



**STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM
2023-2026**

Amendment #1

APPROVED

June 15, 2023

Includes April & May Minors



U.S. Department
of Transportation
**Federal Highway
Administration**

New Hampshire Division

June 15, 2023

53 Pleasant Street, Suite 2200
Concord, NH 03301
(603) 228-0417

In Reply Refer To:
HDA-NH

Mr. William Cass
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

**RE: New Hampshire FY 2023-2026 Statewide Transportation Improvement Program
(STIP) Amendment #1**

Dear Commissioner Cass:

The Federal Highway Administration (FHWA) has completed a review of New Hampshire's FY 2023-2026 STIP Amendment 1 and supporting documentation submitted on June 2, 2023. Through New Hampshire's interagency consultation process and discussion among the federal agencies including the Federal Transit Administration and the United States Environmental Protection Agency (EPA), FHWA has determined that this Amendment contains only project modifications specific to our agency and requiring no conformity determinations under the Conformity Rule (40 CFR 93.104).

Thus, this Amendment can be reviewed and processed by FHWA on behalf of both FHWA and FTA, per requirements included in the November 2022 Memorandum of Agreement (MOA) between the Federal Transit Administration, Region I, and the Federal Highway Administration Division Offices in Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.

FHWA is making the following determinations:

- Projects in the 2023-2026 STIP are based on a planning process that substantially meets the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and Subparts A, B, and C of 23 CFR 450, and other applicable requirements.
- The metropolitan TIPs are based on a continuing, comprehensive transportation planning process carried on cooperatively by the State, Metropolitan Planning Organizations (MPOs), and transit operators in accordance with the provisions of 23 USC 134 and 49 USC Sections 5303, and subparts A, B, and C of 23 CFR 450.

Findings:

The federal agencies appreciate that NHDOT continues to include a status report on the outstanding Corrective Action and Recommendations from our April 12, 2023 2023-2026 STIP approval action, and we request that you continue providing this status report information with any subsequent 2023-2026 STIP Amendments. We also appreciate that the Department has continued to include documentation in STIP Amendment 1 addressing performance-based planning and programming requirements.

Corrective Action from 2023-2026 STIP approval action:

Performance Based Planning and Programming

This Corrective Action notes that Under 23 CFR 450.218(q), the STIP is required to discuss the anticipated effect of the STIP toward achieving performance targets, including transit safety performance. Projects contributing to transit safety performance are now documented on Page 19 of 2023-2026 STIP Amendment 1 as submitted. With this addition, the Corrective Action is completed. Please continue to include these projects along with others in the performance measures summary chart for subsequent 2023-2026 STIP Amendments or Updates.

FHWA also notes that the Amendment 1 Appendix B: State Biennial Performance Report documentation provides further information on the anticipated effect of the STIP toward achieving PM 2 and PM 3 performance targets, and that similar documentation could be included for transit safety and other safety performance measures. For example, NHDOT's HSIP reporting and biennial performance reports, as well as FHWA's significant progress determinations, per 23 CFR 490.109 and 23 CFR 490.211, are resources that can be used to guide development of the STIP and add to the discussion of the anticipated effect of the STIP toward achieving performance targets.

Conclusion:

FHWA has determined that FY 2023-2026 STIP Amendment 1 substantially meets requirements and is hereby approved. This approval action for New Hampshire's STIP is not an eligibility determination for use of Congestion Mitigation and Air Quality Improvement (CMAQ) funds or other federal aid funded projects that are included in the STIP.

FHWA reminds NHDOT and New Hampshire's MPOs that, consistent with 23 CFR 450.210 and 23 CFR 450.316, they must demonstrate explicit consideration and response to public input during the development of their various statewide and metropolitan planning products and seek out and consider the needs of the traditionally underserved, such as low-income and minority households.

FHWA continues to request that all New Hampshire's MPOs post their updated TIPs, MTPs and Public Participation Plans on their websites, and likewise request that the State of New Hampshire post the approved STIP, statewide long-range transportation plan, and their updated Public Involvement Procedures and documentation of their Non-Metropolitan Local Officials Consultation Procedures on the NHDOT website.

A copy of this letter is being provided to the Executive Director of each MPO and rural RPC in New Hampshire. If you have any questions, or for further assistance, please contact Leigh Levine, FHWA at (603) 410-4844.

Sincerely,

Patrick A. Bauer
Division Administrator

ecc: MPO/RPC Directors
David Rodrigue, NHDOT
William Watson, NHDOT
Jessica Wilcox, NHDES
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Introduction

The requirements as codified in Title 23 Part 135 and 49 Part 5305 of the United States Code (USC), stipulate that each state will develop a continuing, cooperative, and comprehensive statewide multimodal transportation planning process, including the development of a Statewide Transportation Improvement Program (STIP). In New Hampshire the STIP is updated every two years and is developed through a coordinated statewide and metropolitan planning process.

The metropolitan planning process, as defined in 23 USC Parts 134 and 49 USC Parts 5303, is carried out by the four Metropolitan Planning Organizations (MPOs) in New Hampshire: Nashua Regional Planning Commission (NRPC), Rockingham Planning Commission (RPC), Southern NH Planning Commission (SNHPC), and Strafford Regional Planning Commission (SRPC). Each of the MPOs has adopted a Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP), and with each TIP amendment the MPOs amend their MTP for consistency. The MTPs were developed and approved in accordance with 23 Part 450.322 of the Code of Federal Regulations (CFR) and include a financially constrained program of transportation projects within their regions. The MPO TIPs are consistent with the regulations outlined in 23 CFR §450.324, including requirements related to financial constraint, and have been incorporated into the 2023-2026 NH STIP.

Following the 2010 Census the Nashua Regional Planning Commission was also designated as a Transportation Management Area (TMA). New Hampshire Department of Transportation (NHDOT) and the three MPOs included in the Nashua Transportation Management Area (TMA) and Boston Urbanized Area (UZA) developed agreements and policies to ensure compliance with the federal requirements for planning and programming of projects. The three MPOs included in this collaboration include NRPC, SNHPC and RPC.

Under the Clean Air Act section 176(c) (42 U.S.C. 7506 (c)) transportation conformity is required to ensure that federal funding and approval are given to highway and transit projects that conform to the air quality goals established by Environmental Protection Agency (EPA) in the State Implementation Plan (SIP).

In July 2013, all of New Hampshire became unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS). As of March 6, 2015, the Environmental Protection Agency (EPA) published a final rule (80 CFR 12264) which included the act of revoking the 1997 Ozone NAAQS (for transportation only) resulting in the elimination of nonattainment/maintenance status for that standard. This ruling re-designated the Boston-Manchester-Portsmouth, NH area to “attainment” status. On April 6, 2015, the 1997 8-Hour Ozone 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.” On October 16, 2015, the EPA issued a final rule reducing the NAAQS standards for ozone. Therefore, some areas of NH are still required to demonstrate conformity for the 1997 ozone NAAQS for any plans approved after February 16, 2019. The cities of Nashua and Manchester were classified maintenance areas for carbon monoxide. Any applicable findings of conformity to the NH State Implementation Plan of all MPO TIPs and MTPs have been made and documented through a process consistent with the requirements of 23 CFR Part 450 and 40 CFR Part 93.

Every two years the State of NH prepares and adopts a Ten-Year Transportation Improvement Plan (TYP). The most recent TYP was approved on June 30, 2022 and includes a list of projects for the period from 2023-2032. Every Ten-Year Plan is developed to be consistent with the framework established in the NH Long Range Transportation Plan (LRTP) 2010-2030. The LRTP outlines a broad strategic direction for the State and for the Department of Transportation for a 20-year period. The LRTP was developed in accordance with the requirements of 23 USC, Part 134 and is a federally approved plan. Currently NHDOT is soliciting for consultant assistance for the update to the NH Long Range Transportation Plan.

Building upon the LRTP, the Ten-Year Plan process further defines and identifies specific transportation projects which will be funded with various funding sources. The process to develop the Ten-Year Plan involves substantial input from the public, elected officials, transit operators, state agencies, regional planning commissions, and MPOs. Critical to the TIP and the TYP process, is the acknowledgement and documentation to show that planned transportation projects are constrained to fit within reasonably anticipated revenues to fund the proposed projects. Plan Demonstrating fiscal constraint is required, and further demonstrates the importance of addressing national and state priorities, performance measures and meeting all applicable federal requirements. In the 2023-2032 Ten-Year Plan several programs were increased by 20% in anticipation of an increase in federal funds through the Bipartisan Infrastructure Law (BIL).

The 2023-2026 NH STIP has been developed through a coordinated statewide and metropolitan planning process that is consistent with the requirements of 23 CFR §450.218. All projects designated as regionally significant by the MPOs and through Interagency Consultation (IAC), regardless of the funding source, are included in the STIP. All surface transportation projects that utilize resources from programs funded under Title 23 USC and Title 49 USC Part 53, with the exception of the programs identified in 23 CFR §450.216(g), are included in the STIP. The STIP has been constrained to the available financial resources for 2023 and the resources that are reasonably anticipated to be available through 2026. To depict the financial status of the STIP more accurately, inflation at a rate of 2.80% is included for projects, satisfying the year of expenditure requirement in 23 CFR §450.218(l). With the development process for the 2025-2034 TYP, NHDOT has identified a new rate of inflation (3.7%) and will be working to update all projects in the 2023-2026 STIP as the remainder of FFY 2023 progresses.

In accordance with the NH STIP Revision and the MPO TIP Revision Procedures, a series of minor revisions to the NH 2023-2026 STIP and MPO's TIPs have been approved during the development of the STIP Update. Through those Revision Procedures that were agreed upon by Federal Highway Administration (FHWA) NH Division, Federal Transit Administration (FTA), the MPOs, and other Interagency Consultation Partners, those minor revisions will be incorporated into the approved 2023-2026 STIP Update.

Financial Plan

The Bipartisan Infrastructure Law (BIL) was signed into law on November 15, 2021. The BIL will set the annual apportionment and limitation on obligations for Federal aid highway funding for fiscal years 2022 through 2026. The STIP Financial Plan has been prepared to satisfy the requirements of 23 CFR §450.218. Pursuant to these federal regulations, the STIP shall include projects, or identified phases of projects, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

In the 2023-2026 STIP Amendment #1 the Financial Constraint Report federal apportionment for 2023 are figures from the Status of Funds report(W10A) published by FHWA on 3/16/2023. Federal fiscal years 2024 -2026 are federal revenue projections based on the 2023 apportionment and the BIL.

The financial plan outlines funding sources and other relevant information about the specific projects or programs. The STIP Financial Plan serves to convey relevant information about the projects, so that the public process is transparent and provides the public an opportunity to understand the financial resources required for the projects identified for funding.

As NHDOT strives to meet the financial challenges of the State's transportation system, all potential revenue sources will continue to be evaluated. Various sources of funding to be utilized may include federal dollars, match amounts, state resources from the Highway Trust Fund and those provided in the budget of the State of NH, turnpike revenue, and local and private revenue sources.

The NHDOT STIP Financial Constraint process is based on the guiding principles:

- All Federal funds obligated will be appropriately matched and the matching funds are indicated in the constraint analysis and at the project level.
- Stand-alone projects with funding authorization under a Program (grouped projects) are made available to MPOs for inclusion in their TIP. Grouped projects have similar function, work type, or area; and are selected using competitive selection, inspection, or data decision process.
- Matching funds provided by municipalities and other sources will be committed by those entities before any work may begin on the project.
- Advance Construction (AC) may be used at the State's discretion in accordance with Title 23, Section 115.
- Turnpike Toll Credits may be used to provide the non-federal match of a project if those credits are available. State match budgeted for FY 2023-2026 (as discussed and agreed to by NHDOT and FHWA) is primarily in the form of Turnpike Toll Credits.
- Manchester and Berlin have received Rebuilding American Infrastructure with Sustainable and Equity (RAISE) grants and are shown in the STIP Financial Constraint Report.
- To estimate year of expenditure dollars for future years in the STIP, an annual inflation rate of 2.80% is applied to each year following the second year of current estimate. The NHDOT developed an annual estimated rate of inflation of 2.80% with the concurrence of the FHWA Division Office. That rate is a rolling rate based on historical trends over a 10-year period. For projects planned as advance construction, the entire construction cost is inflated in the year of advertising and not compounded in each year of anticipated conversion.
- All projects funded in the STIP are included in the analysis of STIP financial constraint.
- In the first amendment of each federal fiscal year the NHDOT will show that year as financially constraint by specific funding source.
- The NHDOT is showing future years as constrained in the Financial Constraint Report by total of all funding sources and is continuing toward a goal of having individual funding categories constrained in all years of the STIP.

- By funding category, apportionment balances from previous years as well as the transfer flexibility inherent within the BIL will be utilized as necessary.

To accurately show reasonable funding availability, the NHDOT plan to constrain funding source in STIP years:

- Funds needed for apparent overprogramming of apportioned funds have historically come from available funding transferred from other programs such as Congestion Mitigation and Air Quality Program (CMAQ) and National Highway Performance (NHP). NH has also historically relied upon deobligations, and end of year redistributed funds to address this situation as well.
- In situations like the apparent overprogramming in 2026 of National Highway Freight funds, NHDOT will use available (unobligated) funds from prior years.

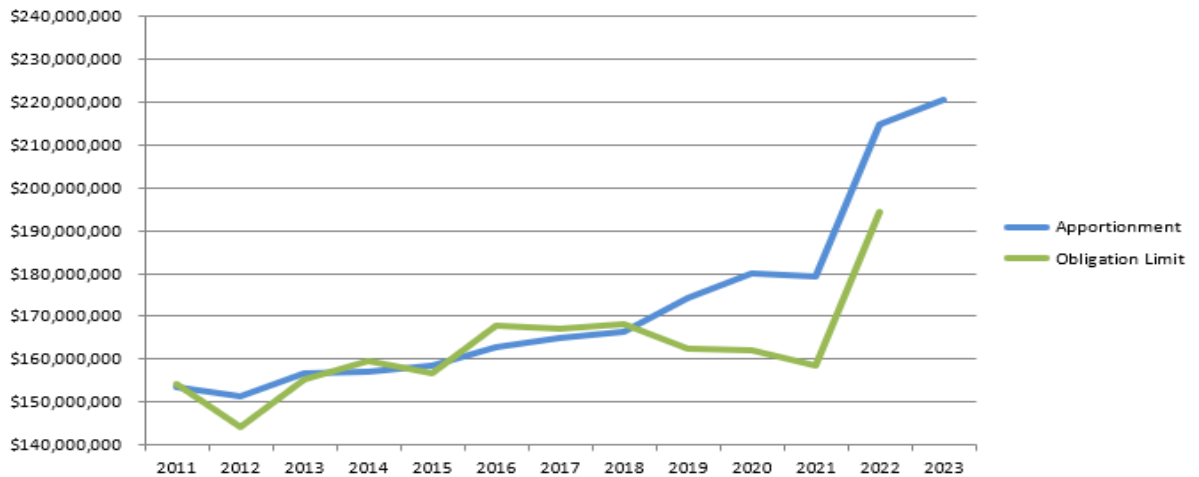
Federal Resources

There are four main federal funding sources of revenues. These include federal formula, federal non-formula, allocated and Congressional Directed Spending. Each is briefly described below.

Federal Formula

Most federal resources are distributed to the states through annual apportionments outlined in the most current federal transportation bill, which currently is the BIL. In addition to the apportionment, the federal government establishes on an annual basis and in accordance with Public Law 117-58, a “limit on obligations” that functions as a ceiling on the amount of funds that may be requested in a fiscal year. Figure 1 outlines the trend over recent years for both apportionments and limitation on obligations for NH in the core apportioned programs.

Figure 1 – Apportionment & Obligation Limit



*Source: FHWA W10A Report (Status of Funds)

Federal Non-Formula

Federal Non-formula funds include apportioned exempt funds and apportioned funds subject to special limitations. These funds are detailed in the W10A reports. Please note that for the 2023-2026 STIP NHDOT has taken the approach of allocating 2023 apportioned non-formula funds to align with current programming of planned

projects. This was done in part due to the lack of detailed financial information at the time the STIP Update was developed.

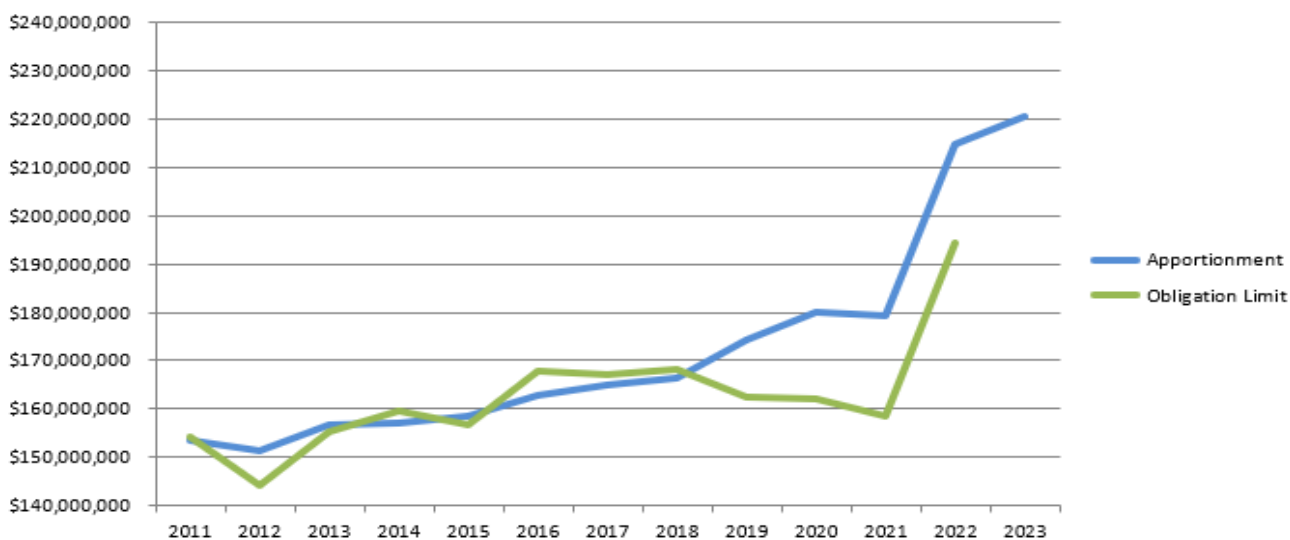
Allocated Funds

Allocated Funds are not distributed to the state automatically, they need to be requested or transferred. Examples of allocated funds that are requested directly from FHWA and then allocated are: Disadvantage Business Enterprise (DBE), State Transportation Innovation Council (STIC), National Summer Transportation Institute (NSTI), and On the Job Training (OJT). Another type of allocated funds is for the Local Technical Assistance Program (LTAP) which gets allocated after specific criteria has been met.

Congressional Directed Spending (CDS)

Another source of revenue for projects from the federal government is made available through Congressionally Directed Spending (CDS). CDS funds special limitations that normal apportionments aren't subject to and may be moved between fiscal years based on availability and project schedule without adherence to the limitation on obligations. CDS funds were formerly known as earmarks. In fiscal year 2022, NHDOT, working with FHWA, reviewed Earmarks for repurposing. Earmarks signed into law prior to *September 30, 2005*, with no funds expended or the project was complete would be eligible for repurposing to another project within 50 miles of the Earmark project if the Earmark funds were not replacing obligated funds. As such, the 2023-2026 STIP was developed with the assumption that earmark funds that have already been designated or repurposed will be available for the identified project when the project is ready to move forward. Federal guidance also specifies that future earmarks that have not yet been approved by Congress may not be assumed as revenue in a STIP. Consistent with that guidance, the NH STIP includes only approved and designated earmark funds. In the STIP Financial Constraint Report earmarks funding revenue is shown in the Status of Funds apportioned and the exempt allocated direct congressional funding. Earmark funding varies in STIP years because of project schedule and advertising dates.

Figure 1 – Apportionment & Obligation Limit



*Source: FHWA W10A Report (Status of Funds)

State Resources

The state budget process and legislative process is important to the development of the NHDOT Ten Year Plan, and the planning of transportation improvement projects.

The State budgeting process is outlined in the NH Revised Statutes Annotated (RSA). The state budgeting process outlines submittal dates for submitting budgets. A brief explanation of the deadlines of the state budgeting process is discussed below.

RSA 9:4 states that every state agency submits to the Commissioner of Administrative Services two budgets biennially for consideration: 1) an operating budget and 2) a reduction level expenditure estimate. For STIP planning purposes, the Fiscal Years 2023-2026 budget contains the best information NHDOT has available regarding anticipated state revenue, as well as total expenditures that are planned as part of the budget. If there are changes in the budgeted amounts within NHDOT’s budget for Federal-aid projects, then it will be appropriate for the STIP Financial Constraint to be updated, adjusting project schedules to meet the projected resources. Any project changes in the STIP would require appropriate amendments, including coordination with MPO’s, FHWA, FTA, EPA and other agencies as required.

Senate Bill (SB) 367

The NH Legislative process affords opportunities to introduce proposed language for new laws regarding a variety of subjects, including funding. In 2014, New Hampshire Senate Bill (SB) 367 was signed into law. As a result of this legislative action the gas tax in New Hampshire was increased. SB 367 increased the gas tax and allowed for the issuance and payment of general obligation bonds (currently a repayment of a TIFIA direct loan) to widen I-93, and to provide additional funding for the district rehabilitation program, the district resurfacing program; the state bridge aid program; and the highway and bridge betterment program. The estimated revenue from SB 367 is shown below.

**Senate Bill (SB) 367
Source Agency Budget Submission 2023-2026***

2023	2024	2025	2026
Total Resources	Total Resources	Total Resources	Total Resources
Available	Available	Available	Estimated
\$33,222,656	\$34,096,152	\$34,266,632	\$34,266,632**

*Source: <https://das.nh.gov/budget/2022-2023AgencyBudget.asp>

**Revenue estimate are expected to change

The NH budgeting process has three important transmittal dates. Each is briefly discussed below. On or before October 1st of all even years (October 2022 for the purpose of this STIP), an operating budget must be developed that shows maintenance expenditures necessary for the agency. Maintenance expenditures are defined as “the cost of providing the same level of service authorized and funded in the preceding fiscal year, incorporating changes in the population, economic conditions, and other factors outside the control of the accounting unit”.

On or before November 15th prior to each biennial legislative session, all departments of the state shall transmit to the commissioner of administrative services, a reduction level expenditure estimate for each fiscal year of the ensuing biennium for administration, operation, and program services, including costs for workers' compensation and unemployment compensation.

By June 30th of the following odd numbered year, the Governor and Legislature make the final recommendations and approvals of the agency budgets, based on their reviews, and the normal legislative process. Agency budgets are to be built from the bottom-up using a zero-based budgeting approach. With this zero-based budgeting approach, it is ensured agencies review all program areas. This should aid in prioritization, determining the effectiveness of programs, and identifying areas where efficiencies can be achieved.

Turnpike Toll Credits

Federal regulations (23 USC §120) allow a State to use toll credits toward the non-Federal match requirement of a project, provided that the project is listed in the STIP. These credits are based on toll revenues that are generated and used by public, quasi-public, and private agencies to build, improve, or maintain highways, bridges, or tunnels that serve the public purpose of interstate commerce. Such public, quasi-public, or private agencies shall have built, improved, or maintained such facilities without Federal funds.

To receive these toll credits, a State shall show that it has maintained the federal-aid eligible portion of the transportation system with non-Federal transportation capital expenditures in accordance with the given requirements. NHDOT has shown that it has met these requirements in the past and has utilized toll credits to match federal funds. Consistent with existing practices, the 2023-2026 STIP identifies the use of toll credits by project and accounts for the use as part of the financial constraint information.

At the end of federal fiscal year 2022 NH had a balance of toll credits in the amount of \$189M; this amount exceeds the 20% match required of the State. The total amount of toll credits for the four years of the STIP is \$159.6M. Identified at the project level in the STIP, NHDOT may coordinate with FHWA to use toll credits on a case-by-case basis in any of the STIP years. The use of this matching mechanism will be documented in the STIP as Amendments are published.

Federal Toll Credits

2023	2024	2025	2026
Total Programmed	Total Programmed	Total Programmed	Total Programmed
\$43,124,610	\$47,610,149	\$38,116,038	\$30,842,810

Source: NHDOT ProMIS

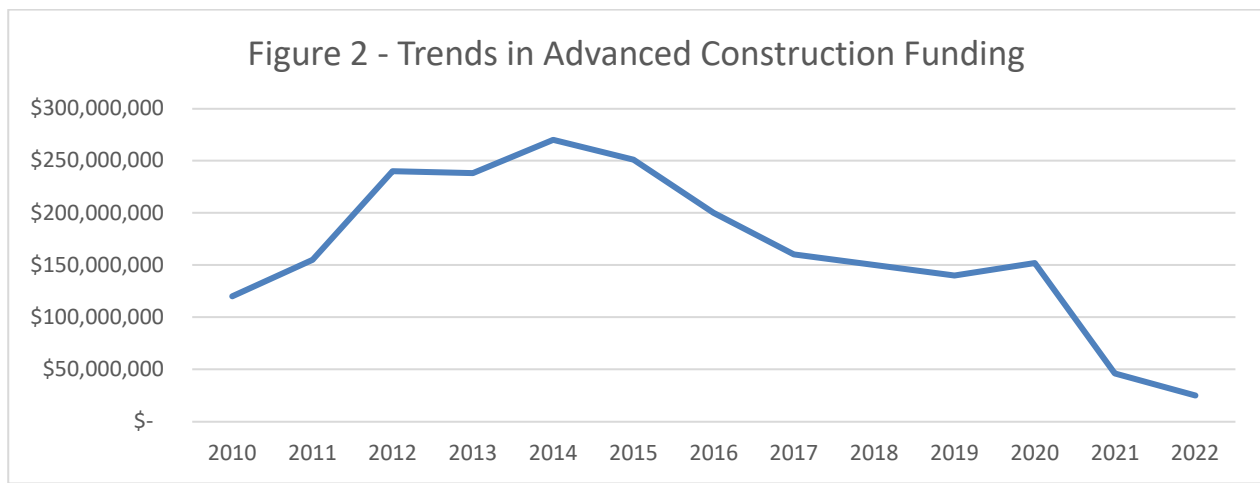
Advance Construction (AC)

Advance Construction is a funding management tool which allows for accelerated project work time. NHDOT can incur costs on a project if it has been Advanced Constructed and submit the funds later to be federally reimbursed. The STIP must remain financially constrained if there are any modifications to the anticipated AC conversion schedules of projects.

The NHDOT has assumed a conservative approach for AC with a standing goal to ensure that conversions to Federal aid remain ahead of actual project expenditures. If Federal funding fail to become available, NHDOT would have to use non-Federal funds or suspend work on the project, which is why NHDOT has reduced Advance Construction totals in recent years. Figure 2 below shows NHDOT trends in using the AC management tool.

Beginning in 2009 the NHDOT revised the process of AC to include preliminary engineering and right of way. All active projects were updated with the appropriate AC amount for all phases resulting in an increased AC balance.

Under the provisions of 23 USC Part 115(a) and as further outlined in 23 CFR §630, the State may utilize Advance Construction (AC) on Federal-aid projects with the approval of FHWA. Guidance from the FHWA Resource Center has indicated that the cumulative amount of AC should remain below 1½ times the annual apportionment of federal funds for FHWA programs. Advance construction is subject to approval from FHWA and will be tracked as normal Federal-aid projects are in the federal Financial Management Information System.



*Source: NHDOT ProMIS

Turnpike Authority

On the turnpike system most capacity related improvements or system expansions qualify as regionally significant as defined in federal regulations. Pursuant to 23 CFR §450.218(h) a STIP must contain all regionally significant projects regardless of funding source. The determination of regional significance is made at the MPO level, or by the DOT in rural areas, with input through Interagency Consultation. As the 2023-2026 STIP contains all projects that have been identified as regionally significant, several projects on the turnpike system are listed.

Additionally, the federal regulations governing the MPO TIPs, MTPs, and the associated air quality conformity determination for nonattainment and maintenance areas, including 23 CFR §450.324(i) and 40 CFR §93, stipulate that the availability of funds must be demonstrated for all included projects. To provide information to the MPOs and to demonstrate financial constraint of the STIP, anticipated revenue and expenditures for the turnpike system have been documented in the Financial Constraint Summary tables. As illustrated in those tables, the turnpike system is financially constrained overall within each year of the STIP.

Statewide Maintenance and Operating Budget (Turnpike)*

2023	2024	2025	2026
Total Resources	Total Resources	Total Resources	Total Resources
Available	Available	Available	Estimated
\$207,797,234	\$127,862,706	\$146,942,776	\$147,156,850**

*Source: New Hampshire First Enterprise Resource Planning

**Revenue estimate are expected to change

Bonds

Bonding is one of several financial strategies used by the State of NH to finance transportation improvements. The State of New Hampshire, through action of the NH Legislature, can issue and utilize Grant Anticipation Revenue Vehicle (GARVEE) bonds. A GARVEE bond is issued by the State with the presumption that federal funds will continue to be available to pay for debt service in the future. GARVEE bonds provide a short-term influx of funding to advance projects that may otherwise take many years to construct. GARVEE bonds may only be issued with the concurrence of FHWA. A Memorandum of Agreement (MOA) is issued between the NHDOT, NH Treasurer, and FHWA to facilitate each bond issuance. Authorization for the issuance of these revenue bonds is provided for in RSA 228-A:2.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Transportation Infrastructure Finance and Innovation Act is a federal credit program for major transportation investments. TIFIA was enacted in 1998 as part of the federal legislation (TEA-21). In subsequent legislation, substantial changes were made in the TIFIA credit program by expanding eligibility to include related projects that were grouped together. The goal of this program is to leverage limited federal resources and stimulate private capital investment in transportation infrastructure by providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to projects of national or regional significance.

The State of New Hampshire applied and was approved for a TIFIA direct loan for the I-93 Corridor Projects in the spring of 2016. By using the TIFIA loan the Department will be able to pledge approximately \$19 - 20M in funds per year, for nine years, for resurfacing and the rehabilitation of rural state roads and red-listed bridges by deferring principal payments on the loan until 2026. Debt service for the TIFIA loan will be paid with proceeds from the gas tax increase in SB 367.

Operations & Maintenance for Federal-Aid Highways

As outlined in 23 CFR §450.216(m), the STIP must include financial information on revenues and expenditures to adequately operate and maintain Federal-aid highways. The estimates provided below represent all available funds to address regular maintenance and operation needs of the Federal-aid system in NH. The NHDOT asserts that the Federal-aid system in NH is adequately maintained through the maintenance and operations budget of the Department and through the more substantial maintenance and preservation projects funded through specific state and Federal-aid categories.

**NHDOT Statewide Maintenance and Operating Budget
Source Agency Budget Submission 2023-2026***

2023	2024	2025	2026
Total Resources	Total Resources	Total Resources	Total Resources
Available	Available	Available	Estimated
\$173,427,781	\$176,655,927	\$174,921,293	\$174,921,293**

*Source: <https://das.nhgov/budget/2022-2023AgencyBudget.asp>

**Revenue estimate are expected to change

Other Resources

The 2023-2026 NH STIP documents the amount of funds contributed by other sources to match Federal-aid funds for every project. Other sources of funds to match Federal-aid dollars are typically municipalities, but also include private entities, other public entities, and other states.

Maine Funding in NHDOT 2023-2026 STIP

Project Name	Project #	2023	2024	2025	2026	Grand Total
DOVER, NH – SOUTH BERWICK, MAINE	41433		\$51,400	\$105,678	\$1,357,967	\$1,515,046
MILTON, NH-LEBANON, ME	40658	\$112,500		\$772,028		\$884,528
NE COMPASS	43883	\$889,521	\$917,648	\$626,025	\$155,308	\$2,588,502
PORTSMOUTH, NH - KITTERY, ME	15731	\$1,299,531				\$1,299,531
PROGRAM	TSMO	\$ 889,521	\$ 892,654	\$ 592,387	\$ 142,960	\$ 2,517,521
Total		\$3,191,073	\$1,861,702	\$2,096,118	\$1,656,235	\$8,805,127

Source: NHDOT ProMIS

Vermont Funding in NHDOT 2023-2026 STIP

Project Name	Project #	2023	2024	2025	2026	Grand Total
CLAREMONT, NH - WEATHERSFIELD, VT	41467	\$ 13,000	\$ 334,100			\$ 347,100
HANOVER, NH - NORWICH, VT	42278	\$ 485,262				\$ 485,262
HINSDALE, NH - BRATTLEBORO, VT	12210D	\$ 40,000	\$822,400	\$845,427		\$ 1,707,827
LEBANON, NH - HARTFORD, VT	16148	\$ 3,726,391				\$ 3,726,391
LITTLETON, NH - WATERFORD, VT	27711		\$ 101,772	\$ 1,448,499		\$ 1,550,271
NE COMPASS	43883	\$1,014,521	\$ 917,648	\$ 626,025	\$ 155,308	\$ 2,713,502
PROGRAM	TSMO	\$ 1,014,521	\$ 892,654	\$592,387	\$ 142,960	\$ 2,642,521
WALPOLE, NH - ROCKINGHAM, VT	41720	\$ 63,879			\$4,337	\$ 68,216
Total		\$6,357,575	\$3,068,574	\$3,512,337	\$302,604	\$13,241,089

Source: NHDOT ProMIS

NHDOT Highway Tiers- Definitions

The NHDOT is focused on managing the state’s road network as efficiently and effectively as possible. While every road is critical to the people and businesses that rely upon it, each road also serves a different number of users and provides different levels of mobility. Grouping based on similarities such as connectivity, regional significance, and winter maintenance requirements provides a common framework for analysis of condition and performance, investment levels and operation and maintenance levels. To strategize the investment of scarce resources, the Department has categorized New Hampshire’s Road systems into the following Tiers:

Tier 1- Interstates, Turnpikes and Divided Highway

Interstate, Turnpikes and NH Route 101 between Bedford and Hampton support the highest traffic volumes and speeds in the entire state. These multi-lane, divided highways convey the majority of commuter, tourist and freight traffic throughout the state.

Tier 2- Statewide Corridors

Statewide Corridors, like US 202 or NH1 6, carry passengers and freight between regions of the state as well as to and from neighboring states. These roads can have moderate to high traffic volumes, particularly during morning and afternoon commutes. While functionally similar, condition and features of these corridors vary the most out of any Tier. Some of these roads are formally constructed higher-speed facilities while others are more rural roads that became high use roads as surrounding neighborhoods and communities developed.

Tier 3- Regional Transportation Corridors

Regional Transportation Corridors provide travel within regions, access statewide corridors, and support moderate traffic volumes at moderate speeds. Good examples include NH 112 and NH 155.

Tier 4- Local Connectors

Secondary highways and unnumbered routes as well as the bridges along them are local connectors and they provide travel between and within communities. Traffic on local connectors, such as NH 141 or Bean Rd. in Moultonborough, is usually low volume and low speed.

Tier 5- Local Roads

Locally owned roads and bridges or State-owned roads within compact limits provide varying travel functions and are maintained by communities. Traffic volumes and speeds can vary on local roads. Good examples include North State St. in Concord or Elm St. in Manchester. Though, the Department does not maintain local road and bridges, it does provide assistance to communities.

Tier 6- Off Network

The Department tracks work accomplished on off network assets such as park and rides, patrol sheds or rest stop parking lots.

A map displaying the highway tiers is included in Appendix A of this document.

Public Involvement

The foundation of the transportation planning process is public involvement and the continuing, comprehensive, and cooperative involvement of MPOs, Federal and State agencies and other stakeholders in the process. The MPOs and RPCs serve to facilitate public involvement at the local and regional levels, which augments the statewide transportation public involvement processes.

In NH the development of the Ten-Year Plan, the LRTP and other planning documents are based on input from extensive public involvement efforts. The NH 2023-2032 Ten Year Plan included conducting twenty-two public hearings around the state, 1 being all virtual. Over 400 comments were heard during the hearing process with response from 766 to the online survey. These comments were taken into consideration and adjustments were made to the Draft TYP. The RPCs presented regional transportation needs that were identified and prioritized in their area, from public involvement input. Following the approval of the 10-Year Plan, the MPOs continue public outreach efforts, consistent with federal regulations, for the development of each MPOs TIP. The projects included in the first 4 years of the MPO TIP documents, collectively represent the projects included in the STIP. Each MPO conducted a public hearing and solicited public comments consistent with federal requirements. The NHDOT State STIP document was developed in conjunction with the MPO and further includes opportunity for public involvement and public comments. The STIP was subject to public review and comment, and public comment period was posted, a notice was posted in a statewide newspaper, on the internet and through each of the nine regional planning commissions.

STIP Revisions

On January 9, 2020, the NHDOT adopted the most recent STIP Revision Procedures. The STIP Revisions procedures were developed in coordination with the MPOs, and other Interagency Consultation partners and were approved by FHWA and FTA. Those procedures outline thresholds and protocols for revisions to the STIP as amendments or administrative modifications. The STIP Revision Procedures will be revised on a periodic basis per changes in federal and state requirements, or at the request from the Interagency partners. Figure 3 shows the anticipated STIP revision schedule for the calendar years 2023-2026.

Figure 3 – STIP Amendment Schedule

2023-2026 STIP			
A01	May 2023	A05	March 2024
A02	July 2023	A06	June 2024
A03	October 2023	A07	September 2024
A04	January 2023	A08	December 2024
Month represents expected introduction at Interagency.			

Performance Based Planning & Programming

The NHDOT's Long Range Transportation Plan (LRTP), Ten Year Plan (TYP), Statewide Transportation Improvement Program (STIP), and Asset Management Plan have always supported the performance-based planning focus areas identified in MAP-21/FAST Act and will support any new recommendations by the BIL. Specifically, pavement condition, bridge condition, traffic congestion, reliability, and air quality have always been a focus for programming funds. The targets that have been developed provide a more consistent way to discuss and compare performance across the country, but they represent very little change for NHDOT other than reinforcing and clarifying expectations. As future versions of these Plans are developed, NHDOT will work to make explicit connections between projects and programs to the performance areas and targets that they are expected to impact. In those same plans, targets will be utilized to identify and discuss gaps between desired and observed performance.

This 2023-2026 STIP includes a summary chart that details how the projects identified in this STIP support the required performance categories outlined below:

Safety

- Number of fatalities
- Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million Vehicle Miles Travelled (VMT)
- Number of non-motorized fatalities and non-motorized serious injuries

Pavement Condition

- Percentage of Pavements of the Interstate System in Good Condition
- Percentage of Pavements of the Interstate System in Poor Condition
- Percentage of Pavements of the Non-Interstate NHS in Good Condition
- Percentage of Pavements of the Non-Interstate NHS in Poor Condition

Bridge Condition

- Percentage of NHS Bridges Classified as in Good Condition
- Percentage of NHS Bridges Classified as in Poor Condition

Reliability/Congestion/Air Quality

- Percent of the Person-Miles Traveled on the Interstate That Are Reliable
- Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
- Truck Travel Time Reliability (TTTR) Index
- Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1
- Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1
- Total Emission Reductions: CO

Transit-Capital

- Percentage of revenue vehicles exceeding Useful Life Benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding Useful Life Benchmark (ULB)
- Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale
- Percentage of track segments under performance restriction

Transit - Safety

- Total Fatalities
- Rate of fatalities per 500,000 Vehicle Revenue Miles
- Total Injuries
- Rate of injuries per 500,000 Vehicle Revenue Miles
- Total Safety events
- Rate of safety events per 500,000 Vehicle Revenue Miles
- System Reliability (number of miles driven between major mechanical failures)

The performance areas of Safety, Pavement conditions, Bridge condition, Reliability/Congestion/Air Quality and Transit represent the relevant performance category groupings. All projects in the STIP have been associated with a *predominant* performance planning category that best meets with the project’s intent, though the identified performance planning category associations do not represent the *only* performance planning benefits accrued by the projects identified.

More information regarding the performance targets identified and other NHDOT related performance-based planning details are provided in the Transportation Performance Management State Biennial Performance Report for Performance Period 2018-2021 for New Hampshire, which is included in Appendix B.

Performance Measures 2023-2026 STIP

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit Capital	Transit Safety	Non-Applicable (N/A)
ALBANY	29597	X	X					
ALSTEAD	40649			X				
ALSTEAD	40661			X				
ALTON	40624			X				
AMHERST	40657			X				
AMHERST	42593	X						
ANDOVER	20650			X				
ANDOVER	40392			X				
ANDOVER	41407			X				
ANTRIM	42579			X				
ASHLAND - BRIDGEWATER	24904			X				
AUBURN	29316			X				
BARRINGTON	41415			X				
BARRINGTON	43547	X						
BEDFORD	24217			X				
BEDFORD	40664	X	X					
BEDFORD - MERRIMACK	16100	X						

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit Capital	Transit Safety	Non-Applicable (N/A)
BELMONT	43352	X						
BETHLEHEM	41575			X				
BETHLEHEM - FRANCONIA	44160	X						
BOSCAWEN	41578	X						
BOW	29641	X						
BOW - CONCORD	13742	X	X					
BRISTOL	40636	X	X					
BRISTOL	41579	X						
BRISTOL	43429			X				
BROOKLINE	40662	X						
CAMPTON	41472			X				
CANAAN	41399			X				
CANAAN	41406			X				
CANDIA	41592	X						
CANDIA-RAYMOND	43839		X					
CHARLESTOWN	40667		X					
CHICHESTER	40631	X						
CLAREMONT	13248	X						
CLAREMONT	41748				X			
CLAREMONT, NH - WEATHERSFIELD, VT	41467			X				
COLEBROOK	40640	X						
COLEBROOK	40655			X				
CONCORD	29601	X						
CONCORD	41212			X				
CONCORD	41468			X				
CONCORD	42574			X				
CONCORD	42614	X						
CONCORD	43428			X				
CONWAY	40638	X						
DANBURY	40395			X				
DERRY-LONDONDERRY	13065A	X						
DERRY-LONDONDERRY	13065B	X						
DERRY-LONDONDERRY	13065C	X						
DERRY-LONDONDERRY	13065E	X						
DOVER	41373	X						
DOVER	41824			X				
DOVER - ROCHESTER	29440	X						
DOVER - SOMERSWORTH - ROCHESTER	29604	X						
DOVER, NH - SOUTH BERWICK, MAINE	41433			X				
DUMMER - CAMBRIDGE - ERROL	16304B		X					
DUMMER-CAMBRIDGE-ERROLL	16304C		X					
DURHAM	41432			X				
ENFIELD	40526	X						
EPPING	29608	X						
EPPING	43430			X				
EXETER	40623			X				
FARMINGTON	43550	X						
FRANCONIA	40514		X					
FRANCESTOWN	42709			X				
GILFORD	41502			X				
GILFORD	42577			X				

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit Capital	Transit Safety	Non-Applicable (N/A)
GILMANTON	42603	X						
GILMANTON	43536			X				
GORHAM	42598							X
GREENLAND	43849			X				
HAMPSTEAD	41717	X						
HAMPTON	40797	X						
HAMPTON	42573			X				
HAMPTON	42606	X						
HAMPTON-PORTSMOUTH	26485A				X			
HANOVER	44015	X						
HANOVER, NH - NORWICH, VT	42278			X				
HARRISVILLE	16114			X				
HARRISVILLE	42575			X				
HENNIKER - HOPKINTON	40633	X						
HILLSBOROUGH	43436			X				
HINSDALE, NH - BRATTLEBORO, VT	12210D			X				
HOOKSETT	29611	X	X	X				
HOOKSETT	43851	X						
HUDSON	41754	X			X			
HUDSON	42108				X			
JAFFREY	16307	X						
JEFFERSON	42558			X				
JEFFERSON - RANDOLPH	13602C	X						
KEENE	41590	X						
KEENE-SWANZEY	44166	X						
KEENE - SWANZEY	40100							X
KEENE-SWANZEY	40666			X				
KENSINGTON	42610	X						
LACONIA	26706			X				
LACONIA	41469			X				
LEBANON	13558A			X				
LEBANON	24221			X				
LEBANON	24222			X				
LEBANON	29612	X						
LEBANON	40794	X						
LEBANON	42604	X						
LEBANON	43437			X				
LEBANON	44016	X						
LEBANON, NH - HARTFORD, VT	16148			X				
LEE	41322			X				
LEE	42876				X			
LITTLETON	43844	X						
LITTLETON, NH - WATERFORD, VT	27711			X				
LONDONDERRY	41593	X						
LONDONDERRY	41715	X						
LOUDON	40632	X						
LOUDON - CANTERBURY	29613C	X	X					
LYNDEBOROUGH	41435			X				
MANCHESTER	15837			X				
MANCHESTER	16099	X						
MANCHESTER	24212			X				
MANCHESTER	41594	X						
MANCHESTER	42881				X			

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit Capital	Transit Safety	Non-Applicable (N/A)
MANCHESTER	42886	X			X			
MANCHESTER	43826	X						
MANCHESTER	43850	X						
MERRIMACK	10136D	X						
MERRIMACK	29174			X				
MILFORD	41587			X				
MILFORD	42470	X						
MILTON	43551	X						
MILTON, NH-LEBANON, ME	40658			X				
MOULTONBOROUGH	40639	X						
MOULTONBOROUGH	41580	X						
MOULTONBOROUGH	41581	X						
MOULTONBOROUGH	42602	X						
NASHUA	10136A	X						
NASHUA	16314	X						
NASHUA	40660	X						
NASHUA	41585	X						
NASHUA	41586	X						
NASHUA	41742				X			
NASHUA	42594	X						
NASHUA	42717	X						
NASHUA	42882				X			
NASHUA	43509	X						
NASHUA -HUDSON	42596			X				
NASHUA-MERRIMACK-BEDFORD	13761	X	X					
NASHUA-MERRIMACK-BEDFORD	13761A	X	X					
NASHUA-MERRIMACK-BEDFORD	13761B	X	X	X				
NASHUA-MERRIMACK-BEDFORD	13761C	X	X					
NEVI PROGRAM CHARGING	44093				X			
NEW BOSTON	14771			X				
NEW BOSTON	15505			X				
NEW CASTLE - RYE	16127			X				
NEW CASTLE-RYE	41713				X			
NEW HAMPTON	25365			X				
NEWFIELDS - NEWMARKET	28393			X				
NEWINGTON	11238V							X
NEWINGTON	42879				X			
NEWINGTON - DOVER	11238	X		X				
NEWINGTON - DOVER	11238S	X						
NEWTON	29617	X						
NEWTON	41436			X				
NHDES	42875				X			
NORTH HAMPTON	24457			X				
NORTH HAMPTON - RYE	42312			X				
NORTHWOOD-NOTTINGHAM	41595	X						
ORFORD	40366			X				
ORFORD	41151			X				
PELHAM	16145			X				
PELHAM	29450			X				
PELHAM	41751	X			X			
PELHAM	41751A	X			X			
PETERBOROUGH	27712			X				
PLAISTOW	40641	X						

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit Capital	Transit Safety	Non-Applicable (N/A)
PLAISTOW	40645	X						
PLAISTOW - KINGSTON	10044E	X						
PLYMOUTH	41583	X						
PORTSMOUTH	20258	X						
PORTSMOUTH	29640	X						
PORTSMOUTH	40642	X						
PORTSMOUTH	40644	X						
PORTSMOUTH	41752	X						
PORTSMOUTH	42608	X						
PORTSMOUTH	42611	X						
PORTSMOUTH	42874				X			
PORTSMOUTH	43760							X
PORTSMOUTH, NH-KITTERY, ME	15731			X				
PORTSMOUTH, NH - KITTERY, ME	15731C			X				
PORTSMOUTH, NH - YORK, ME	16189B							X
PROGRAM	ADA	X						
PROGRAM	BRDG-HIB-M&P			X				
PROGRAM	BRDG-T1/2-M&P			X				
PROGRAM	BRDG-T3/4-M&P			X				
PROGRAM	CBI			X				
PROGRAM	COAST5307			X		X	X	
PROGRAM	CORRST	X						
PROGRAM	CRDR			X				
PROGRAM	DBE							X
PROGRAM	ENV-POST-CON	X						
PROGRAM	FLAP	X						
PROGRAM	FTA5307					X	X	
PROGRAM	FTA5310					X	X	
PROGRAM	FTA5311					X	X	
PROGRAM	FTA5339					X	X	
PROGRAM	GRR	X						
PROGRAM	HSIP	X						
PROGRAM	LTAP	X						
PROGRAM	MOBIL			X				
PROGRAM	MOBRR			X				
PROGRAM	MTA5307					X	X	
PROGRAM	MTA5310					X	X	
PROGRAM	MTA5339					X	X	
PROGRAM	NTS5307					X	X	
PROGRAM	NTS5310					X	X	
PROGRAM	NTS5339					X	X	
PROGRAM	OJT/SS							X
PROGRAM	PAVE-T1-RESURF		X					
PROGRAM	PAVE-T2-REHAB		X					
PROGRAM	PAVE-T2-RESURF		X					
PROGRAM	PVMRK		X					
PROGRAM	RCTRL	X						
PROGRAM	RRRCS	X						
PROGRAM	SRTS	X						
PROGRAM	STBG-FTA					X		
PROGRAM	STIC	X						

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit Capital	Transit Safety	Non-Applicable (N/A)
PROGRAM	TA	X						
PROGRAM	TRAC							X
PROGRAM	TRAIN							X
PROGRAM	TRCK-WGHT-SFTY	X						
PROGRAM	TSMO	X						
PROGRAM	UBI			X				
PROGRAM	USSS	X						
PROGRAM	NSTI							X
RICHMOND	29055			X				
ROCHESTER	43552	X						
ROLLINSFORD - DOVER	42578			X				
SALEM	41750				X			
SALEM	42884				X			
SALEM TO MANCHESTER	14633	X						
SALEM TO MANCHESTER	14800A			X				
SALEM TO MANCHESTER	14800B	X						
SALEM TO MANCHESTER	14800C	X						
SALEM TO MANCHESTER	14800F	X						
SEABROOK	41712	X						
SEABROOK - HAMPTON	15904			X				
SHELBURNE	40551			X				
SHELBURNE	42599			X				
SOMERSWORTH	40646	X						
SPRINGFIELD	20509			X				
STATEWIDE	43104			X				
STATEWIDE	43932							X
STATEWIDE	41756	X			X			
STATEWIDE SIGNS	43934	X						
STATEWIDE SOUTH GUARDRAIL	43993	X						
STATEWIDE	44196							X
STRATHAM	41711	X						
SURRY	41470			X				
SWANZEY	41403			X				
TILTON	42600	X						
TROY	40371			X				
WALPOLE, NH - ROCKINGHAM, VT	41720			X				
WARNER	15907			X				
WARNER	44161	X						
WARNER - SUTTON	15747		X					
WEARE	41471			X				
WEBSTER	40810			X				
WEBSTER	41429			X				
WHITEFIELD	41582	X						
WHITEFIELD	44158		X					
WILTON	15768			X				
WILTON - MILFORD - AMHERST - BEDFORD	13692D	X						
WILTON - MILFORD - AMHERST - BEDFORD	13692E	X						
WINDHAM	40665	X						
WOLFEBORO	29615	X	X					
WOODSTOCK	27713			X				

STIP Findings Status

The following list has been provided to track NHDOT’s progress in responding to prior STIP related federal findings. The findings listed below represent a summation of and status report on findings and recommendations from prior federal STIP approval transmittals.

Item	Description	Status
Finding	Performance Based Planning and Programming	The projects contributing to transit safety performance have now been included in the Performance Based Planning & Programming section of the STIP.
Finding	WIM and Classification Count Reporting	NHDOT continues to work through the Plan of Corrective Action (CAP) related to this finding – including monthly meetings with FHWA-NH division staff re: progress and next steps. NHDOT is actively working on several traffic research projects in response to these findings.
Finding	Statewide Public Involvement Process	NHDOT is currently finalizing a draft update to these procedures and anticipates going to a 45-day public comment over the spring/summer 2023.
Finding	Statewide Long Range Transportation Plan (LRTP)	NHDOT is currently soliciting for outside consultant assistance with this effort. Consultant selection is expected to be completed by November 2023, with work to update the plan to better align with the TAMP, TYP and updated federal regulations over the course of CY 2024 into 2025.
Finding	STIP Financial Constraint	NHDOT continues to improve our approach to financial constraint in response to federal findings and recommendations. The 2023-2026 STIP demonstrates constraint by funding category in 2023, and on a bottom-line basis for 2024-2026. NHDOT will continue to refine our internal approach to programming funds to further improve our approach to the latter years of the STIP.
Finding	STIP Project Listings	NHDOT continue to work to identify and revise existing project scopes that lack appropriate details. NHDOT also continues to improve upon the details contained within the programmatic report as it relates to transit programs.

2023 Federal Highway Formula and Match Funding

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

2024 Federal Highway Formula and Match Funding

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

2025 Federal Highway Formula and Match Funding

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

2026 Federal Highway Formula and Match Funding

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

General Notes

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

2023 & 2024 STBG Flex Programmed shows Conway Bypass Payback.

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

Overprogramming in Freight 2026 will use 2025 carryover.

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

Federal Highway Formula and Match Funding for 2023

Financially Constrained by Funding Category

Funding Category	Federal Apportionment (A)	Proposed Transfers	Federal Available Balance from Prior Years (B)*	Federal Total (C)** = (A)+(B)	State Match (D)	Local/Other Match (E)	Total Resources Available (C) + (D) + (E)	Total Programmed	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	\$ 348,283		\$ 1,759,157	\$ 2,107,440	\$ -	\$ -	\$ 2,107,440	\$ -	\$ 2,107,440
Carbon Reduction Program Under 5k	\$ 1,439,594		\$ 3,395,536	\$ 4,835,130	\$ -	\$ -	\$ 4,835,130	\$ -	\$ 4,835,130
Carbon Reduction Program>200k	\$ 804,890		\$ 1,088,617	\$ 1,893,507	\$ -	\$ -	\$ 1,893,507	\$ -	\$ 1,893,507
Carbon Reduction 50k- 200K	\$ 802,126		\$ -	\$ 802,126	\$ -	\$ -	\$ 802,126	\$ -	\$ 802,126
Carbon Reduction Program Flex	\$ 1,828,020		\$ 786,398	\$ 2,614,418	\$ -	\$ -	\$ 2,614,418	\$ 1,828,000	\$ 786,418
Congestion Mitigation and Air Quality Program	\$ 11,271,809	\$ (5,000,000)	\$ 7,833,224	\$ 14,105,033	\$ -	\$ 907,628	\$ 15,012,661	\$ 5,431,063	\$ 9,581,598
Highway Safety Improvement Program (HSIP)	\$ 12,179,350	\$ (2,000,000)	\$ 5,215,963	\$ 15,395,313	\$ -	\$ -	\$ 15,395,313	\$ 9,436,989	\$ 5,958,324
National Highway Freight	\$ 5,727,735		\$ 1,411,367	\$ 7,139,102	\$ -	\$ -	\$ 7,139,102	\$ 5,727,733	\$ 1,411,369
National Highway Performance	\$ 115,343,246	\$ (54,000,000)	\$ 2,969,612	\$ 64,312,858	\$ -	\$ -	\$ 64,312,858	\$ 58,886,764	\$ 5,426,095
PROTECT Program	\$ 5,820,049		\$ -	\$ 5,820,049	\$ -	\$ -	\$ 5,820,049	\$ 5,820,000	\$ 50
Recreational Trails	\$ 1,255,265		\$ -	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,255,265	\$ 313,816
RL - Rail Highway	\$ 1,225,000		\$ 789,108	\$ 2,014,108	\$ -	\$ -	\$ 2,014,108	\$ 1,180,000	\$ 834,108
Safe Routes to School	\$ -		\$ 18,707	\$ 18,707	\$ -	\$ -	\$ 18,707	\$ 18,707	\$ -
STBG-5 to 49,999	\$ 2,867,863		\$ -	\$ 2,867,863	\$ -	\$ 456,029	\$ 3,323,892	\$ 2,000,116	\$ 1,323,776
STBG-50 to 200K	\$ 6,604,937		\$ 1,718,219	\$ 8,323,156	\$ -	\$ 107,000	\$ 8,430,156	\$ 5,632,646	\$ 2,797,510
STBG-Areas Over 200K	\$ 6,627,700		\$ 141,552	\$ 6,769,252	\$ -	\$ 1,002,131	\$ 7,771,383	\$ 4,977,578	\$ 2,793,805
STBG-Non Urban Areas Under 5K	\$ 11,854,032		\$ -	\$ 11,854,032	\$ -	\$ -	\$ 11,854,032	\$ 9,581,511	\$ 2,272,521
STBG-Off System Bridge	\$ 4,897,123		\$ 5,487,192	\$ 10,384,315	\$ -	\$ 212,631	\$ 10,596,946	\$ 1,574,035	\$ 9,022,911
STBG-State Flexible	\$ 20,506,101	\$ 61,000,000	\$ 3,137,604	\$ 84,643,705	\$ -	\$ 618,619	\$ 85,262,324	\$ 84,947,750	\$ 314,574
TAP-50K to 200K	\$ 740,065		\$ 750,443	\$ 1,490,508	\$ -	\$ 165,000	\$ 1,655,508	\$ 660,000	\$ 995,508
TAP-5K to 49,999	\$ 321,336		\$ -	\$ 321,336	\$ -	\$ 60,000	\$ 381,336	\$ 240,000	\$ 141,336
TAP-Areas Over 200K	\$ 742,616		\$ 341,454	\$ 1,084,070	\$ -	\$ 165,000	\$ 1,249,070	\$ 660,000	\$ 589,070
TAP-Flex	\$ 2,176,634		\$ 2,911,189	\$ 5,087,823	\$ -	\$ 193,848	\$ 5,281,671	\$ 775,392	\$ 4,506,279
TAP-Non Urban Areas Under 5K	\$ 1,328,213		\$ 11,223,519	\$ 12,551,732	\$ -	\$ 225,000	\$ 12,776,732	\$ 900,000	\$ 11,876,732
State Planning and Research	\$ 6,302,230		\$ 3,031	\$ 6,305,261	\$ -	\$ 390,000	\$ 6,695,261	\$ 6,058,614	\$ 636,647
Total	\$ 223,014,217	\$ -	\$ 50,981,891	\$273,996,108	\$0	\$ 4,816,702	\$ 276,035,039	\$ 207,592,161	

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

** Include Proposed Transfers

Federal Highway Non-Formula Funds

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

Federal Highway Non-Formula Funds

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

Federal Transit Administration Funding

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

Innovative and State Funding (for projects in A1)

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

Glossary of terms

ABD	Abandoned
ADA	Americans with Disabilities Act
AFC	Alternative Fuel Corridors
AASHTO TRAC	American Association of State Highway Transportation Officials-Transportation and Civil engineering
BLVD	Boulevard
BRDG	Bridge
BRGBIL	Bridge Bipartisan Infrastructure Law (federal bridge program)
BRK	Brook
CART	Community Alliance for Regional Transportation
CBI	Complex Bridge Inspection
CMAQ	Congestion Management and Air Quality
CMP	Congestion Management Plan
COAST	Cooperative Alliance for Seacoast Transportation
CONC BOX	Concrete Box
CPA	Cooperative Project Agreement
CRDR	Culvert Replacement/Rehab & Drainage repairs
CULV	Culvert
DBE	Disadvantage Business Enterprise
ENG	Engineer
FED-AID	Federal Aid
FHWA	Federal Highways Administration
FLAP	Federal Lands Access Program
FTA	Federal Transit Administration
GARVEE	Grant Anticipation Revenue Vehicle
GRR	Guardrail Replacement
HIB	High Investment Bridge
HSIP	Highway Safety Improvement Program
HWY	Highway
ITS	Intelligent Transportation Systems
LTAP	Local Technology Transfer Program
M&P	Maintenance & Preservation
MOBIL	Municipal Owned Bridge-Bipartisan Infrastructure Law (federal funding program)
MOBRR	Municipal Owned Bridge Replacement & Rehabilitation
MTA	Manchester Transit Authority
MUPCA	Municipal Urban Projects Compact Areas
NCHRP	National Cooperative Highway Research Program
NEVI	National Electric Vehicle Infrastructure
Non-Par	Non-Participating (non-federal funding)
PDA-DPH	Pease Development Authority/Division Ports Harbor
PRESERVAT	Preservation
PVMRK	Statewide Pavement Marking Annual Project
REPLCMT	Replacement
RCTRL	Recreational Trails Fund Act
RPC	Regional Planning Commission
RR	Railroad
ROW	Right-Of-Way
RRRCS	Railroad Rail Crossings, Signals and related work program
RRFB	Rectangular Rapid Flashing Beacon
RZED	Recovery Zone Economic Development

SAB	State Aid Bridge Program
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant
STIC	State Transportation Innovation Council
STBG	Surface Transportation Block Grant (federal funds)
STIC	State Transportation Innovation Council
TA/TAP	Transportation Alternatives Program
TPK	Turnpike
TRCK-WGHT-SFTY	Truck-Weight-Safety
TRAC	Transportation and Civil engineering program
TRAIN	Training
TSMO	Transportation Systems Management and Operations
UZA	Urbanized Zone Area

2023-2026 STIP

Amendment #1

Project Listing

How to read the NH STIP



Revision Report

Pending Approval

A0

12/8/2022

1

Proposed Dollars

ALBANY (29597)

All Project Cost: \$13,058,772

Route/Road/Entity: NH 16

Scope: Shoulder widening and pavement resurfacing to enable installation of centerline rumble strips

4

5

Federal

State

6

Other

Total

Funding

7

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$448,800	\$0	\$0	\$448,800	National Highway Performance, Toll Credit
ROW	2023	\$770,075	\$0	\$0	\$770,075	National Highway Performance, Toll Credit
Construction	2025	\$892,700	\$0	\$0	\$892,700	National Highway Performance, Toll Credit
Construction	2026	\$6,657,451	\$0	\$0	\$6,657,451	National Highway Performance, Toll Credit
		\$8,769,026	\$0	\$0	\$8,769,026	

Regionally Significant: No

Managed By: DOT

CAA Code: E-10

RPC: NCC

- 1.) **Project Name and unique state project number:** The project name generally references the municipality where the project is located.
- 2.) **Route/Road/Entity:** The facility where the project is located that involves the state route, local road name or facility name (Park and Ride for example).
- 3.) **Scope:** Brief description of what the project is intended to accomplish, where it is located and the end points of the project (including approximate distances where appropriate).
- 4.) **Phase:** NHDOT uses the following phases in the STIP:
PE: Preliminary Engineering – engineering design that precedes construction.
ROW: Right-of-Way – acquisition of property or access to accomplish the proposed project.
CON: Construction – implementation of the designed project. Includes Construction Engineering and oversight.
OTHER: Used for those projects that do not involve traditional engineering/construction such as planning studies, transit services and research projects
- 5.) **Fiscal year:** NHDOT uses the Federal Fiscal Year (FFY) for financial planning and programming. FFY runs October 1 – September 30
- 6.) **Funding breakdown:** The STIP utilizes 3 funding types:
Federal: funds provided by the Federal government from a variety of sources.
State: Funds provided by the State of NH. These could be Toll Credit match, special fund sources or general fund sources.
Other: Any number of sources that are not federal and not state. Generally these funds are matching funds provided by project sponsors, but can also include non-participating funds provided by other states like Maine or Vermont for bridge projects that are shared between states.
- 7.) **Funding details:** This column identifies the Sources of the funds identified under item #6.



2023 - 2026 STIP Report Project List

Approved
6/15/2023

ALBANY (29597)

All Project Cost: \$13,203,424

Route/Road/Entity: NH 16

Scope: Widen & resurf for install of centerline rumble strips from Tamworth T/L to Conway T/L (~ 4.5m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$448,800	\$0	\$0	\$448,800	National Highway Performance, Toll Credit
ROW	2024	\$110,000	\$0	\$0	\$110,000	National Highway Performance, Toll Credit
ROW	2025	\$452,320	\$0	\$0	\$452,320	National Highway Performance, Toll Credit
ROW	2026	\$232,572	\$0	\$0	\$232,572	National Highway Performance, Toll Credit
		\$1,243,692	\$0	\$0	\$1,243,692	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

ALSTEAD (40649)

All Project Cost: \$341,513

Route/Road/Entity: Hill Road over Darby Brook

Scope: Bridge Rehabilitation-Hill Road over Darby Brook-Br. #059-134

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$37,337	\$9,334	\$46,671	SB367-4-Cents, Towns
Construction	2026	\$294,842	\$0	\$0	\$294,842	MOBIL
		\$294,842	\$37,337	\$9,334	\$341,513	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SWRPC

ALSTEAD (40661)

All Project Cost: \$1,186,504

Route/Road/Entity: Comstock Road over Darby Brook

Scope: Bridge Replacement-Comstock Road over Darby Brook-Br. #046/141

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$112,000	\$28,000	\$140,000	SB367-4-Cents, Towns
ROW	2023	\$0	\$8,000	\$2,000	\$10,000	SB367-4-Cents, Towns
Construction	2024	\$1,036,504	\$0	\$0	\$1,036,504	MOBIL
		\$1,036,504	\$120,000	\$30,000	\$1,186,504	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-19 RPC: SWRPC

2023 - 2026 STIP Report Project List

ALTON (40624)

All Project Cost: \$2,406,757

Route/Road/Entity: NH 11

Scope: Address Red List bridge carrying NH 11 over Merrymeeting River (Br No 163/184)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$226,160	\$0	\$0	\$226,160	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	\$113,080	\$0	\$0	\$113,080	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2026	\$1,792,517	\$0	\$0	\$1,792,517	STBG-State Flexible, Toll Credit
		\$2,131,757	\$0	\$0	\$2,131,757	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

AMHERST (40657)

All Project Cost: \$1,726,529

Route/Road/Entity: Thornton Ferry Road over Beaver Brook

Scope: Bridge Replacement-Thornton Ferry Road over Beaver Brook-Br. #145/106

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$235,743	\$58,936	\$294,679	SB367-4-Cents, Towns
ROW	2024	\$0	\$17,894	\$4,474	\$22,368	SB367-4-Cents, Towns
Construction	2024	\$1,409,482	\$0	\$0	\$1,409,482	MOBIL
		\$1,409,482	\$253,638	\$63,409	\$1,726,529	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-19 **RPC:** NRPC

AMHERST (42593)

All Project Cost: \$852,566

Route/Road/Entity: Amherst Rail Trail

Scope: Rail Trail between Baboosic Lake Road and Walnut Hill Road, located on abandoned RR ROW.

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$70,813	\$0	\$17,703	\$88,516	STBG-State Flexible, Towns
		\$70,813	\$0	\$17,703	\$88,516	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-33 **RPC:** NRPC

2023 - 2026 STIP Report Project List

ANDOVER (20650)

All Project Cost: \$9,379,920

Route/Road/Entity: NH 11

Scope: Replace 2 bridges - NH 11 over NHRR(ABD) (206/137) and NH 11 over Sucker Brook (208/137)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$123,000	\$0	\$0	\$123,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$8,367,920	\$0	\$0	\$8,367,920	BRGBIL, STBG-Non Urban Areas Under 5K, Toll Credit
		\$8,710,920	\$0	\$0	\$8,710,920	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

ANDOVER (40392)

All Project Cost: \$4,895,000

Route/Road/Entity: US 4

Scope: Replacement of bridge carrying US 4 over Blackwater River (143/077)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$165,000	\$0	\$0	\$165,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$3,850,000	\$0	\$0	\$3,850,000	Hwy Infrastructure, Toll Credit
		\$4,235,000	\$0	\$0	\$4,235,000	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

ANDOVER (41407)

All Project Cost: \$3,944,603

Route/Road/Entity: Lawrence Street over Blackwater River

Scope: Bridge Replacement-Lawrence Road over Blackwater River-Br. #098/093

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$234,629	\$58,657	\$293,286	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$3,646,176	\$0	\$0	\$3,646,176	MOBIL
		\$3,646,176	\$238,741	\$59,685	\$3,944,603	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-19 **RPC:** LRPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

ANTRIM (42579)

All Project Cost: \$1,772,741

Route/Road/Entity: NH Route 31

Scope: Address Red List bridge (133/132) carrying NH 31 over Steel Pond Brook in the Town of Antrim

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$189,430	\$0	\$0	\$189,430	STBG-State Flexible, Toll Credit
		\$189,430	\$0	\$0	\$189,430	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SWRPC

ASHLAND - BRIDGEWATER (24904)

All Project Cost: \$7,396,000

Route/Road/Entity: US Route 3

Scope: Address Bridge carrying US 3 & NH25 over NHRR and Pemigewasset River (Br No 076/080)

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$6,600,000	\$0	\$0	\$6,600,000	Hwy Infrastructure, Toll Credit
		\$6,600,000	\$0	\$0	\$6,600,000	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

AUBURN (29316)

All Project Cost: \$805,952

Route/Road/Entity: Griffin Mill Road over Maple Falls Brook

Scope: BRIDGE REHABILITATION-GRIFFIN MILL RD OVER MAPLE FALLS BROOK-BR. #095/127

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$109,379	\$27,345	\$136,724	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$664,088	\$0	\$0	\$664,088	MOBIL
		\$664,088	\$113,491	\$28,373	\$805,952	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-19 RPC: SNHPC

2023 - 2026 STIP Report Project List

BARRINGTON (41415)

All Project Cost: \$3,785,499

Route/Road/Entity: US Route 4

Scope: Address the US 4 red list bridge over Oyster River and a culvert west of Topaz Dr in Barrington.

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2025	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	\$168,850	\$0	\$0	\$168,850	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2026	\$2,956,649	\$0	\$0	\$2,956,649	STBG-State Flexible, Toll Credit
		\$3,455,499	\$0	\$0	\$3,455,499	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

BARRINGTON (43547)

All Project Cost: \$1,219,371

Route/Road/Entity: NH 9

Scope: Pedestrian safety improvements along NH 9 including sidewalks and ADA crossings at NH 9/NH 125

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$184,271	\$0	\$0	\$184,271	STBG-Non Urban Areas Under 5K, Toll Credit
		\$184,271	\$0	\$0	\$184,271	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

BEDFORD (24217)

All Project Cost: \$1,150,803

Route/Road/Entity: Beals Rd over Baboosic Brook

Scope: BRIDGE REPLACEMENT-BEALS RD OVER BABOOSIC BROOK-BR. #105-055

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$124,294	\$31,074	\$155,368	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$990,295	\$0	\$0	\$990,295	MOBIL
		\$990,295	\$128,406	\$32,102	\$1,150,803	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-19 **RPC:** SNHPC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

BEDFORD (40664)

All Project Cost: \$25,311,570

Route/Road/Entity: US 3

Scope: US 3 Widening from Hawthorne Drive North to Manchester Airport Access Road

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,320,000	\$0	\$0	\$1,320,000	STBG-50 to 200K, Toll Credit
PE	2024	\$220,000	\$0	\$0	\$220,000	STBG-50 to 200K, Toll Credit
ROW	2025	\$296,099	\$0	\$0	\$296,099	STBG-50 to 200K, Toll Credit
ROW	2026	\$3,202,993	\$0	\$0	\$3,202,993	STBG-50 to 200K, Toll Credit
Construction	2026	\$5,013,814	\$0	\$0	\$5,013,814	STBG-50 to 200K, Toll Credit
		\$10,052,906	\$0	\$0	\$10,052,906	

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: SNHPC

BEDFORD - MERRIMACK (16100)

All Project Cost: \$13,455,021

Route/Road/Entity: F.E. EVERETT TPK

Scope: Improvement to Bedford Mainline Toll Plaza to Institute All Electronic Tolling

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$0	\$2,056,000	\$0	\$2,056,000	Turnpike Capital
Construction	2024	\$0	\$9,194,021	\$0	\$9,194,021	Turnpike Capital
		\$0	\$11,250,021	\$0	\$11,250,021	

Regionally Significant: Yes Managed By: DOT CAA Code: E-7 RPC: NRPC, SNHPC

2023 - 2026 STIP Report Project List

BELMONT (43352)

All Project Cost: \$847,241

Route/Road/Entity: NH 140 and Main Street

Scope: Improve intersection safety and congestion.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$55,000	\$0	\$0	\$55,000	STBG-State Flexible, Toll Credit
PE	2024	\$55,000	\$0	\$0	\$55,000	STBG-State Flexible, Toll Credit
ROW	2024	\$27,500	\$0	\$0	\$27,500	STBG-State Flexible, Toll Credit
ROW	2025	\$33,924	\$0	\$0	\$33,924	STBG-State Flexible, Toll Credit
Construction	2026	\$565,817	\$0	\$0	\$565,817	STBG-State Flexible, Toll Credit
		\$737,241	\$0	\$0	\$737,241	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

BERLIN (44142)

All Project Cost: \$750,000

Route/Road/Entity: Mason Street

Scope: Mason Street Bridge - As identified in CDS 2022 Legislation

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$120,000	\$0	\$30,000	\$150,000	FHWA Earmarks, Towns
ROW	2024	\$8,000	\$0	\$2,000	\$10,000	FHWA Earmarks, Towns
Construction	2025	\$472,000	\$0	\$118,000	\$590,000	FHWA Earmarks, Towns
		\$600,000	\$0	\$150,000	\$750,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: NCC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

BERLIN (44174)

All Project Cost: \$20,506,730

Route/Road/Entity: NH 16 - Main and Pleasant Street

Scope: Rehab of roads, sidewalks & parking area, installation of a downtown snow melt system. RAISE Grant.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$332,823	\$0	\$25,000	\$357,823	RAISE GRANT, Towns
PE	2024	\$452,097	\$0	\$25,000	\$477,097	RAISE GRANT, Towns
PE	2025	\$397,580	\$0	\$0	\$397,580	RAISE GRANT
PE	2026	\$278,307	\$0	\$0	\$278,307	RAISE GRANT
ROW	2024	\$39,758	\$0	\$0	\$39,758	RAISE GRANT
ROW	2025	\$39,758	\$0	\$0	\$39,758	RAISE GRANT
		\$1,540,324	\$0	\$50,000	\$1,590,323	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: NCC

BETHLEHEM (41575)

All Project Cost: \$4,282,569

Route/Road/Entity: NH 142

Scope: Address Red List bridge (099/152) carrying NH 142 over Ammonoosuc River in Town of Bethlehem

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$110,000	\$0	\$0	\$110,000	STBG-Off System Bridge, Toll Credit
PE	2024	\$278,080	\$0	\$0	\$278,080	STBG-Off System Bridge, Toll Credit
PE	2025	\$298,753	\$0	\$0	\$298,753	STBG-Off System Bridge, Toll Credit
PE	2026	\$122,847	\$0	\$0	\$122,847	STBG-Off System Bridge, Toll Credit
		\$809,680	\$0	\$0	\$809,680	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

BETHLEHEM-FRANCONIA (44160)

All Project Cost: \$524,063

Route/Road/Entity: NH 18

Scope: On-road (NH18)& off-road trail connecting the town centers of Bethlehem & Franconia.CDS 2023

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$83,850	\$0	\$20,963	\$104,813	FHWA Earmarks, Towns
ROW	2024	\$41,925	\$0	\$10,481	\$52,406	FHWA Earmarks, Towns
Construction	2025	\$293,475	\$0	\$73,369	\$366,844	FHWA Earmarks, Towns
		\$419,250	\$0	\$104,813	\$524,063	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: NCC

BOSCAWEN (41578)

All Project Cost: \$4,992,270

Route/Road/Entity: King St

Scope: Mltimdal & sfty improvements to King St between High St & US3/4 intrsection (~2.3m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$200,187	\$0	\$0	\$200,187	STBG-State Flexible, Toll Credit
ROW	2024	\$26,691	\$0	\$0	\$26,691	STBG-State Flexible, Toll Credit
		\$226,878	\$0	\$0	\$226,878	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

BOW (29641)

All Project Cost: \$4,478,922

Route/Road/Entity: NH 3A

Scope: NH Rte 3A Corridor safety improvements from Hooksett TL to I89/NH3A intersection (~ 4.9m)

Phase	Year	Federal	State	Other	Total	Funding
ROW	2024	\$565,400	\$0	\$0	\$565,400	STBG-State Flexible, Toll Credit
Construction	2025	\$3,363,522	\$0	\$0	\$3,363,522	STBG-State Flexible, Toll Credit
		\$3,928,922	\$0	\$0	\$3,928,922	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

BOW - CONCORD (13742)

All Project Cost: \$383,214,144

Route/Road/Entity: I-93

Scope: I-93 widening from south of I-89 to Exit 14 (Toll) and Exit 14 to Merrimack River Bridge (FHWA).

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$232,493	\$0	\$0	\$232,493	National Highway Performance, Toll Credit
PE	2024	\$1,912,251	\$1,502,340	\$0	\$3,414,591	National Highway Freight , National Highway Performance, Toll Credit, Turnpike Capital
PE	2025	\$1,439,989	\$1,489,178	\$0	\$2,929,167	National Highway Freight , Toll Credit, Turnpike Capital
PE	2026	\$1,922,558	\$2,000,001	\$0	\$3,922,559	National Highway Performance, Toll Credit, Turnpike Capital
ROW	2025	\$286,803	\$711,217	\$0	\$998,019	National Highway Freight , Toll Credit, Turnpike Capital
ROW	2026	\$1,437,332	\$385,294	\$0	\$1,822,626	National Highway Performance, Toll Credit, Turnpike Capital
Construction	2026	\$8,675,593	\$2,231,852	\$0	\$10,907,445	National Highway Freight , Toll Credit, Turnpike Capital
		\$15,907,018	\$8,319,881	\$0	\$24,226,899	

Regionally Significant: Yes Managed By: DOT CAA Code: ATT RPC: CNHRPC

BRISTOL (40636)

All Project Cost: \$2,893,771

Route/Road/Entity: NH 104

Scope: Roadway widening and shoulders for bike/ped travel from School St to west of Danforth Brook Rd

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	\$129,940	\$0	\$0	\$129,940	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2026	\$2,461,331	\$0	\$0	\$2,461,331	STBG-Non Urban Areas Under 5K, Toll Credit
		\$2,701,271	\$0	\$0	\$2,701,271	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

2023 - 2026 STIP Report Project List

BRISTOL (41579)

All Project Cost: \$2,405,636

Route/Road/Entity: Route 3A (Lake Street)

Scope: Bike/ped/drain/safety improv to Lake St. from NH 104 intersect to Green St. intersect. (~.8m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$113,300	\$0	\$0	\$113,300	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	\$11,000	\$0	\$0	\$11,000	STBG-State Flexible, Toll Credit
Construction	2026	\$2,171,336	\$0	\$0	\$2,171,336	STBG-State Flexible, Toll Credit
		\$2,295,636	\$0	\$0	\$2,295,636	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-33 **RPC:** LRPC

BRISTOL (43429)

All Project Cost: \$7,880,214

Route/Road/Entity: NH 3A

Scope: Address two bridges carrying NH3A over Newfound River (Br. Nos. 100/082 and 109/061)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$165,000	\$0	\$0	\$165,000	STBG-State Flexible, Toll Credit
PE	2024	\$282,700	\$0	\$0	\$282,700	STBG-State Flexible, Toll Credit
PE	2025	\$174,369	\$0	\$0	\$174,369	STBG-State Flexible, Toll Credit
PE	2026	\$179,252	\$0	\$0	\$179,252	STBG-State Flexible, Toll Credit
		\$801,321	\$0	\$0	\$801,321	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

BROOKLINE (40662)

All Project Cost: \$911,807

Route/Road/Entity: NH 13

Scope: Construct southbound left turn lane onto Old Milford Rd

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$38,500	\$0	\$0	\$38,500	STBG-State Flexible, Toll Credit
ROW	2024	\$58,123	\$0	\$0	\$58,123	STBG-State Flexible, Toll Credit
Construction	2026	\$705,185	\$0	\$0	\$705,185	STBG-State Flexible, Toll Credit
		\$801,807	\$0	\$0	\$801,807	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-51 **RPC:** NRPC

2023 - 2026 STIP Report Project List

CAMPTON (41472)

All Project Cost: \$6,855,293

Route/Road/Entity: NH 49

Scope: Address bridge carrying NH 49 over Pemigewasset River in the Town of Campton (124/129)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$220,000	\$0	\$0	\$220,000	STBG-State Flexible, Toll Credit
PE	2024	\$110,000	\$0	\$0	\$110,000	STBG-State Flexible, Toll Credit
PE	2025	\$226,160	\$0	\$0	\$226,160	STBG-State Flexible, Toll Credit
PE	2026	\$232,492	\$0	\$0	\$232,492	STBG-State Flexible, Toll Credit
ROW	2026	\$58,123	\$0	\$0	\$58,123	STBG-State Flexible, Toll Credit
		\$846,776	\$0	\$0	\$846,776	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

CANAAN (41399)

All Project Cost: \$1,243,436

Route/Road/Entity: Potato Road over Indian River

Scope: Bridge Rehabilitation-Potato Road over Indian River-Br. #147/055

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$118,503	\$29,626	\$148,129	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$1,090,167	\$0	\$0	\$1,090,167	MOBIL
		\$1,090,167	\$122,615	\$30,654	\$1,243,436	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-19 RPC: UVLSRPC

CANAAN (41406)

All Project Cost: \$1,053,657

Route/Road/Entity: Grist Mill Hill Road over Indian River

Scope: Bridge Rehabilitation-Grist Mill Hill Road over Indian River-Br. #172/070

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$104,000	\$26,000	\$130,000	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$918,517	\$0	\$0	\$918,517	MOBIL
		\$918,517	\$108,112	\$27,028	\$1,053,657	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-19 RPC: UVLSRPC

2023 - 2026 STIP Report Project List

CANDIA (41592)

All Project Cost: **\$6,632,477**

Route/Road/Entity: NH43/NH27/Raymond Rd

Scope: Safety & operational improvements to intersection of NH 27; NH 43 & Raymond Road (~. 1m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$275,000	\$0	\$0	\$275,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	\$275,000	\$0	\$0	\$275,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2025	\$226,160	\$0	\$0	\$226,160	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2026	\$232,492	\$0	\$0	\$232,492	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	\$126,286	\$0	\$0	\$126,286	STBG-State Flexible, Toll Credit
		\$1,134,939	\$0	\$0	\$1,134,939	

Regionally Significant: No Managed By: DOT CAA Code: E-51 RPC: SNHPC

CANDIA - RAYMOND (43839)

All Project Cost: **\$23,726,393**

Route/Road/Entity: NH Route 101

Scope: Rehabilitation/Reconstruction of a section NH Route 101

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$550,000	\$0	\$0	\$550,000	STBG-State Flexible, Toll Credit
PE	2024	\$110,000	\$0	\$0	\$110,000	STBG-State Flexible, Toll Credit
ROW	2024	\$55,000	\$0	\$0	\$55,000	STBG-State Flexible, Toll Credit
Construction	2024	\$550,000	\$0	\$0	\$550,000	STBG-State Flexible, Toll Credit
Construction	2025	\$11,308,000	\$0	\$0	\$11,308,000	STBG-State Flexible, Toll Credit
Construction	2026	\$11,043,393	\$0	\$0	\$11,043,393	STBG-State Flexible, Toll Credit
		\$23,616,393	\$0	\$0	\$23,616,393	

Regionally Significant: No Managed By: DOT CAA Code: E-10 RPC: RPC, SNHPC

2023 - 2026 STIP Report Project List

CHARLESTOWN (40667)

All Project Cost: \$14,076,913

Route/Road/Entity: NH 12

Scope: Reconstruct or Rehabilitate from NH 12A in Southern Charlestown to Almar Street (Approx 2.4 miles)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$551,432	\$0	\$0	\$551,432	STBG-State Flexible, Toll Credit
ROW	2024	\$390,585	\$0	\$0	\$390,585	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2026	\$4,533,724	\$0	\$0	\$4,533,724	STBG-Non Urban Areas Under 5K, Toll Credit
		\$5,475,741	\$0	\$0	\$5,475,741	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: UVLSRPC

CHICHESTER (40631)

All Project Cost: \$2,030,465

Route/Road/Entity: NH 28 and Main Street

Scope: Intersection Improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$165,000	\$0	\$0	\$165,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$71,500	\$0	\$0	\$71,500	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2025	\$1,320,965	\$0	\$0	\$1,320,965	STBG-Non Urban Areas Under 5K, Toll Credit
		\$1,557,465	\$0	\$0	\$1,557,465	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

CLAREMONT (13248)

All Project Cost: \$8,571,379

Route/Road/Entity: NH 12

Scope: NH 12 & NORTH STREET INTERSECTION RELOCATION {MUPCA AND Demo ID NH039 & NH059}

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$40,000	\$0	\$110,000	\$150,000	Non Par Other, STBG-5 to 49,999, Towns
Construction	2023	\$3,920,000	\$0	\$3,280,000	\$7,200,000	FHWA Earmarks, Non Par Other, STBG-5 to 49,999, Towns
		\$3,960,000	\$0	\$3,390,000	\$7,350,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: UVLSRPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

CLAREMONT (41748)

All Project Cost: \$851,030

Route/Road/Entity: Washington Street

Scope: Link 10 traffic signals on a two mile stretch of Washington Street from 1st St. to Water St.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$800	\$0	\$200	\$1,000	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$800	\$0	\$200	\$1,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2023	\$603,384	\$0	\$150,846	\$754,230	Congestion Mitigation and Air Quality Program, Towns
		\$604,984	\$0	\$151,246	\$756,230	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** UVLSRPC

CLAREMONT, NH - WEATHERSFIELD, VT (41467)

All Project Cost: \$2,934,900

Route/Road/Entity: NH 12 & NH 103

Scope: Bridge Preservat, bridge carrying NH 12 & 103 over CT River between Claremont NH & Weathersfield Vt

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$95,700	\$0	\$13,000	\$108,700	STBG-5 to 200K, Toll Credit, Vermont
Construction	2024	\$2,392,500	\$0	\$325,000	\$2,717,500	National Highway Performance, Toll Credit, Vermont
		\$2,488,200	\$0	\$338,000	\$2,826,200	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** UVLSRPC

COAST (44175)

All Project Cost: \$9,670,355

Route/Road/Entity: Cooperative Alliance for Seacoast Transportation (COAST)

Scope: Discretionary funding for capital projects/design & construction of upgraded facility in Dover.

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$7,736,284	\$0	\$1,934,071	\$9,670,355	Federal Transit Administration, Other
		\$7,736,284	\$0	\$1,934,071	\$9,670,355	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

2023 - 2026 STIP Report Project List

COAST (44176)

All Project Cost: \$2,500,000

Route/Road/Entity: Cooperative Alliance for Seacoast Transportation (COAST)

Scope: Congressionally directed spending for COAST capital project: upgraded Dover facilities

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$2,000,000	\$0	\$500,000	\$2,500,000	Federal Transit Administration, Other
		\$2,000,000	\$0	\$500,000	\$2,500,000	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

COLEBROOK (40640)

All Project Cost: \$2,524,942

Route/Road/Entity: US 3 / Main Street

Scope: Reconst. approx. 2700' of US 3/Main St & Sidewalks from South Main St. traffic island to Beaver Brk

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$60,358	\$0	\$5,549	\$65,907	STBG-Non Urban Areas Under 5K, TAP-Non Urban Areas Under 5K, Toll Credit, Towns
ROW	2023	\$93,185	\$0	\$1,900	\$95,085	STBG-Non Urban Areas Under 5K, TAP-Non Urban Areas Under 5K, Toll Credit, Towns
Construction	2024	\$1,728,314	\$0	\$68,340	\$1,796,654	STBG-Non Urban Areas Under 5K, TAP-Non Urban Areas Under 5K, Toll Credit, Towns
Construction	2025	\$289,896	\$0	\$72,474	\$362,370	TAP-Non Urban Areas Under 5K, Towns
		\$2,171,753	\$0	\$148,263	\$2,320,016	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** NCC

COLEBROOK (40655)

All Project Cost: \$584,192

Route/Road/Entity: Pleasant Street over Mohawk River

Scope: Bridge Rehabilitation-Pleasant Street over Mohawk River-Br. #050/099

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$74,016	\$18,504	\$92,520	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$486,532	\$0	\$0	\$486,532	MOBIL
		\$486,532	\$78,128	\$19,532	\$584,192	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-19 **RPC:** NCC

2023 - 2026 STIP Report Project List

CONCORD (29601)

All Project Cost: \$3,398,359

Route/Road/Entity: NH 13

Scope: Intersection improvements at I89 exit 2 NB and SB ramps.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$2,749,964	\$0	\$0	\$2,749,964	STBG-Non Urban Areas Under 5K, Toll Credit
		\$2,749,964	\$0	\$0	\$2,749,964	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

CONCORD (41212)

All Project Cost: \$24,405,161

Route/Road/Entity: NH Route 9 (Loudon Rd) over Merrimack River

Scope: Bridge Rehabilitation-NH Route 9 (Loudon Rd) over Merrimack River Br. #163/111 (SAB+MOBRR) Red List

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$1,324,064	\$331,016	\$1,655,080	SB367-4-Cents, Towns
ROW	2024	\$0	\$82,240	\$20,560	\$102,800	SB367-4-Cents, Towns
Construction	2025	\$8,933,838	\$0	\$2,233,460	\$11,167,298	BRGBIL, Towns
Construction	2026	\$9,183,986	\$0	\$2,295,997	\$11,479,983	BRGBIL, Towns
		\$18,117,824	\$1,406,304	\$4,881,032	\$24,405,161	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: CNHRPC

CONCORD (41468)

All Project Cost: \$38,728,933

Route/Road/Entity: I-93 NB & SB

Scope: Address Priority Bridges carrying I-93 NB & SB over Merrimack River (136/117 & 136/116) in Concord

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$371,888	\$0	\$0	\$371,888	National Highway Performance, Toll Credit
PE	2025	\$393,004	\$0	\$0	\$393,004	National Highway Performance, Toll Credit
PE	2026	\$1,911,402	\$0	\$0	\$1,911,402	National Highway Performance, Toll Credit
		\$2,676,294	\$0	\$0	\$2,676,294	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

CONCORD (42574)

All Project Cost: \$1,765,569

Route/Road/Entity: US Route 202 & NH Route 9

Scope: Address Red List bridge (147/028) carrying US 202 & NH 9 over Ash Brook in the City of Concord

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$220,000	\$0	\$0	\$220,000	STBG-State Flexible, Toll Credit
PE	2025	\$226,160	\$0	\$0	\$226,160	STBG-State Flexible, Toll Credit
ROW	2025	\$56,540	\$0	\$0	\$56,540	STBG-State Flexible, Toll Credit
		\$502,700	\$0	\$0	\$502,700	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

CONCORD (42614)

All Project Cost: \$5,506,895

Route/Road/Entity: US 3

Scope: US3 widening between Garvins Falls Road and Airport Road.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$40,000	\$0	\$10,000	\$50,000	STBG-5 to 49,999, Towns
		\$40,000	\$0	\$10,000	\$50,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: CNHRPC

CONCORD (43428)

All Project Cost: \$3,231,054

Route/Road/Entity: I-89 NB & SB

Scope: Address 2 red list brs. (pier repairs) carrying I-89 over Turkey Pond (Br. Nos. 165/029 & 166/029)

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$119,501	\$0	\$0	\$119,501	National Highway Performance, Toll Credit
		\$119,501	\$0	\$0	\$119,501	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

CONWAY (40638)

All Project Cost: \$4,043,629

Route/Road/Entity: NH16, NH 113 and NH 153

Scope: Intersection improvements to NH 16 including intersections of NH 16/NH 153 and NH 16/NH 113

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$81,217	\$0	\$0	\$81,217	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	\$93,783	\$0	\$0	\$93,783	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	\$180,750	\$0	\$0	\$180,750	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2025	\$3,349,225	\$0	\$38,654	\$3,387,879	National Highway Performance, Toll Credit, Towns
		\$3,704,975	\$0	\$38,654	\$3,743,629	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: NCC

DANBURY (40395)

All Project Cost: \$4,278,560

Route/Road/Entity: US 4

Scope: US 4 over Smith River bridge rehabilitation or replacement

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2025	\$3,618,560	\$0	\$0	\$3,618,560	Hwy Infrastructure, Toll Credit
		\$3,948,560	\$0	\$0	\$3,948,560	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

DERRY-LONDONDERRY (13065A)

All Project Cost: \$67,740,149

Route/Road/Entity: I-93

Scope: I-93 EXIT 4A, final design and construction of a new interchange and connecting roadway.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$15,481,240	\$0	\$0	\$15,481,240	BRGBIL, National Highway Freight , STBG-State Flexible, Toll Credit
Construction	2024	\$1,677,888	\$0	\$0	\$1,677,888	BRGBIL, National Highway Freight , Toll Credit
		\$17,159,128	\$0	\$0	\$17,159,128	

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: SNHPC

2023 - 2026 STIP Report Project List

DERRY-LONDONDERRY (13065B)

All Project Cost: \$35,188,406

Route/Road/Entity: Folsom Road

Scope: Construction of a new connecting roadway from the I-93 Exit 4A 13065A project east (~ .4m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,305,185	\$0	\$0	\$1,305,185	STBG-State Flexible, Toll Credit
Construction	2024	\$19,254,175	\$0	\$744,066	\$19,998,241	BRGBIL, Non Par Other, STBG-State Flexible, Toll Credit
Construction	2025	\$10,811,789	\$0	\$0	\$10,811,789	PROTECT, STBG-State Flexible, Toll Credit
Construction	2026	\$1,378,518	\$0	\$0	\$1,378,518	PROTECT, Toll Credit
		\$32,749,667	\$0	\$744,066	\$33,493,733	

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: SNHPC

DERRY-LONDONDERRY (13065C)

All Project Cost: \$23,681,595

Route/Road/Entity: TSIENNETO ROAD

Scope: Construction of Tsienneto Road from 13065B easterly to the NH Route 102 intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,607,882	\$0	\$0	\$1,607,882	STBG-State Flexible, Toll Credit
Construction	2025	\$14,567,491	\$0	\$0	\$14,567,491	BRGBIL, STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
Construction	2026	\$5,964,542	\$0	\$0	\$5,964,542	STBG-State Flexible, Toll Credit
		\$22,139,915	\$0	\$0	\$22,139,915	

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: SNHPC

DERRY-LONDONDERRY (13065E)

All Project Cost: \$533,500

Route/Road/Entity: Folsom Road

Scope: I-93 Exit 4A, Building Demolitions for construction of Exit 4A.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$533,500	\$0	\$0	\$533,500	STBG-State Flexible, Toll Credit
		\$533,500	\$0	\$0	\$533,500	

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: SNHPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

DOVER (41373)

All Project Cost: \$632,034

Route/Road/Entity: Rte 155, Rte 108, Bellamy Rd. Daley Dr. Durham Rd

Scope: Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$20,538	\$0	\$5,134	\$25,672	TAP-50K to 200K, Towns
ROW	2024	\$34,400	\$0	\$8,600	\$43,000	TAP-50K to 200K, Towns
Construction	2025	\$250,757	\$0	\$177,963	\$428,720	TAP-50K to 200K, Towns
		\$305,695	\$0	\$191,697	\$497,392	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

DOVER (41824)

All Project Cost: \$8,603,040

Route/Road/Entity: NH 16

Scope: Bridge Superstructure Replacement for NH 16 NB (#106/133) and SB (#105/133) over Cocheco River

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$308,400	\$0	\$308,400	Turnpike Renewal & Replacement
PE	2024	\$0	\$158,518	\$0	\$158,518	Turnpike Renewal & Replacement
Construction	2024	\$0	\$528,392	\$0	\$528,392	Turnpike Renewal & Replacement
Construction	2025	\$0	\$3,802,309	\$0	\$3,802,309	Turnpike Renewal & Replacement
Construction	2026	\$0	\$3,350,377	\$0	\$3,350,377	Turnpike Renewal & Replacement
		\$0	\$8,147,996	\$0	\$8,147,996	

Regionally Significant: Yes **Managed By:** DOT **CAA Code:** E-19 **RPC:** SRPC

DOVER (44159)

All Project Cost: \$5,625,000

Route/Road/Entity: NH108-Central Avenue

Scope: Complete St recon between Stark Ave and Silver St. As identified in CDS 2023 Legislation

Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	\$4,500,000	\$0	\$1,125,000	\$5,625,000	FHWA Earmarks, Towns
		\$4,500,000	\$0	\$1,125,000	\$5,625,000	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

DOVER - ROCHESTER (29440)

All Project Cost: \$26,289,021

Route/Road/Entity: Spaulding Turnpike

Scope: Construct All Electronic Tolling at Dover and Rochester Toll Plazas.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$0	\$9,200,000	\$0	\$9,200,000	Turnpike Capital
Construction	2024	\$0	\$936,281	\$0	\$936,281	Turnpike Capital
		\$0	\$10,136,281	\$0	\$10,136,281	

Regionally Significant: Yes Managed By: DOT CAA Code: E-2 RPC: SRPC

DOVER - SOMERSWORTH - ROCHESTER (29604)

All Project Cost: \$31,192,574

Route/Road/Entity: NH 108

Scope: NH108 Complete Sts improv (U-3 alt Ext 10 study) from Indian Brk Rd. to Innvton Dr. (~ 5m)

Phase	Year	Federal	State	Other	Total	Funding
ROW	2024	\$1,485,000	\$0	\$0	\$1,485,000	STBG-State Flexible, Toll Credit
Construction	2025	\$13,938,903	\$0	\$0	\$13,938,903	STBG-State Flexible, Toll Credit
Construction	2026	\$6,986,836	\$0	\$0	\$6,986,836	STBG-State Flexible, Toll Credit
		\$22,410,740	\$0	\$0	\$22,410,740	

Regionally Significant: No Managed By: DOT CAA Code: E-7 RPC: SRPC

DOVER, NH - SOUTH BERWICK, MAINE (41433)

All Project Cost: \$3,391,596

Route/Road/Entity: Gulf Road

Scope: Address Red List br carrying Gulf Rd over Salmon Falls River between Dover & S Berwick (182/123)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$56,540	\$0	\$51,400	\$107,940	Maine, STBG-50 to 200K, Toll Credit
PE	2025	\$116,246	\$0	\$105,678	\$221,925	Maine, STBG-50 to 200K, Toll Credit
Construction	2026	\$1,493,764	\$0	\$1,357,967	\$2,851,732	BRGBIL, Maine, Toll Credit
		\$1,666,550	\$0	\$1,515,046	\$3,181,596	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

2023 - 2026 STIP Report Project List

DUMMER - CAMBRIDGE - ERROL (16304B)

All Project Cost: \$12,857,652

Route/Road/Entity: NH 16

Scope: Widen & rehab ~ 1.4m North of NH16 in Cambridge. From Dummer T/L to Cambridge T/L

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2023	\$5,656,673	\$0	\$0	\$5,656,673	PROTECT, STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$6,095,429	\$0	\$0	\$6,095,429	PROTECT, STBG-Non Urban Areas Under 5K, Toll Credit
		\$11,862,103	\$0	\$0	\$11,862,103	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

DUMMER-CAMBRIDGE-ERROLL (16304C)

All Project Cost: \$10,000,000

Route/Road/Entity: Route 16

Scope: Widening & Rehab of Rte 16

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$700,001	\$0	\$0	\$700,001	STBG-Non Urban Areas Under 5K, Toll Credit
		\$700,001	\$0	\$0	\$700,001	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

DURHAM (41432)

All Project Cost: \$1,462,563

Route/Road/Entity: Bennett Road

Scope: Address the Red List bridge carrying Bennett Road over PAR in the Town of Durham (093/080)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$336,160	\$0	\$0	\$336,160	STBG-Off System Bridge, Toll Credit
PE	2026	\$119,501	\$0	\$0	\$119,501	STBG-Off System Bridge, Toll Credit
ROW	2026	\$59,751	\$0	\$0	\$59,751	STBG-Off System Bridge, Toll Credit
		\$515,412	\$0	\$0	\$515,412	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

ENFIELD (13592)

All Project Cost: \$655,936

Route/Road/Entity: SHAKER BOULEVARD

Scope: Replace Shaker Blvd Bridge over Knox River (Brg #120/115)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$84,975	\$21,244	\$106,219	SB367-4-Cents, Towns
ROW	2024	\$0	\$14,559	\$3,640	\$18,199	SB367-4-Cents, Towns
Construction	2025	\$531,518	\$0	\$0	\$531,518	MOBIL
		\$531,518	\$99,534	\$24,884	\$655,936	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** UVLSRPC

ENFIELD (40526)

All Project Cost: \$9,836,611

Route/Road/Entity: US 4

Scope: Add shldr, improv align & rmv clear zone obstructs on US 4 from Main St. to Lebanon T/L (~ 1.5m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$476,192	\$0	\$0	\$476,192	STBG-State Flexible, Toll Credit
ROW	2025	\$222,435	\$0	\$0	\$222,435	STBG-State Flexible, Toll Credit
ROW	2026	\$96,894	\$0	\$0	\$96,894	STBG-State Flexible, Toll Credit
		\$795,521	\$0	\$0	\$795,521	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** UVLSRPC

EPPING (29608)

All Project Cost: \$15,169,028

Route/Road/Entity: NH 125

Scope: NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87

Phase	Year	Federal	State	Other	Total	Funding
ROW	2024	\$709,817	\$0	\$0	\$709,817	National Highway Performance, Toll Credit
Construction	2025	\$3,237,731	\$0	\$0	\$3,237,731	National Highway Performance, Toll Credit
Construction	2026	\$4,755,529	\$0	\$0	\$4,755,529	National Highway Performance, Toll Credit
		\$8,703,076	\$0	\$0	\$8,703,076	

Regionally Significant: No **Managed By:** DOT **CAA Code:** N/E **RPC:** RPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

EPPING (43430)

All Project Cost: \$2,421,939

Route/Road/Entity: NH125

Scope: Address Red-Listed bridge carrying NH 125 over Piscassic River (Br. No. 108/030)

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$174,369	\$0	\$0	\$174,369	National Highway Performance, Toll Credit
		\$174,369	\$0	\$0	\$174,369	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: RPC

EXETER (40623)

All Project Cost: \$3,566,095

Route/Road/Entity: NH 111A

Scope: Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$282,700	\$0	\$0	\$282,700	STBG-State Flexible, Toll Credit
PE	2026	\$368,542	\$0	\$0	\$368,542	STBG-50 to 200K, Toll Credit
ROW	2026	\$245,694	\$0	\$0	\$245,694	STBG-50 to 200K, Toll Credit
		\$896,936	\$0	\$0	\$896,936	

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: RPC

FARMINGTON (43550)

All Project Cost: \$666,798

Route/Road/Entity: Main St and Elm St

Scope: Con sdwalks ~1500' on Elm St btw Mn St & Lone Star Av. & ~910' on Main St btw Lincln & Wbster St.

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$124,722	\$0	\$31,181	\$155,903	STBG-Non Urban Areas Under 5K, Towns
		\$124,722	\$0	\$31,181	\$155,903	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC

2023 - 2026 STIP Report Project List

FRANCESTOWN (42709)

All Project Cost: \$1,140,693

Route/Road/Entity: Old County Road North

Scope: Rehabilitation/replacement of bridge Old County Rd N over Collins Brook Br No - 091/142

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$126,019	\$31,505	\$157,524	SB367-4-Cents, Towns
ROW	2026	\$0	\$4,346	\$1,086	\$5,432	SB367-4-Cents, Towns
Construction	2026	\$977,737	\$0	\$0	\$977,737	MOBIL
		\$977,737	\$130,365	\$32,591	\$1,140,693	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SNHPC

FRANCONIA (40514)

All Project Cost: \$22,464,370

Route/Road/Entity: I-93

Scope: Rehab (4R) of I-93 from MM 111.6 (south of Exit 35) to MM 116.1. Includes ramps at 35, 36, & 37.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$168,489	\$0	\$0	\$168,489	National Highway Performance, Toll Credit
PE	2026	\$173,207	\$0	\$0	\$173,207	National Highway Performance, Toll Credit
ROW	2026	\$131,358	\$0	\$0	\$131,358	National Highway Performance, Toll Credit
		\$473,054	\$0	\$0	\$473,054	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** NCC

GILFORD (41502)

All Project Cost: \$2,227,383

Route/Road/Entity: US 3 and NH 11

Scope: Address Red List bridge carrying US 3 and NH 11 over US 3 and NH 11 in the town of Gilford(114/066)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$113,080	\$0	\$0	\$113,080	National Highway Performance, Toll Credit
		\$113,080	\$0	\$0	\$113,080	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

2023 - 2026 STIP Report Project List

GILFORD (42577)

All Project Cost: \$3,466,469

Route/Road/Entity: NH Route 11

Scope: Address Red List bridge (115/147) carrying NH Route 11 over Poor Farm Brook in the Town of Gilford

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$307,118	\$0	\$0	\$307,118	STBG-State Flexible, Toll Credit
PE	2026	\$194,734	\$0	\$0	\$194,734	STBG-State Flexible, Toll Credit
ROW	2026	\$64,911	\$0	\$0	\$64,911	STBG-State Flexible, Toll Credit
		\$566,764	\$0	\$0	\$566,764	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

GILMANTON (42603)

All Project Cost: \$1,596,820

Route/Road/Entity: NH140/NH107

Scope: Con ped islands/sidewalks/ improve curb/other safety improves @ intersect of NH140/NH107 (~ .1m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$169,085	\$0	\$42,271	\$211,357	MOBIL, Towns
		\$169,085	\$0	\$42,271	\$211,357	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: LRPC

GILMANTON (43536)

All Project Cost: \$6,209,162

Route/Road/Entity: NH Route 107

Scope: Increase capacity to the 54" cmp culvert under NH Route 107 in Gilmanton.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$412,742	\$0	\$0	\$412,742	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2025	\$280,828	\$0	\$0	\$280,828	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2026	\$22,112	\$0	\$0	\$22,112	STBG-Non Urban Areas Under 5K, Toll Credit
		\$715,682	\$0	\$0	\$715,682	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

GORHAM (42598)

All Project Cost: \$3,340,800

Route/Road/Entity: Rte 16

Scope: Drainage and retaining wall improvements alongside NH 16 one quarter mile south of Libby Street

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$274,853	\$0	\$0	\$274,853	National Highway Performance, Toll Credit
		\$274,853	\$0	\$0	\$274,853	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

GREENLAND (43849)

All Project Cost: \$125,000

Route/Road/Entity: NH 33

Scope: Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$125,000	\$0	\$0	\$125,000	STBG-State Flexible, Toll Credit
		\$125,000	\$0	\$0	\$125,000	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: RPC

HAMPSTEAD (41717)

All Project Cost: \$2,499,938

Route/Road/Entity: NH121/Derry Rd/Depot Rd

Scope: Improve the intersection of NH121/Derry Rd/Depot Rd

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$174,369	\$0	\$0	\$174,369	STBG-Areas Over 200K, Toll Credit
PE	2026	\$189,430	\$0	\$0	\$189,430	STBG-Areas Over 200K, Toll Credit
ROW	2026	\$112,648	\$0	\$0	\$112,648	STBG-Areas Over 200K, Toll Credit
		\$476,448	\$0	\$0	\$476,448	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: RPC

2023 - 2026 STIP Report Project List

HAMPTON (40797)

All Project Cost: \$10,324,365

Route/Road/Entity: NH 1A (Ocean Boulevard)

Scope: Improvements to NH 1A (Ocean Boulevard) from State Park Road to NH 27 (High St).

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$431,902	\$0	\$0	\$431,902	STBG-50 to 200K, Toll Credit
PE	2024	\$319,677	\$0	\$0	\$319,677	STBG-State Flexible, Toll Credit
ROW	2024	\$330,410	\$0	\$0	\$330,410	STBG-50 to 200K, Toll Credit
Construction	2025	\$7,000,488	\$0	\$0	\$7,000,488	STBG-State Flexible, Toll Credit
		\$8,082,477	\$0	\$0	\$8,082,477	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-38 **RPC:** RPC

HAMPTON (42573)

All Project Cost: \$7,121,031

Route/Road/Entity: US Route 1

Scope: Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$275,000	\$0	\$0	\$275,000	STBG-50 to 200K, Toll Credit
PE	2025	\$290,616	\$0	\$0	\$290,616	STBG-State Flexible, Toll Credit
PE	2026	\$298,753	\$0	\$0	\$298,753	STBG-State Flexible, Toll Credit
ROW	2026	\$298,753	\$0	\$0	\$298,753	STBG-State Flexible, Toll Credit
		\$1,163,121	\$0	\$0	\$1,163,121	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** RPC

HAMPTON (42606)

All Project Cost: \$1,181,661

Route/Road/Entity: Winnacunnet Rd

Scope: Complete Streets Improvements Winnacunnet Road and also High St between Tobey Rd and Five Corners

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$137,768	\$0	\$34,442	\$172,209	STBG-State Flexible, Towns
		\$137,768	\$0	\$34,442	\$172,209	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** RPC

2023 - 2026 STIP Report Project List

HAMPTON - PORTSMOUTH (26485)

All Project Cost: \$12,108,304

Route/Road/Entity: Hampton Branch Rail Corridor

Scope: Acquire 9.6 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$110,000	\$0	\$0	\$110,000	Congestion Mitigation and Air Quality Program, Toll Credit
ROW	2023	\$2,200	\$0	\$0	\$2,200	Congestion Mitigation and Air Quality Program, Toll Credit
		\$112,200	\$0	\$0	\$112,200	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-33 **RPC:** RPC

HAMPTON-PORTSMOUTH (26485A)

All Project Cost: \$2,090,000

Route/Road/Entity: Hampton Branch Rail Corridor

Scope: Construct the NH Seacoast Greenway, from Drakeside Rd north to the Hampton/North Hampton Town line

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$330,000	\$0	\$0	\$330,000	Congestion Mitigation and Air Quality Program, Toll Credit
ROW	2023	\$110,000	\$0	\$0	\$110,000	Congestion Mitigation and Air Quality Program, Toll Credit
Construction	2024	\$1,650,000	\$0	\$0	\$1,650,000	Congestion Mitigation and Air Quality Program, Toll Credit
		\$2,090,000	\$0	\$0	\$2,090,000	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** RPC

HANOVER (44015)

All Project Cost: \$587,500

Route/Road/Entity: Crosstown Multi-Use Path

Scope: Multi-use path connecting Reservoir Rd to south - As identified in CDS 2022 Legislation

Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	\$350,000	\$0	\$237,500	\$587,500	FHWA Earmarks, Non Par Other, Towns
		\$350,000	\$0	\$237,500	\$587,500	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-33 **RPC:** UVLSRPC

2023 - 2026 STIP Report Project List

HANOVER, NH - NORWICH, VT (42278)

All Project Cost: \$3,061,177

Route/Road/Entity: NH 10A

Scope: Bridge Preservation effort on the bridge carrying NH 10A over Conn River (Ledyard Bridge)

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$438,569	\$0	\$297,532	\$736,102	National Highway Performance, Toll Credit, Vermont
		\$438,569	\$0	\$297,532	\$736,102	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: UVLSRPC

HARRISVILLE (16114)

All Project Cost: \$1,221,340

Route/Road/Entity: SOUTH ROAD

Scope: Bridge Replacement-South Rd over Minnewawa Brook-Br. #061/060

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$74,264	\$18,566	\$92,830	SB367-4-Cents, Towns
ROW	2025	\$0	\$4,346	\$1,086	\$5,432	SB367-4-Cents, Towns
Construction	2026	\$1,010,920	\$0	\$0	\$1,010,920	MOBIL
		\$1,010,920	\$78,610	\$19,652	\$1,109,182	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SWRPC

HARRISVILLE (42575)

All Project Cost: \$4,487,148

Route/Road/Entity: Chesham Road

Scope: Address Red List bridge (056/058) carrying Chesham Road over Minnewawa Brook in Town of Harrisville

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$330,000	\$0	\$0	\$330,000	STBG-Off System Bridge, Toll Credit
PE	2026	\$368,542	\$0	\$0	\$368,542	STBG-Off System Bridge, Toll Credit
		\$698,542	\$0	\$0	\$698,542	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SWRPC

2023 - 2026 STIP Report Project List

HENNIKER - HOPKINTON (40633)

All Project Cost: **\$4,486,682**

Route/Road/Entity: US 202, NH 9, NH 127

Scope: Intersection Improvements at US 202, NH 9 and NH 127

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$119,501	\$0	\$0	\$119,501	STBG-State Flexible, Toll Credit
ROW	2023	\$119,501	\$0	\$0	\$119,501	National Highway Performance, Toll Credit
Construction	2025	\$631,434	\$0	\$0	\$631,434	National Highway Performance, Toll Credit
Construction	2026	\$1,298,229	\$0	\$0	\$1,298,229	National Highway Performance, Toll Credit
		\$2,168,666	\$0	\$0	\$2,168,666	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

HILLSBOROUGH (43436)

All Project Cost: **\$4,247,979**

Route/Road/Entity: NH 149

Scope: Address bridge (144/033) carrying NH 149 over Contoocook River in the Town of Hillsborough

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$169,620	\$0	\$0	\$169,620	STBG-State Flexible, Toll Credit
PE	2026	\$58,123	\$0	\$0	\$58,123	STBG-State Flexible, Toll Credit
		\$227,743	\$0	\$0	\$227,743	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

HINSDALE, NH - BRATTLEBORO, VT (12210D)

All Project Cost: **\$9,222,267**

Route/Road/Entity: NH Route 119

Scope: Bridge Rehab of bridges carrying NH Route 119 over Conn River between Hinsdale and Brattleboro

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$176,000	\$0	\$40,000	\$216,000	STBG-5 to 49,999, Toll Credit, Vermont
Construction	2024	\$3,618,560	\$0	\$822,400	\$4,440,960	BRGBIL, Toll Credit, Vermont
Construction	2025	\$3,719,880	\$0	\$845,427	\$4,565,307	BRGBIL, Toll Credit, Vermont
		\$7,514,440	\$0	\$1,707,827	\$9,222,267	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SWRPC

2023 - 2026 STIP Report Project List

HOOKSETT (29611)

All Project Cost: \$21,129,770

Route/Road/Entity: US 3 / NH 28

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	2023	\$165,000	\$0	\$0	\$165,000	National Highway Performance, Toll Credit
PE	2024	\$1,498,692	\$0	\$0	\$1,498,692	National Highway Performance, Toll Credit
ROW	2024	\$2,861,680	\$0	\$0	\$2,861,680	National Highway Performance, Toll Credit
Construction	2026	\$1,914,135	\$0	\$0	\$1,914,135	National Highway Performance, Toll Credit
		\$6,439,506	\$0	\$0	\$6,439,506	

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: SNHPC

HOOKSETT (43851)

All Project Cost: \$4,000,000

Route/Road/Entity: NH 3A at Hackett Hill Rd and at Main St

Scope: Reconstruct 2 intersections: 3A / Hackett Hill and 3A / Main St

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$837,500	\$412,500	\$1,250,000	State Aid Hwy, Towns
ROW	2026	\$0	\$33,500	\$16,500	\$50,000	State Aid Hwy, Towns
Construction	2026	\$2,430,000	\$0	\$270,000	\$2,700,000	STBG-50 to 200K, Toll Credit, Towns
		\$2,430,000	\$871,000	\$699,000	\$4,000,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-51 RPC: SNHPC

2023 - 2026 STIP Report Project List

HUDSON (41754)

All Project Cost: \$1,552,796

Route/Road/Entity: NH 3A

Scope: Constructing a third southbound right turn lane on Lowell Rd/NH 3A

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$2,400	\$0	\$600	\$3,000	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$800	\$0	\$200	\$1,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2023	\$1,000,000	\$0	\$250,000	\$1,250,000	Congestion Mitigation and Air Quality Program, Towns
		\$1,003,200	\$0	\$250,800	\$1,254,000	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-51 **RPC:** NRPC

HUDSON (42108)

All Project Cost: \$54,679,257

Route/Road/Entity: CIRCUMFERENTIAL HIGHWAY

Scope: Plan, eng & construct a roadway between Rte 3A & Rte 111, Southern portion of circumferential hwy

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$177,131	\$0	\$44,283	\$221,414	STBG-State Flexible, Towns
PE	2025	\$530,598	\$0	\$132,649	\$663,247	STBG-State Flexible, Towns
		\$707,729	\$0	\$176,932	\$884,661	

Regionally Significant: Yes **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** NRPC

JAFFREY (16307)

All Project Cost: \$17,806,920

Route/Road/Entity: US 202

Scope: RECONFIGURE "DOG-LEG" INTERSECTION OF US 202, NH 124, AND NH 137

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$99,000	\$0	\$0	\$99,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$0	\$639,000	\$0	\$639,000	Non Par DOT
Construction	2024	\$10,600,920	\$0	\$0	\$10,600,920	STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		\$10,699,920	\$639,000	\$0	\$11,338,920	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SWRPC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

JEFFERSON (42558)

All Project Cost: \$2,918,850

Route/Road/Entity: US Route 2

Scope: Replcmt of 13' jack arch bridge at Pricilla Bk. 140/097 and 48" cmp/4x4 conc box just to the south

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$154,898	\$0	\$0	\$154,898	National Highway Performance, Toll Credit
ROW	2023	\$71,500	\$0	\$0	\$71,500	National Highway Performance, Toll Credit
Construction	2024	\$2,237,400	\$0	\$0	\$2,237,400	National Highway Performance, Toll Credit
		\$2,463,798	\$0	\$0	\$2,463,798	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

JEFFERSON - RANDOLPH (13602C)

All Project Cost: \$17,147,236

Route/Road/Entity: US 2

Scope: Roadway reconstruction and safety improvements from NH 115 to Jefferson/Randolph Townline.
 (.2.2m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$520,015	\$0	\$0	\$520,015	National Highway Performance, Toll Credit
ROW	2024	\$585,886	\$0	\$0	\$585,886	National Highway Performance, Toll Credit
Construction	2025	\$2,481,709	\$0	\$0	\$2,481,709	National Highway Performance, Toll Credit
Construction	2026	\$6,340,598	\$0	\$0	\$6,340,598	National Highway Performance, Toll Credit
		\$9,928,209	\$0	\$0	\$9,928,209	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

2023 - 2026 STIP Report Project List

KEENE (41590)

All Project Cost: \$14,477,873

Route/Road/Entity: Swanzey Factory Rd/NH 101

Scope: Reconstruction of NH 101 from 0.4 mi east of Optical Ave to Branch Road.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$294,259	\$0	\$0	\$294,259	National Highway Performance, Toll Credit
PE	2024	\$1,650,000	\$0	\$0	\$1,650,000	National Highway Performance, Toll Credit
PE	2025	\$1,696,200	\$0	\$0	\$1,696,200	National Highway Performance, Toll Credit
PE	2026	\$581,231	\$0	\$0	\$581,231	National Highway Performance, Toll Credit
ROW	2025	\$170,045	\$0	\$0	\$170,045	National Highway Performance, Toll Credit
		\$4,391,735	\$0	\$0	\$4,391,735	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SWRPC

KEENE (44166)

All Project Cost: \$493,500

Route/Road/Entity: Keene Transportation Heritage Trail

Scope: Keene Transportation Heritage Trail - As identified in CDS 2022 Legislation

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$78,960	\$0	\$19,740	\$98,700	FHWA Earmarks, Towns
ROW	2024	\$8,000	\$0	\$2,000	\$10,000	FHWA Earmarks, Towns
Construction	2025	\$307,840	\$0	\$76,960	\$384,800	FHWA Earmarks, Towns
		\$394,800	\$0	\$98,700	\$493,500	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SWRPC

KEENE - SWANZEY (40100)

All Project Cost: \$2,431,818

Route/Road/Entity: NH 9/10/12/101

Scope: Construction of floodplain and wetland mitigation for the Keene-Swanzey series of projects

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$1,677,218	\$0	\$0	\$1,677,218	STBG-State Flexible, Toll Credit
		\$1,677,218	\$0	\$0	\$1,677,218	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SWRPC

2023 - 2026 STIP Report Project List

KEENE-SWANZEY (40666)

All Project Cost: \$8,900,200

Route/Road/Entity: NH 10 (Winchester Street)

Scope: Reconstruct Winchester St: NH 101 to Market Basket (Swanzey) and replace Ash Swamp Brook Bridge.

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$234,000	\$0	\$58,500	\$292,500	STBG-5 to 49,999, Towns
ROW	2024	\$460,000	\$0	\$115,000	\$575,000	STBG-5 to 49,999, Towns
Construction	2025	\$5,880,160	\$0	\$1,470,040	\$7,350,200	BRGBIL, STBG-5 to 49,999, STBG-State Flexible, Towns
		\$6,574,160	\$0	\$1,643,540	\$8,217,700	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SWRPC

KENSINGTON (42610)

All Project Cost: \$2,469,461

Route/Road/Entity: NH107/NH150

Scope: Intersection re-alignment and upgrades

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$378,861	\$0	\$0	\$378,861	STBG-State Flexible, Toll Credit
		\$378,861	\$0	\$0	\$378,861	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** RPC

LACONIA (26706)

All Project Cost: \$1,020,871

Route/Road/Entity: ACADEMY STREET OVER DURKEE BROOK

Scope: BRIDGE REPLACEMENT-ACADEMY ST OVER DURKEE BROOK-BR. #121/037

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$198,400	\$49,600	\$248,000	SB367-4-Cents, Towns
ROW	2024	\$0	\$8,000	\$2,000	\$10,000	SB367-4-Cents, Towns
Construction	2024	\$762,871	\$0	\$0	\$762,871	MOBIL
		\$762,871	\$206,400	\$51,600	\$1,020,871	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** LRPC

2023 - 2026 STIP Report Project List

LACONIA (41469)

All Project Cost: \$3,803,530

Route/Road/Entity: US 3 and NH 11

Scope: Address bridge carrying US 3 and NH 11 over Mile Hill Road in the City of Laconia (121/028)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$110,000	\$0	\$0	\$110,000	National Highway Performance, Toll Credit
PE	2024	\$229,240	\$0	\$0	\$229,240	National Highway Performance, Toll Credit
PE	2026	\$245,694	\$0	\$0	\$245,694	National Highway Performance, Toll Credit
ROW	2026	\$61,424	\$0	\$0	\$61,424	National Highway Performance, Toll Credit
		\$646,358	\$0	\$0	\$646,358	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

LEBANON (13558A)

All Project Cost: \$16,264,160

Route/Road/Entity: NH 12A

Scope: NH 12A Bridge Replacement over B&M RR Bridge# 062/117 (MOBRR-221)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$296,000	\$0	\$74,000	\$370,000	STBG-5 to 49,999, Towns
ROW	2023	\$20,000	\$0	\$5,000	\$25,000	STBG-5 to 200K, Towns
Construction	2024	\$6,800,000	\$0	\$2,671,000	\$9,471,000	BRGBIL, Non Par Other, Towns
Construction	2025	\$4,087,328	\$0	\$1,021,832	\$5,109,160	BRGBIL, Towns
		\$11,203,328	\$0	\$3,771,832	\$14,975,160	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** UVLSRPC

LEBANON (24221)

All Project Cost: \$4,214,800

Route/Road/Entity: TRUES BROOK RD OVER BLOODS BROOK

Scope: BRIDGE REPLACEMENT-TRUES BROOK RD OVER BLOODS BROOK-BR. #066/059

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$152,144	\$38,036	\$190,180	SB367-4-Cents, Towns
ROW	2025	\$0	\$12,336	\$3,084	\$15,420	SB367-4-Cents, Towns
Construction	2025	\$4,009,200	\$0	\$0	\$4,009,200	MOBIL
		\$4,009,200	\$164,480	\$41,120	\$4,214,800	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** UVLSRPC

2023 - 2026 STIP Report Project List

LEBANON (24222)

All Project Cost: \$2,032,588

Route/Road/Entity: NH 120 over NHRR (ABD)

Scope: BRIDGE REHABILITATION; NH 120 OVER NHRR (ABD)-BR. #121/117

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$220,096	\$55,024	\$275,120	SB367-4-Cents, Towns
ROW	2026	\$0	\$4,227	\$1,057	\$5,284	SB367-4-Cents, Towns
Construction	2026	\$1,401,747	\$0	\$350,437	\$1,752,184	STBG-5 to 49,999, Towns
		\$1,401,747	\$224,323	\$406,518	\$2,032,588	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** UVLSRPC

LEBANON (29612)

All Project Cost: \$19,300,871

Route/Road/Entity: I89

Scope: NH 120 intersection capacity and safety improvements from Exit 18 to Etna Rd

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$275,000	\$0	\$0	\$275,000	STBG-State Flexible, Toll Credit
ROW	2025	\$970,224	\$0	\$0	\$970,224	STBG-State Flexible, Toll Credit
Construction	2026	\$4,733,779	\$0	\$0	\$4,733,779	STBG-State Flexible, Toll Credit
		\$5,979,004	\$0	\$0	\$5,979,004	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** UVLSRPC

LEBANON (40794)

All Project Cost: \$4,557,035

Route/Road/Entity: US 4 (Mechanic St)

Scope: Reconstruct Mechanic St / High St / Mascoma St Intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$40,000	\$0	\$10,000	\$50,000	STBG-5 to 49,999, Towns
PE	2024	\$101,273	\$0	\$25,318	\$126,591	STBG-5 to 49,999, Towns
ROW	2024	\$776,000	\$0	\$194,000	\$970,000	STBG-5 to 49,999, Towns
Construction	2025	\$2,568,355	\$0	\$642,089	\$3,210,444	STBG-5 to 49,999, Towns
		\$3,485,628	\$0	\$871,407	\$4,357,035	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** UVLSRPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

LEBANON (42604)

All Project Cost: \$4,712,731

Route/Road/Entity: US4/Mechanic St/Slayton Hill Rd

Scope: Intersection Improvement

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$275,535	\$0	\$68,884	\$344,419	STBG-State Flexible, Towns
		\$275,535	\$0	\$68,884	\$344,419	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: UVLSRPC

LEBANON (43437)

All Project Cost: \$2,577,511

Route/Road/Entity: I-89, NH 10 SB

Scope: Address bridge (099/111) carrying I-89, NH 10 SB Ramp over Mascoma River in the Town of Lebanon

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$116,246	\$0	\$0	\$116,246	National Highway Performance, Toll Credit
PE	2026	\$59,751	\$0	\$0	\$59,751	National Highway Performance, Toll Credit
		\$175,997	\$0	\$0	\$175,997	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: UVLSRPC

LEBANON (44016)

All Project Cost: \$425,000

Route/Road/Entity: Mechanic St.

Scope: Mechanic Street Sidewalk Project- As identified in CDS 2022 Legislature

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$80,000	\$0	\$20,000	\$100,000	FHWA Earmarks, Towns
ROW	2023	\$4,400	\$0	\$1,100	\$5,500	FHWA Earmarks, Towns
Construction	2024	\$205,850	\$0	\$113,650	\$319,500	FHWA Earmarks, Non Par Other, Towns
		\$290,250	\$0	\$134,750	\$425,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: UVLSRPC

2023 - 2026 STIP Report Project List

LEBANON, NH - HARTFORD, VT (16148)

All Project Cost: **\$52,165,394**

Route/Road/Entity: I-89 NB & SB

Scope: Superstructure Replace & Widening, I-89 NB & SB over Connecticut River (Br No 044/103 & 044/104)

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$1,866,547	\$369,105	\$3,726,391	\$5,962,043	National Highway Freight , SB367-4-Cents, Toll Credit, Vermont
		\$1,866,547	\$369,105	\$3,726,391	\$5,962,043	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: UVLSRPC

LEE (41322)

All Project Cost: **\$2,502,500**

Route/Road/Entity: NH Route 125

Scope: Bridge Replacement of culvert carrying NH 125 over Little River Br No 073/084

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$330,000	\$0	\$0	\$330,000	National Highway Performance, Toll Credit
ROW	2023	\$27,500	\$0	\$0	\$27,500	National Highway Performance, Toll Credit
Construction	2024	\$1,650,000	\$0	\$0	\$1,650,000	BRGBIL, Toll Credit
		\$2,007,500	\$0	\$0	\$2,007,500	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

LEE (42876)

All Project Cost: **\$1,146,134**

Route/Road/Entity: Rte 125

Scope: Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$27,500	\$0	\$0	\$27,500	Congestion Mitigation and Air Quality Program, Toll Credit
ROW	2024	\$82,500	\$0	\$0	\$82,500	Congestion Mitigation and Air Quality Program, Toll Credit
Construction	2025	\$926,134	\$0	\$0	\$926,134	Congestion Mitigation and Air Quality Program, Toll Credit
		\$1,036,134	\$0	\$0	\$1,036,134	

Regionally Significant: No Managed By: DOT CAA Code: E-32 RPC: SRPC

2023 - 2026 STIP Report Project List

LITTLETON (43844)

All Project Cost: \$4,639,225

Route/Road/Entity: US 302

Scope: Pedestrian improvements along Route 302 from near Old County Rd to near Lowe's

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$295,900	\$0	\$73,975	\$369,874	STBG-State Flexible, Towns
		\$295,900	\$0	\$73,975	\$369,874	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: NCC

LITTLETON, NH - WATERFORD, VT (27711)

All Project Cost: \$5,570,645

Route/Road/Entity: NH Route 18

Scope: Deck replacement and painting of Red List Bridge carrying NH 18 over Connecticut River (109/134)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$224,624	\$0	\$101,772	\$326,396	STBG-Non Urban Areas Under 5K, Toll Credit, Vermont
Construction	2025	\$3,186,697	\$0	\$1,448,499	\$4,635,196	STBG-Non Urban Areas Under 5K, Toll Credit, Vermont
		\$3,411,320	\$0	\$1,550,271	\$4,961,591	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

LONDONDERRY (41593)

All Project Cost: \$7,528,812

Route/Road/Entity: NH28/NH128

Scope: Safety & operational improvements at the intersection of NH 28/NH 128

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$715,000	\$0	\$0	\$715,000	STBG-State Flexible, Toll Credit
PE	2024	\$165,000	\$0	\$0	\$165,000	STBG-State Flexible, Toll Credit
PE	2026	\$209,243	\$0	\$0	\$209,243	STBG-State Flexible, Toll Credit
ROW	2026	\$249,197	\$0	\$0	\$249,197	STBG-Areas Over 200K, Toll Credit
		\$1,338,440	\$0	\$0	\$1,338,440	

Regionally Significant: No Managed By: DOT CAA Code: E-52 RPC: SNHPC

2023 - 2026 STIP Report Project List

LONDONDERRY (41715)

All Project Cost: \$4,963,000

Route/Road/Entity: NH 28/Stonehenge Road

Scope: Operational and capacity improvements at the intersection of NH 28 & Stonehenge Road.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$261,250	\$0	\$261,250	\$522,500	STBG-State Flexible, Towns
PE	2024	\$68,750	\$0	\$68,750	\$137,500	STBG-State Flexible, Towns
ROW	2023	\$45,000	\$0	\$45,000	\$90,000	STBG-Areas Over 200K, Towns
ROW	2024	\$55,000	\$0	\$55,000	\$110,000	STBG-Areas Over 200K, Towns
Construction	2024	\$569,800	\$0	\$530,200	\$1,100,000	STBG-Areas Over 200K, Toll Credit, Towns
Construction	2025	\$2,827,000	\$0	\$0	\$2,827,000	STBG-Areas Over 200K, Toll Credit
		\$3,826,800	\$0	\$960,200	\$4,787,000	

Regionally Significant: No Managed By: DOT CAA Code: N/E RPC: SNHPC

LOUDON (40632)

All Project Cost: \$3,897,724

Route/Road/Entity: NH 106 and South Village Road

Scope: Intersection Improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$88,000	\$0	\$0	\$88,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	\$71,154	\$0	\$0	\$71,154	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	\$65,566	\$0	\$0	\$65,566	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2025	\$3,480,505	\$0	\$0	\$3,480,505	National Highway Performance, Toll Credit
		\$3,705,224	\$0	\$0	\$3,705,224	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

LOUDON - CANTERBURY (29613C)

All Project Cost: \$23,484,205

Route/Road/Entity: NH Rte 106

Scope: NH 106 Roadway Widen(Ph 3) Hemlock Hill Dr to approx. Clough Pond Rd (~2.7m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$249,999	\$0	\$0	\$249,999	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	\$339,240	\$0	\$0	\$339,240	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	\$473,133	\$0	\$0	\$473,133	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2026	\$1,700,388	\$0	\$0	\$1,700,388	STBG-Non Urban Areas Under 5K, Toll Credit
		\$2,762,761	\$0	\$0	\$2,762,761	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

LYNDEBOROUGH (41435)

All Project Cost: \$1,547,363

Route/Road/Entity: NHRR

Scope: Address Red List bridge carrying NHRR over Glass Factory Road in the Town of Lyndeborough (108/070)

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$122,847	\$0	\$0	\$122,847	STBG-Non Urban Areas Under 5K, Toll Credit
		\$122,847	\$0	\$0	\$122,847	

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: NRPC

MANCHESTER (15837)

All Project Cost: \$5,581,006

Route/Road/Entity: US 3 (ELM STREET)

Scope: Bridge Rehabilitation-US 3 (Elm St) over B&MRR-Br. #144/075

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$405,992	\$101,498	\$507,490	SB367-4-Cents, Towns
ROW	2025	\$0	\$23,605	\$5,901	\$29,506	SB367-4-Cents, Towns
Construction	2025	\$4,035,208	\$0	\$1,008,802	\$5,044,011	BRGBIL, Towns
		\$4,035,208	\$429,596	\$1,116,201	\$5,581,006	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-19 RPC: SNHPC

2023 - 2026 STIP Report Project List

MANCHESTER (16099)

All Project Cost: \$20,338,842

Route/Road/Entity: I-293 / FEE TPK

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	2024	\$0	\$1,337,739	\$0	\$1,337,739	Turnpike Capital
ROW	2024	\$0	\$3,060,318	\$0	\$3,060,318	Turnpike Capital
ROW	2025	\$0	\$3,041,847	\$0	\$3,041,847	Turnpike Capital
ROW	2026	\$0	\$4,039,149	\$0	\$4,039,149	Turnpike Capital
		\$0	\$11,479,053	\$0	\$11,479,053	

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: SNHPC

MANCHESTER (24212)

All Project Cost: \$12,940,003

Route/Road/Entity: SALMON ST EB OVER RD, BMRR, MERRIMACK RIVER AND RAMP

Scope: Amoskeg East Bnd - SALMON ST OVER RD,RR,& RIVER (Brg#107/072) and Adjacent Ramp "E"
 (Brg#107/071)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$916,376	\$229,094	\$1,145,471	SB367-4-Cents, Towns
ROW	2024	\$0	\$8,224	\$2,056	\$10,280	State Aid Bridge, Towns
Construction	2024	\$5,018,847	\$0	\$1,254,712	\$6,273,559	BRGBIL, Towns
Construction	2026	\$4,408,555	\$0	\$1,102,139	\$5,510,693	BRGBIL, Towns
		\$9,427,402	\$924,600	\$2,588,001	\$12,940,003	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-19 RPC: SNHPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

MANCHESTER (41594)

All Project Cost: \$2,212,629

Route/Road/Entity: I-293

Scope: Operational improvements at the I-293 Exit 1 interchange (South Willow St.)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$179,252	\$0	\$0	\$179,252	National Highway Performance, Toll Credit
PE	2026	\$189,430	\$0	\$0	\$189,430	National Highway Performance, Toll Credit
ROW	2026	\$64,753	\$0	\$0	\$64,753	National Highway Performance, Toll Credit
		\$433,435	\$0	\$0	\$433,435	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-52 **RPC:** SNHPC

MANCHESTER (42881)

All Project Cost: \$1,083,983

Route/Road/Entity: Willow Street/Weston Road

Scope: Construct a northbound right turn lane and modify lane utilization at Willow St. & Weston Rd Inter.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$50,042	\$0	\$12,511	\$62,553	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$80,000	\$0	\$20,000	\$100,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	\$591,799	\$0	\$147,950	\$739,749	Congestion Mitigation and Air Quality Program, Towns
		\$721,841	\$0	\$180,460	\$902,302	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-51 **RPC:** SNHPC

2023 - 2026 STIP Report Project List

MANCHESTER (42886)

All Project Cost: \$1,891,060

Route/Road/Entity: River Rd/Bicentennial Dr

Scope: Construct a roundabout at entrance of Derryfield School at River Rd/Bicentennial Rd intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$24,000	\$0	\$6,000	\$30,000	Congestion Mitigation and Air Quality Program, Towns
PE	2024	\$136,000	\$0	\$34,000	\$170,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	\$1,352,848	\$0	\$338,212	\$1,691,060	Congestion Mitigation and Air Quality Program, Towns
		\$1,512,848	\$0	\$378,212	\$1,891,060	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-51 **RPC:** SNHPC

MANCHESTER (43826)

All Project Cost: \$30,000,000

Route/Road/Entity: Various

Scope: Manch. Millyard projects funded by RAISE grant (intrsect improvs/bike/ped path/roadway improvs)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,662,708	\$0	\$332,526	\$1,995,234	RAISE GRANT, Towns
PE	2024	\$180,640	\$0	\$36,126	\$216,766	RAISE GRANT, Towns
ROW	2023	\$3,430,432	\$0	\$686,053	\$4,116,485	RAISE GRANT, Towns
ROW	2024	\$958,341	\$0	\$191,659	\$1,150,000	RAISE GRANT, Towns
Construction	2024	\$9,093,750	\$0	\$1,818,663	\$10,912,413	RAISE GRANT, Towns
Construction	2025	\$4,385,868	\$0	\$877,132	\$5,263,000	RAISE GRANT, Towns
Construction	2026	\$3,175,026	\$0	\$634,975	\$3,810,000	RAISE GRANT, Towns
		\$22,886,765	\$0	\$4,577,133	\$27,463,899	

Regionally Significant: Yes **Managed By:** Other **CAA Code:** E-33 **RPC:** SNHPC

2023 - 2026 STIP Report Project List

MANCHESTER (43850)

All Project Cost: \$2,684,225

Route/Road/Entity: Eddy Rd/293

Scope: Eddy Rd/Exit 6 SB on-ramp intersection safety improvements (fed-aid)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$350,000	\$0	\$0	\$350,000	National Highway Performance, Toll Credit
ROW	2025	\$52,839	\$0	\$0	\$52,839	National Highway Performance, Toll Credit
Construction	2026	\$2,281,385	\$0	\$0	\$2,281,385	National Highway Performance, Toll Credit
		\$2,684,225	\$0	\$0	\$2,684,225	

Regionally Significant: No Managed By: DOT CAA Code: E-53 RPC: SNHPC

MERRIMACK (10136D)

All Project Cost: \$8,461,202

Route/Road/Entity: NH 101A

Scope: Safety impr. at NH 101A / Cont. Blvd & at Craftsman Lane / Boston Post Rd

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$5,390,000	\$0	\$900,000	\$6,290,000	National Highway Performance, Non Par Other, STBG-Areas Over 200K, Toll Credit
Construction	2025	\$356,202	\$0	\$0	\$356,202	STBG-Areas Over 200K, Toll Credit
		\$5,746,202	\$0	\$900,000	\$6,646,202	

Regionally Significant: Yes Managed By: DOT CAA Code: E-52 RPC: NRPC

MERRIMACK (29174)

All Project Cost: \$6,991,731

Route/Road/Entity: US 3 from Wire Rd to BABOOSIC BROOK

Scope: BRIDGE REPLACEMENT-US 3 OVER BABOOSIC BROOK-BR. # 118/135

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$830,113	\$207,528	\$1,037,642	SB367-4-Cents, Towns
ROW	2024	\$0	\$50,989	\$12,747	\$63,736	SB367-4-Cents, Towns
Construction	2025	\$421,953	\$0	\$2,219,056	\$2,641,009	BRGBIL, Non Par Other, Towns
Construction	2026	\$2,599,476	\$0	\$649,869	\$3,249,344	BRGBIL, Towns
		\$3,021,428	\$881,102	\$3,089,201	\$6,991,731	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-19 RPC: NRPC

2023 - 2026 STIP Report Project List

MILFORD (41587)

All Project Cost: \$899,728

Route/Road/Entity: Bridge Street

Scope: Rehabilitation of the Swing Bridge in the Town of Milford

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$116,246	\$0	\$0	\$116,246	STBG-Areas Over 200K, Toll Credit
ROW	2025	\$5,975	\$0	\$0	\$5,975	STBG-Areas Over 200K, Toll Credit
Construction	2025	\$717,007	\$0	\$0	\$717,007	STBG-Areas Over 200K, Toll Credit
		\$839,228	\$0	\$0	\$839,228	

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: NRPC

MILFORD (42470)

All Project Cost: \$2,175,735

Route/Road/Entity: NH 101A & NH 13

Scope: Improves to the "Oval" to improve traffic flow [Sec1702 - Demo id NH038 & NH058]

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$105,364	\$0	\$26,341	\$131,705	FHWA Earmarks, Towns
ROW	2024	\$67,634	\$0	\$16,909	\$84,543	FHWA Earmarks, Towns
Construction	2024	\$1,087,868	\$0	\$271,967	\$1,359,835	FHWA Earmarks, Towns
Construction	2025	\$342,846	\$0	\$85,711	\$428,557	FHWA Earmarks, Towns
		\$1,603,712	\$0	\$400,928	\$2,004,640	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-51 RPC: NRPC

MILTON (43551)

All Project Cost: \$647,323

Route/Road/Entity: Dawson St.

Scope: Construct ~2770 lf of sidewalks along Silver and Dawson Streets to enhance ped connects

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$50,726	\$0	\$12,681	\$63,407	STBG-State Flexible, Towns
		\$50,726	\$0	\$12,681	\$63,407	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC

2023 - 2026 STIP Report Project List

MILTON, NH-LEBANON, ME (40658)

All Project Cost: \$2,191,600

Route/Road/Entity: Townhouse Road over Northeast Pond

Scope: Bridge Replacement-Townhouse Road over Northeast Pond-formerly Br. #168/152 - proposed Br. #168/151

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$94,600	\$0	\$131,150	\$225,750	Maine, STBG-Off System Bridge, Towns
ROW	2023	\$8,800	\$0	\$7,200	\$16,000	Maine, STBG-Off System Bridge, Towns
Construction	2023	\$660,880	\$0	\$916,220	\$1,577,100	Maine, STBG-Off System Bridge, Towns
		\$764,280	\$0	\$1,054,570	\$1,818,850	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

MOULTONBOROUGH (40639)

All Project Cost: \$2,735,052

Route/Road/Entity: NH 25 and Lake Shore Road

Scope: Intersection improvements on NH 25 between Lake Shore Drive (W) and Lake Shore Drive (E)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$174,369	\$0	\$0	\$174,369	National Highway Performance, Toll Credit
ROW	2024	\$174,369	\$0	\$0	\$174,369	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2026	\$1,894,303	\$0	\$0	\$1,894,303	National Highway Performance, Toll Credit
		\$2,243,042	\$0	\$0	\$2,243,042	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

MOULTONBOROUGH (41580)

All Project Cost: \$1,604,481

Route/Road/Entity: NH 25 / Whittier Highway

Scope: Complete street improves in Moultonborough Central Village from Blake Rd to Old Rte. 109 (~.5m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$179,252	\$0	\$0	\$179,252	National Highway Performance, Toll Credit
PE	2024	\$44,000	\$0	\$0	\$44,000	National Highway Performance, Toll Credit
PE	2025	\$92,135	\$0	\$0	\$92,135	National Highway Performance, Toll Credit
ROW	2025	\$12,285	\$0	\$0	\$12,285	National Highway Performance, Toll Credit
		\$327,672	\$0	\$0	\$327,672	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

2023 - 2026 STIP Report Project List

MOULTONBOROUGH (41581)

All Project Cost: \$763,068

Route/Road/Entity: Sheridan Rd and NH 25

Scope: Intersection improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$119,501	\$0	\$0	\$119,501	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	\$27,500	\$0	\$0	\$27,500	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2025	\$61,423	\$0	\$0	\$61,423	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	\$6,142	\$0	\$0	\$6,142	National Highway Performance, Toll Credit
		\$214,566	\$0	\$0	\$214,566	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

MOULTONBOROUGH (42602)

All Project Cost: \$716,476

Route/Road/Entity: NH25/Redding Lane

Scope: Intersection improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$119,501	\$0	\$0	\$119,501	National Highway Performance, Toll Credit
		\$119,501	\$0	\$0	\$119,501	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

NASHUA (10136A)

All Project Cost: \$22,988,193

Route/Road/Entity: NH 101A

Scope: Capacity, pedestrian, bike, and transit improvements to NH 101A from Celina Ave to Somerset Prkwy.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,172,226	\$0	\$0	\$1,172,226	National Highway Performance, Toll Credit
PE	2024	\$1,792,517	\$0	\$0	\$1,792,517	National Highway Performance, Toll Credit
ROW	2024	\$5,150,566	\$0	\$0	\$5,150,566	National Highway Performance, Toll Credit
ROW	2025	\$2,398,920	\$0	\$0	\$2,398,920	National Highway Performance, Toll Credit
Construction	2025	\$0	\$0	\$564,601	\$564,601	Non Participating
Construction	2026	\$4,554,381	\$0	\$0	\$4,554,381	National Highway Performance, Toll Credit
		\$15,068,609	\$0	\$564,601	\$15,633,210	

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: NRPC

2023 - 2026 STIP Report Project List

NASHUA (16314)

All Project Cost: \$3,766,738

Route/Road/Entity: EAST HOLLIS STREET

Scope: Intersection improvements at East Hollis St and Bridge St from C St to the Hudson Town Line.

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$150,000	\$0	\$0	\$150,000	STBG-Areas Over 200K, Toll Credit
ROW	2024	\$223,837	\$0	\$0	\$223,837	National Highway Performance, Toll Credit
Construction	2025	\$2,857,193	\$0	\$5,707	\$2,862,900	National Highway Performance, Toll Credit, Towns
		\$3,231,030	\$0	\$5,707	\$3,236,738	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** N/E **RPC:** NRPC

NASHUA (40660)

All Project Cost: \$3,831,282

Route/Road/Entity: East Hollis St

Scope: Bike/ped/safety improvets to E Hollis St from Main St east to C Street. (~.8m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$292,000	\$0	\$73,000	\$365,000	National Highway Performance, Towns
ROW	2024	\$150,088	\$0	\$37,522	\$187,610	National Highway Performance, Towns
Construction	2025	\$2,622,938	\$0	\$655,734	\$3,278,672	National Highway Performance, Towns
		\$3,065,026	\$0	\$766,256	\$3,831,282	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** N/E **RPC:** NRPC

NASHUA (41585)

All Project Cost: \$517,057

Route/Road/Entity: DW Highway

Scope: DW Highway pedestrian safety improvements from S/L to Stetson St. (~2.2m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$60,000	\$0	\$15,000	\$75,000	STBG-Areas Over 200K, Towns
PE	2025	\$22,961	\$0	\$5,740	\$28,702	STBG-Areas Over 200K, Towns
ROW	2025	\$4,707	\$0	\$1,177	\$5,884	STBG-Areas Over 200K, Towns
		\$87,669	\$0	\$21,917	\$109,586	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-33 **RPC:** NRPC

2023 - 2026 STIP Report Project List

NASHUA (41586)

All Project Cost: \$3,809,669

Route/Road/Entity: Walnut St/Chestnut St/Central St

Scope: Safety, capacity and multimodal access improvements to the Walnut Street Oval intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$200,000	\$0	\$50,000	\$250,000	STBG-State Flexible, Towns
PE	2024	\$104,000	\$0	\$26,000	\$130,000	STBG-State Flexible, Towns
ROW	2024	\$200,000	\$0	\$50,000	\$250,000	STBG-State Flexible, Towns
Construction	2025	\$2,543,735	\$0	\$635,934	\$3,179,669	FHWA Earmarks, STBG-State Flexible, Towns
		\$3,047,735	\$0	\$761,934	\$3,809,669	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-51 **RPC:** NRPC

NASHUA (41742)

All Project Cost: \$1,523,134

Route/Road/Entity: Herriage Rail Trail East

Scope: Construct the Heritage Rail Trail East from Main St. to E. Hollis/Denton intersect (~.7m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$29,697	\$0	\$7,424	\$37,121	Congestion Mitigation and Air Quality Program, Towns
Construction	2024	\$1,078,032	\$0	\$269,508	\$1,347,540	Congestion Mitigation and Air Quality Program, Towns
		\$1,107,729	\$0	\$276,932	\$1,384,661	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-33 **RPC:** NRPC

NASHUA (42594)

All Project Cost: \$1,115,362

Route/Road/Entity: FE Everett Turnpike

Scope: Realign Exit 5E Southbound off ramp and turnpike southbound on ramp.

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$48,916	\$0	\$12,229	\$61,144	National Highway Performance, Towns
		\$48,916	\$0	\$12,229	\$61,144	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** NRPC

2023 - 2026 STIP Report Project List

NASHUA (42717)

All Project Cost: \$1,517,771

Route/Road/Entity: Broad Street Parkway

Scope: Construct a new interchange along the Broad Street Parkway to connect to Franklin St and Front St

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$137,978	\$0	\$0	\$137,978	STBG-State Flexible, Toll Credit
		\$137,978	\$0	\$0	\$137,978	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: NRPC

NASHUA (42882)

All Project Cost: \$1,672,061

Route/Road/Entity: Canal St/Franklin St/Main St intersection

Scope: Intersection & Roadway Improvements at the Canal St/Franklin St/Main St intersection.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$28,000	\$0	\$7,000	\$35,000	Congestion Mitigation and Air Quality Program, Towns
PE	2024	\$80,000	\$0	\$20,000	\$100,000	Congestion Mitigation and Air Quality Program, Towns
PE	2025	\$76,088	\$0	\$19,022	\$95,111	Congestion Mitigation and Air Quality Program, Towns
ROW	2025	\$21,136	\$0	\$5,284	\$26,420	Congestion Mitigation and Air Quality Program, Towns
Construction	2026	\$558,395	\$0	\$139,599	\$697,994	Congestion Mitigation and Air Quality Program, Towns
		\$763,619	\$0	\$190,905	\$954,524	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-51 RPC: NRPC

2023 - 2026 STIP Report Project List

NASHUA (43509)

All Project Cost: \$696,000

Route/Road/Entity: Various streets downtown

Scope: Installation of RRFB's, crosswalk visibility enhancemets at vaious streets along Main St.(AID)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$32,000	\$0	\$8,000	\$40,000	Other Fed, Towns
ROW	2023	\$800	\$0	\$200	\$1,000	Other Fed, Towns
Construction	2023	\$387,311	\$0	\$227,689	\$615,000	Non Par Other, Other Fed, Towns
		\$420,111	\$0	\$235,889	\$656,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-33 RPC: NRPC

NASHUA (44141)

All Project Cost: \$1,140,000

Route/Road/Entity: Cotton Mill Bridge ADA Ramp near Front St

Scope: To provide ADA Accessibility to the Cotton Mill Transfer Bridge.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$300,000	\$0	\$840,000	\$1,140,000	FHWA Earmarks, Other, Towns
		\$300,000	\$0	\$840,000	\$1,140,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: NRPC

NASHUA HUDSON (42596)

All Project Cost: \$2,700,000

Route/Road/Entity: RTE 111/101A

Scope: Bridge Rehabilitation of 2 bridges owned by both Nashua & Hudson. BR #110/068 & 109/068.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$0	\$200,000	\$200,000	Non Par Other
Construction	2023	\$2,000,000	\$0	\$500,000	\$2,500,000	Other, STBG-State Flexible
		\$2,000,000	\$0	\$700,000	\$2,700,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-19 RPC: NRPC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

NASHUA-MERRIMACK-BEDFORD (13761)

All Project Cost: \$25,800,000

Route/Road/Entity: FE Everett Turnpike

Scope: F.E.E.Turnpike widening of 2-lane sections from Exit 8 (Nashua) to I-293 (Bedford).

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$6,000,000	\$0	\$6,000,000	Turnpike Capital
		\$0	\$6,000,000	\$0	\$6,000,000	

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: NRPC, SNHPC

NASHUA-MERRIMACK-BEDFORD (13761A)

All Project Cost: \$34,819,328

Route/Road/Entity: FE Everett Turnpike

Scope: FE Everett Turnpike widening of a 2-lane section from Exit 8 (Nashua) to Exit 10 (Merrimack).

Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	\$0	\$15,851,760	\$0	\$15,851,760	Turnpike Capital
Construction	2025	\$0	\$11,547,634	\$0	\$11,547,634	Turnpike Capital
Construction	2026	\$0	\$7,419,934	\$0	\$7,419,934	Turnpike Capital
		\$0	\$34,819,328	\$0	\$34,819,328	

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: NRPC

NASHUA-MERRIMACK-BEDFORD (13761B)

All Project Cost: \$23,097,561

Route/Road/Entity: FE Everett Turnpike

Scope: Replace Wire Road and Baboosic Lake Road Bridges over the FE Everett Turnpike (Merrimack).

Phase	Year	Federal	State	Other	Total	Funding
Construction	2025	\$0	\$4,227,136	\$0	\$4,227,136	Turnpike Capital
Construction	2026	\$0	\$8,454,272	\$0	\$8,454,272	Turnpike Capital
		\$0	\$12,681,408	\$0	\$12,681,408	

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: NRPC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

NASHUA-MERRIMACK-BEDFORD (13761C)

All Project Cost: \$107,243,328

Route/Road/Entity: FE Everett Turnpike

Scope: FE Everett Turnpike widening in Merrimack of a 2-lane section from Exit 11 to south of Exit 13.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2025	\$0	\$27,242,000	\$0	\$27,242,000	Turnpike Capital
Construction	2026	\$0	\$31,386,485	\$0	\$31,386,485	Turnpike Capital
		\$0	\$58,628,485	\$0	\$58,628,485	

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: NRPC

NASHUA-MERRIMACK-BEDFORD (13761E)

All Project Cost: \$19,272,752

Route/Road/Entity: FE Everett Turnpike

Scope: FE Everett Turnpike widening in Merrimack of a 2-lane section from Bedford Rd to south of Exit 13.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$0	\$5,000,000	\$0	\$5,000,000	Turnpike Capital
Construction	2024	\$0	\$11,102,400	\$0	\$11,102,400	Turnpike Capital
Construction	2025	\$0	\$3,170,352	\$0	\$3,170,352	Turnpike Capital
		\$0	\$19,272,752	\$0	\$19,272,752	

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: NRPC, SNHPC

NEVI PROGRAM CHARGING (44093)

All Project Cost: \$7,574,012

Route/Road/Entity: Statewide

Scope: Administer NEVI funds to develop direct current fast charging stations along AFCs

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$880,000	\$0	\$0	\$880,000	NEVI , Toll Credit
Construction	2023	\$5,355,210	\$0	\$1,338,803	\$6,694,012	NEVI , Non Par Other
		\$6,235,210	\$0	\$1,338,803	\$7,574,012	

Regionally Significant: No Managed By: DOT CAA Code: ALL RPC: Undetermined

2023 - 2026 STIP Report Project List

NEW BOSTON (14771)

All Project Cost: \$1,379,103

Route/Road/Entity: GREGG MILL ROAD

Scope: Bridge Replacement Gregg Mill Rd over South Branch Piscataquog River - Br. #132/138

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$147,950	\$36,987	\$184,937	SB367-4-Cents, Towns
ROW	2025	\$0	\$4,227	\$1,057	\$5,284	SB367-4-Cents, Towns
Construction	2025	\$1,188,882	\$0	\$0	\$1,188,882	MOBIL
		\$1,188,882	\$152,177	\$38,044	\$1,379,103	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SNHPC

NEW BOSTON (15505)

All Project Cost: \$1,220,586

Route/Road/Entity: TUCKER MILL ROAD

Scope: Bridge Replacement-Tucker Mill Road over Mid Br. Piscataquog-Br. #087/150

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$147,950	\$36,987	\$184,937	SB367-4-Cents, Towns
ROW	2025	\$0	\$4,227	\$1,057	\$5,284	SB367-4-Cents, Towns
Construction	2025	\$1,030,364	\$0	\$0	\$1,030,364	MOBIL
		\$1,030,364	\$152,177	\$38,044	\$1,220,586	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-19 **RPC:** SNHPC

NEW CASTLE - RYE (16127)

All Project Cost: \$13,570,283

Route/Road/Entity: NH 1B

Scope: Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$55,000	\$0	\$0	\$55,000	STBG-50 to 200K, Toll Credit
ROW	2023	\$22,000	\$0	\$0	\$22,000	STBG-50 to 200K, Toll Credit
Construction	2026	\$10,292,173	\$0	\$0	\$10,292,173	BRGBIL, Toll Credit
		\$10,369,173	\$0	\$0	\$10,369,173	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-19 **RPC:** RPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

NEW CASTLE-RYE (41713)

All Project Cost: \$2,926,922

Route/Road/Entity: NH 1A & 1B

Scope: Bike shldrs Svy Creek-OSP/ NH1B-NH1A/Sdwiks Wild Rose-Beach Hill/Shldrs Wild Rose-USCG (~4.2m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$179,252	\$0	\$0	\$179,252	STBG-State Flexible, Toll Credit
PE	2025	\$189,430	\$0	\$0	\$189,430	STBG-State Flexible, Toll Credit
ROW	2025	\$131,402	\$0	\$0	\$131,402	STBG-State Flexible, Toll Credit
		\$500,084	\$0	\$0	\$500,084	

Regionally Significant: No Managed By: DOT CAA Code: E-33 RPC: RPC

NEW HAMPTON (25365)

All Project Cost: \$400,616

Route/Road/Entity: Smith Crossing

Scope: Removal of Bridge carrying Smith Crossing over NH Railroad (240/104) (Red List)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$27,500	\$0	\$0	\$27,500	STBG-Off System Bridge, Toll Credit
Construction	2025	\$290,616	\$0	\$0	\$290,616	STBG-Non Urban Areas Under 5K, Toll Credit
		\$318,116	\$0	\$0	\$318,116	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

NEWFIELDS - NEWMARKET (28393)

All Project Cost: \$6,736,917

Route/Road/Entity: NH 108

Scope: Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$282,700	\$0	\$0	\$282,700	STBG-State Flexible, Toll Credit
PE	2025	\$226,160	\$0	\$0	\$226,160	STBG-State Flexible, Toll Credit
ROW	2024	\$110,000	\$0	\$0	\$110,000	STBG-State Flexible, Toll Credit
Construction	2026	\$5,975,057	\$0	\$0	\$5,975,057	BRGBIL, Toll Credit
		\$6,593,917	\$0	\$0	\$6,593,917	

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: RPC, SRPC

2023 - 2026 STIP Report Project List

NEWINGTON (11238V)

All Project Cost: \$133,811

Route/Road/Entity: NH 16

Scope: Environmental remediation at the former Newington Country Store site.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$10,568	\$0	\$10,568	Turnpike Capital
		\$0	\$10,568	\$0	\$10,568	

Regionally Significant: Yes Managed By: DOT CAA Code: ATT RPC: RPC

NEWINGTON (42879)

All Project Cost: \$679,871

Route/Road/Entity: New Hampshire Ave/Arboretum Dr/Pease Blvd

Scope: Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$42,956	\$0	\$10,739	\$53,695	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	\$422,714	\$0	\$105,678	\$528,392	Congestion Mitigation and Air Quality Program, Towns
		\$465,670	\$0	\$116,417	\$582,087	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-51 RPC: RPC

NEWINGTON - DOVER (11238)

All Project Cost: \$37,571,793

Route/Road/Entity: NH 16 / US 4 / SPLDG TPK

Scope: NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$1,300,000	\$0	\$1,300,000	Turnpike Capital
PE	2024	\$0	\$100,000	\$0	\$100,000	Turnpike Capital
		\$0	\$1,400,000	\$0	\$1,400,000	

Regionally Significant: Yes Managed By: DOT CAA Code: ATT RPC: RPC, SRPC

2023 - 2026 STIP Report Project List

NEWINGTON - DOVER (11238S)

All Project Cost: \$41,875,940

Route/Road/Entity: SPAULDING TURNPIKE / LITTLE BAY BRIDGES

Scope: Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$0	\$18,242,500	\$0	\$18,242,500	Turnpike Capital
Construction	2024	\$0	\$18,000,000	\$0	\$18,000,000	Turnpike Capital
Construction	2025	\$0	\$5,633,440	\$0	\$5,633,440	Turnpike Capital
		\$0	\$41,875,940	\$0	\$41,875,940	

Regionally Significant: Yes **Managed By:** DOT **CAA Code:** E-19 **RPC:** RPC, SRPC

NEWTON (29617)

All Project Cost: \$1,851,960

Route/Road/Entity: NH 108

Scope: Safety & operational improvements to Row's Corner (Maple Ave, Amesbury Rd intersection)(~.1m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$165,000	\$0	\$0	\$165,000	STBG-Areas Over 200K, Toll Credit
ROW	2023	\$55,000	\$0	\$0	\$55,000	STBG-Areas Over 200K, Toll Credit
Construction	2024	\$1,356,960	\$0	\$0	\$1,356,960	STBG-Areas Over 200K, Toll Credit
		\$1,576,960	\$0	\$0	\$1,576,960	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-7 **RPC:** RPC

NEWTON (41436)

All Project Cost: \$1,525,150

Route/Road/Entity: Pond Street

Scope: Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$142,780	\$0	\$0	\$142,780	STBG-Off System Bridge, Toll Credit
PE	2026	\$119,501	\$0	\$0	\$119,501	STBG-Off System Bridge, Toll Credit
		\$262,281	\$0	\$0	\$262,281	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** RPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

NHDES (42875)

All Project Cost: \$233,200

Route/Road/Entity: New Hampshire Dept of Environment

Scope: Purch & install 3 EV charging stations, 2 Concord (Fruit St/Hazen Dr) & 1 in Franc. Notch (CMSP)

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$186,560	\$0	\$46,640	\$233,200	Congestion Mitigation and Air Quality Program, Other
		\$186,560	\$0	\$46,640	\$233,200	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** CNHRPC, NCC

NORTH HAMPTON (24457)

All Project Cost: \$6,578,581

Route/Road/Entity: US Route 1

Scope: Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)

Phase	Year	Federal	State	Other	Total	Funding
ROW	2023	\$275,000	\$0	\$0	\$275,000	STBG-State Flexible, Toll Credit
Construction	2024	\$5,231,081	\$0	\$0	\$5,231,081	Hwy Infrastructure, STBG-50 to 200K, Toll Credit
		\$5,506,081	\$0	\$0	\$5,506,081	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-19 **RPC:** RPC

NORTH HAMPTON - RYE (42312)

All Project Cost: \$7,550,000

Route/Road/Entity: NH 1A

Scope: Reconstruct NHDOT Stone Revetment seawalls/Berms

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$2,200,000	\$0	\$0	\$2,200,000	PROTECT, Toll Credit
ROW	2024	\$0	\$50,000	\$0	\$50,000	Non Par DOT
Construction	2024	\$0	\$5,000,000	\$0	\$5,000,000	Non Par DOT
		\$2,200,000	\$5,050,000	\$0	\$7,250,000	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** RPC

2023 - 2026 STIP Report Project List

NORTHWOOD-NOTTINGHAM (41595)

All Project Cost: \$4,055,156

Route/Road/Entity: RT 4 & 152

Scope: Intersection safety improvements to the US 4/NH 152 intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$298,753	\$0	\$0	\$298,753	National Highway Performance, Toll Credit
PE	2025	\$194,734	\$0	\$0	\$194,734	National Highway Performance, Toll Credit
ROW	2025	\$129,823	\$0	\$0	\$129,823	National Highway Performance, Toll Credit
		\$623,310	\$0	\$0	\$623,310	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

ORFORD (40366)

All Project Cost: \$2,921,600

Route/Road/Entity: NH Route 25A

Scope: Bridge Replacement is anticipated for the bridge carrying NH Route 25A over Brackett Brook (217/112)

Phase	Year	Federal	State	Other	Total	Funding
Construction	2025	\$2,261,600	\$0	\$0	\$2,261,600	Hwy Infrastructure, Toll Credit
		\$2,261,600	\$0	\$0	\$2,261,600	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: UVLSRPC

ORFORD (41151)

All Project Cost: \$1,201,921

Route/Road/Entity: Archertown Road

Scope: Bridge Replacement -Archertown Road over Jacobs Brook-Br. No. 080/120

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$135,137	\$33,784	\$168,921	SB367-4-Cents, Towns
ROW	2024	\$0	\$8,800	\$2,200	\$11,000	SB367-4-Cents, Towns
Construction	2024	\$1,022,000	\$0	\$0	\$1,022,000	MOBIL
		\$1,022,000	\$143,937	\$35,984	\$1,201,921	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-19 RPC: UVLSRPC

2023 - 2026 STIP Report Project List

PELHAM (16145)

All Project Cost: \$2,303,612

Route/Road/Entity: MAIN STREET

Scope: MAIN ST OVER BEAVER BROOK - BR REPLACEMENT (BR. NO. 110/090) AND CULV REPLACEMENT (BR. NO. 111/090)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$160,600	\$0	\$0	\$160,600	STBG-Off System Bridge, Toll Credit
ROW	2023	\$46,750	\$0	\$0	\$46,750	STBG-Off System Bridge, Toll Credit
Construction	2024	\$0	\$1,820,000	\$0	\$1,820,000	SB367-4-Cents
		\$207,350	\$1,820,000	\$0	\$2,027,350	

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: NRPC

PELHAM (29450)

All Project Cost: \$1,879,725

Route/Road/Entity: Old Bridge Street over Beaver Brook

Scope: BRIDGE REHABILITATION-OLD BRIDGE ST OVER BEAVER BROOK-BR. #109/081

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$262,354	\$65,588	\$327,942	SB367-4-Cents, Towns
ROW	2025	\$0	\$49,344	\$12,336	\$61,680	SB367-4-Cents, Towns
Construction	2025	\$1,490,102	\$0	\$0	\$1,490,102	MOBIL
		\$1,490,102	\$311,698	\$77,924	\$1,879,725	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-19 RPC: NRPC

PELHAM (41751)

All Project Cost: \$1,656,185

Route/Road/Entity: NH 128 & Sherburne Rd

Scope: Intersection improvements at the intersection of NH128 & Sherburne Rd

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$33,791	\$0	\$22,528	\$56,319	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$30,000	\$0	\$20,000	\$50,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	\$826,204	\$0	\$550,802	\$1,377,006	Congestion Mitigation and Air Quality Program, Towns
		\$889,995	\$0	\$593,330	\$1,483,325	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-51 RPC: NRPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

PELHAM (41751A)

All Project Cost: \$1,527,006

Route/Road/Entity: NH 128 & NH 111A

Scope: Intersection Improvements (roundabout) at Mammoth (NH 128) and Marsh Rd (NH111A)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$30,000	\$0	\$20,000	\$50,000	Congestion Mitigation and Air Quality Program, Towns
ROW	2024	\$60,000	\$0	\$40,000	\$100,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	\$826,204	\$0	\$550,802	\$1,377,006	Congestion Mitigation and Air Quality Program, Towns
		\$916,204	\$0	\$610,802	\$1,527,006	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** NRPC

PETERBOROUGH (27712)

All Project Cost: \$7,957,358

Route/Road/Entity: US Route 202 and NH Route 123

Scope: Bridge replacement of bridge carrying US 202 and NH 123 over Contoocook River (108/116)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$550,000	\$0	\$0	\$550,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2025	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2026	\$6,142,358	\$0	\$0	\$6,142,358	STBG-State Flexible, Toll Credit
		\$7,132,358	\$0	\$0	\$7,132,358	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SWRPC

PLAISTOW (40641)

All Project Cost: \$1,398,585

Route/Road/Entity: NH 121A / Main Street

Scope: TC & Safety Improves to NH121A from Library Dr just south of Pollard Rd to the RR xing.(~1.6m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$110,000	\$0	\$0	\$110,000	STBG-Areas Over 200K, Toll Credit
ROW	2023	\$52,183	\$0	\$0	\$52,183	STBG-Areas Over 200K, Toll Credit
Construction	2025	\$961,402	\$0	\$0	\$961,402	STBG-Areas Over 200K, Toll Credit
		\$1,123,585	\$0	\$0	\$1,123,585	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-51 **RPC:** RPC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

PLAISTOW (40645)

All Project Cost: \$1,234,117

Route/Road/Entity: NH 125

Scope: Signal coordination and control along corridor from Mass S/L to Old County Road

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$110,000	\$0	\$0	\$110,000	STBG-Areas Over 200K, Toll Credit
ROW	2025	\$53,131	\$0	\$0	\$53,131	STBG-Areas Over 200K, Toll Credit
Construction	2025	\$905,987	\$0	\$0	\$905,987	STBG-Areas Over 200K, Toll Credit
		\$1,069,117	\$0	\$0	\$1,069,117	

Regionally Significant: No Managed By: DOT CAA Code: E-52 RPC: RPC

PLAISTOW - KINGSTON (10044E)

All Project Cost: \$17,463,634

Route/Road/Entity: NH 125

Scope: Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$465,300	\$0	\$0	\$465,300	National Highway Performance, Toll Credit
Construction	2025	\$12,053,834	\$0	\$0	\$12,053,834	National Highway Performance, Toll Credit
		\$12,519,134	\$0	\$0	\$12,519,134	

Regionally Significant: No Managed By: DOT CAA Code: N/E RPC: RPC

PLYMOUTH (41583)

All Project Cost: \$1,285,753

Route/Road/Entity: Highland St

Scope: Intersection and sidewalk improvements to Highland Street at and in the vicinity of Reservoir Road

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$59,990	\$0	\$14,997	\$74,987	STBG-Non Urban Areas Under 5K, Towns
PE	2024	\$52,078	\$0	\$13,020	\$65,098	STBG-Non Urban Areas Under 5K, Towns
ROW	2024	\$8,454	\$0	\$2,114	\$10,568	STBG-Non Urban Areas Under 5K, Towns
Construction	2025	\$892,080	\$0	\$223,020	\$1,115,101	STBG-Non Urban Areas Under 5K, Towns
		\$1,012,603	\$0	\$253,151	\$1,265,753	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: LRPC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

PORTSMOUTH (20258)

All Project Cost: \$2,412,786

Route/Road/Entity: Peverly Hill Rd.

Scope: Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$120,000	\$0	\$30,000	\$150,000	Congestion Mitigation and Air Quality Program, STBG-50 to 200K, Towns
ROW	2023	\$80,000	\$0	\$20,000	\$100,000	Congestion Mitigation and Air Quality Program, STBG-50 to 200K, Towns
Construction	2024	\$366,022	\$0	\$777,707	\$1,143,729	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	\$368,600	\$0	\$92,150	\$460,750	STBG-50 to 200K, Towns
		\$934,622	\$0	\$919,857	\$1,854,479	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-33 **RPC:** RPC

PORTSMOUTH (29640)

All Project Cost: \$16,833,557

Route/Road/Entity: US 1

Scope: US 1 traffic ops imprvs from Constitution Av to Wilson Rd & from Ocean Rd to White Cedar(~1.7m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,162,462	\$0	\$0	\$1,162,462	National Highway Performance, Toll Credit
ROW	2023	\$3,755,744	\$0	\$0	\$3,755,744	STBG-50 to 200K, Toll Credit
Construction	2025	\$5,272,800	\$0	\$0	\$5,272,800	STBG-50 to 200K, Toll Credit
Construction	2026	\$5,377,551	\$0	\$0	\$5,377,551	STBG-50 to 200K, STBG-State Flexible, Toll Credit
		\$15,568,557	\$0	\$0	\$15,568,557	

Regionally Significant: No **Managed By:** DOT **CAA Code:** N/E **RPC:** RPC

2023 - 2026 STIP Report Project List

PORTSMOUTH (40644)

All Project Cost: \$724,270

Route/Road/Entity: Market Street - RR

Scope: Railroad crossing upgrade on Market Street

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$55,200	\$0	\$13,800	\$69,000	STBG-50 to 200K, Towns
ROW	2025	\$28,373	\$0	\$7,093	\$35,466	STBG-50 to 200K, Towns
Construction	2026	\$495,843	\$0	\$123,961	\$619,804	STBG-50 to 200K, Towns
		\$579,416	\$0	\$144,854	\$724,270	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** RPC

PORTSMOUTH (41752)

All Project Cost: \$1,287,077

Route/Road/Entity: Elwyn Road

Scope: Add a multi-use path for bike/pedal along Elwyn Rd extending from Rt1 to Harding Rd.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$7,666	\$0	\$1,917	\$9,583	Congestion Mitigation and Air Quality Program, Towns
PE	2024	\$41,454	\$0	\$10,364	\$51,818	Congestion Mitigation and Air Quality Program, Towns
ROW	2024	\$68,000	\$0	\$17,000	\$85,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	\$781,182	\$0	\$195,296	\$976,478	Congestion Mitigation and Air Quality Program, Towns
		\$898,303	\$0	\$224,576	\$1,122,879	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-33 **RPC:** RPC

PORTSMOUTH (42608)

All Project Cost: \$1,394,639

Route/Road/Entity: Market St/Russell St

Scope: Market St / Russell St Intersection Improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$188,833	\$0	\$47,208	\$236,042	STBG-State Flexible, Towns
		\$188,833	\$0	\$47,208	\$236,042	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** RPC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

PORTSMOUTH (42611)

All Project Cost: \$645,240

Route/Road/Entity: Grafton Drive

Scope: Intersection improvements on Grafton Drive by Portsmouth Transportation Center & Pease Golf Course

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$94,417	\$0	\$23,604	\$118,021	STBG-State Flexible, Towns
		\$94,417	\$0	\$23,604	\$118,021	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: RPC

PORTSMOUTH (42874)

All Project Cost: \$52,555

Route/Road/Entity: VARIOUS

Scope: Purchase & install 8 e-charging stations for EVs (2 @ Pease Tradeprt 2@Pease GC 4 @ Pease Airprt)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$4,000	\$0	\$1,000	\$5,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	\$38,044	\$0	\$9,511	\$47,555	Congestion Mitigation and Air Quality Program, Towns
		\$42,044	\$0	\$10,511	\$52,555	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: RPC

PORTSMOUTH (43760)

All Project Cost: \$10,500,001

Route/Road/Entity: I-95

Scope: Soundwalls/privacy fence along I-95 in Portsmouth

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$500,000	\$0	\$500,000	Turnpike Capital
Construction	2024	\$7,000,000	\$0	\$0	\$7,000,000	National Highway Performance, Toll Credit
Construction	2025	\$3,000,000	\$0	\$0	\$3,000,000	National Highway Performance, Toll Credit
		\$10,000,001	\$500,000	\$0	\$10,500,001	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: RPC

2023 - 2026 STIP Report Project List

PORTSMOUTH, NH - KITTERY, ME (15731)

All Project Cost: \$211,072,822

Route/Road/Entity: US 1 Bypass

Scope: Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$1,570,195	\$0	\$1,299,531	\$2,869,726	Maine, STBG-State Flexible, Toll Credit
		\$1,570,195	\$0	\$1,299,531	\$2,869,726	

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: RPC

PORTSMOUTH, NH - KITTERY, ME (15731C)

All Project Cost: \$42,689,216

Route/Road/Entity: US ROUTE 1 BYPASS

Scope: Functional replacement for the PDA-DPH side barge wharf, SML Bridge ROW Mitigation.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$42,689,216	\$0	\$0	\$42,689,216	STBG-State Flexible, Toll Credit
		\$42,689,216	\$0	\$0	\$42,689,216	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: RPC

PORTSMOUTH, NH - YORK, ME (16189B)

All Project Cost: \$10,503,160

Route/Road/Entity: I-95

Scope: ITS Improvements to I-95 from Portsmouth, NH to York, ME

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$0	\$4,589,064	\$0	\$4,589,064	Turnpike Renewal & Replacement
		\$0	\$4,589,064	\$0	\$4,589,064	

Regionally Significant: Yes Managed By: DOT CAA Code: E-7 RPC: RPC

2023 - 2026 STIP Report Project List

PROGRAM (ADA)

All Project Cost: \$3,540,000

Route/Road/Entity: Various

Scope: Upgrades to side walks, curb ramps, and signals to be compliant with ADA laws.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$85,000	\$0	\$0	\$85,000	STBG-State Flexible, Toll Credit
PE	2025	\$85,000	\$0	\$0	\$85,000	STBG-State Flexible, Toll Credit
ROW	2023	\$10,000	\$0	\$0	\$10,000	STBG-State Flexible, Toll Credit
ROW	2025	\$10,000	\$0	\$0	\$10,000	STBG-State Flexible, Toll Credit
Construction	2024	\$355,000	\$0	\$0	\$355,000	STBG-State Flexible, Toll Credit
Construction	2026	\$355,000	\$0	\$0	\$355,000	STBG-State Flexible, Toll Credit
		\$900,000	\$0	\$0	\$900,000	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-33 **RPC:** Undetermined

PROGRAM (BRDG-HIB-M&P)

All Project Cost: \$57,612,632

Route/Road/Entity: Various

Scope: Maintenance and preservation efforts for High Investment Bridges

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
PE	2025	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
PE	2026	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
ROW	2023	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2024	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2025	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2026	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
Construction	2023	\$3,100,000	\$0	\$0	\$3,100,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
Construction	2024	\$3,100,000	\$0	\$0	\$3,100,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
Construction	2025	\$3,100,000	\$0	\$0	\$3,100,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
Construction	2026	\$3,100,000	\$0	\$0	\$3,100,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
		\$12,880,000	\$0	\$0	\$12,880,000	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ALL **RPC:** Undetermined

2023 - 2026 STIP Report Project List

Approved

6/15/2023

PROGRAM (BRDG-T1/2-M&P)

All Project Cost: \$184,432,000

Route/Road/Entity: Tier 1-2 Bridges

Scope: Maintenance & preservation of tier 1 & 2 bridges.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$650,000	\$0	\$0	\$650,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$8,600,000	\$0	\$0	\$8,600,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$7,550,000	\$0	\$0	\$7,550,000	National Highway Performance, Toll Credit
Construction	2025	\$8,600,000	\$0	\$0	\$8,600,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2026	\$8,600,000	\$0	\$0	\$8,600,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		\$34,400,000	\$0	\$0	\$34,400,000	

Regionally Significant: No

Managed By: DOT

CAA Code: ALL

RPC: Undetermined

2023 - 2026 STIP Report Project List

Approved
6/15/2023

PROGRAM (BRDG-T3/4-M&P)

All Project Cost: \$71,247,000

Route/Road/Entity: Tier 3-4 Bridges

Scope: Maintenance and preservation of tier 3 & 4 bridges.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$625,000	\$0	\$0	\$625,000	National Highway Performance, Toll Credit
PE	2024	\$50,000	\$0	\$0	\$50,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$50,000	\$0	\$0	\$50,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$50,000	\$0	\$0	\$50,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$3,875,000	\$0	\$0	\$3,875,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2024	\$2,650,000	\$0	\$0	\$2,650,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2025	\$3,900,000	\$0	\$0	\$3,900,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2026	\$3,900,000	\$0	\$0	\$3,900,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		\$15,140,000	\$0	\$0	\$15,140,000	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ALL **RPC:** Undetermined

2023 - 2026 STIP Report Project List

Approved

6/15/2023

PROGRAM (CBI)

All Project Cost: \$8,457,276

Route/Road/Entity: Various

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

Managed By: DOT

CAA Code: E-38

RPC: Undetermined

PROGRAM (COAST5307)

All Project Cost: \$56,121,710

Route/Road/Entity: Various

Scope: COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$2,675,442	\$0	\$668,861	\$3,344,303	FTA 5307 Capital and Operating Program, Other
Other	2024	\$2,735,244	\$0	\$683,811	\$3,419,055	FTA 5307 Capital and Operating Program, Other
Other	2025	\$2,796,367	\$0	\$699,092	\$3,495,459	FTA 5307 Capital and Operating Program, Other
Other	2026	\$2,858,842	\$0	\$714,710	\$3,573,552	FTA 5307 Capital and Operating Program, Other
		\$11,065,895	\$0	\$2,766,474	\$13,832,369	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: E-21

RPC: RPC, SRPC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

PROGRAM (CORRST)

All Project Cost: \$8,400,000

Route/Road/Entity: Various

Scope: Corridor Studies Statewide

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$700,000	\$0	\$0	\$700,000	Congestion Mitigation and Air Quality Program, Toll Credit
Other	2024	\$700,000	\$0	\$0	\$700,000	Congestion Mitigation and Air Quality Program, Toll Credit
Other	2025	\$700,000	\$0	\$0	\$700,000	Congestion Mitigation and Air Quality Program, Toll Credit
Other	2026	\$700,000	\$0	\$0	\$700,000	Congestion Mitigation and Air Quality Program, Toll Credit
		\$2,800,000	\$0	\$0	\$2,800,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-34

RPC: Undetermined

2023 - 2026 STIP Report Project List

Approved

6/15/2023

PROGRAM (CRDR)

All Project Cost: \$82,096,666

Route/Road/Entity: Various

Scope: CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$500,000	\$0	\$0	\$500,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$200,000	\$0	\$0	\$200,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$54,100	\$0	\$0	\$54,100	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$2,715,000	\$0	\$0	\$2,715,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$3,413,170	\$0	\$0	\$3,413,170	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$4,120,000	\$0	\$0	\$4,120,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$5,436,030	\$0	\$0	\$5,436,030	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2023	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2024	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2025	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2026	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$16,743,300	\$0	\$0	\$16,743,300	

Regionally Significant: No

Managed By: DOT

CAA Code: ALL

RPC: Undetermined

2023 - 2026 STIP Report Project List

PROGRAM (DBE)

All Project Cost: \$1,994,986

Route/Road/Entity: Disadvantaged Business Enterprise

Scope: IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE PROGRAM: "DBE COMPLIANCE MONITORING (Annual Program)

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$79,300	\$0	\$0	\$79,300	DBE
Other	2024	\$79,300	\$0	\$0	\$79,300	DBE
Other	2025	\$81,520	\$0	\$0	\$81,520	DBE
Other	2026	\$83,803	\$0	\$0	\$83,803	DBE
		\$323,923	\$0	\$0	\$323,923	

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: Undetermined

PROGRAM (ENV-POST-CON)

All Project Cost: \$1,784,813

Route/Road/Entity: STATEWIDE

Scope: Environmental commitments for post-construction obligations.

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$200,000	\$0	\$0	\$200,000	STBG-State Flexible, Toll Credit
Other	2024	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2025	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2026	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
		\$500,000	\$0	\$0	\$500,000	

Regionally Significant: No Managed By: DOT CAA Code: ALL RPC: Undetermined

2023 - 2026 STIP Report Project List

PROGRAM (FLAP)

All Project Cost: \$6,806,200

Route/Road/Entity: Various

Scope: Impr. transportation facilities that access Federal Lands {FLAP} (Application to EFL required)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$50,000	\$0	\$0	\$50,000	Forest Highways
PE	2024	\$50,000	\$0	\$0	\$50,000	Forest Highways
PE	2025	\$50,000	\$0	\$0	\$50,000	Forest Highways
PE	2026	\$50,000	\$0	\$0	\$50,000	Forest Highways
ROW	2023	\$25,000	\$0	\$0	\$25,000	Forest Highways
ROW	2024	\$25,000	\$0	\$0	\$25,000	Forest Highways
ROW	2025	\$25,000	\$0	\$0	\$25,000	Forest Highways
ROW	2026	\$25,000	\$0	\$0	\$25,000	Forest Highways
Construction	2023	\$352,000	\$0	\$0	\$352,000	Forest Highways
Construction	2024	\$352,000	\$0	\$0	\$352,000	Forest Highways
Construction	2025	\$352,000	\$0	\$0	\$352,000	Forest Highways
Construction	2026	\$352,000	\$0	\$0	\$352,000	Forest Highways
		\$1,708,000	\$0	\$0	\$1,708,000	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ALL **RPC:** Undetermined

PROGRAM (FTA5307)

All Project Cost: \$100,250,367

Route/Road/Entity: Boston Urbanized Area (UZA)

Scope: Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$9,624,123	\$0	\$0	\$9,624,123	FTA 5307 Capital and Operating Program, Toll Credit
Other	2024	\$6,719,372	\$0	\$0	\$6,719,372	FTA 5307 Capital and Operating Program, Toll Credit
Other	2025	\$6,795,759	\$0	\$0	\$6,795,759	FTA 5307 Capital and Operating Program, Toll Credit
Other	2026	\$6,873,674	\$0	\$0	\$6,873,674	FTA 5307 Capital and Operating Program, Toll Credit
		\$30,012,928	\$0	\$0	\$30,012,928	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-21 **RPC:** CNHRPC, NRPC, RPC, SNHPC, SRPC

2023 - 2026 STIP Report Project List

Approved

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PROGRAM (FTA5310)

All Project Cost: \$67,209,596

Route/Road/Entity: Various

Scope: Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$3,138,558	\$0	\$784,639	\$3,923,197	FTA 5310 Capital Program, Other
Other	2024	\$2,709,459	\$0	\$677,364	\$3,386,823	FTA 5310 Capital Program, Other, Toll Credit
Other	2025	\$2,763,648	\$0	\$690,912	\$3,454,560	FTA 5310 Capital Program, Other
Other	2026	\$2,818,921	\$0	\$704,730	\$3,523,651	FTA 5310 Capital Program, Other
		\$11,430,585	\$0	\$2,857,646	\$14,288,231	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-30 **RPC:** Undetermined

PROGRAM (FTA5311)

All Project Cost: \$263,240,071

Route/Road/Entity: Various

Scope: Nonurbanized area formula program - FTA Section 5311 Program - rural public transportation

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$9,370,027	\$0	\$5,045,399	\$14,415,426	FTA 5311 Capital and Operating Program, Other
Other	2024	\$7,798,585	\$0	\$4,199,238	\$11,997,823	FTA 5311 Capital and Operating Program, Other
Other	2025	\$7,920,733	\$0	\$4,265,010	\$12,185,743	FTA 5311 Capital and Operating Program, Other
Other	2026	\$6,354,130	\$0	\$3,421,454	\$9,775,584	FTA 5311 Capital and Operating Program, Other
		\$31,443,474	\$0	\$16,931,102	\$48,374,576	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-21 **RPC:** CNHRPC, LRPC, NCC, SWRPC, UVLSRPC

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Approved

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PROGRAM (FTA5339)

All Project Cost: \$137,944,254

Route/Road/Entity: Various

Scope: Capital bus and bus facilities - FTA 5339 Program for statewide public transportation

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$8,030,479	\$1,003,810	\$1,003,810	\$10,038,099	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2024	\$4,440,434	\$555,054	\$555,054	\$5,550,542	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2025	\$4,529,242	\$566,155	\$566,155	\$5,661,553	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2026	\$4,619,827	\$577,478	\$577,478	\$5,774,784	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
		\$21,619,982	\$2,702,498	\$2,702,498	\$27,024,978	

Regionally Significant: No

Managed By: DOT

CAA Code: E-30

RPC: Undetermined

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Approved

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PROGRAM (GRR)

All Project Cost: **\$36,592,685**

Route/Road/Entity: Various

Scope: GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$2,055,000	\$0	\$0	\$2,055,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$2,055,000	\$0	\$0	\$2,055,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$2,055,000	\$0	\$0	\$2,055,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$2,055,000	\$0	\$0	\$2,055,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$8,840,000	\$0	\$0	\$8,840,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-9

RPC: Undetermined

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Approved

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PROGRAM (HSIP)

All Project Cost: \$244,467,602

Route/Road/Entity: Various

Scope: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,650,000	\$0	\$0	\$1,650,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2024	\$600,000	\$0	\$0	\$600,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2025	\$500,000	\$0	\$0	\$500,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2026	\$500,000	\$0	\$0	\$500,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2023	\$200,000	\$0	\$0	\$200,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2024	\$150,000	\$0	\$0	\$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2025	\$150,000	\$0	\$0	\$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2026	\$150,000	\$0	\$0	\$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2023	\$7,386,989	\$0	\$0	\$7,386,989	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2024	\$11,596,257	\$0	\$0	\$11,596,257	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2025	\$11,880,072	\$0	\$0	\$11,880,072	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2026	\$12,164,464	\$0	\$0	\$12,164,464	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2023	\$200,000	\$0	\$0	\$200,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2024	\$175,000	\$0	\$0	\$175,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2025	\$140,000	\$0	\$0	\$140,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2026	\$100,000	\$0	\$0	\$100,000	Highway Safety Improvement Program (HSIP), Toll Credit
		\$47,542,782	\$0	\$0	\$47,542,782	

Regionally Significant: No

Managed By: DOT

CAA Code: E-6

RPC: Undetermined

2023 - 2026 STIP Report Project List

PROGRAM (LTAP)

All Project Cost: \$3,133,000

Route/Road/Entity: Local Technology Assistance Program

Scope: Local Technology Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
Other	2024	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
Other	2025	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
Other	2026	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
		\$732,000	\$0	\$0	\$732,000	

Regionally Significant: No Managed By: DOT CAA Code: E-35 RPC: Undetermined

PROGRAM (MOBIL)

All Project Cost: \$33,750,000

Route/Road/Entity: Various

Scope: Municipal Bridge Rehabilitation and Replace Projects

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$6,750,000	\$0	\$0	\$6,750,000	MOBIL
Construction	2024	\$6,750,000	\$0	\$0	\$6,750,000	MOBIL
Construction	2025	\$6,750,000	\$0	\$0	\$6,750,000	MOBIL
Construction	2026	\$6,750,000	\$0	\$0	\$6,750,000	MOBIL
		\$27,000,000	\$0	\$0	\$27,000,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: ALL RPC: Undetermined

2023 - 2026 STIP Report Project List

PROGRAM (MOBRR)

All Project Cost: \$109,162,000

Route/Road/Entity: Various

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 Managed By: Muni/Local CAA Code: ALL RPC: Undetermined

PROGRAM (MTA5307)

All Project Cost: \$81,593,639

Route/Road/Entity: Manchester Transit Authority (MTA)

Scope: MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$3,640,007	\$0	\$1,875,155	\$5,515,162	FTA 5307 Capital and Operating Program, Other
Other	2024	\$3,711,307	\$0	\$1,911,886	\$5,623,193	FTA 5307 Capital and Operating Program, Other
Other	2025	\$3,784,033	\$0	\$1,949,351	\$5,733,384	FTA 5307 Capital and Operating Program, Other
Other	2026	\$3,858,214	\$0	\$1,987,565	\$5,845,779	FTA 5307 Capital and Operating Program, Other
		\$14,993,562	\$0	\$7,723,956	\$22,717,518	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-21 RPC: RPC, SNHPC

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PROGRAM (MTA5310)

All Project Cost: **\$2,598,405**

Route/Road/Entity: Manchester Transit Authority (MTA)

Scope: Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$125,442	\$0	\$31,361	\$156,803	FTA 5310 Capital Program, Other
Other	2024	\$127,951	\$0	\$31,988	\$159,939	FTA 5310 Capital Program, Other
Other	2025	\$130,510	\$0	\$32,628	\$163,138	FTA 5310 Capital Program, Other
Other	2026	\$133,121	\$0	\$33,280	\$166,401	FTA 5310 Capital Program, Other
		\$517,025	\$0	\$129,256	\$646,281	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-30 RPC: RPC, SNHPC

PROGRAM (MTA5339)

All Project Cost: **\$750,615**

Route/Road/Entity: Manchester Transit Authority (MTA)

Scope: Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$42,776	\$3,774	\$3,774	\$50,325	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
Other	2024	\$43,632	\$3,850	\$3,850	\$51,332	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
Other	2025	\$44,505	\$3,927	\$3,927	\$52,359	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
Other	2026	\$46,303	\$4,086	\$4,086	\$54,474	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
		\$177,217	\$15,637	\$15,637	\$208,490	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-30 RPC: RPC, SNHPC

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Approved

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PROGRAM (NSTI)

All Project Cost: \$926,000

Route/Road/Entity: National Summer Transportation Institute

Scope: Programmatic project as a Cooperative Project Agreement (CPA) with the University of New Hampshire.

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$61,000	\$0	\$0	\$61,000	NSTI National Summer Transportation Institute
Other	2024	\$61,000	\$0	\$0	\$61,000	NSTI National Summer Transportation Institute
Other	2025	\$61,000	\$0	\$0	\$61,000	NSTI National Summer Transportation Institute
Other	2026	\$61,000	\$0	\$0	\$61,000	NSTI National Summer Transportation Institute
		\$244,000	\$0	\$0	\$244,000	

Regionally Significant: No Managed By: Other CAA Code: E-0 RPC: Undetermined

PROGRAM (NTS5307)

All Project Cost: \$51,677,959

Route/Road/Entity: Nashua Transit System (NTS)

Scope: FTA 5307 Formula Funds for Capital Planning, Preventative Maintenance, ADA & Operating Assistance

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$1,711,263	\$0	\$1,711,263	\$3,422,526	FTA 5307 Capital and Operating Program, Other
Other	2024	\$1,745,489	\$0	\$1,745,489	\$3,490,977	FTA 5307 Capital and Operating Program, Other
Other	2025	\$1,780,398	\$0	\$1,780,398	\$3,560,796	FTA 5307 Capital and Operating Program, Other
Other	2026	\$1,816,006	\$0	\$1,816,006	\$3,632,012	FTA 5307 Capital and Operating Program, Other
		\$7,053,156	\$0	\$7,053,156	\$14,106,311	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-21 RPC: NRPC

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Approved

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PROGRAM (NTS5310)

All Project Cost: \$4,167,164

Route/Road/Entity: Nashua Transit System (NTS)

Scope: Traditional/NonTraditional 5310 Projects Improving Mobility of Seniors & Individuals w/Disabilities

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$229,135	\$0	\$57,284	\$286,419	FTA 5310 Capital Program, Other
Other	2024	\$233,718	\$0	\$58,429	\$292,147	FTA 5310 Capital Program, Other
Other	2025	\$238,392	\$0	\$59,598	\$297,990	FTA 5310 Capital Program, Other
Other	2026	\$243,160	\$0	\$60,790	\$303,950	FTA 5310 Capital Program, Other
		\$944,405	\$0	\$236,101	\$1,180,506	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-30 RPC: NRPC

PROGRAM (NTS5339)

All Project Cost: \$3,281,529

Route/Road/Entity: Nashua Transit System (NTS)

Scope: FTA 5339 Formula Funds for Bus & Bus Related Equipment & Facilities Capital Projects

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$135,730	\$0	\$33,932	\$169,662	FTA 5339 Bus and Bus Facilities, Other
Other	2024	\$138,444	\$0	\$34,611	\$173,055	FTA 5339 Bus and Bus Facilities, Other
Other	2025	\$141,213	\$0	\$35,303	\$176,516	FTA 5339 Bus and Bus Facilities, Other
Other	2026	\$144,037	\$0	\$36,009	\$180,046	FTA 5339 Bus and Bus Facilities, Other
		\$559,423	\$0	\$139,856	\$699,279	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-31 RPC: NRPC

2023 - 2026 STIP Report Project List

PROGRAM (OJT/SS)

All Project Cost: \$576,600

Route/Road/Entity: OJT/SS

Scope: On the Job training for minority and women to reach journeyman status in the construction industry.

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$36,600	\$0	\$0	\$36,600	Skills Training
Other	2024	\$36,600	\$0	\$0	\$36,600	Skills Training
Other	2025	\$36,600	\$0	\$0	\$36,600	Skills Training
Other	2026	\$36,600	\$0	\$0	\$36,600	Skills Training
		\$146,400	\$0	\$0	\$146,400	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-35 **RPC:** Undetermined

PROGRAM (PAVE-T1-RESURF)

All Project Cost: \$269,282,690

Route/Road/Entity: Tier 1 Highways

Scope: Preservation of Tier 1 Highways

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$450,000	\$0	\$0	\$450,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$13,000,000	\$0	\$0	\$13,000,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$13,000,000	\$0	\$0	\$13,000,000	National Highway Performance, Toll Credit
Construction	2025	\$12,000,000	\$0	\$0	\$12,000,000	National Highway Performance, Toll Credit
Construction	2026	\$12,000,000	\$0	\$0	\$12,000,000	National Highway Performance, Toll Credit
		\$51,350,000	\$0	\$0	\$51,350,000	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-10 **RPC:** Undetermined



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PROGRAM (PAVE-T2-REHAB)

All Project Cost: \$94,784,179

Route/Road/Entity: Tier 2 Highways

Scope: Rehab of Tier 2 roads.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$200,000	\$0	\$0	\$200,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$200,000	\$0	\$0	\$200,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$200,000	\$0	\$0	\$200,000	STBG-State Flexible, Toll Credit
Construction	2024	\$2,500,000	\$0	\$0	\$2,500,000	National Highway Performance, Toll Credit
Construction	2025	\$2,500,000	\$0	\$0	\$2,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$2,500,000	\$0	\$0	\$2,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$8,470,000	\$0	\$0	\$8,470,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-10

RPC: Undetermined



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PROGRAM (PAVE-T2-RESURF)

All Project Cost: \$618,100,000

Route/Road/Entity: Tier 2 Highways

Scope: Resurfacing Tier 2 Roadways

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$2,350,000	\$0	\$0	\$2,350,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$750,000	\$0	\$0	\$750,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$500,000	\$0	\$0	\$500,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$20,500,000	\$6,000,000	\$0	\$26,500,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$14,725,000	\$6,000,000	\$0	\$20,725,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$25,425,000	\$2,750,000	\$0	\$28,175,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$25,425,000	\$2,750,000	\$0	\$28,175,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
		\$90,075,000	\$17,500,000	\$0	\$107,575,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-10

RPC: Undetermined

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Approved
6/15/2023

PROGRAM (PVMRK)

All Project Cost: \$71,574,501

Route/Road/Entity: Various

Scope: Statewide Pavement Marking Annual Project

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
PE	2024	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
PE	2025	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
PE	2026	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
Construction	2023	\$3,349,000	\$0	\$0	\$3,349,000	STBG-State Flexible, Toll Credit
Construction	2024	\$3,349,000	\$0	\$0	\$3,349,000	STBG-State Flexible, Toll Credit
Construction	2025	\$3,349,000	\$0	\$0	\$3,349,000	STBG-State Flexible, Toll Credit
Construction	2026	\$3,349,000	\$0	\$0	\$3,349,000	STBG-State Flexible, Toll Credit
		\$13,400,000	\$0	\$0	\$13,400,000	

Regionally Significant: No Managed By: DOT CAA Code: E-11 RPC: Undetermined

PROGRAM (RCTRL)

All Project Cost: \$29,233,536

Route/Road/Entity: Various

Scope: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$1,255,265	\$0	\$313,816	\$1,569,081	DNCR, Recreational Trails
Other	2024	\$1,255,265	\$0	\$313,816	\$1,569,081	DNCR, Recreational Trails
Other	2025	\$1,255,265	\$0	\$313,816	\$1,569,081	DNCR, Recreational Trails
Other	2026	\$1,255,265	\$0	\$313,816	\$1,569,081	DNCR, Recreational Trails
		\$5,021,059	\$0	\$1,255,265	\$6,276,324	

Regionally Significant: No Managed By: Other CAA Code: ALL RPC: Undetermined

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PROGRAM (RRRCS)

All Project Cost: \$28,813,761

Route/Road/Entity: Statewide Railroad Crossings

Scope: RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2024	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2025	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2026	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
ROW	2024	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
ROW	2025	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
ROW	2026	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Construction	2023	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Construction	2024	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Construction	2025	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Construction	2026	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Other	2023	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2024	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2025	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2026	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
		\$4,735,000	\$0	\$0	\$4,735,000	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-1 **RPC:** Undetermined

PROGRAM (SRTS)

All Project Cost: \$8,032,473

Route/Road/Entity: Various

Scope: SAFE ROUTES TO SCHOOL PROGRAM

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$25,000	\$0	\$0	\$25,000	Safe Routes to School
		\$25,000	\$0	\$0	\$25,000	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-6 **RPC:** Undetermined

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Approved

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PROGRAM (STBG-FTA)

All Project Cost: \$36,125,000

Route/Road/Entity: Various

Scope: Funds transferred from STBG to FTA to supplement public/human services transportation statewide.

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$3,200,000	\$0	\$412,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2024	\$3,200,000	\$0	\$412,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2025	\$3,200,000	\$0	\$412,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2026	\$3,200,000	\$0	\$412,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
		\$12,800,000	\$0	\$1,650,000	\$14,450,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-0 RPC: Undetermined

PROGRAM (STIC)

All Project Cost: \$2,190,000

Route/Road/Entity: Varies

Scope: STIC Incentives

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$122,000	\$30,500	\$0	\$152,500	NHDOT Operating Budget, Other Fed, STIC Funding
Other	2024	\$122,000	\$30,500	\$0	\$152,500	NHDOT Operating Budget, Other Fed, STIC Funding
Other	2025	\$122,000	\$30,500	\$0	\$152,500	NHDOT Operating Budget, Other Fed, STIC Funding
Other	2026	\$122,000	\$30,500	\$0	\$152,500	NHDOT Operating Budget, Other Fed, STIC Funding
		\$488,000	\$122,000	\$0	\$610,000	

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: Undetermined

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PROGRAM (TA)

All Project Cost: \$70,253,967

Route/Road/Entity: Various

Scope: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$680,000	\$0	\$190,000	\$870,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
PE	2024	\$400,000	\$0	\$120,000	\$520,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
PE	2025	\$400,000	\$0	\$120,000	\$520,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
PE	2026	\$252,760	\$0	\$83,190	\$335,950	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2023	\$102,120	\$0	\$35,530	\$137,650	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2024	\$102,120	\$0	\$35,530	\$137,650	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2025	\$102,120	\$0	\$35,530	\$137,650	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2026	\$102,120	\$0	\$35,530	\$137,650	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2023	\$2,453,272	\$0	\$713,318	\$3,166,590	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2024	\$2,613,272	\$0	\$753,318	\$3,366,590	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2025	\$2,613,272	\$0	\$753,318	\$3,366,590	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2026	\$2,760,512	\$0	\$790,128	\$3,550,640	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
		\$12,581,568	\$0	\$3,665,392	\$16,246,960	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-33 **RPC:** Undetermined

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Approved

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PROGRAM (TRAC)

All Project Cost: \$440,000

Route/Road/Entity: TRansportation And Civil engineering program

Scope: Implement and participate in AASHTO TRAC program in local high schools.

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
Other	2024	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
Other	2025	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
Other	2026	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
		\$88,000	\$0	\$0	\$88,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-0

RPC: Undetermined

PROGRAM (TRAIN)

All Project Cost: \$4,930,262

Route/Road/Entity: Training

Scope: ANNUAL TRAINING PROGRAM (Annual Project)

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2024	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2025	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2026	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
		\$1,000,000	\$0	\$0	\$1,000,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-0

RPC: CNHRPC

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Approved

6/15/2023

PROGRAM (TRCK-WGHT-SFTY)

All Project Cost: \$1,600,000

Route/Road/Entity: Various

Scope: Truck weight safety inspection & maintenance program

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$175,000	\$0	\$0	\$175,000	STBG-State Flexible, Toll Credit
Other	2024	\$25,000	\$0	\$0	\$25,000	STBG-State Flexible, Toll Credit
Other	2025	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2026	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
		\$400,000	\$0	\$0	\$400,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-6

RPC: Undetermined

PROGRAM (TSMO)

All Project Cost: \$26,902,631

Route/Road/Entity: Transportation Systems Management and Operations

Scope: Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$2,050,000	\$0	\$1,904,042	\$3,954,042	Maine, National Highway Performance, Toll Credit, Vermont
Other	2024	\$2,000,000	\$0	\$1,785,308	\$3,785,308	Maine, National Highway Performance, Toll Credit, Vermont
Other	2025	\$2,000,000	\$0	\$1,184,773	\$3,184,773	Maine, National Highway Performance, Toll Credit, Vermont
Other	2026	\$2,000,000	\$0	\$285,919	\$2,285,919	Maine, National Highway Performance, Toll Credit, Vermont
		\$8,050,000	\$0	\$5,160,042	\$13,210,042	

Regionally Significant: No

Managed By: DOT

CAA Code: E-7

RPC: Undetermined

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PROGRAM (UBI)

All Project Cost: \$1,433,500

Route/Road/Entity: Various

Scope: Underwater Bridge Inspection (Annual Project)

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$38,000	\$0	\$0	\$38,000	STBG-State Flexible, Toll Credit
Other	2024	\$55,000	\$0	\$0	\$55,000	STBG-State Flexible, Toll Credit
Other	2025	\$64,000	\$0	\$0	\$64,000	STBG-State Flexible, Toll Credit
Other	2026	\$64,000	\$0	\$0	\$64,000	STBG-State Flexible, Toll Credit
		\$221,000	\$0	\$0	\$221,000	

Regionally Significant: No Managed By: DOT CAA Code: E-38 RPC: Undetermined

PROGRAM (USSS)

All Project Cost: \$13,395,400

Route/Road/Entity: Various

Scope: Project to update signing on state system

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$924,500	\$0	\$0	\$924,500	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$2,664,500	\$0	\$0	\$2,664,500	

Regionally Significant: No Managed By: DOT CAA Code: E-44 RPC: Undetermined

2023 - 2026 STIP Report Project List

RICHMOND (29055)

All Project Cost: \$1,831,917

Route/Road/Entity: WHIPPLE HILL RD OVER ROARING BROOK

Scope: BRIDGE REPLACEMENT-WHIPPLE HILL RD OVER ROARING BROOK-BR. #065/083

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$247,037	\$61,759	\$308,797	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$1,517,980	\$0	\$0	\$1,517,980	MOBIL
		\$1,517,980	\$251,149	\$62,787	\$1,831,917	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-19 **RPC:** SWRPC

ROCHESTER (43552)

All Project Cost: \$3,896,020

Route/Road/Entity: NH 11

Scope: Capacity Improvements: Widen 2,100' of NH11 from North of Spaulding Tpk ramp to South of Crane Dr.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$203,200	\$0	\$50,800	\$254,000	STBG-50 to 200K, Towns
PE	2025	\$131,584	\$0	\$32,896	\$164,480	STBG-50 to 200K, Towns
ROW	2024	\$64,000	\$0	\$16,000	\$80,000	STBG-50 to 200K, Towns
Construction	2025	\$2,718,032	\$0	\$679,508	\$3,397,540	STBG-50 to 200K, Towns
		\$3,116,816	\$0	\$779,204	\$3,896,020	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

ROLLINSFORD - DOVER (42578)

All Project Cost: \$3,062,321

Route/Road/Entity: Oak Street

Scope: Address Red List bridge (069/046) carrying Oak Street over PAR between Rollinsford and Dover

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$174,369	\$0	\$0	\$174,369	STBG-50 to 200K, Toll Credit
PE	2026	\$122,847	\$0	\$0	\$122,847	STBG-50 to 200K, Toll Credit
		\$297,217	\$0	\$0	\$297,217	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

2023 - 2026 STIP Report Project List

SALEM (41750)

All Project Cost: \$899,183

Route/Road/Entity: Manchester & Lawrence Rail Line

Scope: 0.3 miles of Bike-Ped trail along abandoned M&L rail line from Cluff Crossing to Rockingham Pk Blvd

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$2,400	\$0	\$600	\$3,000	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$1,600	\$0	\$400	\$2,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	\$553,755	\$0	\$138,439	\$692,194	Congestion Mitigation and Air Quality Program, Towns
		\$557,755	\$0	\$139,439	\$697,194	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-33 RPC: RPC

SALEM (42884)

All Project Cost: \$1,745,120

Route/Road/Entity: Various

Scope: Improve signal operation at 28 intersections to identify hardware and software upgrades needed.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$49,020	\$0	\$12,255	\$61,275	Congestion Mitigation and Air Quality Program, Towns
PE	2024	\$62,980	\$0	\$15,745	\$78,725	Congestion Mitigation and Air Quality Program, Towns
		\$112,000	\$0	\$28,000	\$140,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-52 RPC: RPC

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Approved

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SALEM TO MANCHESTER (14633)

All Project Cost: \$226,110,017

Route/Road/Entity: I-93

Scope: Debt Service Project for I-93 Capacity Improvements - Northern Projects

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$0	\$2,195,000	\$0	\$2,195,000	SB367-4-Cents
Construction	2024	\$0	\$2,197,986	\$0	\$2,197,986	SB367-4-Cents
Construction	2025	\$0	\$2,192,014	\$0	\$2,192,014	SB367-4-Cents
Construction	2026	\$0	\$23,405,706	\$0	\$23,405,706	SB367-4-Cents
		\$0	\$29,990,706	\$0	\$29,990,706	

Regionally Significant: Yes Managed By: DOT CAA Code: E-0 RPC: SNHPC

SALEM TO MANCHESTER (14800A)

All Project Cost: \$49,770,743

Route/Road/Entity: I-93

Scope: MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D

Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	\$1,054,151	\$0	\$0	\$1,054,151	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2025	\$6,506,319	\$0	\$0	\$6,506,319	National Highway Performance, RZED Subsidy, Toll Credit
		\$7,560,470	\$0	\$0	\$7,560,470	

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: RPC

SALEM TO MANCHESTER (14800B)

All Project Cost: \$55,947,210

Route/Road/Entity: I-93

Scope: I-93 Exit 5 Interchange Reconstruction (Londonderry) - Debt Service for Project 14633F

Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	\$7,220,696	\$0	\$0	\$7,220,696	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2025	\$7,077,716	\$0	\$0	\$7,077,716	National Highway Performance, RZED Subsidy, Toll Credit
		\$14,298,412	\$0	\$0	\$14,298,412	

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: SNHPC

2023 - 2026 STIP Report Project List

SALEM TO MANCHESTER (14800C)

All Project Cost: \$18,268,809

Route/Road/Entity: I-93

Scope: Exit 3 area, PROJECT INITIATED TO TRACK GARVEE BOND DEBT SERVICE ATTRIBUTABLE TO THE 13933N PROJECT

Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	\$2,460,099	\$0	\$0	\$2,460,099	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2025	\$2,411,386	\$0	\$0	\$2,411,386	National Highway Performance, RZED Subsidy, Toll Credit
		\$4,871,485	\$0	\$0	\$4,871,485	

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: SNHPC

SALEM TO MANCHESTER (14800F)

All Project Cost: \$34,434,855

Route/Road/Entity: I-93

Scope: I-93 Exit 3 area -NB ML connections, NB Ramps & NH 111A relocation - debt service project for 13933H

Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	\$748,603	\$0	\$0	\$748,603	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2025	\$733,780	\$0	\$0	\$733,780	National Highway Performance, RZED Subsidy, Toll Credit
		\$1,482,383	\$0	\$0	\$1,482,383	

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: SNHPC

SEABROOK (41712)

All Project Cost: \$4,097,774

Route/Road/Entity: US 1

Scope: Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$187,084	\$0	\$187,084	\$374,168	Non Par Other, STBG-State Flexible, Toll Credit
ROW	2025	\$121,621	\$0	\$121,621	\$243,242	Non Par Other, STBG-State Flexible, Toll Credit
		\$308,705	\$0	\$308,705	\$617,410	

Regionally Significant: No Managed By: DOT CAA Code: N/E RPC: RPC

2023 - 2026 STIP Report Project List

SEABROOK - HAMPTON (15904)

All Project Cost: **\$94,130,852**

Route/Road/Entity: NH 1A

Scope: Reconstruction of Red List bridge carrying NH 1A over Hampton River(Br#235/025)Debt
Serv.Proj#42710

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,100,000	\$0	\$0	\$1,100,000	STBG-State Flexible, Toll Credit
Construction	2023	\$24,415,359	\$0	\$0	\$24,415,359	BRGBIL, Hwy Infrastructure, Toll Credit
Construction	2024	\$19,714,647	\$0	\$0	\$19,714,647	BRGBIL, Hwy Infrastructure, STBG-State Flexible, Toll Credit
Construction	2025	\$43,558,584	\$0	\$0	\$43,558,584	BRGBIL, Hwy Infrastructure, Toll Credit
		\$88,788,590	\$0	\$0	\$88,788,590	

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: RPC

SHELBURNE (40551)

All Project Cost: **\$5,026,611**

Route/Road/Entity: North Road

Scope: Bridge Rehabilitation of the bridge carrying North Road over Androscoggin River (Br No 075/113)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$226,160	\$0	\$0	\$226,160	STBG-Off System Bridge, Toll Credit
PE	2024	\$232,492	\$0	\$0	\$232,492	STBG-Off System Bridge, Toll Credit
PE	2025	\$239,002	\$0	\$0	\$239,002	STBG-Off System Bridge, Toll Credit
Construction	2026	\$4,053,956	\$0	\$0	\$4,053,956	STBG-Off System Bridge, Toll Credit
		\$4,751,611	\$0	\$0	\$4,751,611	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

SHELBURNE (42599)

All Project Cost: **\$2,479,681**

Route/Road/Entity: US 2

Scope: Culvert Upgrades

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$418,254	\$0	\$0	\$418,254	National Highway Performance, Toll Credit
		\$418,254	\$0	\$0	\$418,254	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

2023 - 2026 STIP Report Project List

SOMERSWORTH (40646)

All Project Cost: \$3,582,518

Route/Road/Entity: NH 9 (High Street), Blackwater Rd, Indigo Hill Rd

Scope: Intersection safety improvements; NH Route 9, Blackwater Road, Indigo Hill Road

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$278,992	\$0	\$69,748	\$348,740	STBG-50 to 200K, Towns
PE	2025	\$95,601	\$0	\$23,900	\$119,502	STBG-50 to 200K, Towns
ROW	2025	\$115,476	\$0	\$28,869	\$144,345	STBG-50 to 200K, Towns
		\$490,070	\$0	\$122,517	\$612,587	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-51 **RPC:** SRPC

SPRINGFIELD (20509)

All Project Cost: \$2,723,204

Route/Road/Entity: GEORGES MILLS ROAD

Scope: Georges Mills Rd over Star Lake Outlet Int. of Fisher Corner Rd - Replace Twin 5' Dia Culverts

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$125,000	\$0	\$0	\$125,000	STBG-Off System Bridge, Toll Credit
ROW	2023	\$27,500	\$0	\$0	\$27,500	STBG-Off System Bridge, Toll Credit
Construction	2024	\$1,843,204	\$0	\$0	\$1,843,204	STBG-Off System Bridge, Toll Credit
		\$1,995,704	\$0	\$0	\$1,995,704	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** UVLSRPC

STATEWIDE (41756)

All Project Cost: \$300,000

Route/Road/Entity: Various

Scope: Evaluate signalized intersections and develop & implement signal timings to improve traffic flow.

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$25,000	\$0	\$0	\$25,000	Congestion Mitigation and Air Quality Program, Toll Credit
		\$25,000	\$0	\$0	\$25,000	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-52 **RPC:** LRPC, NCC, RPC, SNHPC, SRPC, UVLSRPC

2023 - 2026 STIP Report Project List

STATEWIDE (43104)

All Project Cost: \$219,880

Route/Road/Entity: Various

Scope: Underwater Bridge Inspection for years from 2021 to 2023.

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$38,000	\$30,810	\$0	\$68,810	Betterment, STBG-State Flexible, Toll Credit, Turnpike Renewal & Replacement
		\$38,000	\$30,810	\$0	\$68,810	

Regionally Significant: No Managed By: DOT CAA Code: ALL RPC: Undetermined

STATEWIDE (43932)

All Project Cost: \$2,688,732

Route/Road/Entity: Various

Scope: Construct Vehicle Classification Stations and Vehicle Count Stations for Traffic Data Collection

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$5,104	\$15,000	\$0	\$20,104	Non Par DOT, STBG-State Flexible, Toll Credit
Construction	2023	\$2,647,508	\$0	\$0	\$2,647,508	Carbon Reduction Program Flex, Toll Credit
		\$2,652,612	\$15,000	\$0	\$2,667,612	

Regionally Significant: No Managed By: DOT CAA Code: ALL RPC: CNHRPC, LRPC, NCC, NRPC, RPC, SNHPC, SRPC, SWRPC, UVLSRPC

STATEWIDE (44196)

All Project Cost: \$165,000

Route/Road/Entity: Various

Scope: Development of a Resilience Improvement Plan

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$165,000	\$0	\$0	\$165,000	Other Fed, Toll Credit
		\$165,000	\$0	\$0	\$165,000	

Regionally Significant: No Managed By: DOT CAA Code: ALL RPC: Undetermined

2023 - 2026 STIP Report Project List

STATEWIDE SIGNS (43934)

All Project Cost: \$1,961,451

Route/Road/Entity: I-93, I-89, I-293, I-393, NH 101

Scope: Replacement and upgrade of Enhanced Reference Location Signs (mile markers)

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$241,464	\$135,888	\$0	\$377,352	STBG-State Flexible, Toll Credit, Turnpike Renewal & Replacement
		\$241,464	\$135,888	\$0	\$377,352	

Regionally Significant: No Managed By: DOT CAA Code: ALL RPC: CNHRPC, LRPC, NCC, RPC, SNHPC, UVLSRPC

STATEWIDE SOUTH GUARDRAIL (43993)

All Project Cost: \$962,500

Route/Road/Entity: Various

Scope: Replacement of NCHRP-350 terminals with MASH terminals, in the southern portion of the state.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$687,500	\$220,000	\$0	\$907,500	Highway Safety Improvement Program (HSIP), Toll Credit, Turnpike Renewal & Replacement
		\$687,500	\$220,000	\$0	\$907,500	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: Undetermined

STRATHAM (41711)

All Project Cost: \$1,351,084

Route/Road/Entity: NH108/Bunker Hill Avenue

Scope: Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$89,626	\$0	\$0	\$89,626	STBG-State Flexible, Toll Credit
PE	2025	\$33,365	\$0	\$0	\$33,365	STBG-State Flexible, Toll Credit
ROW	2025	\$66,729	\$0	\$0	\$66,729	STBG-State Flexible, Toll Credit
		\$189,720	\$0	\$0	\$189,720	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: RPC

2023 - 2026 STIP Report Project List

Approved
6/15/2023

SURRY (41470)

All Project Cost: \$1,647,999

Route/Road/Entity: NH 12

Scope: Address bridge carrying NH 12 over NHRR (Abd) in the Town of Surry (082/040)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$330,000	\$0	\$0	\$330,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2025	\$226,160	\$0	\$0	\$226,160	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	\$113,080	\$0	\$0	\$113,080	STBG-Non Urban Areas Under 5K, Toll Credit
		\$669,240	\$0	\$0	\$669,240	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SWRPC

SWANZEY (41403)

All Project Cost: \$1,283,941

Route/Road/Entity: Christian Hill Road over NHRR

Scope: Bridge Replacement-Christian Hill Road over NHRR-Br. #098/122

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$104,304	\$26,076	\$130,380	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$1,148,421	\$0	\$0	\$1,148,421	MOBIL
		\$1,148,421	\$108,416	\$27,104	\$1,283,941	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-19 RPC: SWRPC

TILTON (42600)

All Project Cost: \$2,898,935

Route/Road/Entity: MAIN/SCHOOL STREET

Scope: Intersection safety improvements (roundabout)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$581,231	\$0	\$0	\$581,231	National Highway Performance, Toll Credit
		\$581,231	\$0	\$0	\$581,231	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

2023 - 2026 STIP Report Project List

TROY (40371)

All Project Cost: \$3,562,903

Route/Road/Entity: NH Route 12

Scope: Rehabilitation of of the bridge (Br No 096/091) carrying NH Route 12 over NHRR (ABD)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$404,886	\$0	\$0	\$404,886	National Highway Performance, Toll Credit
ROW	2024	\$110,000	\$0	\$0	\$110,000	National Highway Performance, Toll Credit
Construction	2025	\$2,333,017	\$0	\$0	\$2,333,017	BRGBIL, Toll Credit
		\$2,847,903	\$0	\$0	\$2,847,903	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SWRPC

WALPOLE, NH - ROCKINGHAM, VT (41720)

All Project Cost: \$17,251,200

Route/Road/Entity: Bridge Street

Scope: VILAS BRIDGE REHABILITATION OVER THE CONNECTICUT RIVER.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$848,676	\$0	\$63,879	\$912,555	STBG-State Flexible, Toll Credit, Vermont
ROW	2026	\$56,054	\$0	\$4,219	\$60,273	STBG-State Flexible, Toll Credit, Vermont
		\$904,730	\$0	\$68,098	\$972,828	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SWRPC

WARNER (15907)

All Project Cost: \$4,130,735

Route/Road/Entity: NH 127

Scope: NH 127 over Warner River - Bridge Replacement or Rehab of a State Red List Bridge (254/180)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	\$170,500	\$0	\$0	\$170,500	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$0	\$727,871	\$0	\$727,871	SB367-4-Cents
Construction	2025	\$0	\$2,500,865	\$0	\$2,500,865	NHDOT Operating Budget, SB367-4-Cents
		\$500,500	\$3,228,735	\$0	\$3,729,235	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** CNHRPC

2023 - 2026 STIP Report Project List

WARNER (44161)

All Project Cost: \$1,504,000

Route/Road/Entity: Rail Trail I-89 Exit 9

Scope: Rail Trail-I89 bridge underpass & trail improv. including 2 ped/bike bridges. Identified in CDS2023

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$150,400	\$0	\$37,600	\$188,000	FHWA Earmarks, Towns
ROW	2024	\$8,000	\$0	\$2,000	\$10,000	FHWA Earmarks, Towns
Construction	2025	\$1,044,800	\$0	\$261,200	\$1,306,000	FHWA Earmarks, Towns
		\$1,203,200	\$0	\$300,800	\$1,504,000	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** CNHRPC

WARNER - SUTTON (15747)

All Project Cost: \$16,578,100

Route/Road/Entity: I-89

Scope: Pavement Rehab from MM 20.5 to MM 24.2

Phase	Year	Federal	State	Other	Total	Funding
ROW	2023	\$82,500	\$0	\$0	\$82,500	National Highway Performance, Toll Credit
Construction	2023	\$2,547,600	\$0	\$0	\$2,547,600	National Highway Performance, Toll Credit
Construction	2024	\$13,200,000	\$0	\$0	\$13,200,000	National Highway Performance, Toll Credit
		\$15,830,100	\$0	\$0	\$15,830,100	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** CNHRPC

WEARE (41471)

All Project Cost: \$3,745,448

Route/Road/Entity: NH 77

Scope: Address bridge carrying NH 77 over Canal 2 Choate Brook in the Town of Weare (159/178)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$113,080	\$0	\$0	\$113,080	STBG-Off System Bridge, Toll Credit
PE	2026	\$119,501	\$0	\$0	\$119,501	STBG-Off System Bridge, Toll Credit
		\$232,581	\$0	\$0	\$232,581	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SNHPC

2023 - 2026 STIP Report Project List

WEBSTER (40810)

All Project Cost: \$2,258,155

Route/Road/Entity: Clothespin Bridge Road over Blackwater River

Scope: Bridge Replacement-Clothespin BR Rd over Blackwater River-Br#121/103 & widening fishing access area

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$207,324	\$51,831	\$259,155	SB367-4-Cents, Towns
ROW	2024	\$0	\$12,000	\$3,000	\$15,000	SB367-4-Cents, Towns
Construction	2024	\$1,984,000	\$0	\$0	\$1,984,000	MOBIL
		\$1,984,000	\$219,324	\$54,831	\$2,258,155	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** CNHRPC

WEBSTER (41429)

All Project Cost: \$4,577,345

Route/Road/Entity: NH Route 127

Scope: Address Red List bridge carrying NH 127 over Blackwater River in the Town of Webster (099/123)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$302,500	\$0	\$0	\$302,500	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2025	\$232,492	\$0	\$0	\$232,492	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	\$116,246	\$0	\$0	\$116,246	STBG-Non Urban Areas Under 5K, Toll Credit
		\$651,239	\$0	\$0	\$651,239	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** CNHRPC

WHITEFIELD (41582)

All Project Cost: \$4,488,161

Route/Road/Entity: Lancaster Rd

Scope: Roadway recon & safety improvements to US 3 from Jefferson Road (NH 116) north 3000'.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	\$440,000	\$0	\$0	\$440,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2025	\$113,080	\$0	\$0	\$113,080	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2026	\$232,492	\$0	\$0	\$232,492	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	\$6,314	\$0	\$0	\$6,314	STBG-Non Urban Areas Under 5K, Toll Credit
		\$1,011,887	\$0	\$0	\$1,011,887	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** NCC

2023 - 2026 STIP Report Project List

WHITEFIELD (44158)

All Project Cost: \$1,750,000

Route/Road/Entity: US 3-Union Street

Scope: Roadway & utilities recon/rehab on US3(Union St.) in downtown Whitefield. As identified in CDS 2023

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$280,000	\$0	\$70,000	\$350,000	FHWA Earmarks, Towns
ROW	2024	\$140,000	\$0	\$35,000	\$175,000	FHWA Earmarks, Towns
Construction	2025	\$980,000	\$0	\$245,000	\$1,225,000	FHWA Earmarks, Towns
		\$1,400,000	\$0	\$350,000	\$1,750,000	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** NCC

WILTON (15768)

All Project Cost: \$554,878

Route/Road/Entity: OLD COUNTY FARM ROAD

Scope: Bridge Replacement-Old County Farm Rd over Blood Brook-Br. #060/118

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$51,929	\$12,982	\$64,911	SB367-4-Cents, Towns
ROW	2025	\$0	\$4,721	\$1,180	\$5,901	SB367-4-Cents, Towns
Construction	2025	\$484,066	\$0	\$0	\$484,066	MOBIL
		\$484,066	\$56,649	\$14,162	\$554,878	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** NRPC

WILTON - MILFORD - AMHERST - BEDFORD (13692D)

All Project Cost: \$9,917,942

Route/Road/Entity: NH 101

Scope: Ops and safety improves consistent with 2002 corridor study (imprv poor LOS)(~18.8m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$698,603	\$0	\$0	\$698,603	National Highway Performance, Toll Credit
ROW	2023	\$275,000	\$0	\$0	\$275,000	National Highway Performance, Toll Credit
Construction	2023	\$5,225,537	\$0	\$0	\$5,225,537	National Highway Performance, Toll Credit
Construction	2024	\$2,838,801	\$0	\$0	\$2,838,801	National Highway Performance, Toll Credit
		\$9,037,942	\$0	\$0	\$9,037,942	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-51 **RPC:** NRPC, SNHPC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

WILTON - MILFORD - AMHERST - BEDFORD (13692E)

All Project Cost: \$7,213,018

Route/Road/Entity: NH ROUTE 101

Scope: Imprv NH101 sfty to imp. projs id'ed by 2021 Priority Stdy in Milford, Amherst, and Bedford (~2.7m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$880,000	\$0	\$0	\$880,000	National Highway Performance, Toll Credit
PE	2024	\$550,000	\$0	\$0	\$550,000	National Highway Performance, Toll Credit
ROW	2025	\$508,860	\$0	\$0	\$508,860	National Highway Performance, Toll Credit
Construction	2026	\$5,274,158	\$0	\$0	\$5,274,158	National Highway Performance, Toll Credit
		\$7,213,018	\$0	\$0	\$7,213,018	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NRPC

WINDHAM (40665)

All Project Cost: \$1,855,470

Route/Road/Entity: NH 28 and Roulston Road

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	2024	\$113,080	\$0	\$0	\$113,080	STBG-Areas Over 200K, Toll Credit
ROW	2025	\$11,360	\$0	\$0	\$11,360	STBG-Areas Over 200K, Toll Credit
Construction	2026	\$1,511,030	\$0	\$0	\$1,511,030	STBG-Areas Over 200K, Toll Credit
		\$1,772,970	\$0	\$0	\$1,772,970	

Regionally Significant: No Managed By: DOT CAA Code: E-51 RPC: SNHPC

WOLFEBORO (29615)

All Project Cost: \$15,284,933

Route/Road/Entity: NH 28

Scope: NH28 imprvs from Pleasant Viley Rd to NH109 (pave cond, drain & h20 qual, mbility, & sfty)(~1.4m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$520,567	\$0	\$0	\$520,567	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	\$650,210	\$0	\$0	\$650,210	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2026	\$6,429,405	\$0	\$0	\$6,429,405	STBG-State Flexible, Toll Credit
		\$7,600,182	\$0	\$0	\$7,600,182	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

2023 - 2026 STIP Report Project List

Approved

6/15/2023

WOODSTOCK (27713)

All Project Cost: \$4,492,387

Route/Road/Entity: NH Route 175

Scope: Bridge Rehab of Red List bridge carrying NH 175 over Pemigewasset River (177/148)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$100,000	\$0	\$100,000	SB367-4-Cents
PE	2024	\$0	\$250,000	\$0	\$250,000	SB367-4-Cents
ROW	2024	\$55,000	\$0	\$0	\$55,000	BRGBIL, Toll Credit
Construction	2024	\$3,487,387	\$0	\$0	\$3,487,387	BRGBIL, Toll Credit
		\$3,542,387	\$350,000	\$0	\$3,892,387	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: NCC

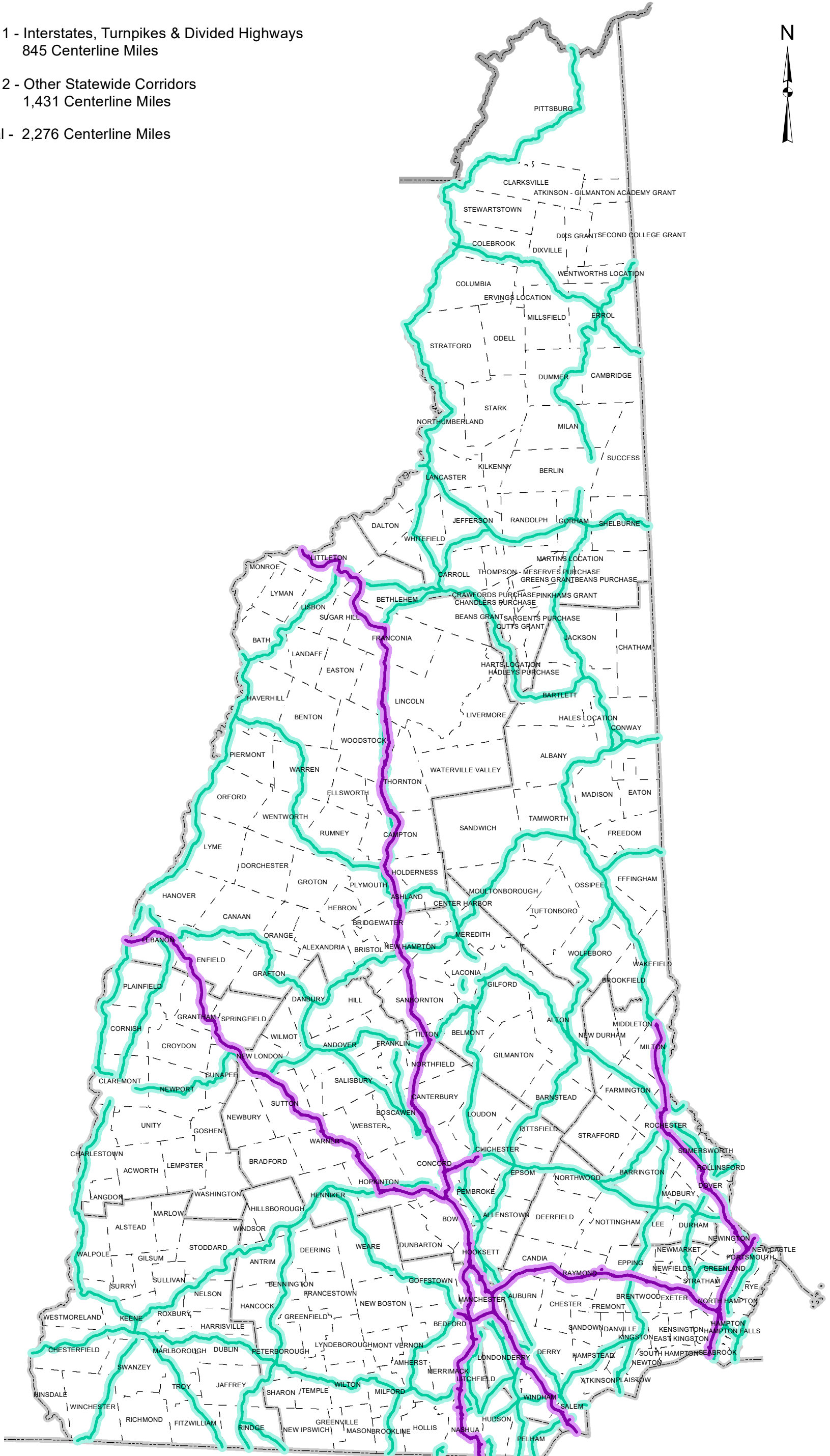
Appendix A
NH Highway System Tiers

Tier 1 & 2 Highways

Interstate & Other Statewide Transportation Corridors



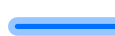
- Tier 1 - Interstates, Turnpikes & Divided Highways
845 Centerline Miles
- Tier 2 - Other Statewide Corridors
1,431 Centerline Miles
- Total - 2,276 Centerline Miles




Tier 3 & 4 Highways

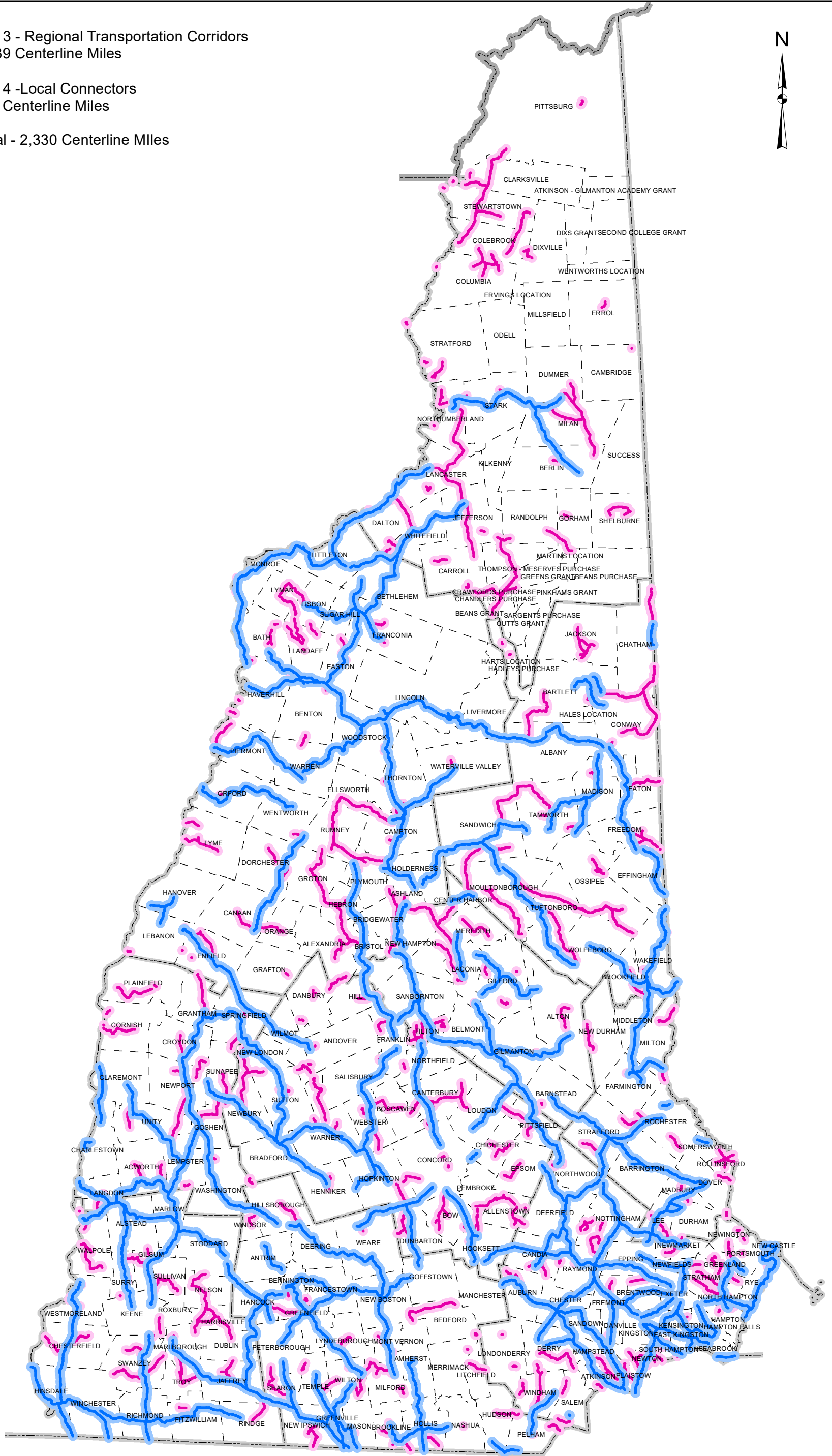
Regional Transportation Corridors & Local Connectors



 Tier 3 - Regional Transportation Corridors
1,439 Centerline Miles

 Tier 4 - Local Connectors
891 Centerline Miles

Total - 2,330 Centerline Miles



Appendix B
State Biennial Performance Report

Transportation Performance Management

State Biennial Performance Report for Performance Period 2018-2021 (PRC)

2022

FULL PERFORMANCE PERIOD PROGRESS REPORT (FPP)

New Hampshire

Report Due: 12/16/2022

Report Status: Accepted

Report Exported on: 4/19/2023

Report Last Modified on: 4/19/2023

This document is exported from the Federal Highway Administration's (FHWA) web-based Performance Management Form (PMF) of the Policy Information Data Portal (PIDP).

The web-based PMF is the State's official report to FHWA.

OVERVIEW SECTION 1

O1	Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and current condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
O2	As of July 31, 2022, FHWA has not received the required significant progress additional reporting information, and it must be included in the PMF. Did you upload the additional reporting for target(s) achievement to the PMF on the "attachment" tab?	
O2a	Please explain why the additional reporting for target(s) achievement was not uploaded to the PMF as required.	
OVERVIEW SECTION 2		
O3	Who should FHWA contact with questions?	Nicholas Alexander
O4	What is the phone number for this contact? <i>Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)</i>	6032711620
O5	What is the email address for this contact?	Nicholas.J.Alexander@dot.nh.gov

Pavement Performance Overview		
P1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
Interstate System Performance Overview		
P2	<p>Discuss how the actual condition achieved for the statewide Interstate System [23 CFR 490.105(c)(1)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p><i>Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to pavement condition on the statewide Interstate NHS measure area. [23 CFR 490.107(b)(3)(ii)(C)]</i></p>	<p>The actual condition of the Interstate System in NH was maintained in mostly good condition (62.4%) with minimal poor condition (0.0%). The targets for this reporting period were established prior to the implementation of modern pavement management system with condition forecasting at NHDOT. Information from the recent NH TAMP (2022), based on a modern pavement management system, includes SOGR targets for pavements at 57% good and 0.5% poor. Continued maintenance of pavements on the Interstate System better than, but close to, the SOGR targets demonstrates effective investment strategies. In addition, while the SOGR targets were revised based on more modern forecasting and analysis, the pavement preservation and targeted rehabilitation programs show support toward the national goal of maintaining infrastructure in a state of good repair. The use of condition metrics and targets as part of the paving program and during biennial updates through the TYP and STIP also show alignment with the national goal of improving project and investment decision making.</p>
Statewide Performance Target for the Percentage of Pavements of the Interstate System in Good Condition		
P3	The baseline statewide Percentage of Pavements on the Interstate System in Good Condition. For the 2018-2021 performance period only, the baseline value is the 2-year actual condition per the phase-in of new requirements for this measure. The actual 2-year condition is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	64.7
P4	The 4-year statewide Percentage of Pavements on the Interstate System in Good Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	62.4
P5	The 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	65.0

P6	<p>Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Interstate System in Good Condition, this discussion:</p> <p>1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)]</p> <p>2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]</p>	<p>During the performance period NHDOT continued investment annually in a pavement preservation program for the interstates that includes cost effective treatments like crack-sealing and bonded wearing course paving. The locations for these treatments are identified using a combination of condition data and treatment history. The preservation program is identified in the NH STIP, TYP, and is discussed in the TAMP (2022). In addition to preservation, targeted rehabilitation was undertaken at key locations identified through analysis of pavement condition history and site conditions. While these activities were successful in achieving the SOGR targets, they did not fully meet the targets established for this performance period. These targets were established before the implementation of a modern pavement management system at NHDOT. That system is now in place and operational.</p> <p>1) The actual 4-year good condition of 62.4% is 2.6% lower than the target condition of 65.0% and 2.3% lower than the baseline. The target condition was not met.</p> <p>2) NHDOT is confident that the resurfacing program is effective at achieving the state of good repair targets of 57% good condition and 0.5% poor condition as demonstrated by the 4-year actual condition.</p>
P7	<p>Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]</p>	No
P7a	<p>Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]</p>	
P7b	<p>Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]</p>	
Statewide Performance Target for the Percentage of Pavements of the Interstate System in Poor Condition		
P8	<p>The baseline statewide Percentage of Pavements on the Interstate System in Poor Condition. For the 2018-2021 performance period only, the baseline value is the 2-year actual condition per the phase-in of new requirements for this measure. The actual 2-year condition is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]</p>	0.2
P9	<p>The 4-year statewide Percentage of Pavements on the Interstate System in Poor condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]</p>	0.0
P10	<p>The 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	0.5

P11	<p>Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Interstate System in Poor Condition, this discussion:</p> <p>1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)]</p> <p>2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]</p>	<p>During the performance period NHDOT continued investment annually in a pavement preservation program for the interstates that includes cost effective treatments like crack-sealing and bonded wearing course paving. The locations for these treatments are identified using a combination of condition data and treatment history. The preservation program is identified in the NH STIP, TYP, and is discussed in the TAMP (2022). In addition to preservation, targeted rehabilitation was undertaken at key locations identified through analysis of pavement condition history and site conditions. These activities were successful in achieving both the SOGR targets and the 4-year target. These targets were established before the implementation of a modern pavement management system at NHDOT. That system is now in place and operational.</p> <p>1) The actual 4-year poor condition of 0.0% is 0.5% lower than the target condition of 0.5% and 0.3% lower than the baseline. The target condition was met.</p> <p>2) NHDOT is confident that the resurfacing program is effective at achieving the state of good repair targets of 57% good condition and 0.5% poor condition as demonstrated by the 4-year actual condition. In addition significant progress toward the 4-year target was made.</p>
P12	<p>Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]</p>	No
P12a	<p>Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]</p>	
P12b	<p>Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]</p>	
Pavement Performance on the Non-Interstate NHS Overview		
P13	<p>Discuss how the actual pavement condition achieved for the statewide Non-Interstate NHS [23 CFR 490.105(c)(2)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p><i>Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to pavement condition on the statewide Non-Interstate NHS measure area. [23 CFR 490.107(b)(3)(ii)(C)]</i></p>	<p>The actual condition of the non-Interstate NHS in NH was maintained in mostly good condition (78.3%) with a small amount of poor condition (5.1%). The targets for this reporting period were established prior to the implementation of modern pavement management system with condition forecasting at NHDOT. Information from the recent NH TAMP (2022), based on a modern pavement management system, includes SOGR targets for non-Interstate NHS pavements using all three (3) condition metrics (IRI, rutting, and cracking) so they cannot be directly compared to the IRI only values reported during this period. Considering IRI only, continued maintenance of pavements on the non-Interstate NHS better than targets and very near the baseline demonstrates that the investment strategies are likely effective. Achieving the performance targets and maintaining the pavement programs show support toward the national goal of maintaining infrastructure in a state of good repair.</p>
Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Good Condition		

P14	<p>The baseline statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p><i>For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i></p>	73.1
P15	<p>The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. The actual 2-year condition is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p><i>For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i></p>	72.8
P16	<p>The State DOT reported its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report. Thus, FHWA also calculated the actual condition using "Full Distress + IRI" data that was provided in the 2018 Mid Performance Period Progress Report. [23 CFR 490.313 (c) and (d)]</p>	
P17	<p>The 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	65.0
P18	<p>The 4-year statewide Percentage of Pavements on the Non-Interstate in Good Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)] For the 2018-2021 performance period only, FHWA has calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</p>	78.3
P19	<p>The State DOT reported that its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition was based on "Full Distress + IRI" data for the 2018-2021 performance period. Thus, FHWA also calculated the actual condition using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)]</p> <p><i>FHWA will use this value to determine whether the actual condition level is equal to or better than the established 4-year target as part of the 4-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</i></p>	
P20	<p>The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	65.0

P21	<p>Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition, this discussion:</p> <p>1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)]</p> <p>2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]</p>	<p>During the performance period NHDOT continued investment annually in a pavement preservation and maintenance program for the non-Interstate NHS that includes cost effective treatments like crack-sealing, bonded wearing course paving, and traditional overlays. The locations for these treatments are identified using a combination of condition data, site information, and treatment history. The paving program is identified in the NH STIP, TYP, and is discussed in the TAMP (2022). In addition to preservation and maintenance, targeted rehabilitation was undertaken at key locations identified through analysis of pavement condition history and site conditions. These activities were successful in achieving the 4-year target. These targets were established using IRI only and before the implementation of a modern pavement management system at NHDOT. That system is now in place and operational.</p> <p>1) The actual 4-year good condition 78.3 is 13.3% higher than the target condition of 65.0% and 5.2% higher than the baseline. The target condition was met.</p> <p>2) NHDOT is confident that the resurfacing program approach is effective at achieving the state of good repair outlined in the NH TAMP (2022) and was shown effective in achieving these 4-year targets.</p>
P22	<p>Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]</p>	No
P22a	<p>Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]</p>	
P22b	<p>Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]</p>	
Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Poor Condition		
P23	<p>The baseline statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p><i>For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph).</i></p>	9.1
P24	<p>The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. The actual 2-year condition is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p><i>For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i></p>	8.3
P25	<p>The State DOT reported its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report. Thus, FHWA also calculated an actual condition using "Full Distress + IRI" data that was provided in the 2020 Mid Performance Period Progress Report. [23 CFR 490.313 (c) and (d)]</p>	
P26	<p>The 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	12.0

P27	<p>The 4-year statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p><i>For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i></p>	5.1
P28	<p>The State DOT reported that its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition was based on “Full Distress + IRI” data for the 2018-2021 performance period. Thus, FHWA also calculated the actual condition using “Full Distress + IRI” data. [23 CFR 490.313 (c) and (d)]</p> <p><i>FHWA will use this value to determine whether the actual condition level is equal to or better than the established 4-year target as part of the 4-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</i></p>	
P29	<p>The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	12.0
P30	<p>Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition, this discussion:</p> <p>1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)]</p> <p>2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]</p>	<p>During the performance period NHDOT continued investment annually in a pavement preservation and maintenance program for the non-Interstate NHS that includes cost effective treatments like crack-sealing, bonded wearing course paving, and traditional overlays. The locations for these treatments are identified using a combination of condition data, site information, and treatment history. The paving program is identified in the NH STIP, TYP, and is discussed in the TAMP (2022). In addition to preservation and maintenance, targeted rehabilitation was undertaken at key locations identified through analysis of pavement condition history and site conditions. These activities were successful in achieving the 4-year target. These targets were established using IRI only and before the implementation of a modern pavement management system at NHDOT. That system is now in place and operational.</p> <p>1) The actual 4-year poor condition 5.1% is 6.9% lower than the target condition of 12.0% and 4.0% lower than the baseline. The target condition was met.</p> <p>2) NHDOT is confident that the resurfacing program approach is effective at achieving the state of good repair outlined in the NH TAMP (2022) and was shown effective in achieving these 4-year targets.</p>
P31	<p>Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]</p>	No
P31a	<p>Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]</p>	
P31b	<p>Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]</p>	

Bridge Performance Overview

B1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
B2	<p>Discuss how the actual condition achieved for the statewide Bridges on the NHS [23 CFR 490.105(c)(3)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p><i>Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to the bridge condition measure area. [23 CFR 490.107(b)(3)(ii)(C)]</i></p>	<p>The actual condition of the bridges on the NHS in NH was maintained in mostly good condition (58.4%) with minimal poor condition (4.3%). The targets for this reporting period were established prior to the implementation of a modern bridge management system with condition forecasting at NHDOT. Information from the recent NH TAMP (2022), based on a modern bridge management system, includes SOGR targets for bridges at 39.4% good and 5.0% poor. Continued maintenance of bridges on the NHS better than the SOGR and 4-year targets demonstrates effective investment strategies. The achievement of the 4-year targets and continued investment in bridges on the NHS show support toward the national goal of maintaining infrastructure in a state of good repair. The use of condition metrics and targets as part of the bridge program and during biennial updates through the TYP and STIP also show alignment with the national goal of improving project and investment decision making.</p>
Statewide Performance Target for Bridges on the NHS Classified as in Good Condition		
B3	The baseline statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	57.0
B4	The 2-year statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. The actual 2-year condition is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	60.5
B5	The 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	57.0
B6	The 4-year statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	58.4
B7	The 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	57.0

B8	<p>Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition, this discussion:</p> <p>1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)]</p> <p>2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]</p>	<p>During the performance period NHDOT continued investment annually in a bridge preservation and program for the NHS that includes cost effective treatments like joint work, painting, and deck patching with new protective membranes. The bridges eligible for these treatments are identified using a combination of condition data, site information, and history. The bridge preservation program is identified in the NH STIP, TYP, and is discussed in the TAMP (2022). In addition to preservation, targeted rehabilitation and replacement was undertaken at certainly bridges where conditions were not appropriate for preservation. These activities were successful in achieving the 4-year target. These targets were established before the implementation of a modern bridge management system at NHDOT. That system is now in place and operational.</p> <p>1) The actual 4-year good condition 58.4% is 1.4% higher than the target condition of 57.0% and 1.4% higher than the baseline. The target condition was met.</p> <p>2) NHDOT is confident that the bridge program approach is effective at achieving the state of good repair outlined in the NH TAMP (2022) and was shown effective in achieving these 4-year targets.</p>
B9	<p>Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]</p>	No
B9a	<p>Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]</p>	
B9b	<p>Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]</p>	
Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition		
B10	<p>The baseline statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p>	7.0
B11	<p>The 2-year statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. The actual 2-year condition derived from the latest data collected through the midpoint of the 2018-2021 performance period that was reported in the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]</p>	4.5
B12	<p>The 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	7.0
B13	<p>The 4-year statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]</p>	4.3
B14	<p>The 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	7.0

B15	<p>Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition, this discussion:</p> <p>1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)]</p> <p>2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]</p>	<p>During the performance period NHDOT continued investment annually in a bridge preservation and program for the NHS that includes cost effective treatments like joint work, painting, and deck patching with new protective membranes. The bridges eligible for these treatments are identified using a combination of condition data, site information, and history. The bridge preservation program is identified in the NH STIP, TYP, and is discussed in the TAMP (2022). In addition to preservation, targeted rehabilitation and replacement was undertaken at certainly bridges where conditions were not appropriate for preservation. These activities were successful in achieving the 4-year target. These targets were established before the implementation of a modern bridge management system at NHDOT. That system is now in place and operational.</p> <p>1) The actual 4-year good condition 4.3% is 2.7% lower than the target condition of 7.0% and 2.7% lower than the baseline. The target condition was met.</p> <p>2) NHDOT is confident that the bridge program approach is effective at achieving the state of good repair outlined in the NH TAMP (2022) and was shown effective in achieving these 4-year targets.</p>
B16	<p>Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]</p>	No
B16a	<p>Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]</p>	
B16b	<p>Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]</p>	

Travel Time Reliability Performance Overview

R1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
R2	Discuss how the actual performance achieved for the statewide Travel Time Reliability [23 CFR 490.105(c)(4)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national system reliability performance goal of improving the efficiency of the surface transportation system identified in 23 U.S.C. §150(b) and the goal of improving project and investment decision making through performance-based planning and programming. [23 U.S.C. 150(a)]	The actual performance regarding travel time reliability on the Interstate and non-Interstate NHS in NH show performance better than the 4-year targets. In addition, comparing the baseline to the actual results does not show any trend toward lower reliability. NHDOT continues to make investments operationally through our TSMO and traffic bureaus as well as strategically through continued infrastructure investments. Programs supporting these activities are identified in the biennially updated and coordinated NH TYP and STIP. Information from the NPMRDS, real-time sensors, camera data, and after incident reports are utilizing in conjunction with these targets for decision making and program planning. The positive trends, program development, and managing to these targets demonstrate support for the both the long-term national system reliability performance goal and the goal of improving project and investment decision making.

Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable

R3	The baseline statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	99.6
R4	The 2-year statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. The actual 2-year performance is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	100.0
R5	The 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	95.0
R6	The 4-year statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	99.5
R7	The 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	95.0
R8	<p>Discuss the decisions and/or investments that contributed to the actual Performance, and if they were effective in achieving the intended performance. For the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable, this discussion:</p> <p>1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]</p> <p>2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]</p>	<p>During the performance period NHDOT continued investment annually in system reliability, including through TSMO operations and ITS devices as well as strategically through long-term infrastructure projects. These projects and programs are identified in the biennially updated and coordinated NH TYP and STIP. These activities were successful in achieving the 4-year target.</p> <p>1) The actual 4-year performance of 99.5% is 4.5% higher than the target performance of 95% and 0.1% lower than the baseline. The target condition was met.</p> <p>2) NHDOT is confident that the programs in place and the results demonstrate significant progress.</p>

R9	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	No
R9a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
R9b	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable, and quantify the impacts that resulted from these circumstances, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	
Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		
R10	The baseline Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. For the 2018-2021 performance period only, the baseline value is the 2-year actual performance per the phase-in of new requirements for this measure. The actual 2-year performance is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	92.9
R11	The 4-year statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	96.3
R12	The 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	85.0
R13	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	During the performance period NHDOT continued investment annually in system reliability, including through TSMO operations and ITS devices as well as strategically through long-term infrastructure projects. These projects and programs are identified in the biennially updated and coordinated NH TYP and STIP. These activities were successful in achieving the 4-year target. 1) The actual 4-year performance of 96.3% is 11.3% higher than the target performance of 85% and 3.4% higher than the baseline. The target condition was met. 2) NHDOT is confident that the programs in place and the results demonstrate significant progress.
R14	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	No
R14a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
R14b	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	

Freight Reliability (Movement) Performance Overview

F1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
F2	Discuss how the actual performance achieved for statewide freight movement on the Interstate System [23 CFR 490.105(c)(6) during the performance period, which indicates the near-term direction or trend, supports both the long-term national freight movement performance goal of improving the National Highway Freight Network, strengthening access to trade markets, and supporting economic development identified in 23 U.S.C. §150(b) and the goal of improving project and investment decision-making through performance-based planning and programming. [23 U.S.C. 150(a)]	The actual performance regarding freight reliability on the Interstate System in NH show performance better than the 4-year target. In addition, comparing the baseline to the actual results shows a positive trend in reliability. NHDOT continues to make investments operationally through our TSMO and traffic bureaus as well as strategically through continued infrastructure investments. Programs supporting these activities are identified in the biennially updated and coordinated NH TYP and STIP. Information from the NPMRDS, real-time sensors, camera data, and after incident reports are utilizing in conjunction with these targets for decision making and program planning. In addition, the NH Freight Plan (2019) provides key information, including bottlenecks, that are incorporated into broader planning and programming activities. The positive trends, program development, and managing to these targets demonstrate support for the both the long-term national goal of improving the National Highway Freight Network and the goal of improving project and investment decision making.
F3	<p>Discuss the State DOT's efforts to address congestion at truck freight bottlenecks through comprehensive freight improvement efforts of State Freight Plan or MPO freight plans; the Statewide Transportation Improvement Program (STIP) and MPO Transportation Improvement Programs (TIP); regional or corridor level efforts; other related planning efforts; and operational and capital activities targeted to improve freight movement on the Interstate System, and the progress that these efforts have made towards addressing freight bottlenecks. [23 CFR 490.107(b)(3)(ii)(E)]</p> <p>If the State has prepared a State Freight Plan under 49 U.S.C. 70202, within the previous 2 years, then it may serve as the basis for addressing congestion at truck freight bottlenecks. If the State Freight Plan has not been updated since the previous State Biennial Performance Report, then an updated discussion of efforts to address congestion at truck freight bottlenecks is needed. [23 CFR 490.107(b)(3)(ii)(D) and 23 CFR 490.107(b)(3)(ii)(E)]</p> <p>Please upload related document(s) in the "Attachment" tab.</p>	Substantial capacity and congestion related projects were completed within the performance period, including improvements along I-93 and I-293. These projects were part of the NH 10-year Plan, STIP, and MPO planning processes. The operations of the NHDOT regarding intelligent transportation systems, service patrol, winter maintenance, and other similar services are expected to remain largely consistent.

Statewide Performance Target for the Truck Travel Time Reliability (TTTR) Index

F4	The baseline statewide Truck Travel Time Reliability Index. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	1.35
F5	The 2-year statewide Truck Travel Time Reliability Index. The actual 2-year performance is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	1.38
F6	The 2-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	1.50
F7	The 4-year statewide Truck Travel Time Reliability Index. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	1.29
F8	The 4-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	1.50

F9	<p>Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the statewide Truck Travel Time Reliability Index, this discussion:</p> <p>1.Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]</p> <p>2.Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]</p>	<p>During the performance period NHDOT continued investment annually in system reliability, including through TSMO operations and ITS devices as well as strategically through long-term infrastructure projects. These projects and programs are identified in the biennially updated and coordinated NH TYP and STIP. These activities were successful in achieving the 4-year target.</p> <p>1) The actual 4-year performance of 1.29 is 0.21 higher than the target performance of 1.50 and 0.06 higher than the baseline. The target condition was met.</p> <p>2) NHDOT is confident that the programs in place and the results demonstrate significant progress.</p>
F10	<p>Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]</p>	No
F10a	<p>Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]</p>	
F10b	<p>Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Truck Travel Time Reliability Index, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]</p>	

Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview

D1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
D2	Discuss how the actual performance achieved for Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA [23 CFR 490.105(c)(7)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and the goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]	The actual performance regarding peak hours of excessive delay in the Boston UZA show performance better than the 4-year target. In addition, comparing the baseline to the actual results shows a significant positive trend in reliability. The change from the baseline to the 4-year actual performance was likely exaggerated by the COVID-19 pandemic, including the rapid expansion of work from home. NHDOT continues to make investments operationally through our TSMO and traffic bureaus as well as strategically through continued infrastructure investments. Programs supporting these activities are identified in the biennially updated and coordinated NH TYP and STIP. Information from the NPMRDS, real-time sensors, camera data, and after incident reports are utilizing in conjunction with these targets for decision making and program planning. In addition, NHDOT coordinates with MASSDOT on various initiatives. The positive trends, program development, and managing to these targets demonstrate support for the both the long-term national goal reducing congestion on the NHS and the goal of improving project and investment decision making.
D3	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	1
Urbanized Area Target #1 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D4	Urbanized Area:	Boston, MA--NH--RI
D5	The baseline Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA. For the 2018-2021 performance period only, the baseline value is the 2-year actual performance per the phase-in of new requirements for this measure. The actual 2-year performance is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	25.6
D6	The 4-year Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	18.0
D7	The 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA for the 2018-2021 Performance Period. [23 CFR 490.107(b)(3)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(A)]	18.3
D8	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended condition. For the statewide Annual Hours of Peak Hour Excessive Delay Per Capita, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	During the performance period NHDOT continued investment annually in system reliability, including through TSMO operations and ITS devices as well as strategically through long-term infrastructure projects. These projects and programs are identified in the biennially updated and coordinated NH TYP and STIP. These activities were successful in achieving the 4-year target. 1) The actual 4-year performance of 18.0 is 0.3 lower than the target performance of 18.3 and 7.6 lower than the baseline. The target condition was met. 2) NHDOT is confident that the programs in place and the results demonstrate significant progress.

Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview

T1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
T2	Discuss how the actual performance achieved for Percent of Non-SOV Travel for this UZA [23 CFR 490.105(c)(7)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and the goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]	The actual performance regarding non-SOV travel in the Boston UZA shows performance better than the 4-year target. In addition, comparing the baseline to the actual results shows a positive trend in the measure. The change from the baseline to the 4-year actual performance was likely exaggerated by the COVID-19 pandemic, including the rapid expansion of work from home. NHDOT continues to make investments operationally through our TSMO and traffic bureaus as well as strategically through continued infrastructure investments. Programs supporting these activities are identified in the biennially updated and coordinated NH TYP and STIP. Information from the NPMRDS, real-time sensors, camera data, and after incident reports are utilizing in conjunction with these targets for decision making and program planning. In addition, NHDOT coordinates with MASSDOT on various initiatives. The positive trends, program development, and managing to these targets demonstrate support for the both the long-term national goal reducing congestion on the NHS and the goal of improving project and investment decision making.
T3	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	1
Urbanized Area Target #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T4	Urbanized Area:	Boston, MA--NH--RI
T5	The baseline Percent of Non-SOV Travel for this UZA. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	33.6
T6	The 2-year Percent of Non-SOV Travel for this UZA. The actual 2-year performance is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] Since the baseline performance submitted in the 2018 Baseline Performance Period Report was based on Method A, the 2-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]	34.6
T7	The 2-year target for the Percent of Non-SOV Travel for this UZA for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	34.5
T8	The 4-year Percent of Non-SOV Travel for this UZA. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)] Since the baseline performance submitted in the 2018 Baseline Performance Period Report was based on Method A, the 4-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]	36.9
T9	The 4-year target for the Percent of Non-SOV Travel for this UZA for the 2018-2021 Performance Period. [23 CFR 490.107(b)(3)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(A)]	35.8

<p>T10</p>	<p>Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended condition. For the Percent of Non-SOV Travel for this UZA, this discussion:</p> <p>1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]</p>	<p>During the performance period NHDOT continued investment annually, including through TSMO operations and ITS devices as well as strategically through long-term infrastructure projects. These projects and programs are identified in the biennially updated and coordinated NH TYP and STIP. These activities were successful in achieving the 4-year target.</p> <p>1) The actual 4-year performance of 36.9% is 1.1% higher than the target performance of 35.8% and 2.2% higher than the baseline. The target condition was met.</p> <p>2) NHDOT is confident that the programs in place and the results demonstrate significant progress.</p>
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Emissions Reduction Performance Overview

E1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
E2	Discuss how the actual performance achieved for the Statewide Total Emissions Reduction [23 CFR 490.105(c)(8)] (as measured by the individual pollutants and precursors) during the performance period, which indicates the near-term direction or trend, supports both the long-term national environmental sustainability performance goal to enhance the performance of the transportation system while protecting and enhancing the natural environment identified in 23 U.S.C. §150(b), and the goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] *If all applicable pollutants and precursors are trending in a similar fashion you may generalize the response.	The CO Limited Maintenance Plan status for the City of Manchester and City of Nashua terminated during the performance period.
E3	Does the State include any areas designated as nonattainment or maintenance for PM2.5? <i>Note: Based on the response to E3, the State is not required to provide a statewide target for annual emissions reductions for NOx or VOC as a significant contributor to PM2.5.</i>	No
E4	If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State? A significant contributor is defined as a precursor pollutant that the State or EPA has made a finding that the precursor has a significant impact on particulate matter (PM) air quality problem in a given area; or, the State Implementation Plan establishes approved or adequate motor vehicle emissions budgets for that precursor. [40 CFR 93.102(b) and 40 CFR 93.119(f)]	
E5	Does the State include any areas designated as nonattainment or maintenance for PM10? <i>Note: Based on the response to E5, the State is not required to provide a statewide target for annual emissions reductions for NOx or VOC as a significant contributor to PM10.</i>	No
E6	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State?	
E7	Does the State include any areas designated as nonattainment or maintenance for CO?	Yes
E8	Does the State include any areas designated as nonattainment or maintenance for ozone?	No
Statewide Total Emission Reductions PM2.5 Target #1		
E12	The baseline cumulative emissions reductions (total daily kilograms) of PM2.5. This value is from the 2018 Baseline Performance Period Report and is the cumulative estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	

E13	<p>The 2-year cumulative emissions reductions (total daily kilograms) of PM2.5. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>To calculate the measure, data for Federal Fiscal Years 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure:</p> <p>https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf</p>	
E14	<p>The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of PM2.5 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	
E15	<p>The 4-year cumulative emissions reductions (total daily kilograms) of PM2.5. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p> <p>To calculate the measure, data for Federal Fiscal Years 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure:</p> <p>https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf</p>	
E16	<p>The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of PM2.5 for the Federal Fiscal Years 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	
E17	<p>Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the PM2.5, this discussion:</p> <p>1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]</p>	
Statewide Total Emission Reductions NOx Target #2		
E18	<p>The baseline cumulative emissions reductions (total daily kilograms) of NOx. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the 2017-2020 performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p>	

E19	<p>The 2-year cumulative emissions reductions (total daily kilograms) of NO_x. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p> <p>To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure:</p> <p>https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf</p>	
E20	<p>The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of NO_x for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	
E21	<p>The 4-year cumulative emissions reductions (total daily kilograms) of NO_x. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p> <p>To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure:</p> <p>https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf</p>	
E22	<p>The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of NO_x for the Federal Fiscal Year 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	
E23	<p>Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the NO_x, this discussion:</p> <p>1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]</p>	
Statewide Total Emission Reductions VOC Target #3		
E24	<p>The baseline cumulative emissions reductions (total daily kilograms) of VOC. This value is from the 2018 Baseline Performance Period Report and is cumulative statewide estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p>	

E25	<p>The 2-year cumulative emissions reductions (total daily kilograms) of VOC. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p> <p>To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure:</p> <p>https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf</p>	
E26	<p>The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of VOC for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	
E27	<p>The 4-year cumulative emissions reductions (total daily kilograms) of VOC. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p> <p>To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure:</p> <p>https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf</p>	
E28	<p>The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of VOC for the Federal Fiscal Year 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	
E29	<p>Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the VOC, this discussion:</p> <p>1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]</p>	
Statewide Total Emission Reductions PM10 Target #4		
E30	<p>The baseline cumulative emissions reductions (total daily kilograms) of PM10. This value is from the 2018 Baseline Performance Period Report and is cumulative statewide estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p>	

E31	<p>The 2-year cumulative emissions reductions (total daily kilograms) of PM10. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p> <p>To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure:</p> <p>https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf</p>	
E32	<p>The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of PM10 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	
E33	<p>The 4-year cumulative emissions reductions (total daily kilograms) of PM10. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p> <p>To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure:</p> <p>https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf</p>	
E34	<p>The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of PM10 for the Federal Fiscal Year Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	
E35	<p>Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the PM10, this discussion:</p> <p>1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]</p>	
Statewide Total Emission Reductions CO Target #5		
E36	<p>The baseline cumulative emissions reductions (total daily kilograms) of CO. This value is from the 2018 Baseline Performance Period Report and is the cumulative statewide estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p>	0.000

E37	<p>The 2-year cumulative emissions reductions (total daily kilograms) of CO. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p> <p>To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure:</p> <p>https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf</p>	0.000
E38	<p>The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of CO for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	70.162
E39	<p>The 4-year cumulative emissions reductions (total daily kilograms) of CO. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p> <p>To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure:</p> <p>https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf</p>	0.000
E40	<p>The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of CO for the Federal Fiscal Year 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	123.830
E41	<p>Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the VOC, this discussion:</p> <p>1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]</p>	<p>The CO Limited Maintenance Plan status for the City of Manchester and City of Nashua terminated during the performance period. NHDOT routinely makes investments that reduce the potential CO emissions through CMAQ and other programs.</p>



The State of New Hampshire
Department of Environmental Services

Robert R. Scott, Commissioner



June 1, 2023

Mr. William Watson
NH Department of Transportation
Bureau of Planning & Community Assistance
7 Hazen Drive, P.O. Box 483
Concord, NH 03302-0483

Re: **Statewide Transportation Improvement Program 2023 – 2026 Amendment #1**

Dear Mr. Watson,

The New Hampshire Department of Environmental Services (NHDES) appreciates the opportunity to provide comments on the New Hampshire (NH) Statewide Transportation Improvement Program (STIP) 2023 – 2026 Amendment #1, which includes projects in the Boston-Manchester-Portsmouth (SE) NH Ozone “Orphan Area.”

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, the Boston-Manchester-Portsmouth (SE) NH “Orphan Area” is required to demonstrate conformity for the 1997 ozone NAAQS for any plans approved after February 16, 2019. Per this court decision, a regional emissions analysis is not required, and conformity is demonstrated through 1) use of the latest planning assumptions; 2) consultation requirements; 3) timely implementation of any approved State Implementation Plan (SIP) Transportation Control Measures and 4) fiscal constraint. These requirements have been discussed through the interagency consultation process and are currently being met.

On March 10, 2014, EPA approved carbon monoxide (CO) maintenance plans, known as “limited maintenance plans,” for the City of Manchester and City of Nashua. These limited maintenance plans were established with a 2021 horizon year. The second ten-year CO maintenance period for these plans terminated on January 29, 2021. Hence, these areas are no longer required to demonstrate transportation conformity for their respective CO maintenance areas.

Therefore, NHDES is in concurrence with the determination that the NH STIP 2023 – 2026 – Amendment #1 conforms to the SIP as required by Title 40, Code of Federal Regulations, Part 93, and will not adversely affect continued attainment of the ozone standard in the State of New

Hampshire nor will it adversely impact continued attainment of the carbon monoxide standard in the City of Manchester or the City of Nashua.

If you have any questions, please contact me at Jessica.Wilcox@des.nh.gov or (603) 271-5552.

Sincerely,

Jessica Wilcox

Jessica Wilcox
Supervisor, Mobile Sources Section
NH Department of Environmental Services
29 Hazen Drive
Concord, NH 03302

Cc: Ariel Garcia, EPA
Leigh Levine, FHWA
Leah Sirmin, FTA
Jay Minkarah, NRPC
Tim Roache, RPC
Sylvia von Aulock, SNHPC
Jen Czysz, SRPC