

Federal Bill: Fixing America's Surface Transportation Act (FAST Act) Extension

NON-CORE FUNDS

[illegible]

Federal Bill: Fixing America's Surface Transportation Act (FAST Act) Extension & Infrastructure Investment and Jobs Act (IIJA)

[illegible]

NHPP Exempt	0.0	6.8	6.8	0.0	6.9	-0.5	0.0	0.0	0.0	-0.5	6.9	0.4
Highway Infrastructure <5K Population	2.6	0.0	2.6	0.0	2.6	-0.4	0.0	0.0	0.0	-0.4	2.6	0.4
Highway Infrastructure TMA	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Highway Infrastructure - COVID	26.9	0.0	26.9	0.0	0.0	0.0	26.9	26.9	0.0	26.9	0.0	0.0
Highway Infrastructure - COVID - TMA	1.7	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Highway Infrastructure - ADHS	0.0	37.3	37.3	0.0	0.0	2.1	24.6	0.0	24.6	2.1	24.6	10.7
Highway Infrastructure - Bridge	116.2	86.1	202.4	3.8	114.4	-1.8	20.0	20.0	0.0	22.0	114.4	65.9
Highway Infrastructure - Off System Bridge	0.0	15.2	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.2
Direct Federal	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Other-Fed Non-Core	133.1	13.3	146.4	0.0	27.3	-2.2	75.6	0.0	75.6	-2.2	102.9	45.8
TOTAL Non-Core Funds	281.7	158.8	440.5	3.8	151.3	-2.8	147.0	46.9	100.1	47.9	251.4	141.2

[illegible]

STIP - 2020-2025 Financial Charts

Federal Bill: Infrastructure Investment and Jobs Act (IIJA)

[illegible]

NON-CORE FUNDS

[illegible]

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STIP - 2020-2025 Financial Charts

Federal Bill: Infrastructure Investment and Jobs Act (IIJA)

[illegible]

NON-CORE FUNDS

[illegible]

Footnotes

¹ OTHER funds consist of Core Funds that were apportioned under previous Transportation Bills (such as IM, BR, SRTS, ENH, EB) and are considered "Carry-over" with FAST ACT. Obligation Authority for these funds will come from the corresponding FAST ACT fund.

² Historically, the WVDOH has received additional funds, per year, by the way of Earmarks. However with MAP-21, Earmarks have been eliminated. Previously received Earmarks will be placed on projects as matching funds are available. The amount of Earmarks scheduled will be dependent upon the available funds shown in the DEMO ID chart in Section 9 of the STIP.

³ AC PAYBACK is a sum of the large construction projects to be paid over multiple years. This column is for informational purposes only.

⁴ Includes HSIP-Penalty and High Risk Rural Road funds

⁵ 50% of CMAQ apportioned funds are transferred to STBG annually (CMAQ normal apportionment is \$11.2 million). Therefore, STBG apportioned funds are increased by \$5.5 million.

⁶ STBG-TMA funds transferred to TTA for bus purchase. Apportioned funds reduced by \$840,000.

The cumulative supplemental spending column will maintain a running balance of funds that are not used for the authorization of new projects, but are used to pay for existing projects that have cost overruns/underruns and other issues that affect the amount of funds available for new projects.

Core funds are handled as a group when it comes to obligation authority (actual amount of money available to spend). Up to 50% of obligation authority can be moved around in the Core group.

TIGER Grants, along with other Discretionary Grants, have been included with Other-Fed Non-Core.