2,445,000	\$12,225,000	Other, STBG-State Flexible
Construction	2024	\$14,180,000	\$0	\$3,545,000	\$17,725,000	Other, STBG-State Flexible
		\$32,320,000	\$0	\$8,080,000	\$40,400,000	
Regionally Significant:		No	CAA Code:	ALL		
Managed By:		Muni/Local				

Approved						
PROGRAM (TSMO)						
Route/Road/Entity: Transp. Systems Mgmt. and Operations				Total Project Cost:		\$15,375,000
Scope: Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Information						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$350,000	\$0	\$0	\$350,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2022	\$1,050,000	\$0	\$0	\$1,050,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2023	\$725,000	\$0	\$0	\$725,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2024	\$725,000	\$0	\$0	\$725,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$2,850,000	\$0	\$0	\$2,850,000	
Regionally Significant:		No	CAA Code:	E-7		
Managed By:		DOT				
Proposed						
PROGRAM (TSMO)						
Route/Road/Entity: Transp. Systems Mgmt. and Operations				Total Project Cost:		\$27,607,631
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$350,000	\$0	\$0	\$350,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2022	\$1,250,000	\$0	\$1,017,589	\$2,267,589	Maine, STBG-State Flexible, Toll Credit, Vermont
Other	2023	\$1,500,000	\$0	\$1,904,042	\$3,404,042	Maine, National Highway Performance, Toll Credit, Vermont
Other	2024	\$2,500,000	\$0	\$1,785,308	\$4,285,308	Maine, National Highway Performance, Toll Credit, Vermont
		\$5,600,000	\$0	\$4,706,939	\$10,306,939	
Regionally Significant:		No	CAA Code:	E-7		
Managed By:		DOT				

Approved						
PROGRAM (USSS)						
Route/Road/Entity: Various					Total Project Cost:	\$10,380,000
Scope: Project to Update Signing on the State System						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$500,000	\$0	\$0	\$500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2022	\$500,000	\$0	\$0	\$500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$2,200,000	\$0	\$0	\$2,200,000	
Regionally Significant:		No	CAA Code:	E-44		
Managed By:		DOT				
Proposed						
PROGRAM (USSS)						
Route/Road/Entity: Various					Total Project Cost:	\$10,380,000
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$500,000	\$0	\$0	\$500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2022	\$3,090,000	\$0	\$0	\$3,090,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$4,790,000	\$0	\$0	\$4,790,000	
Regionally Significant:		No	CAA Code:	E-44		
Managed By:		DOT				

Approved						
SALEM TO MANCHESTER (10418X)						
Route/Road/Entity: I-93				Total Project Cost:		\$8,926,455
Scope: Final Design (PE) and ROW for I-93 Salem to Manchester Corridor		post September 4, 2014				
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$159,500	\$0	\$0	\$159,500	STBG-Areas Over 200K, Toll Credit
		\$159,500	\$0	\$0	\$159,500	
Regionally Significant:		Yes	CAA Code:	N/E		
Managed By:		DOT				
Proposed (Remove Project from TIP)						
SALEM TO MANCHESTER (10418X)						
Route/Road/Entity: I-93				Total Project Cost:		\$8,453,020
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
N/A	N/A	\$0	\$0	\$0	\$0	N/A
		\$0	\$0	\$0	\$0	
Regionally Significant:		Yes	CAA Code:	N/E		
Managed By:		DOT				

Proposed (New Project in TIP)						
STATEWIDE (43931)						
Route/Road/Entity: Various					Total Project Cost:	\$2,814,240
Scope: Construct Weigh-in-Motion Stations for Traffic Data Collection						
Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$17,930	\$0	\$0	\$17,930	STBG-State Flexible, Toll Credit
Construction	2022	\$2,796,310	\$0	\$0	\$2,796,310	STBG-State Flexible, Toll Credit
		\$2,814,240	\$0	\$0	\$2,814,240	
Regionally Significant:		No	CAA Code:	ATT		
Managed By:		DOT				

Proposed (New Project in TIP)						
STATEWIDE (43932)						
Route/Road/Entity: Various					Total Project Cost:	\$2,274,360
Scope: Construct Vehicle Classification Stations and Vehicle Count Stations for Traffic Data Collection						
Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$21,120	\$0	\$0	\$21,120	STBG-State Flexible, Toll Credit
Construction	2022	\$2,253,240	\$0	\$0	\$2,253,240	STBG-State Flexible, Toll Credit
		\$2,274,360	\$0	\$0	\$2,274,360	
Regionally Significant:		No	CAA Code	ATT		
Managed By:		DOT				

Proposed (New Project in TIP)						
WILTON-MILFORD-AMHERST-BEDFORD (13692E)						
Route/Road/Entity: NH Route 101				Total Project Cost:		\$7,390,342
Scope: Traffic and Safety Improvements based on the 2002 NH Route 101 Corridor Study						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$880,000	\$0	\$0	\$880,000	National Highway Performance, Toll Credit
PE	2024	\$565,400	\$0	\$0	\$565,400	National Highway Performance, Toll Credit
		\$1,445,400	\$0	\$0	\$1,445,400	
Regionally Significant:		No	CAA Code	ATT		
Managed By:		DOT				

**SNHPC FY 2021-2024 TIP AMENDMENT
#4 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 4 Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed	Available Federal Balance	Transfer or Committed funds
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed ⁽²⁾	Balance	Sources
Carbon Reduction Program	\$ 5,120,503	\$ -	\$ -	\$ 5,120,503	\$ -	\$ 5,120,503	
Congestion Mitigation and Air Quality Program	\$ 11,050,794	\$ -	\$ 1,309,693	\$ 12,360,487	\$ 8,646,721	\$ 3,713,766	
Highway Safety Improvement Program (HSIP)	\$ 11,916,721	\$ -	\$ -	\$ 11,916,721	\$ 9,049,081	\$ 2,867,640	
National Highway Performance & Freight	\$ 118,645,035	\$ -	\$ -	\$ 118,645,035	\$ 60,544,920	\$ 58,100,115	
Promoting Resilient Operations (PROTECT)	\$ 5,705,930	\$ -	\$ -	\$ 5,705,930	\$ -	\$ 5,705,930	
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,569,081	\$ -	
Redistribution	\$ 1,640,782	\$ -	\$ -	\$ 1,640,782	\$ 1,640,782	\$ -	
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000	\$ 40,000	
State Planning and Research	\$ 6,163,171	\$ -	\$ 390,000	\$ 6,553,171	\$ 5,196,436	\$ 1,356,735	
STBG-5 to 200K	\$ 720,140	\$ -	\$ 76,027	\$ 796,167	\$ 2,316,425	\$ (1,520,258)	Reprogrammed to STBG Flex
STBG 5k to 49,999	\$ 2,593,610	\$ -	\$ -	\$ 2,593,610	\$ 4,502,710	\$ (1,909,100)	Reprogrammed to STBG Flex
STBG-Areas Over 50k -200K	\$ 5,973,308	\$ -	\$ -	\$ 5,973,308	\$ 5,973,308	\$ -	
STBG-Areas Over 200K	\$ 6,497,745	\$ -	\$ 10,000	\$ 6,507,745	\$ 5,981,382	\$ 526,363	
STBG-Non Urban Areas Under 5K	\$ 11,621,600	\$ 717,581	\$ 19,121	\$ 12,358,302	\$ 16,093,378	\$ (3,735,076)	Reprogrammed to STBG Flex
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ -	\$ 4,897,123	\$ 2,696,250	\$ 2,200,873	
STBG-State Flexible	\$ 14,526,297	\$ -	\$ 925,000	\$ 15,451,297	\$ 85,485,843	\$ (70,034,546)	Additional funds needed from carryover and transfer from NHPP,CMAQ, PROTECT & CRP.
TAP - Transportation Alternatives	\$ 5,179,907	\$ -	\$ 638,400	\$ 5,818,307	\$ 3,192,000	\$ 2,626,307	
TOTAL	\$ 214,732,931	\$ 717,581	\$ 3,682,057	\$ 219,132,569	\$ 214,073,317	\$ 5,059,252	

Total Resources	\$ 219,132,569
Total Programmed	\$ 214,073,317
Surplus/(Deficit)	\$ 5,059,252

FHWA (Non- Formula Funds/Other)						
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000	
FHWA Earmarks	\$ 563,205	\$ -	\$ 107,496	\$ 670,701	\$ 670,701	
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000	
Highway Infr. Exempt	\$ 12,457,510	\$ -	\$ -	\$ 12,457,510	\$ 12,457,510	
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	
NHPP Exempt	\$ 2,501,098	\$ -	\$ 175,509	\$ 2,676,607	\$ 2,675,509	
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	\$ 48,000	\$ -	\$ 12,000	\$ 60,000	\$ 60,000	
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000	
GRAND TOTAL	\$ 17,008,577	\$ 25,000	\$ 295,005	\$ 17,328,582	\$ 17,327,484	

Federal Transit Administration ⁽³⁾						
FTAS307	\$ 17,078,071	\$ -	\$ 3,499,342	\$ 20,577,413	\$ 20,577,413	
FTAS310	\$ 3,197,782	\$ -	\$ 799,445	\$ 3,997,227	\$ 3,997,227	
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 funds transferred from CMAQ (41753)	\$ 779,200	\$ -	\$ 194,800	\$ 974,000	\$ 974,000	
FTA-Other	\$ 1,069,916	\$ -	\$ 23,979	\$ 1,093,895	\$ 1,093,895	
GRAND TOTAL	\$ 36,954,158	\$ -	\$ 13,452,501	\$ 50,406,659	\$ 50,406,659	

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	\$ -	\$ -	\$ 1,029,820	\$ 1,029,820	\$ 1,029,820	
SB367-4 Cents	\$ -	\$ 4,120,674	\$ -	\$ 4,120,674	\$ 4,120,674	
Turnpike Capital	\$ -	\$ 28,962,296	\$ -	\$ 28,962,296	\$ 28,962,296	
Turnpike R&R	\$ -	\$ 6,818,037	\$ -	\$ 6,818,037	\$ 6,818,037	
GRAND TOTAL	\$ 878,507	\$ 45,908,117	\$ 1,205,513	\$ 47,992,137	\$ 47,992,137	

(1) Federal Apportionment for 2022 is based on 4/6/2022 Status of Funds, with the exception of Carbon Reduction Program(CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program .This information is per the FHWA Notice Classification Code N4510.864 dated 2/23/2022

(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 4 Financial Constraint

Funding Sources	Expected Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed (2)
Carbon Reduction Program	\$ 5,242,015	\$ -	\$ -	\$ 5,242,015	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,313,034	\$ -	\$ 552,911	\$ 11,865,945	\$ 8,990,257
Highway Safety Improvement Program (HSIP)	\$ 12,199,510	\$ -	\$ -	\$ 12,199,510	\$ 12,427,908
National Highway Performance & Freight	\$ 121,460,530	\$ -	\$ -	\$ 121,460,530	\$ 106,952,672
Promoting Resilient Operations (PROTECT)	\$ 5,841,334	\$ -	\$ -	\$ 5,841,334	\$ -
Recreational Trails	\$ 1,285,053	\$ -	\$ 381,250	\$ 1,666,303	\$ 1,906,250
Redistribution	\$ 2,031,156	\$ -	\$ -	\$ 2,031,156	\$ 1,640,782
RL - Rail Highway	\$ 1,254,070	\$ -	\$ -	\$ 1,254,070	\$ 1,180,000
State Planning and Research	\$ 6,324,782	\$ -	\$ 390,000	\$ 6,714,782	\$ 6,492,280
STBG-5 to 200K	\$ 737,229	\$ -	\$ 26,186	\$ 763,416	\$ 7,139,957
STBG 5k to 50k	\$ 2,655,157	\$ -	\$ -	\$ 2,655,157	\$ -
STBG-Areas Over 50k -200K	\$ 6,115,057	\$ -	\$ -	\$ 6,115,057	\$ 5,204,483
STBG-Areas Over 200K	\$ 6,651,939	\$ -	\$ 821,355	\$ 7,473,294	\$ 8,712,531
STBG-Non Urban Areas Under 5K	\$ 11,897,385	\$ -	\$ 12,893	\$ 11,910,278	\$ 32,917,451
STBG-Off System Bridge	\$ 5,013,334	\$ -	\$ -	\$ 5,013,334	\$ 987,730
STBG-State Flexible	\$ 17,942,203	\$ -	\$ 3,302,480	\$ 21,244,683	\$ 30,621,664
TAP - Transportation Alternatives	\$ 5,302,828	\$ -	\$ 778,848	\$ 6,081,676	\$ 3,894,240
TOTAL	\$ 223,266,616	\$ -	\$ 6,265,923	\$ 229,532,539	\$ 229,068,206

Total Resources	\$ 229,532,539
Total Programmed	\$ 229,068,206
Surplus/(Deficit)	\$ 464,333

FHWA (Non- Formula Funds/Other)					
DBE	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
FHWA Earmarks	\$ 1,448,453	\$ -	\$ 362,113	\$ 1,810,566	\$ 1,810,566
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infr. Exempt	\$ 17,743,932	\$ -	\$ -	\$ 17,743,932	\$ 17,743,932
Local Tech AssistanceProgram	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
NHPP Exempt	\$ 2,501,098	\$ -	\$ 50,800	\$ 2,551,898	\$ 2,550,800
NSTI National Summer Transportation Institute	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
SPR EXEMPT	\$ 693,764	\$ -	\$ -	\$ 693,764	\$ 693,764
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 404,000	\$ -	\$ 101,000	\$ 505,000	\$ 505,000
Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
GRAND TOTAL	\$ 23,678,147	\$ 25,000	\$ 513,913	\$ 24,217,060	\$ 24,215,962

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	\$ -	\$ -	\$ -	\$ -	\$ -
RAISE Grant (43826)	\$ 5,203,542	\$ -	\$ 1,040,658	\$ 6,244,200	\$ 6,244,200
RZED	\$ -	\$ -	\$ 953,075	\$ 953,075	\$ 953,075
SB367-4 Cents	\$ -	\$ 4,038,193	\$ -	\$ 4,038,193	\$ 4,038,193
Turnpike Capital	\$ -	\$ 44,376,587	\$ -	\$ 44,376,587	\$ 44,376,587
Turnpike R&R	\$ -	\$ 7,104,773	\$ -	\$ 7,104,773	\$ 7,104,773
GRAND TOTAL	\$ 5,203,542	\$ 61,543,917	\$ 1,993,733	\$ 68,741,192	\$ 68,741,192

(1) Federal expected amounts is based on the percentage breakdown of 2022 apportionment formulated into IIJA projected authorization for 2023 & 2024.

(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 4 Financial Constraint

Funding Sources	Expected Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed ⁽²⁾
Carbon Reduction Program	\$ 5,346,862	\$ -	\$ -	\$ 5,346,862	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,539,309	\$ -	\$ -	\$ 11,539,309	\$ 1,576,370
Highway Safety Improvement Program (HSIP)	\$ 12,443,516	\$ -	\$ -	\$ 12,443,516	\$ 13,056,257
National Highway Performance & Freight	\$ 123,889,899	\$ -	\$ -	\$ 123,889,899	\$ 116,482,573
Promoting Resilient Operations (PROTECT)	\$ 5,958,168	\$ -	\$ -	\$ 5,958,168	\$ -
Recreational Trails	\$ 1,310,756	\$ -	\$ 381,250	\$ 1,692,006	\$ 1,906,250
Redistribution	\$ 2,071,782	\$ -	\$ -	\$ 2,071,782	\$ 1,640,782
RL - Rail Highway	\$ 1,279,153	\$ -	\$ -	\$ 1,279,153	\$ 1,185,000
State Planning and Research	\$ 6,451,285	\$ -	\$ 390,000	\$ 6,841,285	\$ 6,492,280
STBG-5 to 200K	\$ 751,975	\$ -	\$ 124,799	\$ 876,774	\$ 8,976,710
STBG 5k to 50k	\$ 2,708,264	\$ -	\$ -	\$ 2,708,264	\$ 212,796
STBG-Areas Over 50k -200K	\$ 6,237,366	\$ -	\$ -	\$ 6,237,366	\$ 6,483,247
STBG-Areas Over 200K	\$ 6,784,987	\$ -	\$ -	\$ 6,784,987	\$ 5,024,754
STBG-Non Urban Areas Under 5K	\$ 12,135,349	\$ -	\$ 2,173	\$ 12,137,522	\$ 15,886,695
STBG-Off System Bridge	\$ 5,113,607	\$ -	\$ -	\$ 5,113,607	\$ 2,251,536
STBG-State Flexible	\$ 18,301,071	\$ -	\$ 3,865,000	\$ 22,166,071	\$ 43,483,595
TAP - Transportation Alternatives	\$ 5,408,892	\$ -	\$ 778,848	\$ 6,187,740	\$ 3,894,240
TOTAL	\$ 227,732,239	\$ -	\$ 5,542,070	\$ 233,274,309	\$ 228,553,085

Total Resources	\$ 233,274,309
Total Programmed	\$ 228,553,085
Surplus/(Deficit)	\$ 4,721,224

FHWA (Non- Formula Funds/Other)					
DBE	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infr. Exempt	\$ 5,376,004	\$ -	\$ -	\$ 5,376,004	\$ 5,376,004
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
NHPP Exempt	\$ 2,501,098	\$ -	\$ 42,430	\$ 2,543,528	\$ 2,542,430
NSTI National Summer Transportation Institute	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
SPR EXEMPT	\$ 693,764	\$ -	\$ -	\$ 693,764	\$ 693,764
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
GRAND TOTAL	\$ 9,457,766	\$ 25,000	\$ 42,430	\$ 9,525,196	\$ 9,524,098

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)	\$ 9,382,866	\$ -	\$ 1,877,834	\$ 11,260,700	\$ 11,260,700
RZED	\$ -	\$ -	\$ 691,720	\$ 691,720	\$ 691,720
SB367-4 Cents	\$ -	\$ 4,600,074	\$ -	\$ 4,600,074	\$ 4,600,074
Turnpike Capital	\$ -	\$ 47,760,430	\$ -	\$ 47,760,430	\$ 47,760,430
Turnpike R&R	\$ -	\$ 3,565,310	\$ -	\$ 3,565,310	\$ 3,565,310
GRAND TOTAL	\$ 9,382,866	\$ 61,925,814	\$ 2,569,554	\$ 73,878,234	\$ 73,878,234

(1) Federal expected amounts is based on the percentage breakdown of 2022 apportionment formulated into IJA projected authorization for 2023 & 2024.

(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.