

Transportation Improvement Program

Amendment #1

FY 2023 – FY 2026

Southern New Hampshire Planning Commission



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

ADOPTED
May 23, 2023

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**SNHPC FY 2023-2026 TIP AMENDMENT
#1 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 #1 to the FY 2023-2026 Transportation Improvement Program and FY 2021-2045 Metropolitan Transportation Plan

The Southern New Hampshire Planning Commission (SNHPC), as the designated Metropolitan Planning Organization for the southern New Hampshire region, announces its intention to adopt Amendment #1 to the FY 2023-2026 SNHPC Transportation Improvement Program (TIP) and the SNHPC FY 2021-2045 Metropolitan Transportation Plan (MTP).

A ten (10) day public comment period for Amendment #1 to the TIP and MTP begins on Monday, May 8, 2023 and ends on Friday, May 19, 2023. During this period, Amendment #1 to the TIP and MTP will be available for public review on the SNHPC website (www.snhpc.org) and physical copies can be provided upon request to David Tilton, Transportation Planner at dtilton@snhpc.org.

Following the public comment period, and pursuant to the SNHPC Public Participation Plan, the SNHPC MPO Policy Committee will hold a public hearing to review comments, solicit final public feedback, and consider adoption of Amendment #1 to the TIP and MTP. The public hearing has been scheduled for Tuesday, May 23, 2023 at 11:30 AM.

Those wishing to participate in the May 23, 2023 public hearing in-person may do so at the SNHPC Office, 438 Dubuque St., Manchester, NH.

Those wishing to participate in the May 23, 2023 public hearing electronically or by telephone-only may do so as follows:

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

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

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

Comments on Amendment #1 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 #1 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 #1 to the TIP and MTP should be submitted to David Tilton, Transportation Planner by regular mail at 438 Dubuque St., Manchester, NH 03102 or by e-mail at dtilton@snhpc.org.

At the May 23, 2023 public hearing, information about Amendment #1 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)

NOTIFICACIÓN AL PÚBLICO

CONTACTO:

Oficina del administrador
Comisión de Planificación del Sur de Nuevo Hampshire
(603) 669-4664
LMoore-O'Brien@snhpc.org



Notificación de Período de Consulta al Público y Audiencia Pública Comisión de Planificación del Sur de Nuevo Hampshire

Enmienda # 1 al Programa de mejora del transporte para el año fiscal 2023-2026 y el Plan de transporte metropolitano para el año fiscal 2021-2045

La Comisión de Planificación del Sur de Nuevo Hampshire (SNHPC por sus siglas en inglés), como la Organización de Planificación Metropolitana designada para la región del sur de Nuevo Hampshire, anuncia su intención de adoptar la Enmienda # 1 al Programa de mejora del transporte (TIP por sus siglas en inglés) de SNHPC para el año fiscal 2023-2026 y al Plan de Transporte Metropolitano (MTP por sus siglas en inglés) para el Año fiscal 2021- 2045.

Un período de consulta pública de diez (10) días para la Enmienda # 1 al TIP y al MTP comienza el lunes 8 de mayo de 2023 y finaliza el viernes 19 de mayo de 2023. Durante este período, la Enmienda # 1 al TIP y al MTP se pondrán a disposición para revisión pública en el sitio web de SNHPC (www.snhpc.org) y se pueden proporcionar copias físicas previa solicitud a David Tilton, planificador de transporte en dtilton@snhpc.org.

Después del período de consulta pública, y de conformidad con el Plan de Participación Pública de SNHPC, el Comité de Políticas de MPO de SNHPC llevará a cabo una audiencia pública para revisar los comentarios, solicitar comentarios públicos finales y considerar la adopción de la Enmienda #1 al TIP y al MTP. La audiencia pública ha sido programada para el martes 23 de mayo de 2023 a las 11:30 a.m.

Aquellos que deseen participar en persona en la audiencia pública del 23 de mayo de 2023 pueden hacerlo en la oficina de SNHPC, 438 Dubuque St., Manchester, NH.

Aquellos que deseen participar en la audiencia pública del 23 de mayo de 2023 de forma electrónica o solo por teléfono pueden hacerlo de la siguiente manera:

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

Las agencias que reciben fondos de la Administración Federal de Tránsito (FTA, por sus siglas en inglés) deben cumplir con ciertos requisitos de participación pública, incluidos los especificados con respecto a las Subvenciones de Fórmula de Área Urbanizada realizadas de conformidad con la Sección 5307 de FTA. Para los proveedores de transporte que operan en la Región SNHPC, el proceso de la SNHPC para la revisión pública, participación y comentarios sobre el TIP sirve como proceso de

participación pública con respecto al programa de proyectos para dichos proveedores. Estos proveedores incluyen, entre otros, la Autoridad de Tránsito de Manchester (MTA por sus siglas en inglés).

El 20 de julio de 2013, todo Nuevo Hampshire se volvió inclasificable/cumplimiento del Estándar Nacional de Calidad del Aire Ambiental (NAAQS por sus siglas en inglés) de 8 horas de ozono de 2008. El 6 de abril de 2015, el NAAQS de ozono de 8 horas de 1997 fue revocado a todos los efectos, incluido el cumplimiento del transporte, lo que alivia el área NH de Boston-Manchester-Portsmouth (SE) de tener que demostrar el cumplimiento de los planes de transporte. Sin embargo, debido a una decisión de la Corte de Apelaciones de los EE. UU. para el Circuito del Distrito de Columbia (Distrito de Gestión de la Calidad del Aire de la Costa Sur v. EPA), a partir del 16 de febrero de 2019, el cumplimiento del transporte para las NAAQS de ozono de 1997 se aplica nuevamente en Boston- Manchester-Portsmouth (SE) NH “Área huérfana”. Por lo tanto, el SNHPC debe demostrar el cumplimiento con las NAAQS de ozono de 1997 para cualquier plan aprobado después del 16 de febrero de 2019.

Los comentarios sobre la Enmienda #1 al TIP y al MTP deben enviarse por escrito al SNHPC durante el período de comentarios, o verbalmente en la audiencia pública. Los comentarios sobre la Enmienda # 1 al TIP y al MTP se considerarán para su incorporación en el documento final, según lo indique el Comité de políticas de SNHPC después de la audiencia pública.

Los comentarios sobre la enmienda # 1 al TIP y al MTP deben enviarse a David Tilton, planificador de transporte, por correo postal a 438 Dubuque St., Manchester, NH 03102 o por correo electrónico a dtilton@snhpc.org.

En la audiencia pública del 23 de mayo de 2023, se presentará información sobre la Enmienda #1 al TIP y al MTP utilizando la plataforma de software Microsoft PowerPoint.

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

(FIN)

SNHPC FY 2023-2026 TIP AMENDMENT #1 PROJECT CHANGES

Approved						
CANDIA (41592)						
Road/Entity: NH 43/NH 27/Raymond Rd.			Total Project Cost:		\$5,922,900	
Scope: Safety & Operational Improvements to Intersections of NH 27; NH 43 & Raymond Road (~.1m)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$223,850	\$0	\$0	\$223,850	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2026	\$194,727	\$0	\$0	\$194,727	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	\$126,286	\$0	\$0	\$126,286	STBG-State Flexible, Toll Credit
		\$544,864	\$0	\$0	\$544,864	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		NHDOT				
Proposed						
CANDIA (41592)						
Road/Entity: NH 43/NH 27/Raymond Rd.			Total Project Cost:		\$6,632,477	
Scope: Safety & Operational Improvements to Intersections of NH 27; NH 43 & Raymond Road (~.1m)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$275,000	\$0	\$0	\$275,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	\$275,000	\$0	\$0	\$275,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2025	\$226,160	\$0	\$0	\$226,160	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2026	\$232,492	\$0	\$0	\$232,492	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	\$126,286	\$0	\$0	\$126,286	STBG-State Flexible, Toll Credit
		\$1,134,939	\$0	\$0	\$1,134,939	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		NHDOT				

Approved						
MANCHESTER (42886)						
Road/Entity: River Road/Bicentennial Drive			Total Project Cost:		\$2,064,803	
Scope: Construct a Roundabout at River Road/Bicentennial Drive Intersection						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$104,000	\$0	\$26,000	\$130,000	Congestion Mitigation and Air Quality Program, Towns
PE	2024	\$57,568	\$0	\$14,392	\$71,960	Congestion Mitigation and Air Quality Program, Towns
		\$161,568	\$0	\$40,392	\$201,960	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		Muni/Local				
Proposed						
MANCHESTER (42886)						
Road/Entity: River Road/Bicentennial Drive			Total Project Cost:		\$1,891,060	
Scope: Construct a Roundabout at River Road/Bicentennial Drive Intersection						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$24,000	\$0	\$6,000	\$30,000	Congestion Mitigation and Air Quality Program, Towns
PE	2024	\$136,000	\$0	\$34,000	\$170,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	\$1,352,848	\$0	\$338,212	\$1,691,060	Congestion Mitigation and Air Quality Program, Towns
		\$1,512,848	\$0	\$378,212	\$1,891,060	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		Muni/Local				
Proposed (New Project in TIP)						
STATEWIDE (44196)						
Road/Entity: Various			Total Project Cost:		\$165,000	
Scope: Development of a Resilience Improvement Plan						
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$165,000	\$0	\$0	\$165,000	Other Fed, Toll Credit
		\$165,000	\$0	\$0	\$165,000	
Regionally Significant:		No		CAA Code:	ALL	
Managed By:		NHDOT				

Scope Change Only						
PROGRAM (PAVE-T1-RESURF)						
Road/Entity:	Tier 1 Highways			Total Project Cost:	\$217,382,690	
Approved Scope:	Resurface Tier 1 Highways					
Proposed Scope:	Preservation of Tier 1 Highways					
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$450,000	\$0	\$0	\$450,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$13,000,000	\$0	\$0	\$13,000,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$13,000,000	\$0	\$0	\$13,000,000	National Highway Performance, Toll Credit
Construction	2025	\$8,000,000	\$0	\$0	\$8,000,000	National Highway Performance, Toll Credit
Construction	2026	\$7,000,000	\$0	\$0	\$7,000,000	National Highway Performance, Toll Credit
		\$42,350,000	\$0	\$0	\$42,350,000	
Regionally Significant:	No			CAA Code:	E-10	
Managed By:	NHDOT					

SNHPC FY 2023-2026 TIP AMENDMENT #1 FISCAL CONSTRAINT

2023 Federal Highway Formula and Match Funding

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

2024 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total Resources	Total
	Available	State Available	Available			Programmed
Carbon Reduction Program 5k to 49,999	\$ 355,249	\$ -	\$ -		\$ 355,249	\$ -
Carbon Reduction Program Under 5k	\$ 1,468,386	\$ -	\$ -		\$ 1,468,386	\$ -
Carbon Reduction Program>200k	\$ 820,988	\$ -	\$ -		\$ 820,988	\$ -
Carbon Reduction 50k- 200K	\$ 818,169	\$ -	\$ -		\$ 818,169	\$ -
Carbon Reduction Program Flex	\$ 1,864,580	\$ -	\$ -		\$ 1,864,580	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 669,987		\$ 12,167,232	\$ 4,929,947
Highway Safety Improvement Program (HSIP)	\$ 12,422,937	\$ -	\$ -		\$ 12,422,937	\$ 12,521,257
National Highway Freight	\$ 5,842,290	\$ -	\$ -		\$ 5,842,290	\$ 1,760,831
National Highway Performance	\$ 117,650,111	\$ -	\$ 40,000		\$ 117,690,111	\$ 97,099,088
PROTECT Program	\$ 5,936,450	\$ -	\$ -		\$ 5,936,450	\$ 3,250,000
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816		\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -		\$ 1,249,500	\$ 1,185,000
Safe Routes to School	\$ -	\$ -	\$ -		\$ -	\$ -
STBG-5 to 49,999	\$ 2,925,220	\$ -	\$ 402,818		\$ 3,328,038	\$ 1,611,273
STBG-50 to 200K	\$ 6,737,036	\$ -	\$ 175,388		\$ 6,912,424	\$ 4,852,684
STBG-Areas Over 200K	\$ 6,760,254	\$ -	\$ 585,200		\$ 7,345,454	\$ 2,358,006
STBG-Non Urban Areas Under 5K	\$ 12,091,113	\$ -	\$ 14,997		\$ 12,106,110	\$ 19,214,175
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ -		\$ 4,995,065	\$ 3,275,796
STBG-State Flexible	\$ 20,916,223	\$ -	\$ 709,033		\$ 21,625,256	\$ 62,903,764
TAP-50K to 200K	\$ 754,866	\$ -	\$ 145,000		\$ 899,866	\$ 580,000
TAP-5K to 49,999	\$ 327,763	\$ -	\$ 55,000		\$ 382,763	\$ 220,000
TAP-Areas Over 200K	\$ 757,468	\$ -	\$ 145,000		\$ 902,468	\$ 580,000
TAP-Flex	\$ 2,220,167	\$ -	\$ 208,848		\$ 2,429,015	\$ 835,392
TAP-Non Urban Areas Under 5K	\$ 1,354,777	\$ -	\$ 225,000		\$ 1,579,777	\$ 900,000
State Planning and Research	\$ 6,428,275	\$ -	\$ 390,000		\$ 6,818,275	\$ 6,043,865
	\$ 227,474,501	\$ -	\$ 4,080,087		\$ 231,554,589	\$ 225,376,342
Surplus/Deficit						\$ 6,178,247

2025 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total Resources	Total
	Available	State Available	Available			Programmed
Carbon Reduction Program 5k to 49,999	\$ 362,354	\$ -	\$ -		\$ 362,354	\$ -
Carbon Reduction Program Under 5k	\$ 1,497,754	\$ -	\$ -		\$ 1,497,754	\$ -
Carbon Reduction Program>200k	\$ 837,408	\$ -	\$ -		\$ 837,408	\$ -
Carbon Reduction 50k- 200K	\$ 834,532	\$ -	\$ -		\$ 834,532	\$ -
Carbon Reduction Program Flex	\$ 1,901,872	\$ -	\$ -		\$ 1,901,872	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 1,851,757		\$ 13,578,947	\$ 6,279,150
Highway Safety Improvement Program (HSIP)	\$ 12,671,396	\$ -	\$ -		\$ 12,671,396	\$ 12,670,072
National Highway Freight	\$ 5,959,135	\$ -	\$ -		\$ 5,959,135	\$ 1,726,792
National Highway Performance	\$ 120,003,113	\$ -	\$ 77,153		\$ 120,080,267	\$ 76,403,130
PROTECT Program	\$ 6,055,179	\$ -	\$ -		\$ 6,055,179	\$ 2,460,589
Recreational Trails	\$ 1,305,978	\$ -	\$ 313,816		\$ 1,619,794	\$ 1,255,265
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -		\$ 1,274,490	\$ 1,185,000
Safe Routes to School	\$ -	\$ -	\$ -		\$ -	\$ -
STBG-5 to 49,999	\$ 2,983,725	\$ -	\$ 1,371,969		\$ 4,355,693	\$ 5,487,875
STBG-50 to 200K	\$ 6,871,776	\$ -	\$ 772,267		\$ 7,644,043	\$ 9,044,212
STBG-Areas Over 200K	\$ 6,895,459	\$ -	\$ -		\$ 6,895,459	\$ 9,976,540
STBG-Non Urban Areas Under 5K	\$ 12,332,935	\$ -	\$ 56,253		\$ 12,389,188	\$ 11,552,936
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ -		\$ 5,094,967	\$ 537,755
STBG-State Flexible	\$ 21,334,547	\$ -	\$ 2,220,852		\$ 23,555,399	\$ 90,271,866
TAP-50K to 200K	\$ 769,964	\$ -	\$ 145,000		\$ 914,964	\$ 580,000
TAP-5K to 49,999	\$ 334,318	\$ -	\$ 55,000		\$ 389,318	\$ 220,000
TAP-Areas Over 200K	\$ 772,618	\$ -	\$ 145,000		\$ 917,618	\$ 580,000
TAP-Flex	\$ 2,264,570	\$ -	\$ 208,848		\$ 2,473,418	\$ 835,392
TAP-Non Urban Areas Under 5K	\$ 1,381,872.81	\$ -	\$ 225,000		\$ 1,606,872.81	\$ 900,000
State Planning and Research	\$ 6,556,840.09		\$ 390,000		\$ 6,946,840.09	\$ 6,028,821
	\$ 232,023,991	\$ -	\$ 7,832,915		\$ 239,856,906	\$ 237,995,393
Surplus/Deficit						\$ 1,861,513

2026 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total Resources	Total
	Available	State Available	Available			Programmed
Carbon Reduction Program 5k to 49,999	\$ 369,601	\$ -	\$ -		\$ 369,601	\$ -
Carbon Reduction Program Under 5k	\$ 1,527,709	\$ -	\$ -		\$ 1,527,709	\$ -
Carbon Reduction Program>200k	\$ 854,156	\$ -	\$ -		\$ 854,156	\$ -
Carbon Reduction 50k- 200K	\$ 851,223	\$ -	\$ -		\$ 851,223	\$ -
Carbon Reduction Program Flex	\$ 1,939,909	\$ -	\$ -		\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 132,098		\$ 12,093,832	\$ 6,279,150
Highway Safety Improvement Program (HSIP)	\$ 12,924,824	\$ -	\$ -		\$ 12,924,824	\$ 12,670,072
National Highway Freight	\$ 6,078,318	\$ -	\$ -		\$ 6,078,318	\$ 1,726,792
National Highway Performance	\$ 122,403,175	\$ -	\$ 667,963		\$ 123,071,139	\$ 76,403,130
PROTECT Program	\$ 6,176,283	\$ -	\$ -		\$ 6,176,283	\$ 2,460,589
Recreational Trails	\$ 1,332,097	\$ -	\$ 313,816		\$ 1,645,913	\$ 1,255,265
RL - Rail Highway	\$ 1,299,980	\$ -	\$ -		\$ 1,299,980	\$ 1,185,000
Safe Routes to School	\$ -	\$ -	\$ -		\$ -	\$ -
STBG-5 to 49,999	\$ 3,043,399	\$ -	\$ -		\$ 3,043,399	\$ 5,487,875
STBG-50 to 200K	\$ 7,009,212	\$ -	\$ 393,961		\$ 7,403,173	\$ 9,044,212
STBG-Areas Over 200K	\$ 7,033,368	\$ -	\$ -		\$ 7,033,368	\$ 9,976,540
STBG-Non Urban Areas Under 5K	\$ 12,579,594	\$ -	\$ 254,201		\$ 12,833,794	\$ 11,552,936
STBG-Off System Bridge	\$ 5,196,866	\$ -	\$ -		\$ 5,196,866	\$ 537,755
STBG-State Flexible	\$ 21,761,238	\$ -	\$ 858,624		\$ 22,619,863	\$ 90,271,866
TAP-50K to 200K	\$ 785,363	\$ -	\$ 137,000		\$ 922,363	\$ 580,000
TAP-5K to 49,999	\$ 341,004	\$ -	\$ 47,000		\$ 388,004	\$ 220,000
TAP-Areas Over 200K	\$ 788,070	\$ -	\$ 137,000		\$ 925,070	\$ 580,000
TAP-Flex	\$ 2,309,861	\$ -	\$ 237,658		\$ 2,547,519	\$ 835,392
TAP-Non Urban Areas Under 5K	\$ 1,409,510	\$ -	\$ 220,190		\$ 1,629,700	\$ 900,000
State Planning and Research	\$ 6,687,977		\$ 460,813		\$ 7,148,789	\$ 6,028,821
	\$ 236,664,471	\$ -	\$ 3,860,323		\$ 240,524,795	\$ 237,995,393
Surplus/Deficit						\$ 2,529,402

General Notes

* Federal Available for 2023 is from 10/12/2022 Federal Status of Funds Report and includes available prior year funding & anticipated transfers, future years show percentage. Redistribution funds (\$2.4M) and Other Fed Funds (\$118k) are included in the STBG State Flexible Available funding category based on like eligibility:

2023 & 2024 STBG Flex Programmed shows Conway Bypass Payback.

Anticipated return 1% funding has been added to STBG Flex.

Overprogramming in Freight 2026 will use 2025 carryover.

Overprogramming in Flex will be addressed by deobligations , year end redistributions and year end transfers

Federal Highway Formula and Match Funding for 2023

Financially Constrained by Funding Category

Funding Category	Federal Apportionment (A)	Proposed Transfers	Federal Available Balance from Prior Years (B)*	Federal Total (C)** = (A)+(B)	State Match (D)	Local/Other Match (E)	Total Resources Available (C) + (D) + (E)	Total Programmed	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	\$ 348,283		\$ 1,759,157	\$ 2,107,440	\$ -	\$ -	\$ 2,107,440	\$ -	\$ 2,107,440
Carbon Reduction Program Under 5k	\$ 1,439,594		\$ 3,395,536	\$ 4,835,130	\$ -	\$ -	\$ 4,835,130	\$ -	\$ 4,835,130
Carbon Reduction Program>200k	\$ 804,890		\$ 1,088,617	\$ 1,893,507	\$ -	\$ -	\$ 1,893,507	\$ -	\$ 1,893,507
Carbon Reduction 50k- 200K	\$ 802,126		\$ -	\$ 802,126	\$ -	\$ -	\$ 802,126	\$ -	\$ 802,126
Carbon Reduction Program Flex	\$ 1,828,020		\$ 786,398	\$ 2,614,418	\$ -	\$ -	\$ 2,614,418	\$ 1,828,000	\$ 786,418
Congestion Mitigation and Air Quality Program	\$ 11,271,809	\$ (5,000,000)	\$ 7,833,224	\$ 14,105,033	\$ -	\$ 907,628	\$ 15,012,661	\$ 5,431,063	\$ 9,581,598
Highway Safety Improvement Program (HSIP)	\$ 12,179,350	\$ (2,000,000)	\$ 5,215,963	\$ 15,395,313	\$ -	\$ -	\$ 15,395,313	\$ 9,436,989	\$ 5,958,324
National Highway Freight	\$ 5,727,735		\$ 1,411,367	\$ 7,139,102	\$ -	\$ -	\$ 7,139,102	\$ 5,727,733	\$ 1,411,369
National Highway Performance	\$ 115,343,246	\$ (54,000,000)	\$ 2,969,612	\$ 64,312,858	\$ -	\$ -	\$ 64,312,858	\$ 58,886,764	\$ 5,426,095
PROTECT Program	\$ 5,820,049		\$ -	\$ 5,820,049	\$ -	\$ -	\$ 5,820,049	\$ 5,820,000	\$ 50
Recreational Trails	\$ 1,255,265		\$ -	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,255,265	\$ 313,816
RL - Rail Highway	\$ 1,225,000		\$ 789,108	\$ 2,014,108	\$ -	\$ -	\$ 2,014,108	\$ 1,180,000	\$ 834,108
Safe Routes to School	\$ -		\$ 18,707	\$ 18,707	\$ -	\$ -	\$ 18,707	\$ 18,707	\$ -
STBG-5 to 49,999	\$ 2,867,863		\$ -	\$ 2,867,863	\$ -	\$ 456,029	\$ 3,323,892	\$ 2,000,116	\$ 1,323,776
STBG-50 to 200K	\$ 6,604,937		\$ 1,718,219	\$ 8,323,156	\$ -	\$ 107,000	\$ 5,652,385	\$ 5,632,646	\$ 19,740
STBG-Areas Over 200K	\$ 6,627,700		\$ 141,552	\$ 6,769,252	\$ -	\$ 1,002,131	\$ 7,771,383	\$ 4,977,578	\$ 2,793,805
STBG-Non Urban Areas Under 5K	\$ 11,854,032		\$ -	\$ 11,854,032	\$ -	\$ -	\$ 11,854,032	\$ 9,581,511	\$ 2,272,521
STBG-Off System Bridge	\$ 4,897,123		\$ 5,487,192	\$ 10,384,315	\$ -	\$ 212,631	\$ 10,596,946	\$ 1,574,035	\$ 9,022,911
STBG-State Flexible	\$ 20,506,101	\$ 61,000,000	\$ 3,137,604	\$ 84,643,705	\$ -	\$ 618,619	\$ 85,262,324	\$ 84,947,750	\$ 314,574
TAP-50K to 200K	\$ 740,065		\$ 750,443	\$ 1,490,508	\$ -	\$ 165,000	\$ 1,655,508	\$ 660,000	\$ 995,508
TAP-5K to 49,999	\$ 321,336		\$ -	\$ 321,336	\$ -	\$ 60,000	\$ 381,336	\$ 240,000	\$ 141,336
TAP-Areas Over 200K	\$ 742,616		\$ 341,454	\$ 1,084,070	\$ -	\$ 165,000	\$ 1,249,070	\$ 660,000	\$ 589,070
TAP-Flex	\$ 2,176,634		\$ 2,911,189	\$ 5,087,823	\$ -	\$ 193,848	\$ 5,281,671	\$ 775,392	\$ 4,506,279
TAP-Non Urban Areas Under 5K	\$ 1,328,213		\$ 11,223,519	\$ 12,551,732	\$ -	\$ 225,000	\$ 12,776,732	\$ 900,000	\$ 11,876,732
State Planning and Research	\$ 6,302,230		\$ 3,031	\$ 6,305,261	\$ -	\$ 390,000	\$ 6,695,261	\$ 6,058,614	\$ 636,647
Total	\$ 223,014,217	\$ -	\$ 50,981,891	\$ 273,996,108	\$ 0	\$ 4,816,702	\$ 276,035,039	\$ 207,592,161	

* Federal Available Balance from Prior Years is taken from the Status of Funds and shows unobligated balances in that Funding Category.

** Include Proposed Transfers

Federal Highway Non-Formula Funds

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 6,889,913	\$ -	\$ -	\$ 6,889,913	\$ 6,889,913
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ 3,701,445	\$ -	\$ 925,361	\$ 4,626,806	\$ 4,626,806
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 28,902,675	\$ -	\$ -	\$ 28,902,675	\$ 28,902,675
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,750,000	\$ -	\$ -	\$ 6,750,000	\$ 6,750,000
National Highway Performance Exempt	\$ 4,424,825	\$ -	\$ -	\$ 4,424,825	\$ 4,424,825
NEVI	\$ 6,235,210	\$ -	\$ 1,338,802	\$ 7,574,012	\$ 7,574,012
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 737,430	\$ -	\$ 390,000	\$ 1,127,430	\$ 1,127,430
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ 25,000	\$ 150,000	\$ 150,000
Technology Innovative Deploy Aid # 43509	\$ 384,000	\$ -	\$ -	\$ 384,000	\$ 384,000
TOTAL	\$ 62,372,398	\$ 25,000	\$ 2,679,164	\$ 65,076,562	\$ 65,076,562
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 32,494,150		\$ 2,954,712	\$ 35,448,861	\$ 35,448,861
Disadvantaged Business Enterprise (DBE)	\$ 79,300		\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000		\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ 6,750,776		\$ 1,687,694	\$ 8,438,470	\$ 8,438,470
Forest Highways	\$ 427,000		\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 11,329,353		\$ -	\$ 11,329,353	\$ 11,329,353
Local Tech Assistance Program	\$ 183,000		\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,750,000		\$ -	\$ 6,750,000	\$ 6,750,000
National Highway Performance Exempt	\$ 3,843,874		\$ 40,000	\$ 3,883,874	\$ 3,883,874
National Electric Vehical Infrastructure (NEVI)	\$ -		\$ -		
National Summer Transportation Institute (NSTI)	\$ 61,000		\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600		\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 752,179		\$ 390,000	\$ 1,142,179	\$ 1,142,179
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ 25,000	\$ 150,000	\$ 150,000
TOTAL	\$ 66,267,233	\$ 25,000	\$ 5,097,406	\$ 71,389,638	\$ 71,389,638
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 52,762,500		\$ 4,799,286	\$ 57,561,786	\$ 57,561,786
Disadvantaged Business Enterprise (DBE)	\$ 79,300		\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000		\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ 4,098,115		\$ 1,024,529	\$ 5,122,643	\$ 5,122,643
Forest Highways	\$ 427,000		\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 20,471,600		\$ -	\$ 20,471,600	\$ 20,471,600
Local Tech Assistance Program	\$ 183,000		\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,750,000		\$ -	\$ 6,750,000	\$ 6,750,000
National Highway Performance Exempt	\$ 3,859,152		\$ 77,153	\$ 3,936,305	\$ 3,936,305
National Electric Vehical Infrastructure (NEVI)	\$ -		\$ -		
National Summer Transportation Institute (NSTI)	\$ 61,000		\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600		\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 767,223		\$ 390,000	\$ 1,157,223	\$ 1,157,223
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ 25,000	\$ 150,000	\$ 150,000
TOTAL	\$ 93,055,489	\$ 25,000	\$ 6,315,968	\$ 99,396,457	\$ 99,396,457

Federal Highway Non-Formula Funds

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 33,953,014	\$ -	\$ 4,048,005	\$ 38,001,019	\$ 38,001,019
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,750,000	\$ -	\$ -	\$ 6,750,000	\$ 6,750,000
National Highway Performance Exempt	\$ 3,874,735	\$ 10,950	\$ 667,963	\$ 4,553,648	\$ 4,553,648
National Electric Vehical Infrastructure (NEVI)	\$ -		\$ -		
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 650,790	\$ -	\$ 460,813	\$ 1,111,602	\$ 1,111,602
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ 25,000	\$ 150,000	\$ 150,000
TOTAL	\$ 49,575,439	\$ 35,950	\$ 5,201,781	\$ 54,813,170	\$ 54,813,170

Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 44,516	\$ -	\$ 44,516	\$ 89,031	\$ 89,031
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,138,558	\$ -	\$ 3,138,558	\$ 6,277,115	\$ 6,277,115
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,426,068	\$ -	\$ 6,426,068	\$ 12,852,136	\$ 12,852,136
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 8,030,479	\$ -	\$ 8,030,479	\$ 16,060,958	\$ 16,060,958
TOTAL	\$ 17,639,621	\$ -	\$ 17,639,621	\$ 35,279,241	\$ 35,279,241
2024					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 45,651	\$ -	\$ 45,651	\$ 91,302	\$ 91,302
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,709,458	\$ -	\$ 2,709,458	\$ 5,418,917	\$ 5,418,917
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,089,700	\$ -	\$ 6,089,700	\$ 12,179,399	\$ 12,179,399
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 4,440,434	\$ -	\$ 4,440,434	\$ 8,880,867	\$ 8,880,867
TOTAL	\$ 13,285,242	\$ -	\$ 13,285,242	\$ 26,570,485	\$ 26,570,485
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 46,815	\$ -	\$ 46,815	\$ 93,630	\$ 93,630
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,763,648	\$ -	\$ 2,763,648	\$ 5,527,296	\$ 5,527,296
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,211,494	\$ -	\$ 6,211,494	\$ 12,422,987	\$ 12,422,987
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 4,529,242	\$ -	\$ 4,529,242	\$ 9,058,485	\$ 9,058,485
TOTAL	\$ 13,551,199	\$ -	\$ 13,551,199	\$ 27,102,398	\$ 27,102,398
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 48,009	\$ -	\$ 48,009	\$ 96,018	\$ 96,018
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,818,921	\$ -	\$ 2,818,921	\$ 5,637,842	\$ 5,637,842
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,335,724	\$ -	\$ 6,335,724	\$ 12,671,447	\$ 12,671,447
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 4,619,827	\$ -	\$ 4,619,827	\$ 9,239,654	\$ 9,239,654
TOTAL	\$ 13,822,480	\$ -	\$ 13,822,480	\$ 27,644,961	\$ 27,644,961

Innovative and State Funding (for projects in A1)

Funding Sources	Federal Available		State Available	Other/Local Available	Total Resources	Total Programmed
2023						
BETTERMENT-State Funded	\$	-	\$	-	\$	-
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$	-	\$	-	\$	-
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$	-	\$	-	\$	-
Recovery Zone Economic Development Credit (RZED)	\$	-	\$	-	\$	-
State Aid Bridge (SAB)	\$	-	\$	-	\$	-
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$	-	\$	350,000	\$	350,000
Turnpike Capital	\$	-	\$	3,000,000	\$	3,000,000
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$	-	\$	-	\$	-
TOTAL	\$	-	\$	3,350,000	\$	3,350,000
2024						
BETTERMENT-State Funded	\$	-	\$	-	\$	-
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$	-	\$	-	\$	-
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$	-	\$	-	\$	-
Recovery Zone Economic Development Credit (RZED)	\$	-	\$	-	\$	-
State Aid Bridge (SAB)	\$	-	\$	-	\$	-
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$	-	\$	1,233,331	\$	1,233,331
Turnpike Capital	\$	-	\$	14,720,637	\$	14,720,637
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$	-	\$	-	\$	-
TOTAL	\$	-	\$	15,953,969	\$	15,953,969
2025						
BETTERMENT-State Funded	\$	-	\$	-	\$	-
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$	-	\$	-	\$	-
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$	-	\$	-	\$	-
Recovery Zone Economic Development Credit (RZED)	\$	-	\$	-	\$	-
State Aid Bridge (SAB)	\$	-	\$	-	\$	-
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$	-	\$	-	\$	-
Turnpike Capital	\$	-	\$	872,878	\$	872,878
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$	-	\$	43,711,378	\$	43,711,378
TOTAL	\$	-	\$	44,584,256	\$	44,584,256
2026						
BETTERMENT-State Funded	\$	-	\$	-	\$	-
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$	-	\$	-	\$	-
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$	-	\$	-	\$	-
Recovery Zone Economic Development Credit (RZED)	\$	-	\$	-	\$	-
State Aid Bridge (SAB)	\$	-	\$	-	\$	-
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$	-	\$	224,323	\$	224,323
Turnpike Capital	\$	-	\$	49,156,924	\$	49,156,924
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$	-	\$	-	\$	-
TOTAL	\$	-	\$	49,381,247	\$	49,381,247

**SNHPC FY 2023-2026 TIP AMENDMENT
#1 ADOPTION RESOLUTION**

RESOLUTION

ADOPTION OF AMENDMENT #1 TO THE FY 2023–2026 TRANSPORTATION IMPROVEMENT PROGRAM AND FY 2021-2045 METROPOLITAN TRANSPORTATION PLAN FOR THE SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION

WHEREAS, the New Hampshire Department of Transportation (NHDOT) has requested that certain changes be made to the Southern New Hampshire Planning Commission (SNHPC) FY 2023-2026 Transportation Improvement Program (TIP) and FY 2021-2045 Metropolitan Transportation Plan (Plan); and

WHEREAS, such changes involve, a) advance/delay in project phases, b) funding adjustments in multiple years, c) amendments to project costs and scope, and/or d) addition of new projects and/or project phases; and

WHEREAS, the SNHPC, in consultation with the NHDOT, NH Department of Environmental Services (NHDES), U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the other NH Metropolitan Planning Organizations (MPOs), has determined that the changes made by Amendment #1 in the SNHPC region do not require a new determination of conformity with prevailing air quality regulations; and

WHEREAS, with the above-referenced changes to the TIP and Plan, the TIP and Plan will remain fiscally-constrained; and

WHEREAS, the SNHPC MPO has involved the public and interested stakeholders in an open and transparent process to review Amendment #1 as guided by the MPO's Public Participation Plan, including a public comment period and a duly noticed public hearing.

NOW THEREFORE, BE IT RESOLVED THAT:

1. The Southern New Hampshire Planning Commission, in its capacity as the Metropolitan Planning Organization (MPO), approves Amendment #1 to the FY 2023–2026 Transportation Improvement Program and FY 2021–2045 Metropolitan Transportation Plan.
2. Sylvia von Aulock, Executive Director of the SNHPC MPO forwards this Resolution to the NHDOT for its action.

The undersigned duly qualified Secretary of the Southern New Hampshire Planning Commission hereby certifies that the foregoing is a true and correct copy of the Resolution, adopted at a legally convened meeting of the Southern New Hampshire Planning Commission, acting in its capacity as the Metropolitan Planning Organization, held on May 23, 2023.

May 23, 2023
Dated



Art Rugg, Secretary
Southern NH Planning Commission

SNHPC FY 2023-2026 TIP AMENDMENT #1 PUBLIC COMMENTS

No public comments were received on FY 2023-2026 TIP Amendment #1.