

Transportation Improvement Program

Amendment #4

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
February 27, 2024

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SNHPC FY 2023-2026 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 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 #4 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 #4 to the TIP and MTP begins on Monday, February 12, 2024 and ends on Friday, February 23, 2024. 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 David Tilton, Senior Transportation Planner at dtilton@snhpc.org.

Following the public comment period, and pursuant to the SNHPC Public Participation Plan, the SNHPC MPO Policy Committee will hold a public hearing to review comments, solicit final public feedback, and consider adoption of Amendment #4 to the TIP and MTP. The public hearing has been scheduled for Tuesday, February 27, 2024 at 11:30 AM.

Those wishing to participate in the February 27, 2024 public hearing in-person may do so at the SNHPC Office, 438 Dubuque St., Manchester, NH.

Those wishing to participate in the February 27, 2024 public hearing electronically or by telephone-only may do so as follows:

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

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

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 On April 6, 2015, the 1997 8-Hour Ozone NAAQS was revoked for all purposes, including transportation conformity, thus alleviating the Boston-Manchester-Portsmouth (SE) NH area from having to demonstrate the conformity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

Comments on Amendment #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 David Tilton, Senior Transportation Planner by regular mail at 438 Dubuque St., Manchester, NH 03102 or by e-mail at dtilton@snhpc.org.

At the February 27, 2024 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 de Nuevo Hampshire Sur
(603) 669-4664
LMoore-O'Brien@snhpc.org



Aviso de Período de Comentario Público y Audiencia Pública Comisión de Planificación de Nuevo Hampshire Sur

Enmienda #4 al Programa de Mejora del Transporte para el período fiscal 2023-2026 y Plan de Transporte Metropolitano para el período fiscal 2021-2045

La Comisión de Planificación del Sur de Nuevo Hampshire (SNHPC), como la Organización de Planificación Metropolitana designada para la región del sur de Nuevo Hampshire, anuncia su intención de adoptar la Enmienda #4 al Programa de Mejora del Transporte (TIP) de SNHPC para el periodo fiscal 2023-2026 y al Plan de Transporte Metropolitano (MTP) de SNHPC para el periodo fiscal 2021-2045.

Un período de comentario público de diez (10) días para la Enmienda #4 al TIP y MTP comienza el lunes 12 de febrero de 2024 y finaliza el viernes 23 de febrero de 2024. Durante este período, la Enmienda #4 al TIP y MTP estará disponible para revisión pública en el sitio web de SNHPC (www.snhpc.org) y se pueden proporcionar copias físicas bajo solicitud a David Tilton, Planificador de Transporte Senior, en dtilton@snhpc.org.

Después del período de comentario público y de acuerdo con el Plan de Participación Pública de SNHPC, el Comité de Políticas de la MPO de SNHPC llevará a cabo una audiencia pública para revisar comentarios, solicitar retroalimentación pública final y considerar la adopción de la Enmienda #4 al TIP y MTP. La audiencia pública está programada para el martes 27 de febrero de 2024 a las 11:30 a.m.

Quienes deseen participar en la audiencia pública del 27 de febrero de 2024 en persona pueden hacerlo en la Oficina de SNHPC, 438 Dubuque St., Manchester, NH.

Quienes deseen participar en la audiencia pública del 27 de febrero de 2024 de forma electrónica o solo por teléfono pueden hacerlo de la siguiente manera:

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

Las agencias que reciben fondos de la Administración Federal de Tránsito (FTA) deben cumplir con ciertos requisitos de participación pública, incluidos aquellos especificados con respecto a las Subvenciones de Fórmula de Área Urbanizada otorgadas en virtud de la Sección 5307 de la FTA. Para los proveedores de tránsito que operan en la Región de SNHPC, el proceso de SNHPC para la revisión pública, participación y comentarios sobre el TIP sirve como el proceso de participación pública con respecto al 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 se volvió inclasificable/alcanzable para la Norma de Calidad del Aire Nacional para el ozono de 8 horas de 2008 (NAAQS). El 6 de abril de 2015, la NAAQS para el ozono de 8 horas de 1997 fue revocada para todos los fines, incluida la conformidad del transporte, aliviando así a la zona 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 (South Coast Air Quality Management District v. EPA), a partir del 16 de febrero de 2019, la conformidad del transporte para la NAAQS de ozono de 1997 se aplica nuevamente en la "Área Huérfana" de Boston-Manchester-Portsmouth (SE) NH. Por lo tanto, 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 SNHPC durante el período de comentario, o verbalmente en la audiencia pública. Los comentarios sobre la Enmienda #4 al TIP y 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 #4 al TIP y MTP deben enviarse a David Tilton, Planificador de Transporte Senior, por correo postal a 438 Dubuque St., Manchester, NH 03102 o por correo electrónico a dtilton@snhpc.org.

En la audiencia pública del 27 de febrero de 2024, se presentará información sobre la Enmienda #4 al TIP y MTP utilizando la plataforma de software Microsoft Powerpoint.

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

(FIN)

AVIS PUBLIC

CONTACT :

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



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

Amendement n° 4 au Programme d'Amélioration des Transports pour l'Année Fiscale 2023-2026 et au Plan de Transport Métropolitain pour l'Année Fiscale 2021-2045

La Commission de planification du sud du New Hampshire (SNHPC), en tant qu'organisation de Planification Métropolitaine désignée pour la région du sud du New Hampshire, annonce son intention d'adopter l'amendement n° 4 au programme d'Amélioration des Transports (TIP) pour l'année fiscale 2023-2026 de la SNHPC et au Plan de Transport Métropolitain (MTP) pour l'année fiscale 2021-2045 de la SNHPC.

Une période de consultation publique de dix (10) jours pour l'amendement n° 4 au TIP et au MTP commence le lundi 12 février 2024 et se termine le vendredi 23 février 2024. Au cours de cette période, l'amendement n° 4 au TIP et au MTP pourra être consulté par le public sur le site Web de la SNHPC (www.snhpc.org) et des copies papier pourront être fournies sur demande à David Tilton, planificateur principal des transports, à l'adresse suivante : dtilton@snhpc.org.

Après la période de consultation publique et conformément au Plan de Participation Publique de la SNHPC, le Comité de Politique de la SNHPC MPO tiendra une audience publique afin d'examiner les commentaires, de solliciter les dernières réactions du public et d'envisager l'adoption de l'amendement n°4 au TIP et au MTP. L'audience publique a été programmée pour le mardi 27 février 2024 à 11h30.

Les personnes souhaitant participer en personne à l'audience publique du 27 février 2024 peuvent le faire au bureau de la SNHPC, 438 Dubuque St., Manchester, NH.

Les personnes souhaitant participer à l'audience publique du 27 février 2024 par voie électronique ou par téléphone uniquement peuvent le faire comme suit :

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

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

processus de participation publique concernant le programme de projets pour ces fournisseurs. Ces fournisseurs comprennent, sans s'y limiter, la société de transport en commun de Manchester (MTA).

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

Les commentaires sur l'amendement n°4 au TIP et au MTP doivent être soumis par écrit à la SNHPC pendant la période de commentaires, ou verbalement lors de l'audience publique. Les commentaires sur l'amendement n° 4 au TIP et au MTP seront pris en compte pour être incorporés dans le document final, selon les instructions du comité d'orientation de la SNHPC à la suite de l'audience publique.

Les commentaires sur l'amendement n° 4 au TIP et au MTP doivent être soumis à David Tilton, planificateur principal des transports, par courrier ordinaire au 438 Dubuque St., Manchester, NH 03102 ou par courrier électronique à l'adresse dtilton@snhpc.org.

Lors de l'audition publique du 27 février 2024, les informations relatives à l'amendement n°4 au TIP et au MTP seront présentées à l'aide de la plateforme logicielle Microsoft Powerpoint.

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

(FIN)

SNHPC FY 2023-2026 TIP AMENDMENT #4 PROJECT CHANGES

Proposed (New Project in TIP)						
BEDFORD (44296)						
Road/Entity: Old Bedford Road/NH Route 101			Total Project Cost:		\$790,980	
Scope: Con. of Approx 3,800' of New Curbed Sidewalk on Old Bedford Rd/Rt. 101 Intersection to Memorial Elem. School						
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$52,265	\$0	\$13,066	\$65,331	Congestion Mitigation and Air Quality Program, Towns
		\$52,265	\$0	\$13,066	\$65,331	
Regionally Significant:		No		CAA Code:	E-33	
Managed By:		Muni/Local				

Proposed (New Project in TIP)						
DERRY-LONDONDERRY (13065)						
Road/Entity: I-93				Total Project Cost:		\$38,386,751
Scope: I-93 Exit 4A - Prelim., Final Design, ROW & Construction of New Interchange and Connecting Roadway						
Phase	Year	Federal	State	Other	Total	Funding
ROW	2024	\$3,456,618	\$0	\$0	\$3,456,618	STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
ROW	2025	\$5,280,000	\$0	\$0	\$5,280,000	STBG-State Flexible, Toll Credit
ROW	2026	\$1,140,700	\$0	\$0	\$1,140,700	STBG-State Flexible, Toll Credit
		\$9,877,318	\$0	\$0	\$9,877,318	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

Proposed (New Project in TIP)						
LONDONDERRY (44361)						
Road/Entity: Londonderry Rail Trail			Total Project Cost:		\$600,568	
Scope: Const. 2,580 LF of Multi-use Path to Complete the Last Phase (Phase 7) of the Londonderry Rail Trail						
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$58,072	\$0	\$14,518	\$72,590	Congestion Mitigation and Air Quality Program, Towns
		\$58,072	\$0	\$14,518	\$72,590	
Regionally Significant:		No		CAA Code:	E-33	
Managed By:		Muni/Local				

Proposed (New Project in TIP)						
LONDONDERRY-WINDHAM-SEABROOK (44355)						
Road/Entity: NH 102/NH 111/US 1			Total Project Cost:		\$927,338	
Scope: Implement Improvements on 3 Signalized Corridors in Londonderry NH 102, Windham NH 111 & Seabrook US 1						
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$119,774	\$0	\$0	\$119,774	Congestion Mitigation and Air Quality Program, Toll Credit
		\$119,774	\$0	\$0	\$119,774	
Regionally Significant:		No		CAA Code:	E-52	
Managed By:		NHDOT				

Approved						
MANCHESTER (42886)						
Road/Entity: River Road/Bicentennial Drive			Total Project Cost:		\$1,905,865	
Scope: Construct a Roundabout at Entrance of Derryfield School at River Rd/Bicentennial Drive Intersection						
Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$160,000	\$0	\$40,000	\$200,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	\$1,364,692	\$0	\$341,173	\$1,705,865	Congestion Mitigation and Air Quality Program, Towns
		\$1,524,692	\$0	\$381,173	\$1,905,865	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		Muni/Local				
Proposed						
MANCHESTER (42886)						
Road/Entity: River Road/Bicentennial Drive			Total Project Cost:		\$1,968,982	
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$160,000	\$0	\$40,000	\$200,000	Congestion Mitigation and Air Quality Program, Towns
		\$160,000	\$0	\$40,000	\$200,000	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		Muni/Local				
Proposed (New Project in TIP)						
MANCHESTER (44352)						
Road/Entity: NH Route 28A			Total Project Cost:		\$3,770,824	
Scope: Signal Work, Con. Turn Lanes, Sidewalk Repair to a 1.7 mi. Section between Bridge St-Cilley Rd/Huse Rd.						
Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$240,883	\$0	\$60,221	\$301,103	Congestion Mitigation and Air Quality Program, Towns
		\$240,883	\$0	\$60,221	\$301,103	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		Muni/Local				

<i>Approved</i>						
PROGRAM (CBI)						
Road/Entity:	Various			Total Project Cost:		\$8,457,276
Scope:	Complex Bridge Inspection (Parent)					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$270,000	\$0	\$0	\$270,000	STBG-State Flexible, Toll Credit
Other	2024	\$270,000	\$0	\$0	\$270,000	STBG-State Flexible, Toll Credit
Other	2025	\$270,000	\$0	\$0	\$270,000	STBG-State Flexible, Toll Credit
Other	2026	\$270,000	\$0	\$0	\$270,000	STBG-State Flexible, Toll Credit
		\$1,080,000	\$0	\$0	\$1,080,000	
Regionally Significant:	No			CAA Code:	E-38	
Managed By:	NHDOT					
<i>Proposed</i>						
PROGRAM (CBI)						
Road/Entity:	Various			Total Project Cost:		\$10,007,276
Scope:	No Change					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$270,000	\$0	\$0	\$270,000	STBG-State Flexible, Toll Credit
Other	2024	\$580,000	\$0	\$0	\$580,000	STBG-State Flexible, Toll Credit
Other	2025	\$580,000	\$0	\$0	\$580,000	STBG-State Flexible, Toll Credit
Other	2026	\$580,000	\$0	\$0	\$580,000	STBG-State Flexible, Toll Credit
		\$2,010,000	\$0	\$0	\$2,010,000	
Regionally Significant:	No			CAA Code:	E-38	
Managed By:	NHDOT					

Approved						
PROGRAM (MOBRR)						
Road/Entity: Various			Total Project Cost:		\$109,162,000	
Scope: Municipal Owned Bridge Rehabilitation & Replacement Projects (MOBRR Program)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$480,000	\$0	\$120,000	\$600,000	Other, STBG-State Flexible
PE	2024	\$240,000	\$0	\$60,000	\$300,000	Other, STBG-State Flexible
PE	2025	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
PE	2026	\$8,000	\$0	\$2,000	\$10,000	Other, STBG-State Flexible
ROW	2023	\$40,000	\$0	\$10,000	\$50,000	Other, STBG-State Flexible
ROW	2024	\$800	\$0	\$200	\$1,000	Other, STBG-State Flexible
ROW	2025	\$800	\$0	\$200	\$1,000	Other, STBG-State Flexible
ROW	2026	\$800	\$0	\$200	\$1,000	Other, STBG-State Flexible
Construction	2023	\$2,400,000	\$0	\$600,000	\$3,000,000	Other, STBG-State Flexible
Construction	2024	\$1,600,000	\$0	\$400,000	\$2,000,000	Other, STBG-State Flexible
Construction	2025	\$7,000,000	\$0	\$1,750,000	\$8,750,000	Other, STBG-State Flexible
Construction	2026	\$7,000,000	\$0	\$1,750,000	\$8,750,000	Other, STBG-State Flexible
		\$18,850,400	\$0	\$4,712,600	\$23,563,000	
Regionally Significant:		No		CAA Code:	ALL	
Managed By:		Muni/Local				
Proposed (Project Removed from TIP)						
PROGRAM (MOBRR)						
Road/Entity: Various			Total Project Cost:		N/A	
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
		\$0	\$0	\$0	\$0	
		\$0	\$0	\$0	\$0	
Regionally Significant:		No		CAA Code:	ALL	
Managed By:		Muni/Local				

Approved						
WILTON-MILFORD-AMHERST-BEDFORD (13692E)						
Road/Entity: NH Route 101			Total Project Cost:		\$7,480,850	
Scope: Imprv. NH101 Safety to Impl. Projects ID'd by 2021 Priority Study in Milford, Amherst, and Bedford (~2.7 mi.)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$880,000	\$0	\$0	\$880,000	National Highway Performance, Toll Credit
PE	2025	\$570,350	\$0	\$0	\$570,350	National Highway Performance, Toll Credit
ROW	2025	\$513,315	\$0	\$0	\$513,315	National Highway Performance, Toll Credit
Construction	2026	\$5,517,185	\$0	\$0	\$5,517,185	National Highway Performance, Toll Credit
		\$7,480,850	\$0	\$0	\$7,480,850	
Regionally Significant:		No		CAA Code:	ATT	
Managed By:		NHDOT				
Proposed (Project Removed from TIP)						
WILTON-MILFORD-AMHERST-BEDFORD (13692E)						
Road/Entity: NH Route 101			Total Project Cost:		N/A	
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
		\$0	\$0	\$0	\$0	
		\$0	\$0	\$0	\$0	
Regionally Significant:		No		CAA Code:	ATT	
Managed By:		NHDOT				

Approved						
WINDHAM (40665)						
Road/Entity: NH 28 and Roulston Road			Total Project Cost:		\$1,883,140	
Scope: Intersection Improvements, Roulston Road and NH Route 28 (Rockingham Road)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$137,500	\$0	\$0	\$137,500	STBG-Areas Over 200K, Toll Credit
PE	2025	\$114,070	\$0	\$0	\$114,070	STBG-Areas Over 200K, Toll Credit
ROW	2025	\$11,464	\$0	\$0	\$11,464	STBG-Areas Over 200K, Toll Credit
Construction	2026	\$1,537,606	\$0	\$0	\$1,537,606	STBG-Areas Over 200K, Toll Credit
		\$1,800,640	\$0	\$0	\$1,800,640	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		NHDOT				
Proposed						
WINDHAM (40665)						
Road/Entity: NH 28 and Roulston Road			Total Project Cost:		\$1,985,498	
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$137,500	\$0	\$0	\$137,500	STBG-Areas Over 200K, Toll Credit
PE	2025	\$110,000	\$0	\$0	\$110,000	STBG-Areas Over 200K, Toll Credit
ROW	2025	\$11,495	\$0	\$0	\$11,495	STBG-Areas Over 200K, Toll Credit
		\$258,995	\$0	\$0	\$258,995	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		NHDOT				

SNHPC FY 2023-2026 TIP AMENDMENT #4 CONFORMITY DETERMINATION

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

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

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

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

Transportation Conformity Requirements

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

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the FY 2023-2026 SNHPC TIP and TIP Amendment #4 can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. Planning assumptions utilized in the development of the SNHPC FY 2023-2026 TIP and TIP Amendment #4 include the following:

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

Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with NH Department of Transportation, NH Department of Environmental Services Air Resources Division Mobile Source Program, the four New Hampshire MPOs (NRPC, RPC, SNHPC, and SRPC) as well as the five rural Regional Planning Commissions (CNHRPC, LRPC, NCC, SWRPC, and UVLSRPC), FHWA, FTA, and EPA. Interagency Consultation consists of monthly conference calls and periodic in-person meetings that discuss TIP/STIP, Metropolitan Transportation Plan, and air quality conformity related topics and issues. Interagency consultation for the FY 2023-2026 SNHPC TIP and TIP Amendment #4 was conducted consistent with the New Hampshire SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450 and the SNHPC Public Participation Plan. FY 2023-2026 TIP Amendment #4 was posted on the SNHPC MPO website and a public notice was published in the New Hampshire Union Leader. The public notice can be found in the first section of this document. Presentations of FY 2023-2026 TIP Amendment #4 were made at the following public meetings: January 23, 2024 SNHPC MPO Policy Committee Meeting, February 15,

2024 SNHPC Technical Advisory Committee (TAC) meeting, and February 27, 2024 SNHPC MPO Policy Committee Meeting.

A 10-day public comment period to consider the draft FY 2023-2026 TIP Amendment #4 was opened on February 12, 2024 and concluded on February 23, 2024. The SNHPC MPO Policy Committee held a public hearing to adopt FY 2023-2026 TIP Amendment #4 on February 27, 2024.

Timely Implementation of TCMs

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

Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 require that transportation plans and TIPs must be fiscally constrained consistent with USDOT's metropolitan planning regulations at 23 CFR part 450. FY 2023-2026 TIP Amendment #4 is fiscally constrained as demonstrated in the following section of this document.

Conclusion and Determination of Conformity

The conformity determination process completed for SNHPC FY 2023-2026 TIP Amendment #4 demonstrates that the amendment meets the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

SNHPC FY 2023-2026 TIP AMENDMENT #4 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 Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 472,327	\$ -	\$ -	\$ 472,327	\$ -
Carbon Reduction Program Under 5k	\$ 1,459,116	\$ -	\$ -	\$ 1,459,116	\$ -
Carbon Reduction Program>200k	\$ 797,579	\$ -	\$ -	\$ 797,579	\$ -
Carbon Reduction Program 50k - 200k	\$ 733,769	\$ -	\$ -	\$ 733,769	\$ -
Carbon Reduction Program Flex	\$ 1,864,580	\$ -	\$ -	\$ 1,864,580	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 1,209,833	\$ 12,707,078	\$ 4,997,334
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ -	\$ -	\$ 12,447,232	\$ 9,968,631
National Highway Freight	\$ 5,842,291	\$ -	\$ -	\$ 5,842,291	\$ -
National Highway Performance	\$ 117,703,157	\$ -	\$ 50,000	\$ 117,753,157	\$ 67,886,978
PROTECT	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 2,218,022
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,255,265
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 616,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280	\$ -	\$ 556,081	\$ 4,445,361	\$ 2,294,723
STBG-50 to 200K	\$ 6,042,070	\$ -	\$ 126,567	\$ 6,168,637	\$ 4,846,621
STBG-Areas Over 200K	\$ 6,567,496	\$ -	\$ 115,000	\$ 6,682,496	\$ 2,161,101
STBG-Non Urban Areas Under 5K	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 13,626,372
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 412,933	\$ 5,310,056	\$ 4,526,280
STBG-State Flexible	\$ 19,420,794	\$ -	\$ 15,846,510	\$ 35,267,304	\$ 75,744,182
TAP-50K to 200K	\$ 680,168	\$ -	\$ 188,717	\$ 868,885	\$ 754,866
TAP-5K to 49,999	\$ 437,824	\$ -	\$ 81,941	\$ 519,765	\$ 327,763
TAP-Areas Over 200K	\$ 739,316	\$ -	\$ 189,367	\$ 928,683	\$ 757,469
TAP-Flex	\$ 2,230,564	\$ -	\$ 555,042	\$ 2,785,606	\$ 2,220,166
TAP-Non Urban Areas Under 5K	\$ 1,352,528	\$ -	\$ 338,694	\$ 1,691,222	\$ 1,354,777
State Planning and Research	\$ 6,428,770	\$ -	\$ 390,000	\$ 6,818,770	\$ 4,996,656
	\$ 226,055,872	\$ -	\$ 21,061,001	\$ 247,116,873	\$ 200,553,705
Surplus/(Deficit)					\$ 46,563,168

2025 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 481,774	\$ -	\$ -	\$ 481,774	\$ -
Carbon Reduction Program Under 5k	\$ 1,488,298	\$ -	\$ -	\$ 1,488,298	\$ -
Carbon Reduction Program>200k	\$ 813,531	\$ -	\$ -	\$ 813,531	\$ -
Carbon Reduction 50k- 200K	\$ 748,444	\$ -	\$ -	\$ 748,444	\$ -
Carbon Reduction Program Flex	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 1,348,085	\$ 13,075,275	\$ 6,375,029
Highway Safety Improvement Program (HSIP)	\$ 12,696,177	\$ -	\$ -	\$ 12,696,177	\$ 6,449,705
National Highway Freight	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ 3,749,442
National Highway Performance	\$ 120,057,220	\$ -	\$ 90,484	\$ 120,147,704	\$ 66,515,151
PROTECT	\$ 6,178,754	\$ -	\$ -	\$ 6,178,754	\$ 2,173,013
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 616,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,967,066	\$ -	\$ 832,197	\$ 4,799,263	\$ -
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ 774,251	\$ 6,937,162	\$ 4,829,767
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 488,978	\$ 7,187,824	\$ 8,953,031
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ 71,389	\$ 12,326,460	\$ 18,861,320
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 646,928	\$ 5,641,994	\$ 4,847,276
STBG-State Flexible	\$ 52,660,015	\$ -	\$ 1,096,749	\$ 53,756,764	\$ 50,857,582
TAP-50K to 200K	\$ 693,771	\$ -	\$ 192,491	\$ 886,262	\$ 769,964
TAP-5K to 49,999	\$ 446,580	\$ -	\$ 83,579	\$ 530,160	\$ 334,318
TAP-Areas Over 200K	\$ 754,102	\$ -	\$ 193,154	\$ 947,257	\$ 772,617
TAP-Flex	\$ 2,275,175	\$ -	\$ 566,143	\$ 2,841,318	\$ 2,264,570
TAP-Non Urban Areas Under 5K	\$ 1,379,579	\$ -	\$ 345,468	\$ 1,725,047	\$ 1,381,873
State Planning and Research	\$ 6,557,345	\$ -	\$ 390,000	\$ 6,947,345	\$ 4,981,612
	\$ 263,427,795	\$ -	\$ 7,433,713	\$ 270,861,507	\$ 185,988,036
Surplus/Deficit					\$ 84,873,471

2026 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 491,409	\$ -	\$ -	\$ 491,409	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064	\$ -	\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801	\$ -	\$ -	\$ 829,801	\$ -
Carbon Reduction 50k- 200K	\$ 763,413	\$ -	\$ -	\$ 763,413	\$ -
Carbon Reduction Program Flex	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 1,812,978	\$ 13,774,712	\$ -
Highway Safety Improvement Program (HSIP)	\$ 12,950,100	\$ -	\$ -	\$ 12,950,100	\$ 10,826,415
National Highway Freight	\$ 6,078,320	\$ -	\$ -	\$ 6,078,320	\$ -
National Highway Performance	\$ 122,458,365	\$ -	\$ 14,466	\$ 122,472,830	\$ 65,526,433
PROTECT Program	\$ 6,302,329	\$ -	\$ -	\$ 6,302,329	\$ -
Recreational Trails	\$ 1,305,978	\$ -	\$ 313,816	\$ 1,619,794	\$ 1,255,265
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -	\$ 1,274,490	\$ 616,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,407	\$ -	\$ 356,600	\$ 4,403,007	\$ 4,539,428
STBG-50 to 200K	\$ 6,286,170	\$ -	\$ 508,426	\$ 6,794,596	\$ 7,921,484
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 5,757	\$ 6,838,580	\$ 2,940,347
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 263,001	\$ 12,763,174	\$ 8,470,080
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ 602,207	\$ 5,697,173	\$ 5,982,954
STBG-State Flexible	\$ 54,463,215	\$ -	\$ 119,199	\$ 54,582,414	\$ 50,393,928
TAP-50K to 200K	\$ 707,647	\$ -	\$ 196,341	\$ 903,988	\$ 785,363
TAP-5K to 49,999	\$ 455,512	\$ -	\$ 85,251	\$ 540,763	\$ 341,004
TAP-Areas Over 200K	\$ 769,184	\$ -	\$ 197,018	\$ 966,202	\$ 788,070
TAP-Flex	\$ 2,320,679	\$ -	\$ 577,465	\$ 2,898,144	\$ 2,309,862
TAP-Non Urban Areas Under 5K	\$ 1,407,170	\$ -	\$ 352,378	\$ 1,759,548	\$ 1,409,510
State Planning and Research	\$ 6,688,492	\$ -	\$ 462,058	\$ 7,150,550	\$ 5,386,277
	\$ 269,446,350	\$ -	\$ 5,866,960	\$ 275,313,310	\$ 169,492,921
Surplus/Deficit					\$ 105,820,389

General Notes

Federal Apportionment is estimated based on FFY2023 apportionment + (2% increase by funding category)

Federal Available Balance is based on the unobligated balances shown on the closing FFY 2023 Status of Funds.

National Highway Performance include \$19M in Conway Buy Back funds

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

Federal Highway Formula and Match Funding for 2024

Financially Constrained by Funding Category

Funding Category	Federal Apportionment* (A)	Proposed Transfers	Federal Available Balance ** (B)	Federal Total (C) = (A + B)	State Match (D)	Local/Other Match (E)	Total Resources Available (F) = (C + D + E)	Total Programmed	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	\$ 362,354		\$ 689,737	\$ 1,052,091	\$ -	\$ -	\$ 1,052,091	\$ -	\$ 1,052,091
Carbon Reduction Program Under 5k	\$ 1,497,754		\$ 2,850,961	\$ 4,348,715	\$ -	\$ -	\$ 4,348,715	\$ -	\$ 4,348,715
Carbon Reduction Program>200k	\$ 837,408		\$ 1,593,998	\$ 2,431,406	\$ -	\$ -	\$ 2,431,406	\$ -	\$ 2,431,406
Carbon Reduction 50k- 200K	\$ 834,532		\$ 808,832	\$ 1,643,364	\$ -	\$ -	\$ 1,643,364	\$ -	\$ 1,643,364
Carbon Reduction Program Flex	\$ 1,901,872		\$ -	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -	\$ 1,901,872
Congestion Mitigation and Air Quality Program	\$ 8,605,990		\$ -	\$ 8,605,990	\$ -	\$ 1,205,674	\$ 9,811,664	\$ 6,707,697	\$ 3,103,967
Highway Safety Improvement Program (HSIP)	\$ 12,671,396		\$ 279,360	\$ 12,950,756	\$ -	\$ -	\$ 12,950,756	\$ 11,076,257	\$ 1,874,499
National Highway Freight	\$ 5,959,135		\$ 2	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ 1,760,831	\$ 4,198,306
National Highway Performance ***	\$ 112,993,113	\$ (21,793,160)	\$ -	\$ 91,199,953	\$ -	\$ 50,000	\$ 91,249,953	\$ 80,248,138	\$ 11,001,815
PROTECT	\$ 6,055,179		\$ -	\$ 6,055,179	\$ -	\$ -	\$ 6,055,179	\$ 2,772,528	\$ 3,282,651
Recreational Trails	\$ 1,305,978		\$ 3,191,317	\$ 4,497,294	\$ -	\$ 313,816	\$ 4,811,111	\$ 1,255,265	\$ 3,555,846
RL - Rail Highway	\$ 1,274,490		\$ 3,340,104	\$ 4,614,594	\$ -	\$ -	\$ 4,614,594	\$ 685,000	\$ 3,929,594
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 2,983,725		\$ 52,406	\$ 3,036,130	\$ -	\$ 492,922	\$ 3,529,053	\$ 2,059,690	\$ 1,469,363
STBG-50 to 200K	\$ 6,871,776		\$ -	\$ 6,871,776	\$ -	\$ 126,567	\$ 6,998,344	\$ 6,140,235	\$ 858,109
STBG-Areas Over 200K	\$ 6,895,459		\$ 1,786,236	\$ 8,681,695	\$ -	\$ 600,200	\$ 9,281,895	\$ 9,281,896	\$ -
STBG-Non Urban Areas Under 5K	\$ 12,332,935		\$ -	\$ 12,332,935	\$ -	\$ 676,997	\$ 13,009,932	\$ 11,765,459	\$ 1,244,474
STBG-Off System Bridge	\$ 5,094,967		\$ 10,997,339	\$ 16,092,306	\$ -	\$ 412,061	\$ 16,504,367	\$ 5,076,429	\$ 11,427,938
STBG-State Flexible	\$ 50,892,172	\$ 21,793,160	\$ 4,703,005	\$ 77,388,337	\$ -	\$ 15,814,310	\$ 93,202,647	\$ 93,202,647	\$ -
TAP-50K to 200K	\$ 769,964		\$ 368,012	\$ 1,137,976	\$ -	\$ 188,717	\$ 1,326,692	\$ 754,866	\$ 571,826
TAP-5K to 49,999	\$ 334,318		\$ 355,626	\$ 689,944	\$ -	\$ 81,941	\$ 771,885	\$ 327,763	\$ 444,122
TAP-Areas Over 200K	\$ 772,618		\$ 1,810,371	\$ 2,582,989	\$ -	\$ 189,367	\$ 2,772,356	\$ 757,469	\$ 2,014,888
TAP-Flex	\$ 2,264,570		\$ 3,889,237	\$ 6,153,807	\$ -	\$ 555,042	\$ 6,708,849	\$ 2,220,166	\$ 4,488,683
TAP-Non Urban Areas Under 5K	\$ 1,381,873		\$ 2,282,293	\$ 3,664,166	\$ -	\$ 338,694	\$ 4,002,860	\$ 1,354,777	\$ 2,648,082
State Planning and Research	\$ 6,162,583		\$ 1,301,363	\$ 7,463,946	\$ -	\$ 390,000	\$ 7,853,946	\$ 6,043,865	\$ 1,810,081
Total	\$ 251,056,159	\$ -	\$ 40,300,200	\$291,356,359	\$0	\$ 21,436,309	\$ 312,792,668	\$ 243,490,977	\$ 69,301,692

* Federal Apportionment is estimated based on FFY2023 apportionment + (2% increase by funding category)

** Federal Available Balance is based on the unobligated balances shown on the closing FFY 2023 Status of Funds.

*** National Highway Performance include \$19M in Conway Buy Back funds

Federal Highway Non-Formula Funds

2023	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 4,519,554	\$ -	\$ -	\$ 4,519,554	\$ 4,519,554
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 3,701,445	\$ -	\$ 925,361	\$ 4,626,806	\$ 4,626,806
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 24,897,597	\$ -	\$ -	\$ 24,897,597	\$ 24,897,597
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ 4,424,825	\$ -	\$ -	\$ 4,424,825	\$ 4,424,825
NEVI	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 737,430	\$ -	\$ 390,000	\$ 1,127,430	\$ 1,127,430
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 384,000	\$ -	\$ -	\$ 384,000	\$ 384,000
Scenic Byways (Enfield 44286)	\$ 734,417	\$ -	\$ 183,604	\$ 918,021	\$ 918,021
TOTAL	\$ 43,011,751	\$ 25,000	\$ 1,315,361	\$ 45,270,134	\$ 44,352,112
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 16,785,154	\$ -	\$ 1,254,712	\$ 18,039,866	\$ 18,039,866
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 5,190,937	\$ -	\$ 1,297,734	\$ 6,488,671	\$ 6,488,671
Forest Highways	\$ 917,000	\$ -	\$ -	\$ 917,000	\$ 917,000
Highway Infrastructure Exempt Funds	\$ 27,634,647	\$ -	\$ -	\$ 27,634,647	\$ 27,634,647
Local Tech Assistance Program	\$ 333,000	\$ -	\$ -	\$ 333,000	\$ 333,000
MOBIL	\$ 27,720,174	\$ -	\$ -	\$ 27,720,174	\$ 27,720,174
National Highway Performance Exempt	\$ 2,541,361	\$ -	\$ 50,000	\$ 2,591,361	\$ 2,591,361
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ -	\$ -
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 390,000	\$ 1,142,179	\$ 1,142,179
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 85,574,752	\$ 25,000	\$ 2,992,446	\$ 85,132,198	\$ 85,132,198
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 55,946,527	\$ -	\$ 2,919,940	\$ 58,866,467	\$ 58,866,467
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 2,594,975	\$ -	\$ 648,744	\$ 3,243,719	\$ 3,243,719
Forest Highways	\$ 1,149,610	\$ -	\$ -	\$ 1,149,610	\$ 1,149,610
Highway Infrastructure Exempt Funds	\$ 17,862,111	\$ -	\$ -	\$ 17,862,111	\$ 17,862,111
Local Tech Assistance Program	\$ 338,550	\$ -	\$ -	\$ 338,550	\$ 338,550
MOBIL	\$ 31,987,894	\$ -	\$ -	\$ 31,987,894	\$ 31,987,894
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 90,484	\$ 2,590,484	\$ 2,590,484
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 767,223	\$ -	\$ 390,000	\$ 1,157,223	\$ 1,157,223
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 116,849,411	\$ 25,000	\$ 4,049,168	\$ 120,923,579	\$ 120,923,579
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 50,989,031	\$ -	\$ 7,510,425	\$ 58,499,455	\$ 58,499,455
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ 2,318,275	\$ -	\$ 579,569	\$ 2,897,844	\$ 2,897,844
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 4,773,629	\$ -	\$ -	\$ 4,773,629	\$ 4,773,629
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 14,466	\$ 2,514,466	\$ 2,514,466
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 650,790	\$ -	\$ 462,058	\$ 1,112,847	\$ 1,112,847
State Transportation Innovation Council (STIC) Funding	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ 25,000
TOTAL	\$ 65,446,527	\$ 25,000	\$ 8,566,517	\$ 74,038,044	\$ 74,038,044

Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 9,343,023	\$ -	\$ 6,547,137	\$ 15,890,160	\$ 15,890,160
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 7,171,755	\$ -	\$ 1,755,439	\$ 8,927,194	\$ 8,927,194
FTA5311-Nonurbanized Area (Rural) formula program	\$ 15,419,527	\$ -	\$ 8,302,822	\$ 23,722,349	\$ 23,722,349
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 8,396,768	\$ -	\$ 2,092,272	\$ 10,489,041	\$ 10,489,041
TOTAL	\$ -	\$ -	\$ -	\$ 59,028,744	\$ 59,028,744
2024					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 7,955,055	\$ -	\$ 4,994,469	\$ 12,949,524	\$ 12,949,524
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 6,684,005	\$ -	\$ 1,633,501	\$ 8,317,505	\$ 8,317,505
FTA5311-Nonurbanized Area (Rural) formula program	\$ 13,842,317	\$ -	\$ 7,369,786	\$ 21,212,103	\$ 21,212,103
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 7,660,922	\$ -	\$ 1,908,172	\$ 9,569,094	\$ 9,569,094
TOTAL	\$ 36,142,298	\$ -	\$ 15,905,928	\$ 52,048,227	\$ 52,048,227
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,183,501	\$ -	\$ 5,096,763	\$ 13,280,264	\$ 13,280,264
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 6,526,963	\$ -	\$ 1,592,853	\$ 8,119,816	\$ 8,119,816
FTA5311-Nonurbanized Area (Rural) formula program	\$ 14,396,953	\$ -	\$ 7,674,519	\$ 22,071,472	\$ 22,071,472
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 7,758,390	\$ -	\$ 1,932,398	\$ 9,690,788	\$ 9,690,788
TOTAL	\$ 36,865,807	\$ -	\$ 16,296,533	\$ 53,162,340	\$ 53,162,340
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 7,815,115	\$ -	\$ 5,201,166	\$ 13,016,281	\$ 13,016,281
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 6,824,722	\$ -	\$ 1,665,854	\$ 8,490,576	\$ 8,490,576
FTA5311-Nonurbanized Area (Rural) formula program	\$ 13,294,582	\$ -	\$ 7,087,934	\$ 20,382,516	\$ 20,382,516
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 5,071,200	\$ 4,086	\$ 1,260,310	\$ 6,335,595	\$ 6,335,595
TOTAL	\$ 33,005,618	\$ 4,086	\$ 15,215,265	\$ 48,224,969	\$ 48,224,969

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
BETTERMENT-State Funded	\$ -	\$ 45,416,875.89	\$ -	\$ 45,416,876	\$ 45,416,876
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 5,425,963.25	\$ -	\$ 1,043,578.75	\$ 6,469,542	\$ 6,469,542
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 45,458,341.41	\$ 3,612,930.86	\$ 49,071,272	\$ 49,071,272
Turnpike Capital	\$ -	\$ 44,485,556.25	\$ -	\$ 44,485,556	\$ 44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 46,795,246.22	\$ -	\$ 46,795,246	\$ 46,795,246
TOTAL	\$ 5,425,963	\$ 182,156,020	\$ 4,656,510	\$ 192,238,493	\$ 192,238,493
2024					
BETTERMENT-State Funded	\$ -	\$ 44,382,588.91	\$ -	\$ 44,382,589	\$ 44,382,589
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 10,724,586.15	\$ -	\$ 2,071,447.85	\$ 12,796,034	\$ 12,796,034
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 652,291.98	\$ 652,292	\$ 652,292
State Aid Bridge (SAB)	\$ -	\$ 8,224.00	\$ 2,056.00	\$ 10,280	\$ 10,280
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 70,667,057.72	\$ 7,891,799.25	\$ 78,558,857	\$ 78,558,857
Turnpike Capital	\$ -	\$ 40,634,015.55	\$ -	\$ 40,634,016	\$ 40,634,016
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 52,083,242.56	\$ -	\$ 52,083,243	\$ 52,083,243
TOTAL	\$ 10,724,586	\$ 207,775,129	\$ 10,617,595	\$ 229,117,310	\$ 229,117,310
2025					
BETTERMENT-State Funded	\$ -	\$ 36,345,175.92	\$ -	\$ 36,345,176	\$ 36,345,176
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 4,823,206.35	\$ -	\$ 877,131.58	\$ 5,700,338	\$ 5,700,338
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 337,018.94	\$ 337,019	\$ 337,019
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 67,156,121.92	\$ 4,915,533.18	\$ 72,071,655	\$ 72,071,655
Turnpike Capital	\$ -	\$ 39,774,859.00	\$ -	\$ 39,774,859	\$ 39,774,859
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 35,653,613.79	\$ -	\$ 35,653,614	\$ 35,653,614
TOTAL	\$ 4,823,206	\$ 178,929,771	\$ 6,129,684	\$ 189,882,661	\$ 189,882,661
2026					
BETTERMENT-State Funded	\$ -	\$ 30,336,971.54	\$ -	\$ 30,336,972	\$ 30,336,972
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 3,453,332.64	\$ -	\$ 634,974.60	\$ 4,088,307	\$ 4,088,307
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 37,207,010.83	\$ 3,037,600.21	\$ 40,244,611	\$ 40,244,611
Turnpike Capital	\$ -	\$ 51,274,092.64	\$ -	\$ 51,274,093	\$ 51,274,093
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 36,770,919.24	\$ -	\$ 36,770,919	\$ 36,770,919
TOTAL	\$ 3,453,333	\$ 155,588,994	\$ 3,672,575	\$ 162,714,902	\$ 162,714,902

SNHPC FY 2023-2026 TIP AMENDMENT #4 ADOPTION RESOLUTION

RESOLUTION

ADOPTION OF AMENDMENT #4 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 #4 in the SNHPC region are in 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 #4 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 #4 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 Chair 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 February 27, 2024.

Dated

2/27/24

Peter Griffin, Chair
Southern NH Planning Commission

SNHPC FY 2023-2026 TIP AMENDMENT #4 PUBLIC COMMENTS

No public comments were received during the 10-day public comment period for FY 2023-2026 TIP
Amendment #4.