

Transportation Improvement Program

Amendment #2

FY 2025 – FY 2028

Southern New Hampshire Planning Commission



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

DRAFT

September 8, 2025

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SNHPC FY 2025-2028 TIP AMENDMENT #2 PUBLIC NOTICE

PUBLIC NOTICE

CONTACT:

Office and Finance Administrator
Southern New Hampshire Planning Commission
(603) 669-4664
ayen@snhpc.org



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

Amendment #2 to the FY 2025-2028 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 #2 to the FY 2025-2028 SNHPC Transportation Improvement Program (TIP) and the SNHPC FY 2021-2045 Metropolitan Transportation Plan (MTP).

A ten (10) day public comment period for Amendment #2 to the TIP and MTP begins on Monday, September 8, 2025 and ends on Friday, September 19, 2025. During this period, Amendment #2 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 #2 to the TIP and MTP. The public hearing has been scheduled for **Tuesday, September 23, 2025 at 11:30 AM**.

Those wishing to participate in the September 23, 2025 public hearing in-person may do so at the SNHPC Office, 438 Dubuque St., Manchester, NH.

Those wishing to participate in the September 23, 2025 public hearing electronically or by telephone-only may do so as follows:

- **Online Access:** <https://us02web.zoom.us/j/84012674839>
- **Telephone-only Access:** Dial (646) 558-8656 with Meeting ID 840 1267 4839

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 #2 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 #2 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 #2 to the TIP and MTP should be submitted to:

David Tilton, Senior Transportation Planner
438 Dubuque Street
Manchester, NH 03102
E-mail: dtilton@snhpc.org

At the September 23, 2025 public hearing, information about Amendment #2 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: Aloyo Yen, SNHPC Office and Finance Administrator, at (603) 669-4664.

(END)

NOTIFICACIÓN OFICIAL

CONTACTO:

Directora de oficina
Comisión de Planificación del Sur de New Hampshire
(603) 669-4664
ayen@snhpc.org



Notificación de Periodo de Audiencias Públicas Comisión de Planificación del Sur de New Hampshire

Enmienda #2 para el Programa de Mejoramiento de Transporte FY 2025-2028 y Plan de Transporte Metropolitano FY 2021-2045

La Comisión de Planificación del Sur de New Hampshire (SNHPC), como la Organización designada para la Planificación Metropolitana para la región sur de New Hampshire, anuncia su intención de adoptar la Enmienda #2 en el Programa de Mejora de Transporte (TIP) FY 2025-2028 y en el Plan de Transporte Metropolitano SNHPC FY 2021-2045 (MTP).

Se dará comienzo a un periodo de audiencias públicas de diez (10) días para tratar la Enmienda #2 para el TIP y MTP el lunes 8 de septiembre de 2025, la cual finalizará el viernes 19 de septiembre de 2025. Durante este periodo, la Enmienda #2 para el TIP y MTP estará disponible para la audiencia pública en el sitio web del SNHPC (www.snhpc.org) y se podrán proveer copias físicas previa solicitud a David Tilton, Planificador Superior de Transporte, solicitándolas al correo electrónico dtilton@snhpc.org.

Después del periodo de audiencias públicas, y conforme al Plan de Participación Pública de la SNHPC, el Comité de Políticas de la MPO (Organización de Planificación Metropolitana) de la SNHPC llevará a cabo una audiencia pública con el fin de revisar comentarios, solicitar el intercambio de información pública final, y considerar la adopción de la Enmienda #2 para el TIP y el MTP. La audiencia pública ha sido programada para el **martes 23 de septiembre de 2025 a las 11:30 a. m.**

Quienes deseen participar en persona en la audiencia pública del 23 de septiembre de 2025, pueden acudir a la Oficina de la SNHPC ubicada en 438 Dubuque St., Manchester, NH.

Quienes deseen participar por vía electrónica o telefónica en la audiencia pública del 23 de septiembre de 2025, podrán hacerlo como se indica a continuación:

- **Acceso en línea:** <https://us02web.zoom.us/j/84012674839>
- **Acceso solo por vía telefónica:** Marque al (646) 558-8656 con el número de Reunión 840 1267 4839

Las agencias que reciben fondos de la Administración Federal de Transporte (FTA) deberán cumplir con ciertos requerimientos de participación pública, incluyendo los especificados con relación a las Subvenciones de Fórmulas de Área Urbanizada en cumplimiento de la FTA Sección 5307. Para los proveedores de transporte que operan en la Región de la SNHPC, el proceso para la revisión, participación y comentarios públicos sobre el TIP, sirve como el proceso de participación pública respecto a los proyectos del programa para dichos proveedores. Estos proveedores incluyen, pero no están limitados a, la Autoridad de Transporte de Manchester (MTA).

El 20 de julio de 2013, todo New Hampshire fue inclasificable/aceptable según las Normas Nacionales de Calidad del Aire Ambiental (NAAQS) de Ozono de 8 horas. El 6 de abril de 2015, el NAAQS de Ozono de 8 horas de 1997 fue revocado para todos los propósitos, incluida la conformidad del transporte, eliminando así la necesidad de demostrar la conformidad de los planes de transporte en el área de Boston-Manchester-Portsmouth (SE) NH. Sin embargo, debido a una decisión de la Corte de Apelaciones de EE. UU. para el Circuito del Distrito de Columbia (South Coast Air Quality Management District versus EPA), a partir del 16 de febrero de 2019, la conformidad del transporte con el NAAQS de Ozono de 1997 volvió a aplicarse en el "Área Huérfana" de Boston-Manchester-Portsmouth (SE) NH. Por lo tanto, la SNHPC está obligada a demostrar la conformidad con el NAAQS de Ozono de 1997 para cualquier plan aprobado después del 16 de febrero de 2019.

Los comentarios sobre la Enmienda #2 al TIP y al MTP deben presentarse por escrito al SNHPC durante el período de comentarios o verbalmente durante la audiencia pública. Dichos comentarios se considerarán para su incorporación al documento final, según lo indique el Comité de Políticas del SNHPC tras la audiencia pública.

Los comentarios sobre la Enmienda #2 para el TIP y el MTP deben enviarse a:

David Tilton, Planificador Superior de Transporte
438 Dubuque Street
Manchester, NH 03102
Correo electrónico a dtilton@snhpc.org

En la audiencia pública del 23 de septiembre de 2025, se presentará información sobre la Enmienda #2 para el TIP y MTP usando la plataforma de software de Microsoft PowerPoint.

Las personas que necesiten ayuda o requieran acomodamiento especial para asistir a la audiencia pública pueden contactar a Aloyo Yen, Administrador de Oficina y Finanzas de la SNHPC, llamando al (603) 669-4664.

(FIN)

AVIS PUBLIC

CONTACT :

Administratrice du bureau et des finances
Commission de planification du sud du New Hampshire
(603) 669-4664
ayen@snhpc.org



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

Amendement n° 2 au Programme d'Amélioration des Transports pour l'Année Fiscale 2025-2028 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° 2 au Programme d'Amélioration des Transports (TIP) pour l'année fiscale 2025-2028 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° 2 au TIP et au MTP commence le lundi 8 septembre 2025 et se termine le vendredi 19 septembre 2025. Au cours de cette période, l'amendement n° 2 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° 2 au TIP et au MTP. L'audience publique a été programmée pour le **mardi 23 septembre 2025 à 11h30**.

Les personnes souhaitant participer en personne à l'audience publique du 23 septembre 2025 peuvent le faire au bureau de la SNHPC, 438 Dubuque St., Manchester, NH.

Les personnes souhaitant participer à l'audience publique du 23 septembre 2025 par voie électronique ou par téléphone uniquement peuvent le faire comme suit :

- **Accès en ligne** : <https://us02web.zoom.us/j/84012674839>
- **Accès par téléphone uniquement** : Composez le numéro (646) 558-8656 avec le numéro d'identification de la réunion 840 1267 4839

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 servent de

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

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

Les commentaires sur l'amendement n° 2 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° 2 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° 2 au TIP et au MTP doivent être soumis à :

David Tilton, planificateur principal des transports
438 Dubuque Street
Manchester, NH 03102
Email : dtilton@snhpc.org

Lors de l'audience publique du 23 septembre 2025, les informations sur l'amendement n° 2 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 : Aloyo Yen, administratrice du bureau et des finances de la SNHPC, au numéro (603) 669-4664.

(FIN)

SNHPC FY 2025-2028 TIP AMENDMENT #2 PROJECT CHANGES

Approved						
BEDFORD (40664)						
Road/Entity: US 3		Total Project Cost:			\$27,568,332	
Scope: US 3 Widening from Hawthorne Drive North to Manchester Airport Access Road						
Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$228,140	\$0	\$0	\$228,140	STBG-50 to 200K, Toll Credit
ROW	2026	\$298,691	\$0	\$0	\$298,691	STBG-50 to 200K, Toll Credit
ROW	2027	\$3,259,322	\$0	\$0	\$3,259,322	STBG-50 to 200K, Toll Credit
		\$3,786,153	\$0	\$0	\$3,786,153	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				
Proposed						
BEDFORD (40664)						
Road/Entity: US 3		Total Project Cost:			\$31,456,134	
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$220,000	\$0	\$0	\$220,000	STBG-50 to 200K, Toll Credit
PE	2027	\$574,200	\$0	\$0	\$574,200	STBG-50 to 200K, Toll Credit
PE	2028	\$599,465	\$0	\$0	\$599,465	STBG-50 to 200K, Toll Credit
ROW	2027	\$315,810	\$0	\$0	\$315,810	STBG-50 to 200K, Toll Credit
ROW	2028	\$3,446,923	\$0	\$0	\$3,446,923	TAP-50K to 200K, Toll Credit
		\$5,156,397	\$0	\$0	\$5,156,397	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

Approved						
HOOKSETT (29611)						
Road/Entity: US 3 / NH 28				Total Project Cost:		\$22,725,306
Scope: Reconstruction and widening from		NH 27 / Whitehall Rd / Martin's Ferry Rd to W Alice Ave / Alice Ave				
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$550,000	\$0	\$0	\$550,000	National Highway Performance, Toll Credit
PE	2026	\$550,000	\$0	\$0	\$550,000	National Highway Performance, Toll Credit
PE	2027	\$574,200	\$0	\$0	\$574,200	National Highway Performance, Toll Credit
PE	2028	\$599,465	\$0	\$0	\$599,465	National Highway Performance, Toll Credit
ROW	2026	\$579,180	\$0	\$0	\$579,180	National Highway Performance, Toll Credit
ROW	2027	\$2,382,930	\$0	\$0	\$2,382,930	National Highway Performance, Toll Credit
Construction	2028	\$3,872,543	\$0	\$0	\$3,872,543	National Highway Performance, Toll Credit
		\$9,108,317	\$0	\$0	\$9,108,317	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				
Proposed						
HOOKSETT (29611)						
Road/Entity: US 3 / NH 28				Total Project Cost:		\$37,220,845
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$550,000	\$0	\$0	\$550,000	National Highway Performance, Toll Credit
PE	2026	\$550,000	\$0	\$0	\$550,000	National Highway Performance, Toll Credit
PE	2027	\$1,148,400	\$0	\$0	\$1,148,400	National Highway Performance, Toll Credit
PE	2028	\$1,198,930	\$0	\$0	\$1,198,930	National Highway Performance, Toll Credit
ROW	2026	\$579,180	\$0	\$0	\$579,180	National Highway Performance, Toll Credit
ROW	2027	\$2,382,930	\$0	\$0	\$2,382,930	National Highway Performance, Toll Credit
		\$6,409,439	\$0	\$0	\$6,409,439	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

Approved						
MANCHESTER (16099)						
Road/Entity: I-293 / FEE TPK			Total Project Cost:		\$29,615,848	
Scope: PRELIMINARY ENGINEERING & ROW FOR RECONSTRUCTION OF THE F.E. EVERETT TURNPIKE AT EXITS 6 AND 7						
Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$6,222,000	\$0	\$6,222,000	Turnpike Capital
PE	2027	\$0	\$1,438,564	\$0	\$1,438,564	Turnpike Capital
PE	2028	\$0	\$2,150,738	\$0	\$2,150,738	Turnpike Capital
ROW	2026	\$0	\$4,110,183	\$0	\$4,110,183	Turnpike Capital
ROW	2027	\$0	\$3,412,737	\$0	\$3,412,737	Turnpike Capital
ROW	2028	\$0	\$3,421,837	\$0	\$3,421,837	Turnpike Capital
		\$0	\$20,756,059	\$0	\$20,756,059	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				
Proposed						
MANCHESTER (16099)						
Road/Entity: I-293 / FEE TPK			Total Project Cost:		\$59,701,844	
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$4,150,000	\$0	\$4,150,000	Turnpike Capital
PE	2027	\$0	\$5,220,000	\$0	\$5,220,000	Turnpike Capital
		\$0	\$9,370,000	\$0	\$9,370,000	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

Approved						
MANCHESTER (24206)						
Road/Entity: Salmon Street WB				Total Project Cost:		\$7,827,298
Scope: BRIDGE REHAB-SALMON ST WB OVER RD, BMRR, MERRIMACK RIVER, RAMP-BR. #106/072						
Phase	Year	Federal	State	Other	Total	Funding
PE	2028	\$0	\$619,840	\$154,960	\$774,800	SB367-4-Cents, Towns
ROW	2028	\$0	\$5,181	\$1,295	\$6,476	SB367-4-Cents, Towns
Construction	2028	\$3,874,465	\$0	\$968,616	\$4,843,081	BRGBIL, Towns
		\$3,874,465	\$625,021	\$1,124,871	\$5,624,357	
Regionally Significant:		No		CAA Code:	LMP	
Managed By:		Muni/Local				
Proposed						
MANCHESTER (24206)						
Road/Entity: Salmon Street WB				Total Project Cost:		\$18,918,673
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2028	\$0	\$871,949	\$217,987	\$1,089,936	SB367-4-Cents, Towns
ROW	2028	\$0	\$4,883	\$1,221	\$6,104	SB367-4-Cents, Towns
Construction	2028	\$6,975,590	\$0	\$1,743,898	\$8,719,488	BRGBIL, Towns
		\$6,975,590	\$876,832	\$1,963,106	\$9,815,528	
Regionally Significant:		No		CAA Code:	LMP	
Managed By:		Muni/Local				

Approved						
MANCHESTER (42886)						
Road/Entity: River Rd/Bicentennial Dr			Total Project Cost:		\$2,230,118	
Scope: Construct a roundabout at entrance of Derryfield School at River Rd/Bicentennial Rd intersection						
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$237,600	\$0	\$59,400	\$297,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2027	\$1,511,294	\$0	\$377,824	\$1,889,118	Congestion Mitigation and Air Quality Program, Towns
		\$1,748,894	\$0	\$437,224	\$2,186,118	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		NHDOT				
Proposed						
MANCHESTER (42886)						
Road/Entity: River Rd/Bicentennial Dr			Total Project Cost:		\$3,973,389	
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$176,000	\$0	\$44,000	\$220,000	Congestion Mitigation and Air Quality Program, Towns
PE	2026	\$61,600	\$0	\$15,400	\$77,000	STBG-State Flexible, Towns
Construction	2027	\$2,905,911	\$0	\$726,478	\$3,632,389	Congestion Mitigation and Air Quality Program, Towns
		\$3,143,511	\$0	\$785,878	\$3,929,389	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		NHDOT				

<i>Approved</i>						
PROGRAM (FTA5310)						
Road/Entity:	Various			Total Project Cost:		\$68,898,149
Scope:	Capital, Mobility Mgmt, and Contracted Svcs for Seniors & Ind. w/ Disabilities - FTA 5310 Program					
Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$2,144,747	\$0	\$536,187	\$2,680,934	FTA 5310 Capital Program, Other
Other	2026	\$1,703,470	\$0	\$425,867	\$2,129,337	FTA 5310 Capital Program, Other
Other	2027	\$1,737,539	\$0	\$434,385	\$2,171,924	FTA 5310 Capital Program, Other
Other	2028	\$1,772,290	\$0	\$443,072	\$2,215,362	FTA 5310 Capital Program, Other
		\$7,358,046	\$0	\$1,839,511	\$9,197,557	
Regionally Significant:	No			CAA Code:	E-30	
Managed By:	NHDOT					
<i>Proposed</i>						
PROGRAM (FTA5310)						
Road/Entity:	Various			Total Project Cost:		\$71,960,649
Scope:	No Change					
Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$4,594,747	\$0	\$1,148,687	\$5,743,434	FTA 5310 Capital Program, Other
Other	2026	\$1,703,470	\$0	\$425,867	\$2,129,337	FTA 5310 Capital Program, Other
Other	2027	\$1,737,539	\$0	\$434,385	\$2,171,924	FTA 5310 Capital Program, Other
Other	2028	\$1,772,290	\$0	\$443,072	\$2,215,362	FTA 5310 Capital Program, Other
		\$9,808,046	\$0	\$2,452,011	\$12,260,057	
Regionally Significant:	No			CAA Code:	E-30	
Managed By:	NHDOT					

Approved						
PROGRAM (PAVE-T _{3/4} -RESUR)						
Road/Entity: Tier 3/4 Highways			Total Project Cost:		\$278,475,000	
Scope: Resurfacing Tier 3 and 4 roadways.						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2025	\$10,400,000	\$27,920,000	\$0	\$38,320,000	Betterment, SB367-4-Cents, STBG-State Flexible, Toll Credit
Construction	2026	\$11,000,000	\$8,975,000	\$0	\$19,975,000	Betterment, STBG-State Flexible, Toll Credit
Construction	2027	\$0	\$8,975,000	\$0	\$8,975,000	Betterment
Construction	2028	\$0	\$8,975,000	\$0	\$8,975,000	Betterment
		\$21,400,000	\$54,845,000	\$0	\$76,245,000	
Regionally Significant:		No		CAA Code:	E-10	
Managed By:		NHDOT				
Proposed						
PROGRAM (PAVE-T _{3/4} -RESUR)						
Road/Entity: Tier 3/4 Highways			Total Project Cost:		\$433,800,000	
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2025	\$10,400,000	\$27,920,000	\$0	\$38,320,000	Betterment, SB367-4-Cents, STBG-State Flexible, Toll Credit
Construction	2026	\$13,250,000	\$11,725,000	\$0	\$24,975,000	Betterment, STBG-State Flexible, Toll Credit
Construction	2027	\$13,250,000	\$11,900,000	\$0	\$25,150,000	Betterment, STBG-State Flexible, Toll Credit
Construction	2028	\$13,250,000	\$12,100,000	\$0	\$25,350,000	Betterment, STBG-State Flexible, Toll Credit
		\$50,150,000	\$63,645,000	\$0	\$113,795,000	
Regionally Significant:		No		CAA Code:	E-10	
Managed By:		NHDOT				

SNHPC FY 2025-2028 TIP AMENDMENT #2 SCOPE ONLY CHANGES

Scope Only Change						
BEDFORD (44296)						
Road/Entity: Old Bedford Rd		Total Project Cost:			\$751,166	
Approved Scope: Con of approx 3,800' of new curbed sidewalk on Old Bedford Rd/Rt101 inters to Memorial Elem School						
Proposed Scope: Construct 3,800' of curbed sidewalk on Old Bedford Rd from NH-101 to Memorial Elem School						
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$50,400	\$0	\$12,600	\$63,000	Congestion Mitigation and Air Quality Program, Towns
PE	2027	\$22,550	\$0	\$5,638	\$28,188	Congestion Mitigation and Air Quality Program, Towns
		\$72,950	\$0	\$18,238	\$91,188	
Regionally Significant:		No		CAA Code:	E-33	
Managed By:		Muni/Local				

Scope Only Change						
STATEWIDE SIGNALS (44355)						
Road/Entity: NH 102/NH 111/US 1/NH 108			Total Project Cost:		\$1,248,083	
Approved Scope: Implement improvements on 3 signalized corridors in Londonderry NH102 ,Windham NH111 & Seabrook US1						
Proposed Scope: Signal improvements along Londonderry NH102 ,Windham NH111, Seabrook US1, & Stratham NH108						
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$115,500	\$0	\$0	\$115,500	Congestion Mitigation and Air Quality Program, Toll Credit
PE	2027	\$51,332	\$0	\$0	\$51,332	Congestion Mitigation and Air Quality Program, Toll Credit
		\$166,832	\$0	\$0	\$166,832	
Regionally Significant:		No		CAA Code:	E-52	
Managed By:		NHDOT				

SNHPC FY 2025-2028 TIP AMENDMENT #2 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 2025-2028 SNHPC TIP and TIP Amendment #2 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 2025-2028 TIP and TIP Amendment #2 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 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 2025-2028 SNHPC TIP and TIP Amendment #2 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 2025-2028 TIP Amendment #2 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 2025-2028 TIP Amendment #2 were made at the following public meetings: August 21, 2025 SNHPC Technical Advisory Committee (TAC) meeting,

August 26, 2025 SNHPC MPO Policy Committee Meeting, September 18, 2025 SNHPC TAC meeting, and September 23, 2025 SNHPC MPO Policy Committee Meeting.

A 10-day public comment period to consider the draft FY 2025-2028 TIP Amendment #2 was opened on September 8, 2025 and concluded on September 19, 2025. The SNHPC MPO Policy Committee held a public hearing to adopt FY 2025-2028 TIP Amendment #2 on September 23, 2025.

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 2025-2028 TIP Amendment #2 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 2025-2028 TIP Amendment #2 demonstrates that the amendment meets the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

SNHPC FY 2025-2028 TIP AMENDMENT #2 FISCAL CONSTRAINT

Federal Highway Formula and Match Funding for 2025

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	\$ 481,774	\$ -	\$ 1,162,064	\$ 1,643,838	\$ -	\$ -	\$ 1,643,838	\$ -	\$ 1,643,838
Carbon Reduction Program Under 5k	\$ 1,488,297	\$ -	\$ -	\$ 1,488,297	\$ -	\$ -	\$ 1,488,297	\$ 1,488,297	\$ -
Carbon Reduction Program>200k	\$ 813,531	\$ -	\$ 2,391,577	\$ 3,205,108	\$ -	\$ 314,100	\$ 3,519,208	\$ 1,256,400	\$ 2,262,808
Carbon Reduction Program 50k - 200k	\$ 748,445	\$ -	\$ 2,322,293	\$ 3,070,738	\$ -	\$ 332,690	\$ 3,403,428	\$ 1,675,817	\$ 1,727,611
Carbon Reduction Program Flex	\$ 1,901,871	\$ -	\$ -	\$ 1,901,871	\$ -	\$ -	\$ 1,901,871	\$ 1,901,871	\$ -
Congestion Mitigation and Air Quality Program	\$ 3,283,595	\$ -	\$ 7,363,424	\$ 10,647,019	\$ -	\$ 1,221,135	\$ 11,868,154	\$ 8,270,732	\$ 3,597,422
Highway Safety Improvement Program (HSIP)	\$ 12,720,472	\$ -	\$ -	\$ 12,720,472	\$ -	\$ -	\$ 12,720,472	\$ 10,539,478	\$ 2,180,994
National Highway Freight	\$ 2,979,568	\$ 600,000	\$ 3,521,147	\$ 6,500,715	\$ -	\$ -	\$ 6,500,715	\$ 6,490,787	\$ 9,928
**National Highway Performance	\$ 58,728,993	\$ 425,000	\$ 425,000	\$ 59,153,993	\$ -	\$ -	\$ 59,153,993	\$ 59,150,173	\$ 3,820
PROTECT	\$ 6,178,755	\$ -	\$ 191,377	\$ 6,370,132	\$ -	\$ -	\$ 6,370,132	\$ 6,041,045	\$ 329,087
Recreational Trails	\$ 1,255,265	\$ -	\$ 3,167,209	\$ 4,422,474	\$ -	\$ 560,000	\$ 4,982,474	\$ 2,240,000	\$ 2,742,474
RL - Rail Highway	\$ 1,225,000	\$ -	\$ 3,675,000	\$ 4,900,000	\$ -	\$ -	\$ 4,900,000	\$ 4,856,338	\$ 43,662
Safe Routes to School	\$ -	\$ -	\$ 63,016	\$ 63,016	\$ -	\$ -	\$ 63,016	\$ -	\$ 63,016
STBG-5 to 49,999	\$ 4,467,308	\$ 1,000,000	\$ 2,904,604	\$ 6,371,912	\$ -	\$ 804,604	\$ 7,176,516	\$ 7,153,996	\$ 22,520
STBG-50 to 200K	\$ 6,940,047	\$ -	\$ -	\$ 6,940,047	\$ -	\$ 5,908	\$ 6,945,955	\$ 2,144,911	\$ 4,801,044
STBG-Areas Over 200K	\$ 7,543,563	\$ 1,100,000	\$ 1,483,770	\$ 9,027,333	\$ -	\$ 554,130	\$ 9,581,463	\$ 9,498,721	\$ 82,742
STBG-Non Urban Areas Under 5K	\$ 13,800,423	\$ 2,000,000	\$ 2,000,000	\$ 15,800,423	\$ -	\$ 581,778	\$ 16,382,201	\$ 14,313,925	\$ 2,068,276
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 2,384,483	\$ 7,281,606	\$ -	\$ 598,416	\$ 7,880,022	\$ 3,295,880	\$ 4,584,142
***STBG-State Flexible	\$ 91,118,329	\$ (5,125,000)	\$ (1,787,930)	\$ 89,330,399	\$ -	\$ 258,389	\$ 89,588,788	\$ 86,034,616	\$ 3,554,172
TAP-50K to 200K	\$ 801,819	\$ -	\$ -	\$ 801,819	\$ -	\$ 115,284	\$ 917,103	\$ 461,138	\$ 455,965
TAP-5K to 49,999	\$ 516,130	\$ -	\$ -	\$ 516,130	\$ -	\$ 42,005	\$ 558,135	\$ 168,020	\$ 390,115
TAP-Areas Over 200K	\$ 871,546	\$ -	\$ 2,245,891	\$ 3,117,437	\$ -	\$ 200,740	\$ 3,318,177	\$ 802,959	\$ 2,515,218
TAP-Flex	\$ 2,629,510	\$ -	\$ 3,717,692	\$ 6,347,202	\$ -	\$ 684,412	\$ 7,031,614	\$ 2,737,646	\$ 4,293,968
TAP-Non Urban Areas Under 5K	\$ 1,594,434	\$ -	\$ 2,186,739	\$ 3,781,173	\$ -	\$ 685,829	\$ 4,467,002	\$ 2,743,314	\$ 1,723,688
****State Planning and Research	\$ 6,106,961	\$ -	\$ 2,207,123	\$ 8,314,084	\$ -	\$ 390,000	\$ 8,704,084	\$ 6,796,044	\$ 1,908,040
Total	\$ 233,092,759	\$ -	\$ 41,624,480	\$273,717,239	\$0	\$7,349,420	\$ 281,066,659	\$ 240,062,109	\$ 41,004,550

* SoF Federal Available (7/22/25)

**Reduced programming by \$20M in NHPP for Conway BuyBack

***Includes Redistribution (+2,544,465)

****Federal Total includes Metropolitan Planning (\$794,445) from 7/22/25 SoF

2025 Federal Highway Formula and Match Funding

Funding Category	*Federal Apportionment (SoF)	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	\$ 1,488,297	\$ -	\$ -	\$ 1,488,297	\$ 1,488,297
Carbon Reduction Program>200k	\$ 813,531	\$ -	\$ 314,100	\$ 1,127,631	\$ 1,256,400
Carbon Reduction Program 50k - 200k	\$ 748,445	\$ -	\$ 332,691	\$ 1,081,136	\$ 1,675,817
Carbon Reduction Program Flex	\$ 1,901,871	\$ -	\$ -	\$ 1,901,871	\$ 1,901,871
Congestion Mitigation and Air Quality Program	\$ 3,283,595	\$ -	\$ 1,221,135	\$ 4,504,730	\$ 8,270,732
Highway Safety Improvement Program (HSIP)	\$ 12,720,472	\$ -	\$ -	\$ 12,720,472	\$ 10,539,478
National Highway Freight	\$ 2,979,568	\$ -	\$ -	\$ 2,979,568	\$ 6,490,787
National Highway Performance	\$ 58,728,993	\$ -	\$ -	\$ 58,728,993	\$ 59,150,173
PROTECT	\$ 6,178,755	\$ -	\$ -	\$ 6,178,755	\$ 6,041,045
Recreational Trails	\$ 1,255,265	\$ -	\$ 560,000	\$ 1,815,265	\$ 2,240,000
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 4,856,338
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,467,308	\$ -	\$ 804,604	\$ 5,271,912	\$ 7,153,996
STBG-50 to 200K	\$ 6,940,047	\$ -	\$ 5,908	\$ 6,945,955	\$ 2,144,911
STBG-Areas Over 200K	\$ 7,543,563	\$ -	\$ 554,130	\$ 8,097,693	\$ 9,498,721
STBG-Non Urban Areas Under 5K	\$ 13,800,423	\$ -	\$ 581,778	\$ 14,382,201	\$ 14,313,925
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 598,416	\$ 5,495,539	\$ 3,295,880
**STBG-State Flexible	\$ 91,118,329	\$ -	\$ 258,389	\$ 91,376,718	\$ 86,034,616
TAP-50K to 200K	\$ 801,819	\$ -	\$ 115,284	\$ 917,103	\$ 461,138
TAP-5K to 49,999	\$ 516,130	\$ -	\$ 42,005	\$ 558,135	\$ 168,020
TAP-Areas Over 200K	\$ 871,546	\$ -	\$ 200,740	\$ 1,072,286	\$ 802,959
TAP-Flex	\$ 2,629,510	\$ -	\$ 684,412	\$ 3,313,922	\$ 2,737,646
TAP-Non Urban Areas Under 5K	\$ 1,594,434	\$ -	\$ 685,829	\$ 2,280,263	\$ 2,743,314
State Planning and Research	\$ 6,106,961	\$ -	\$ 390,000	\$ 6,496,961	\$ 6,796,044
Total	\$ 233,092,759	\$ -	\$ 7,349,420	\$ 240,442,179	\$ 240,062,109

* SoF Federal Available (7/22/25)

**Includes Redistribution (+\$2,544,465)

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	\$ 1,518,063	\$ -	\$ -	\$ 1,518,063	\$ -
Carbon Reduction Program>200k	\$ 829,802	\$ -	\$ -	\$ 829,802	\$ -
Carbon Reduction 50k- 200K	\$ 763,414	\$ -	\$ -	\$ 763,414	\$ -
Carbon Reduction Program Flex	\$ 1,939,908	\$ -	\$ -	\$ 1,939,908	\$ -
Congestion Mitigation and Air Quality Program	\$ 5,980,867	\$ -	\$ 1,914,085	\$ 7,894,952	\$ 7,916,464
Highway Safety Improvement Program (HSIP)	\$ 12,974,881	\$ -	\$ -	\$ 12,974,881	\$ 10,106,020
National Highway Freight	\$ 3,039,159	\$ -	\$ -	\$ 3,039,159	\$ -
National Highway Performance	\$ 59,903,573	\$ -	\$ -	\$ 59,903,573	\$ 78,784,461
PROTECT	\$ 6,302,330	\$ -	\$ -	\$ 6,302,330	\$ 2,982,887
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 284,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,406	\$ -	\$ 1,793,672	\$ 5,840,078	\$ 7,894,054
STBG-50 to 200K	\$ 6,286,169	\$ -	\$ 385,677	\$ 6,671,846	\$ 5,502,335
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 3,116,552	\$ 9,949,375	\$ 19,564,115
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 436,200	\$ 12,936,373	\$ 34,187,884
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ -	\$ 4,995,065	\$ 5,298,146
STBG-State Flexible	\$ 92,339,240	\$ -	\$ 559,301	\$ 92,898,540	\$ 52,294,211
TAP-50K to 200K	\$ 710,881	\$ -	\$ 196,341	\$ 907,222	\$ 785,363
TAP-5K to 49,999	\$ 457,593	\$ -	\$ 85,251	\$ 542,845	\$ 341,004
TAP-Areas Over 200K	\$ 772,700	\$ -	\$ 221,018	\$ 993,718	\$ 884,070
TAP-Flex	\$ 2,331,283	\$ -	\$ 440,864	\$ 2,772,148	\$ 1,763,458
TAP-Non Urban Areas Under 5K	\$ 1,413,601	\$ -	\$ 352,378	\$ 1,765,978	\$ 1,409,510
State Planning and Research	\$ 6,566,598	\$ -	\$ 390,080	\$ 6,956,678	\$ 6,795,964
	\$ 235,525,811	\$ -	\$ 10,205,234	\$ 245,731,044	\$ 238,049,212

2027 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	\$ 1,518,063	\$ -	\$ -	\$ 1,518,063	\$ -
Carbon Reduction Program>200k	\$ 829,802	\$ -	\$ -	\$ 829,802	\$ -
Carbon Reduction 50k- 200K	\$ 763,414	\$ -	\$ -	\$ 763,414	\$ -
Carbon Reduction Program Flex	\$ 1,939,908	\$ -	\$ -	\$ 1,939,908	\$ -
Congestion Mitigation and Air Quality Program	\$ 5,980,867	\$ -	\$ 1,058,543	\$ 7,039,410	\$ 4,378,471
Highway Safety Improvement Program (HSIP)	\$ 12,974,881	\$ -	\$ -	\$ 12,974,881	\$ 10,328,661
National Highway Freight	\$ 3,039,159	\$ -	\$ -	\$ 3,039,159	\$ -
National Highway Performance	\$ 59,903,573	\$ -	\$ -	\$ 59,903,573	\$ 69,396,989
PROTECT	\$ 6,302,330	\$ -	\$ -	\$ 6,302,330	\$ -
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 135,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,406	\$ -	\$ 1,012,206	\$ 5,058,612	\$ 8,040,826
STBG-50 to 200K	\$ 6,286,169	\$ -	\$ 726,895	\$ 7,013,064	\$ 9,849,657
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 82,574	\$ 6,915,397	\$ 9,983,805
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 399,186	\$ 12,899,359	\$ 27,002,354
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 265,917	\$ 5,260,983	\$ 3,795,352
STBG-State Flexible	\$ 92,339,240	\$ -	\$ 1,067,343	\$ 93,406,583	\$ 56,444,348
TAP-50K to 200K	\$ 710,881	\$ -	\$ 196,341	\$ 907,222	\$ 785,363
TAP-5K to 49,999	\$ 457,593	\$ -	\$ 85,251	\$ 542,845	\$ 341,004
TAP-Areas Over 200K	\$ 772,700	\$ -	\$ 197,018	\$ 969,718	\$ 788,070
TAP-Flex	\$ 2,331,283	\$ -	\$ 577,465	\$ 2,908,749	\$ 2,309,862
TAP-Non Urban Areas Under 5K	\$ 1,413,601	\$ -	\$ 352,378	\$ 1,765,978	\$ 1,409,510
State Planning and Research	\$ 6,566,598	\$ -	\$ 390,000	\$ 6,956,598	\$ 6,796,044
	\$ 235,525,811	\$ -	\$ 6,724,932	\$ 242,250,742	\$ 213,040,582
Surplus/Deficit					

2028 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	\$ 1,518,063	\$ -	\$ -	\$ 1,518,063	\$ -
Carbon Reduction Program>200k	\$ 829,802	\$ -	\$ -	\$ 829,802	\$ -
Carbon Reduction 50k- 200K	\$ 763,414	\$ -	\$ -	\$ 763,414	\$ -
Carbon Reduction Program Flex	\$ 1,939,908	\$ -	\$ -	\$ 1,939,908	\$ -
Congestion Mitigation and Air Quality Program	\$ 5,980,867	\$ -	\$ 958,458	\$ 6,939,325	\$ 3,833,833
Highway Safety Improvement Program (HSIP)	\$ 12,974,881	\$ -	\$ -	\$ 12,974,881	\$ 10,271,512
National Highway Freight	\$ 3,039,159	\$ -	\$ -	\$ 3,039,159	\$ -
National Highway Performance	\$ 59,903,573	\$ -	\$ -	\$ 59,903,573	\$ 55,058,466
PROTECT Program	\$ 6,302,330	\$ -	\$ -	\$ 6,302,330	\$ -
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 160,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,406	\$ -	\$ 108,994	\$ 4,155,400	\$ 2,869,243
STBG-50 to 200K	\$ 6,286,169	\$ -	\$ 338,668	\$ 6,624,837	\$ 5,902,773
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 145,849	\$ 6,978,672	\$ 15,185,188
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 593,047	\$ 13,093,221	\$ 39,564,344
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 1,585,857	\$ 6,580,922	\$ 7,227,573
STBG-State Flexible	\$ 92,339,240	\$ -	\$ 18,529	\$ 92,357,769	\$ 63,644,164
TAP-50K to 200K	\$ 710,881	\$ -	\$ 196,341	\$ 907,222	\$ 4,232,286
TAP-5K to 49,999	\$ 457,593	\$ -	\$ 85,251	\$ 542,845	\$ 341,004
TAP-Areas Over 200K	\$ 772,700	\$ -	\$ 197,018	\$ 969,718	\$ 788,070
TAP-Flex	\$ 2,331,283	\$ -	\$ 577,465	\$ 2,908,749	\$ 2,309,862
TAP-Non Urban Areas Under 5K	\$ 1,413,601	\$ -	\$ 352,378	\$ 1,765,978	\$ 1,409,510
State Planning and Research	\$ 6,566,598	\$ -	\$ 390,000	\$ 6,956,598	\$ 6,796,044
	\$ 235,525,811	\$ -	\$ 5,861,670	\$ 241,387,481	\$ 220,849,136
Surplus/Deficit					

Federal Highway Non-Formula Funds

2025	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 69,975,589	\$ -	\$ 4,821,582	\$ 74,797,171	\$ 74,797,171
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 3,702,517	\$ -	\$ 813,129	\$ 4,515,646	\$ 4,515,646
Forest Highways	\$ 70,000	\$ -	\$ -	\$ 70,000	\$ 70,000
Highway Infrastructure Exempt Funds	\$ 20,665,576	\$ -	\$ 737,928	\$ 21,403,504	\$ 21,403,504
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 28,485,347	\$ -	\$ -	\$ 28,485,347	\$ 28,485,347
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
NEVI	\$ 4,851,000	\$ -	\$ -	\$ 4,851,000	\$ 4,851,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,000	\$ 390,000	\$ 390,000
State Transportation Innovation Council (STIC) Funding	\$ 2,660,000	\$ 25,000	\$ -	\$ 2,685,000	\$ 2,685,000
TOTAL	\$ 130,733,329	\$ 25,000	\$ 6,762,639	\$ 137,520,968	\$ 137,520,968
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 16,842,251	\$ -	\$ 1,216,000	\$ 18,058,251	\$ 18,058,251
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 7,277,304	\$ -	\$ 1,799,326	\$ 9,076,629	\$ 9,076,629
Forest Highways	\$ 497,000	\$ -	\$ -	\$ 497,000	\$ 497,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 2,750,000	\$ -	\$ -	\$ 2,750,000	\$ 2,750,000
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
National Electric Vehical Infrastructure (NEVI)	\$ 7,416,314	\$ -	\$ -	\$ 7,416,314	\$ 7,416,314
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,080	\$ 390,080	\$ 390,080
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 35,206,169	\$ 25,000	\$ 3,405,406	\$ 38,636,575	\$ 38,636,575
2027					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 31,870,363	\$ -	\$ 3,394,384	\$ 35,264,747	\$ 35,264,747
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 4,260,660	\$ -	\$ 915,859	\$ 5,176,519	\$ 5,176,519
Forest Highways	\$ 1,147,000	\$ -	\$ -	\$ 1,147,000	\$ 1,147,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
National Electric Vehical Infrastructure (NEVI)	\$ 3,114,000	\$ -	\$ -	\$ 3,114,000	\$ 3,114,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,000	\$ 390,000	\$ 390,000
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 40,815,323	\$ 25,000	\$ 4,700,244	\$ 45,540,566	\$ 45,540,566
2028					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 20,281,991	\$ -	\$ 4,111,921	\$ 24,393,912	\$ 24,393,912
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
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	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
National Electric Vehical Infrastructure (NEVI)	\$ -	\$ -	\$ -	\$ -	\$ -
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,000	\$ 390,000	\$ 390,000
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 21,132,291	\$ 25,000	\$ 4,501,921	\$ 25,659,212	\$ 25,659,212

Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 19,109,245	\$ -	\$ 10,903,715	\$ 30,012,960	\$ 30,012,960
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 5,185,418	\$ -	\$ 1,296,354	\$ 6,481,772	\$ 6,481,772
FTA5311-Nonurbanized Area (Rural) formula program	\$ 13,621,093	\$ -	\$ 7,334,434	\$ 20,955,527	\$ 20,955,527
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 29,745,278	\$ 3,927	\$ 7,429,120	\$ 37,178,325	\$ 37,178,325
TOTAL	\$ 67,661,034	\$ 3,927	\$ 26,963,624	\$ 94,628,584	\$ 94,628,584
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 11,183,407	\$ -	\$ 7,478,488	\$ 18,661,895	\$ 18,661,895
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,076,512	\$ -	\$ 519,128	\$ 2,595,640	\$ 2,595,640
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,732,260	\$ -	\$ 3,625,063	\$ 10,357,323	\$ 10,357,323
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 6,213,501	\$ 4,086	\$ 1,545,885	\$ 7,763,472	\$ 7,763,472
TOTAL	\$ 26,205,680	\$ 4,086	\$ 13,168,565	\$ 39,378,330	\$ 39,378,330
2027					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,547,553	\$ -	\$ 6,302,240	\$ 14,849,793	\$ 14,849,793
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,118,042	\$ -	\$ 529,511	\$ 2,647,553	\$ 2,647,553
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,866,905	\$ -	\$ 3,697,564	\$ 10,564,469	\$ 10,564,469
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 5,016,565	\$ 4,167	\$ 1,246,501	\$ 6,267,234	\$ 6,267,234
TOTAL	\$ 22,549,065	\$ 4,167	\$ 11,775,817	\$ 34,329,049	\$ 34,329,049
2028					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 18,562,504	\$ -	\$ 8,888,489	\$ 27,450,993	\$ 27,450,993
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,160,402	\$ -	\$ 540,101	\$ 2,700,503	\$ 2,700,503
FTA5311-Nonurbanized Area (Rural) formula program	\$ 7,004,243	\$ -	\$ 3,771,516	\$ 10,775,759	\$ 10,775,759
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 5,116,897	\$ 4,251	\$ 1,271,431	\$ 6,392,579	\$ 6,392,579
TOTAL	\$ 32,844,046	\$ 4,251	\$ 14,471,537	\$ 47,319,834	\$ 47,319,834

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2025					
BETTERMENT-State Funded	\$ -	\$ 82,099,173	\$ -	\$ 82,099,173	\$ 82,099,173
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 1,888,026	\$ -	\$ -	\$ 1,888,026	\$ 1,888,026
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 322,237	\$ 322,237	\$ 322,237
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 46,517,583	\$ 5,041,529	\$ 51,559,112	\$ 51,559,112
Turnpike Capital	\$ -	\$ 34,342,724	\$ -	\$ 34,342,724	\$ 34,342,724
Turnpike Program	\$ -	\$ 437,224	\$ -	\$ 437,224	\$ 437,224
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 46,604,414	\$ -	\$ 46,604,414	\$ 46,604,414
TOTAL	\$ 1,888,026	\$ 210,001,118	\$ 5,363,766	\$ 217,252,909	\$ 217,252,909
2026					
BETTERMENT-State Funded	\$ -	\$ 42,307,182	\$ -	\$ 42,307,182	\$ 42,307,182
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 18,643,465	\$ -	\$ 3,672,855	\$ 22,316,320	\$ 22,316,320
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ 160,000	\$ 40,000	\$ 200,000	\$ 200,000
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 56,174,571	\$ 4,752,396	\$ 60,926,967	\$ 60,926,967
Turnpike Capital	\$ -	\$ 40,621,842	\$ -	\$ 40,621,842	\$ 40,621,842
Turnpike Program	\$ -	\$ 433,152	\$ -	\$ -	\$ -
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 77,098,098	\$ -	\$ 77,098,098	\$ 77,098,098
TOTAL	\$ 18,643,465	\$ 216,794,845	\$ 8,465,251	\$ 243,470,409	\$ 243,470,409
2027					
BETTERMENT-State Funded	\$ -	\$ 34,601,388	\$ -	\$ 34,601,388	\$ 34,601,388
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 18,637,626	\$ -	\$ 368,938	\$ 19,006,564	\$ 19,006,564
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ 85,859	\$ 21,465	\$ 107,323	\$ 107,323
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 34,434,286	\$ 2,757,145	\$ 37,191,431	\$ 37,191,431
Turnpike Capital	\$ -	\$ 51,646,698	\$ -	\$ 51,646,698	\$ 51,646,698
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ 57,619,757
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 57,619,757	\$ -	\$ 57,619,757	\$ 200,173,161
TOTAL	\$ 18,637,626	\$ 178,387,988	\$ 3,147,548	\$ 200,173,161	\$ 200,173,161
2028					
BETTERMENT-State Funded	\$ -	\$ 29,858,606	\$ -	\$ 29,858,606	\$ 29,858,606
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 7,197,626	\$ -	\$ 368,938	\$ 7,566,564	\$ 7,566,564
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 38,611,279	\$ 3,801,393	\$ 42,412,672	\$ 42,412,672
Turnpike Capital	\$ -	\$ 30,822,022	\$ -	\$ 30,822,022	\$ 30,822,022
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 55,061,148	\$ -	\$ 55,061,148	\$ 55,061,148
TOTAL	\$ 7,197,626	\$ 154,353,055	\$ 4,170,331	\$ 165,721,012	\$ 165,721,012