



**STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM
2023-2026**

Approved April 12, 2023

Prepared by the New Hampshire Department of Transportation
Bureau of Planning & Community Assistance
Includes July through March Minors



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April 12, 2023

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

RE: New Hampshire FY 2023-2026 Statewide Transportation Improvement Program (STIP) and Air Quality Conformity Determination

Dear Commissioner Cass:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of New Hampshire's new FY 2023-2026 STIP and supporting documentation as transmitted to us in full on March 31, 2023.

As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard, and as of April 6, 2015, the 1997 8-Hour Ozone NAAQS (the 1997 ozone standard) was revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area. On November 29, 2018, the Environmental Protection Agency (EPA) issued "Transportation Conformity Guidance for the *South Coast II* Court Decision" (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for metropolitan transportation plans (MTPs) and transportation improvement programs (TIPs) include: latest planning assumptions (§ 93.110), latest emissions model (§ 93.111), consultation (§ 93.112), transportation control measures (§ 93.113(b) and (c)), and emissions budget and/or interim emissions (§ 93.118 and/or § 93.119). For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court case upheld the revocation. As no regional emission analysis is required for conformity determinations in

the Boston-Manchester-Portsmouth (SE), NH area, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

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.

On March 22, 2021, EPA provided a letter to NHDOT acknowledging the end of transportation conformity requirements for the CO National Ambient Air Quality Standards for the City of Manchester and City of Nashua maintenance areas. This letter states that “The 20-year maintenance period for the Nashua and Manchester CO maintenance areas expired on January 29, 2021. Therefore, these areas are no longer required to demonstrate transportation conformity for their respective CO maintenance areas. The rest of the maintenance plan requirements, however, continue to apply, in accordance with the New Hampshire State Implementation Plan (SIP).”

We have received a copy of a letter from the New Hampshire Department of Environmental Services (NHDES) to the New Hampshire Department of Transportation (NHDOT) dated February 15, 2023. This letter states that “NHDES is in concurrence with the determination that the NH STIP 2023-2026 Update 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”. On March 15, 2023, FHWA and FTA also received a message from the US Environmental Protection Agency (EPA). This message states that “EPA Region 1 has reviewed New Hampshire DOT’s 2023-2026 STIP and associated MPO TIP air quality documents, and is in concurrence with NHDES in making a positive transportation conformity finding . . .”

FHWA and FTA note that the new FY 2023-2026 STIP is consistent with MPO MTPs and incorporates the TIPs without change. Attached are FHWA and FTA’s findings on the metropolitan and statewide planning processes, including a corrective action addressing non-compliance and recommendations as appropriate. Furthermore, we are 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, MPOs, and transit operators in accordance with the provisions of 23 USC 134 and 135 and 49 USC Sections 5303-5305, and subparts A, B, and C of 23 CFR 450.
- As of the date of this letter, the NRPC, SNHPC, RPC and SRPC MPO TIPs are found to be in conformity with the goals of the State Implementation Plan (SIP) and are consistent with the Clean Air Act and the EPA conformity regulations in accordance

with 40 CFR Parts 51 and 93. The conformity determinations of the TIPs will remain in effect until a new determination is required by 40 CFR 93.104.

Subject to the Corrective Action included with this letter, FHWA and FTA have jointly determined that the 2023-2026 STIP 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.

A copy of this letter is being provided to the executive director of each MPO and rural regional planning commission in New Hampshire. If you have any questions, please contact Leigh Levine, FHWA at (603) 410-4844 or Leah Sirmin, FTA at (617) 494-2459.

Sincerely,

PETER SHANNON
BUTLER

Digitally signed by PETER SHANNON BUTLER
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Peter Butler
Regional Administrator
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Region I

PATRICK A
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Patrick A. Bauer
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Attachment: Findings, Corrective Action, Recommendations

cc: MPO/RPC Directors
David Rodrigue, NHDOT
William Watson, NHDOT
Jessica Wilcox, NHDES
Eric Rackauskas, EPA

FINDINGS

Performance Based Planning and Programming

Under 23 CFR 450.218(q), the STIP is required to discuss the anticipated effect of the STIP toward achieving performance targets. Although the STIP includes a discussion of how the projects in the STIP address highway safety, pavement and bridge condition, congestion/air quality, and transit asset condition, it does not address transit safety performance.

Corrective Action:

The STIP must include a discussion of the anticipated effect of the STIP toward achieving relevant transit safety targets by September 30, 2023.

WIM and Classification Count Reporting

Under 23 CFR 500.204, every state is required to continuously collect traffic volumes, vehicle classification counts, and vehicle weights. FHWA's Traffic Monitoring Guide (TMG) further clarifies that each state should have 1 to 2 functioning WIM site(s) per each factor group, and at least 1 classification site for each significant roadway within their state. Working WIM and classification count stations allow for the development of annualized average number of vehicles in each classification, which is foundational to accurate Highway Performance Monitoring System (HPMS) reporting and forecasted pavement and bridge conditions across the state.

FHWA has been assisting NHDOT achieve compliance with these requirements via development and implementation of a Plan of Corrective Action (PCA) to restore New Hampshire's WIM and classification count capacity, consistent with federal requirements, and FHWA's TMG. NHDOT continues to work through the PCA related to this finding, and FHWA appreciates ongoing efforts.

Recommendations:

FHWA recommends that coordination meetings with our Division Office continue as we support and monitor further progress via implementation of the PCA.

Statewide Public Involvement Process

Requirements included under 23 CFR 450.210 direct the State to develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points, including development of the long-range statewide transportation plan and the STIP.

Minimum requirements for the State's documented public involvement process are further detailed under 23 CFR 450.210(a)(1) and include that this process seek out and consider the

needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 CFR 450.210(a)(1)(viii). Another requirement directs the State to provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process as appropriate (23 CFR 450.210(a)(1)(ix).

New Hampshire's current "PUBLIC INVOLVEMENT PROCEDURES FOR NEW HAMPSHIRE TRANSPORTATION IMPROVEMENT PROJECTS - *A guide to understanding the 21st Century Transportation Improvement Project Process in New Hampshire*" document was developed to meet these requirements, and dates to November 16, 2012. A review and revision of this document presents an opportunity to also incorporate Virtual Public Involvement (VPI) methodologies that the Department may have been using during the public health emergency triggered by the COVID-19 pandemic. We encourage NHDOT to also consider incorporating practices from U.S. DOT's October 2022 *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*.

The federal agencies are encouraged to hear that, consistent with federal requirements, the Department is finalizing a draft update to New Hampshire's existing procedures and anticipates that a 45-day public comment period will occur sometime during the spring or summer of 2023.

Recommendations:

FHWA and FTA remind NHDOT to review and update New Hampshire's current Public Involvement Procedures consistent with requirements listed under 23 CFR 450.210. Please keep the federal agencies informed of progress and let us know how we can assist the Department with the update.

As soon as practical, please provide the draft update to the federal agencies for our review and comment and provide us notification of the 45-day public comment period. Comments received during the public comment period, and how they were responded to, should be included with the final document.

Statewide Long Range Transportation Plan (LRTP)

New Hampshire's current LRTP (NH Long Range Transportation Plan 2010-2030) dates to July, 2010. It is a policy document outlining a broad strategic direction for New Hampshire and NHDOT over a 20-year time horizon. The Plan's recommendations are focused on achieving strategic outcomes that were derived from a Community Advisory Committee and public outreach process that took place even longer ago, in the Spring of 2006. Many developments have occurred since the current LRTP was published, including the introduction of federal Transportation Performance Management and Performance Based Planning and Programming requirements. Such requirements now call for including a system performance report that includes an evaluation of system performance with respect to the

State's performance targets. System performance reporting in the Statewide LRTP must also describe progress achieved by the MPOs in meeting their performance targets.

The federal agencies are encouraged that consistent with requirements under 23 CFR 450.216 (p), NHDOT is moving forward with the LRTP update in calendar year 2024 and 2025 and is seeking to better align the new Plan with the Department's Transportation Asset Management Plan (TAMP), New Hampshire's Ten-Year Plan, and current federal requirements.

Recommendations:

FHWA and FTA remind NHDOT to review and update New Hampshire's current Statewide LRTP consistent with requirements listed under 23 CFR 450.216. Please keep the federal agencies informed of progress and let us know how we can assist the Department with the update. As soon as practical, please provide the draft update to the federal agencies for our review and comment.

FHWA and FTA also encourage NHDOT (and New Hampshire's MPOs as appropriate) to coordinate with Federal Land Management Agencies (FLMAs) in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to federal lands. We remind NHDOT and New Hampshire MPOs that each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)), and likewise, MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

STIP Financial Constraint

FHWA and FTA recognize and appreciate that NHDOT continues to improve documentation that supports the demonstration of STIP financial constraint in response to related federal findings and recommendations. The 2023-2026 STIP's Financial Plan section provides informative supporting documentation although the Financial Plan and Federal Resources section does not account for FTA funding that is programmed in the document. We note that the Department has highlighted that the 2023-2026 STIP demonstrates annual constraint by funding category in 2023, and on a bottom-line basis for the 2024-2026 STIP years. The federal agencies also acknowledge NHDOT's General Notes of explanation for the apparent overprogramming of National Highway Freight (2026 funding includes 2025 carryover) and STBG-State Flexible funding (to be addressed by de-obligations, year-end re-distributions and year-end transfers).

Recommendations:

The federal agencies continue to request that the Department and MPO planning partners demonstrate yearly fiscal constraint in their financial plan documentation by all specific funding categories throughout the STIP and TIP four-year timeframe. We appreciate the Department's commitment to further improve NHDOT's approach in this regard to the latter years of the STIP, and we look forward to further progress. Such improvements could help

the Department achieve higher percentages for the STIP Performance Measure discussed below.

Additionally, NHDOT should provide equivalent information for all sources of funding that are included in the STIP, including funds originating with FTA as well as FHWA.

STIP Performance Measure for FY 2022:

The current (May 15, 2015) Stewardship and Oversight Agreement (SOA) between the Department and FHWA includes various performance indicators with reporting frequencies and targets. One of the performance indicators is STIP Performance, documented as the percent of construction projects listed in the baseline STIP that advanced in the expected federal fiscal year. The STIP Performance Measure baseline includes projects that have first year of construction scheduled in the first approved STIP of the performance years. Projects in the approved STIP Amendment that advertised or moved forward with construction are considered advanced. The SOA set a target for the New Hampshire Department of Transportation (NHDOT) STIP Performance Measure at 80%.

NHDOT has reported that the overall percentage of all projects advanced for FY 2022 was 68% - a significant lowering from the 83% FY 2021 result. FY 2022 results calculated for NHDOT-managed projects were 75%, however the Local Public Agency (LPA)-managed percentage was only 38%. The Department reports that pandemic-related economic impacts including inflation, as well as workforce availability issues affected both NHDOT and LPA project delivery efforts in FY 2022, which in turn has impacted FY 2022 STIP Performance Measure outcomes.

STIP Project Listings

Per the requirements of 23 CFR 450.218 (i)(1) for the STIP, and 450.326 (g)(1) for the TIP, projects must document sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase. Such documentation provides robust transparency and can also be helpful to identify non-exempt/exempt project status for Clean Air Act (CAA) conformity requirements. FHWA provided a list of highway project scope documentation in the draft 2023-2026 STIP that could have provided more detail to demonstrate compliance with these requirements. For the final 2023-2026 STIP that was submitted for federal agency approval, NHDOT reviewed this list and revised project scope information to respond to FHWA concerns, also noting that the Department will continue efforts to improve the approach to developing scopes for new projects that are added to the STIP.

Recommendations:

NHDOT should ensure that project descriptions in the STIP consistently provide enough information for users to understand the type and extent of work for each project programmed. The Federal agencies remind NHDOT and its planning partners that 23 CFR Appendix A to Part 450-Linking Transportation Planning and NEPA Processes provides information and

guidance on developing project purpose and need and eliminating alternatives in the transportation planning process. This could be helpful in providing more detailed project scopes and descriptions in the TIP and STIP for projects that have not yet completed Preliminary Engineering phase activities. Additionally, NHDOT and the MPOs should ensure they are providing child project details for the transit programmatic projects in the STIP as outlined in the NH STIP Revision Procedures.

Other:

Finally, the federal agencies again remind 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 and FTA continue 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.

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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).

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 Update the Financial Constraint Report federal apportionment for 2023 are figures from the Status of Funds (W10A) published by FHWA on October 12, 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.

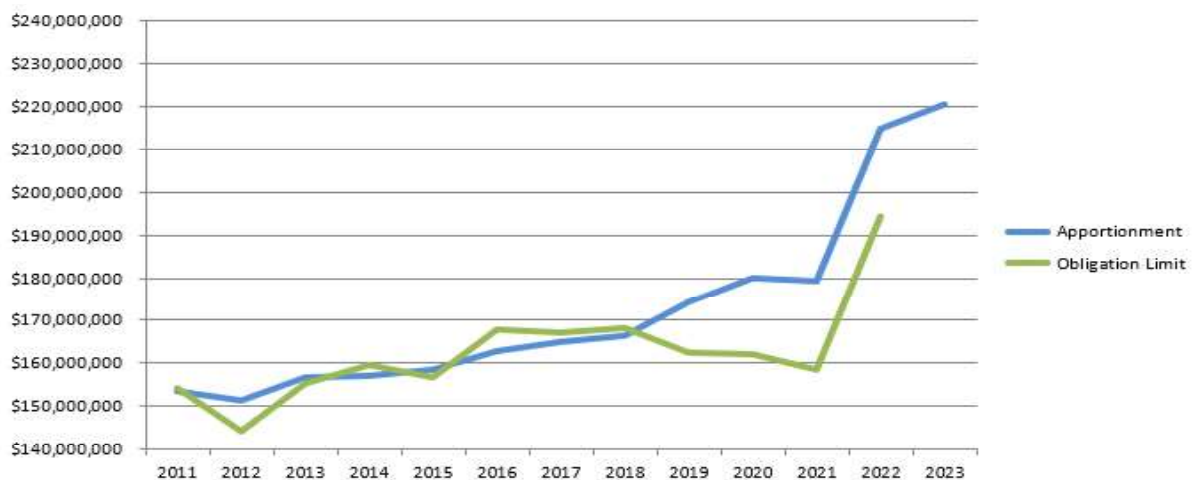
Federal Resources

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.

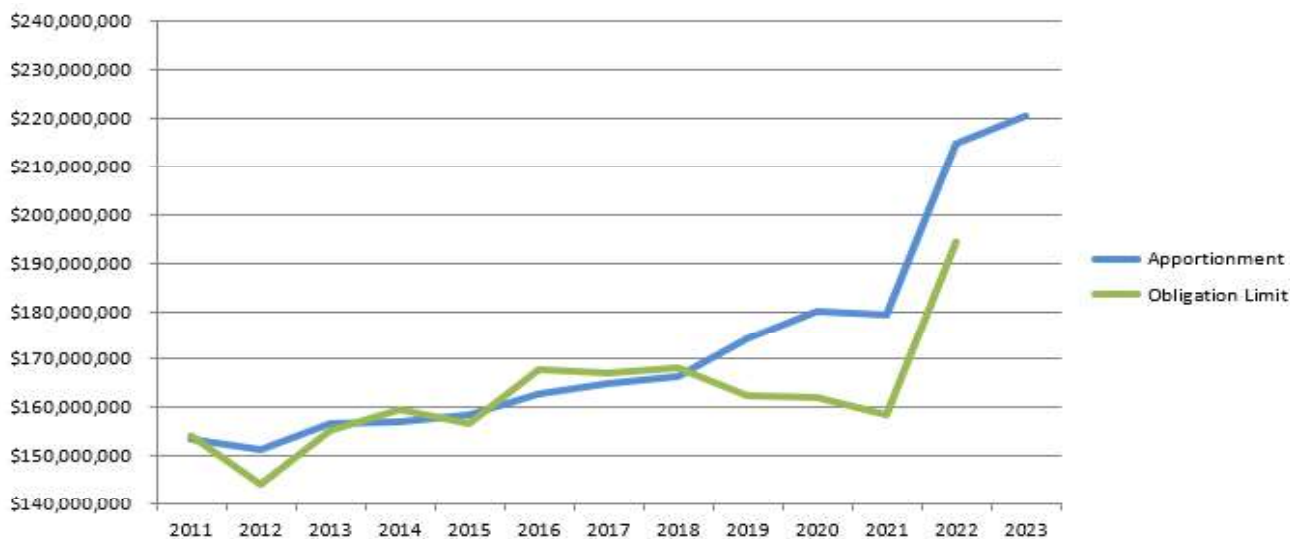
Allocated Funds

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.nhgov/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 \$159M. 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
\$40,986,296	\$36,921,209	\$38,073,640	\$43,012,446**

*Source: NHDOT ProMIS

**Revenue estimate are expected to change

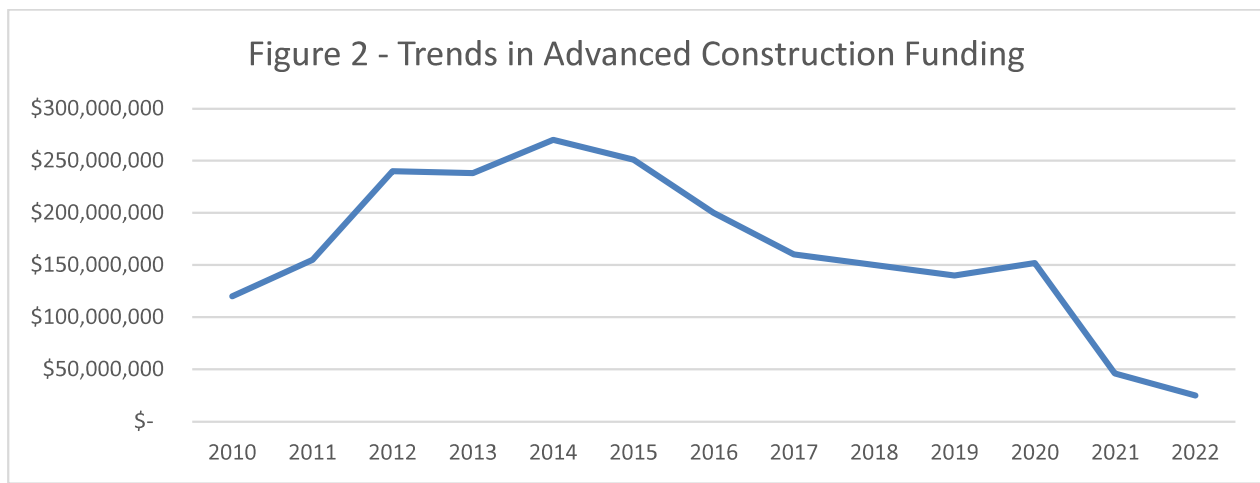
Advance Construction (AC)

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
\$207,525,534	\$127,991,993	\$147,156,850	\$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		\$51,400.00	\$105,678.40	\$1,357,967.44	\$1,515,045.84
MILTON, NH-LEBANON, ME	40658	\$863,500.00				\$863,500.00
PROGRAM	TSMO	\$889,521.22	\$892,653.80	\$592,386.52	\$142,959.62	\$2,517,521.16
Total		\$1,753,021.22	\$944,053.80	\$698,064.92	\$1,500,927.06	\$4,896,067.00

Vermont Funding in NHDOT 2023-2026 STIP

Project Name	Project #	2023	2024	2025	2026	Grand Total
CLAREMONT, NH - WEATHERSFIELD, VT	41467	\$13,000.00	\$334,100.00			\$347,100.00
HANOVER, NH - NORWICH, VT	42278	\$297,532.28				\$297,532.28
HINSDALE, NH - BRATTLEBORO, VT	12210D	\$40,000.00	\$822,400.00	\$845,427.20		\$1,707,827.20
LEBANON, NH - HARTFORD, VT	16148	\$3,726,390.90				\$3,726,390.90
LITTLETON, NH - WATERFORD, VT	27711	\$101,772.00		\$1,448,498.60		\$1,550,270.60
PROGRAM	TSMO	\$1,014,521.22	\$892,653.80	\$592,386.52	\$142,959.62	\$2,642,521.16
WALPOLE, NH - ROCKINGHAM, VT	41720	\$63,879.00			\$4,218.68	\$68,097.68
Total		\$5,257,095.40	\$2,049,153.80	\$2,886,312.32	\$147,178.30	\$10,339,739.82

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

- 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

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 STIP 2023-2026

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit	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					
BELMONT	43352	X					
BETHLEHEM	41575			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					
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					

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit	Non-Applicable (N/A)
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	13592			X			
ENFIELD	40526	X					
EPPING	29608	X					
EPPING	43430			X			
EXETER	40623			X			
FARMINGTON	43550	X					
FRANCESTOWN	42709			X			
FRANCONIA	40514		X				
GILFORD	41502			X			
GILFORD	42577			X			
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		
JAFFREY	16307	X					
JEFFERSON	42558			X			
JEFFERSON - RANDOLPH	13602C	X					
KEENE	41590	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					

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit	Non-Applicable (N/A)
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		
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-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		

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit	Non-Applicable (N/A)
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		
PETERBOROUGH	27712			X			
PLAISTOW	40641	X					
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 - KITTEERY, 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	
PROGRAM	CORRST	X					
PROGRAM	CRDR			X			
PROGRAM	DBE						X
PROGRAM	ENV-POST-CON	X					
PROGRAM	FLAP	X					
PROGRAM	FTA5307					X	
PROGRAM	FTA5310					X	
PROGRAM	FTA5311					X	
PROGRAM	FTA5339					X	
PROGRAM	GRR	X					
PROGRAM	HSIP	X					
PROGRAM	LTAP	X					
PROGRAM	MOBIL			X			
PROGRAM	MOBRR			X			
PROGRAM	MTA5307					X	
PROGRAM	MTA5310					X	
PROGRAM	MTA5339					X	

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit	Non-Applicable (N/A)
PROGRAM	NTS5307					X	
PROGRAM	NTS5310					X	
PROGRAM	NTS5339					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					
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					
ROCHESTER	43840	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					
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 - SUTTON	15747		X				

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit	Non-Applicable (N/A)
WEARE	41471			X			
WEBSTER	40810			X			
WEBSTER	41429			X			
WHITEFIELD	41582	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	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 (as evidenced with the 34 project scopes adjusted as part of public comments in the 2023-2026 STIP Update) as well as to improve the approach to developing scopes for new projects as well.
Finding	STIP Revisions	NHDOT continues to consider the calendar and opportunities to expedite the Amendment approval process where possible to reach the aspirational goal of 4 amendments per fiscal year for the STIP.

2023 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total	
	Available	State Available	Available	Total Resources	Programmed	
Carbon Reduction Program 5k to 49,999	\$ 348,283	\$ -	\$ -	\$ 348,283	\$ -	\$ -
Carbon Reduction Program Under 5k	\$ 1,439,594	\$ -	\$ -	\$ 1,439,594	\$ -	\$ -
Carbon Reduction Program>200k	\$ 804,890	\$ -	\$ -	\$ 804,890	\$ -	\$ -
Carbon Reduction 50k- 200K	\$ 802,126	\$ -	\$ -	\$ 802,126	\$ -	\$ -
Carbon Reduction Flex	\$ 1,828,020	\$ -	\$ -	\$ 1,828,020	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,271,809	\$ -	\$ 547,105	\$ 11,818,914	\$ 3,639,206	\$ 3,639,206
Highway Safety Improvement Program (HSIP)	\$ 12,179,350	\$ -	\$ -	\$ 12,179,350	\$ 9,536,989	\$ 9,536,989
National Highway Freight	\$ 5,727,735	\$ -	\$ -	\$ 5,727,735	\$ 5,727,733	\$ 5,727,733
National Highway Performance	\$ 115,343,246	\$ -	\$ 123,800	\$ 115,467,046	\$ 63,783,920	\$ 63,783,920
PROTECT Program	\$ 5,938,826	\$ -	\$ -	\$ 5,938,826	\$ 2,200,000	\$ 2,200,000
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,569,081	\$ 1,569,081
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,180,000	\$ 1,180,000
Safe Routes to School	\$ 118,343	\$ -	\$ -	\$ 118,343	\$ 25,000	\$ 25,000
STBG-5 to 49,999	\$ 2,867,863	\$ -	\$ 167,041	\$ 3,034,904	\$ 1,224,786	\$ 1,224,786
STBG-50 to 200K	\$ 6,604,937	\$ -	\$ 98,548	\$ 6,703,485	\$ 5,652,385	\$ 5,652,385
STBG-Areas Over 200K	\$ 6,627,700	\$ -	\$ 45,000	\$ 6,672,700	\$ 4,759,052	\$ 4,759,052
STBG-Non Urban Areas Under 5K	\$ 11,854,032	\$ -	\$ 14,997	\$ 11,869,029	\$ 11,609,054	\$ 11,609,054
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 212,631	\$ 5,109,754	\$ 2,730,136	\$ 2,730,136
STBG-State Flexible	\$ 85,210,964	\$ -	\$ 1,132,762	\$ 86,343,726	\$ 85,015,020	\$ 85,015,020
TAP-50K to 200K	\$ 740,065	\$ -	\$ 165,000	\$ 905,065	\$ 825,000	\$ 825,000
TAP-5K to 49,999	\$ 321,336	\$ -	\$ 60,000	\$ 381,336	\$ 300,000	\$ 300,000
TAP-Areas Over 200K	\$ 742,616	\$ -	\$ 165,000	\$ 907,616	\$ 825,000	\$ 825,000
TAP-Flex	\$ 2,176,634	\$ -	\$ 193,318	\$ 2,369,952	\$ 966,590	\$ 966,590
TAP-Non Urban Areas Under 5K	\$ 1,328,213	\$ -	\$ 225,530	\$ 1,553,743	\$ 1,127,650	\$ 1,127,650
State Planning and Research & Metro Planning	\$ 6,302,230	\$ -	\$ 297,821	\$ 6,600,051	\$ 6,448,614	\$ 6,448,614
Total	\$ 287,956,200	\$ -	\$ 3,762,370	\$ 291,718,570	\$ 209,145,217	\$ 209,145,217
Surplus/Deficit						\$ 82,573,353

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 Flex	\$ 1,864,580	\$ -	\$ -		\$ 1,864,580	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 606,159		\$ 12,103,404	\$ 4,535,796
Highway Safety Improvement Program (HSIP)	\$ 12,422,937	\$ -	\$ -		\$ 12,422,937	\$ 12,421,257
National Highway Freight	\$ 5,842,290	\$ -	\$ -		\$ 5,842,290	\$ 2,445,363
National Highway Performance	\$ 117,650,111	\$ -	\$ 37,522		\$ 117,687,633	\$ 95,502,295
PROTECT Program	\$ 6,057,603	\$ -	\$ -		\$ 6,057,603	\$ -
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816		\$ 1,594,187	\$ 1,569,081
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -		\$ 1,249,500	\$ 1,185,000
STBG-5 to 49,999	\$ 2,925,220	\$ -	\$ 173,500		\$ 3,098,720	\$ 867,500
STBG-50 to 200K	\$ 6,737,036	\$ -	\$ 68,241		\$ 6,805,277	\$ 4,138,064
STBG-Areas Over 200K	\$ 6,760,254	\$ -	\$ 1,980,000		\$ 8,740,254	\$ 5,715,906
STBG-Non Urban Areas Under 5K	\$ 12,091,113	\$ -	\$ 15,133		\$ 12,106,246	\$ 11,986,792
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ -		\$ 4,995,065	\$ 2,364,616
STBG-State Flexible	\$ 86,915,183	\$ -	\$ 633,033		\$ 87,548,216	\$ 46,986,195
TAP-50K to 200K	\$ 754,866	\$ -	\$ 145,000		\$ 899,866	\$ 725,000
TAP-5K to 49,999	\$ 327,763	\$ -	\$ 55,000		\$ 382,763	\$ 275,000
TAP-Areas Over 200K	\$ 757,468	\$ -	\$ 145,000		\$ 902,468	\$ 725,000
TAP-Flex	\$ 2,220,167	\$ -	\$ 208,318		\$ 2,428,485	\$ 1,041,590
TAP-Non Urban Areas Under 5K	\$ 1,354,777	\$ -	\$ 225,530		\$ 1,580,307	\$ 1,127,650
State Planning and Research & Metro Planning	\$ 6,428,275	\$ -	\$ 297,821		\$ 6,726,096	\$ 6,433,865
Total	\$ 293,594,614	\$ -	\$ 4,904,073		\$ 298,498,688	\$ 200,045,970
Surplus/Deficit						\$ 98,452,717

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 Flex	\$ 1,901,872	\$ -	\$ -		\$ 1,901,872	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 531,943		\$ 12,259,133	\$ 4,285,848
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	\$ -	\$ 655,734		\$ 120,658,848	\$ 79,466,254
PROTECT Program	\$ 6,178,755	\$ -	\$ -		\$ 6,178,755	\$ 2,460,589
Recreational Trails	\$ 1,305,978	\$ -	\$ 313,816		\$ 1,619,794	\$ 1,569,081
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -		\$ 1,274,490	\$ 1,185,000
STBG-5 to 49,999	\$ 2,983,725	\$ -	\$ 729,880		\$ 3,713,605	\$ 3,649,400
STBG-50 to 200K	\$ 6,871,776	\$ -	\$ 114,875		\$ 6,986,651	\$ 6,814,650
STBG-Areas Over 200K	\$ 6,895,459	\$ -	\$ -		\$ 6,895,459	\$ 6,243,548
STBG-Non Urban Areas Under 5K	\$ 12,332,935	\$ -	\$ 223,020		\$ 12,555,955	\$ 12,494,341
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ -		\$ 5,094,967	\$ 537,755
STBG-State Flexible	\$ 88,653,487	\$ -	\$ 1,564,917		\$ 90,218,404	\$ 82,027,289
TAP-50K to 200K	\$ 769,964	\$ -	\$ 145,000		\$ 914,964	\$ 725,000
TAP-5K to 49,999	\$ 334,318	\$ -	\$ 55,000		\$ 389,318	\$ 275,000
TAP-Areas Over 200K	\$ 772,618	\$ -	\$ 145,000		\$ 917,618	\$ 725,000
TAP-Flex	\$ 2,264,570	\$ -	\$ 208,318		\$ 2,472,888	\$ 1,041,590
TAP-Non Urban Areas Under 5K	\$ 1,381,873	\$ -	\$ 225,530		\$ 1,607,403	\$ 1,127,650
State Planning and Research & Metro Planning	\$ 6,556,840.09	\$ -	\$ 297,821.00		\$ 6,854,661.09	\$ 6,418,821
Total	\$ 299,466,506		\$ 5,210,854		\$ 304,677,361	\$ 225,443,680
Surplus/Deficit						\$ 79,233,681

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 Flex	\$ 1,939,909	\$ -	\$ -		\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 472,572		\$ 12,434,306	\$ 2,220,922
Highway Safety Improvement Program (HSIP)	\$ 12,924,824	\$ -	\$ -		\$ 12,924,824	\$ 12,914,464
National Highway Freight	\$ 6,078,318	\$ -	\$ -		\$ 6,078,318	\$ 8,675,593
National Highway Performance	\$ 122,403,175	\$ -	\$ 12,229		\$ 122,415,404	\$ 88,528,342
Protect Program	\$ 6,302,330	\$ -	\$ -		\$ 6,302,330	\$ 1,378,518
Recreational Trails	\$ 1,332,097	\$ -	\$ 313,816		\$ 1,645,913	\$ 1,569,081
RL - Rail Highway	\$ 1,299,980	\$ -	\$ -		\$ 1,299,980	\$ 1,185,000
STBG-5 to 49,999	\$ 3,043,399	\$ -	\$ -		\$ 3,043,399	\$ -
STBG-50 to 200K	\$ 7,009,212	\$ -	\$ 971,768		\$ 7,980,980	\$ 7,625,291
STBG-Areas Over 200K	\$ 7,033,368	\$ -	\$ -		\$ 7,033,368	\$ 3,208,755
STBG-Non Urban Areas Under 5K	\$ 12,579,594	\$ -	\$ 31,181		\$ 12,610,774	\$ 12,610,706
STBG-Off System Bridge	\$ 5,196,866	\$ -	\$ -		\$ 5,196,866	\$ 4,971,964
STBG-State Flexible	\$ 90,426,556	\$ -	\$ 858,624		\$ 91,285,180	\$ 76,554,124
TAP-50K to 200K	\$ 785,363	\$ -	\$ 137,000		\$ 922,363	\$ 685,000
TAP-5K to 49,999	\$ 341,004	\$ -	\$ 47,000		\$ 388,004	\$ 235,000
TAP-Areas Over 200K	\$ 788,070	\$ -	\$ 137,000		\$ 925,070	\$ 685,000
TAP-Flex	\$ 2,309,861	\$ -	\$ 237,128		\$ 2,546,989	\$ 1,185,640
TAP-Non Urban Areas Under 5K	\$ 1,409,510	\$ -	\$ 220,720		\$ 1,630,230	\$ 1,103,600
State Planning and Research & Metro Planning	\$ 6,687,977	\$ -	\$ 368,634		\$ 7,056,611	\$ 6,889,317
Total	\$ 305,455,837		\$ 3,807,672		\$ 309,263,509	\$ 232,226,316
Surplus/Deficit						\$ 77,037,193

General Notes

* Federal Available for 2023 is from 10/12/2022 Federal Status of Funds Report and includes available prior year funding & anticipated transfers, future years show percentage of BIL increase yearly.

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 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)	\$ 12,885,957.29	\$ -	\$ 1,280,600.00	\$ 14,166,557	\$ 14,166,557
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	\$ 4,173,041	\$ -	\$ 1,043,260	\$ 5,216,301	\$ 5,216,301
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 23,890,909	\$ -	\$ -	\$ 23,890,909	\$ 23,890,909
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,790,000	\$ -	\$ 10,000	\$ 6,800,000	\$ 6,800,000
National Highway Performance Exempt	\$ 4,424,825	\$ -	\$ 123,800.00	\$ 4,548,625	\$ 4,548,625
NEVI	\$ 5,508,373	\$ -	\$ 1,217,093	\$ 6,725,466	\$ 6,725,466
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	\$ -	\$ 92,179	\$ 829,609	\$ 829,609
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 384,000	\$ -	\$ 96,000	\$ 480,000	\$ 480,000
TOTAL	\$ 63,141,435	\$ 25,000	\$ 3,862,932	\$ 67,029,367	\$ 67,029,367
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 25,328,965.61	\$ -	\$ 2,220,536.77	\$ 27,549,502	\$ 27,549,502
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	\$ 10,234,648	\$ -	\$ -	\$ 10,234,648	\$ 10,234,648
Local Tech Assistance Program	\$ 183,000.00	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,750,000.00	\$ -	\$ -	\$ 6,750,000	\$ 6,750,000
National Highway Performance Exempt	\$ 3,843,874	\$ -	\$ 36,500	\$ 3,880,374	\$ 3,880,374
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	\$ -	\$ 92,179	\$ 844,358	\$ 844,358
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 51,256,567	\$ 25,000	\$ 2,349,216	\$ 53,630,783	\$ 53,630,783
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 38,387,852	\$ -	\$ 2,113,449	\$ 40,501,301	\$ 40,501,301
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	\$ 560,045	\$ -	\$ 140,011	\$ 700,056	\$ 700,056
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 18,103,643	\$ -	\$ -	\$ 18,103,643	\$ 18,103,643
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 7,331,953	\$ -	\$ 145,488	\$ 7,477,441	\$ 7,477,441
National Highway Performance Exempt	\$ 3,859,152	\$ -	\$ 620,500	\$ 4,479,652	\$ 4,479,652
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	\$ -	\$ 92,179	\$ 859,402	\$ 859,402
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 73,356,768	\$ 25,000	\$ 3,111,628	\$ 76,493,395	\$ 76,493,395
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 25,791,935.95	\$ -	\$ 3,127,961	\$ 28,919,897	\$ 28,919,897
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	\$ 1,542,000	\$ -	\$ -	\$ 1,542,000	\$ 1,542,000
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 9,349,479	\$ -	\$ 649,870	\$ 9,999,349	\$ 9,999,349
National Highway Performance Exempt	\$ 3,874,735	\$ 10,950	\$ -	\$ 3,885,685	\$ 3,885,685
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	\$ -	\$ 92,179	\$ 742,968	\$ 742,968
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 45,555,840	\$ 35,950	\$ 3,870,010	\$ 49,461,799	\$ 49,461,799

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	\$ 17,650,835	\$ -	\$ 4,255,279	\$ 21,906,114	\$ 21,906,114
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,493,135	\$ -	\$ 873,284	\$ 4,366,419	\$ 4,366,419
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	\$ 8,208,985	\$ -	\$ 2,049,101	\$ 10,258,086	\$ 10,258,086
TOTAL	\$ 35,779,024	\$ -	\$ 13,603,731	\$ 49,382,755	\$ 49,382,755
2024					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 14,911,412	\$ -	\$ 4,341,185	\$ 19,252,597	\$ 19,252,597
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,071,127	\$ -	\$ 767,782	\$ 3,838,909	\$ 3,838,909
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	\$ 4,622,510	\$ -	\$ 1,152,419	\$ 5,774,929	\$ 5,774,929
TOTAL	\$ 28,694,748	\$ -	\$ 12,351,086	\$ 41,045,834	\$ 41,045,834
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 15,156,558	\$ -	\$ 4,428,840	\$ 19,585,398	\$ 19,585,398
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,132,550	\$ -	\$ 783,138	\$ 3,915,688	\$ 3,915,688
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	\$ 4,714,960	\$ -	\$ 1,175,468	\$ 5,890,428	\$ 5,890,428
TOTAL	\$ 29,215,562	\$ -	\$ 12,598,939	\$ 41,814,501	\$ 41,814,501
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 15,406,736	\$ -	\$ 4,518,281	\$ 19,925,017	\$ 19,925,017
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,195,202	\$ -	\$ 798,800	\$ 3,994,002	\$ 3,994,002
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	\$ 4,810,167	\$ -	\$ 1,199,137	\$ 6,009,304	\$ 6,009,304
TOTAL	\$ 29,747,828	\$ -	\$ 12,851,942	\$ 42,599,770	\$ 42,599,770

Innovative and State Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
BETTERMENT-State Funded	\$ -	\$ 6,023,700	\$ -	\$ 6,023,700	\$ 6,023,700
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 5,425,915	\$ -	\$ 1,040,048	\$ 6,465,963	\$ 6,465,963
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ 219,324	\$ -	\$ 219,324	\$ 219,324
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 4,133,830	\$ -	\$ 4,133,830	\$ 4,133,830
Turnpike Capital	\$ -	\$ 40,672,193	\$ -	\$ 40,672,193	\$ 40,672,193
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 5,252,061	\$ -	\$ 5,252,061	\$ 5,252,061
TOTAL	\$ 5,425,915	\$ 56,301,108	\$ 1,040,048	\$ 62,767,071	\$ 62,767,071
2024					
BETTERMENT-State Funded	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 10,447,016	\$ -	\$ 2,014,562	\$ 12,461,578	\$ 12,461,578
Recovery Zone Economic Development Credit (RZED)	\$ 691,720	\$ -	\$ -	\$ 691,720	\$ 691,720
State Aid Bridge (SAB)	\$ -	\$ 8,000	\$ -	\$ 8,000	\$ 8,000
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 9,112,416	\$ -	\$ 9,112,416	\$ 9,112,416
Turnpike Capital	\$ -	\$ 61,669,061	\$ -	\$ 61,669,061	\$ 61,669,061
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ 650,000
TOTAL	\$ 11,138,736	\$ 77,439,477	\$ 2,014,562	\$ 90,592,775	\$ 90,592,775
2025					
BETTERMENT-State Funded	\$ -	\$ 4,390,782	\$ -	\$ 4,390,782	\$ 4,390,782
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 4,575,629	\$ -	\$ 830,001	\$ 5,405,630	\$ 5,405,630
Recovery Zone Economic Development Credit (RZED)	\$ 357,390	\$ -	\$ -	\$ 357,390	\$ 357,390
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 5,173,071	\$ -	\$ 5,173,071	\$ 5,173,071
Turnpike Capital	\$ -	\$ 44,119,381	\$ -	\$ 44,119,381	\$ 44,119,381
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 3,500,000	\$ -	\$ 3,500,000	\$ 3,500,000
TOTAL	\$ 4,933,019	\$ 57,183,234	\$ 830,001	\$ 62,946,254	\$ 62,946,254
2026					
BETTERMENT-State Funded	\$ -	\$ 4,390,782	\$ -	\$ 4,390,782	\$ 4,390,782
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 3,185,943	\$ -	\$ 584,490	\$ 3,770,433	\$ 3,770,433
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 23,525,706	\$ -	\$ 23,525,706	\$ 23,525,706
Turnpike Capital Program	\$ -	\$ 38,215,654	\$ -	\$ 38,215,654	\$ 38,215,654
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ 3,000,000
TOTAL	\$ 3,185,943	\$ 69,132,142	\$ 584,490	\$ 72,902,575	\$ 72,902,575

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 Project Listing

How to read the NH STIP



Revision Report

Pending Approval

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12/8/2022

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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

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.

How to read the NH STIP



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Pending Approval

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Proposed Dollars

ALBANY (29597)

All Project Cost: \$13,058,772

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Route/Road/Entity: NH 16

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

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

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- 8.) **All project costs:** this item identifies the costs associated with this project not included in the 4 years of the STIP as published. These funds could include engineering design completed prior to the STIP, or funds associated with other project tasks – such as construction – in years beyond the STIP.
- 9.) **Regional significance:** non-grouped (programmatic) projects that serves regional transportation needs and would normally be included in the MPOs network modelling efforts. For the NH STIP – this is a ‘yes’/‘no’ item.
- 10.) **Managed by:** The designated entity responsible for the implementation of the specified project.
- 11.) **Clean Air Act (CAA) Code:** This is the designation that this project has been classified for Clean Air Act/Air Quality Conformity purposes. More details re: the specific CAA codes may be found in the NH STIP Revision Procedures.
- 12.) **Impacted region:** The RPC territory that will be served by the proposed project is identified here. There are 9 RPCs in NH and a map of these areas may be found in Appendix __.
- 13.) **Approval status:** Proposed STIP actions (Minor Revision, Amendment or Update) when introduced, but not yet adopted as proposed will be identified as ‘Proposed’. Once a STIP action has been approved, this area will show ‘Approved’
- 14.) **Docket number:** The sequential numbering of the STIP action. The following is a helpful guide to understanding the STIP naming convention:
 A: Amendment. This letter will be followed by a number indicating which Amendment to the STIP the docket represents. A ‘0’ value indicates that this is an update to a new 4 year period. For Minor Revisions, the docket number would be presented as Current (A)mmendment.(M)inor Revision.Month.Year for example: A4.M.12.22 – This represents minor revisions to Amendment 4 as of December 2022.

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A0

April 12, 2023

Proposed Dollars

ALBANY (29597)

All Project Cost: \$13,058,772

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	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: ATT

RPC: NCC

Proposed Dollars

ALSTEAD (40649)

All Project Cost: \$341,513

Route/Road/Entity: Hill Road over Darby Brook

Scope: Bridge Rehabilitation-Hill Road over Darby Brook-Br. #159-134

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

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April 12, 2023

Proposed Dollars

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

Proposed Dollars

ALTON (40624)

All Project Cost: \$2,466,446

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	\$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
Construction	2026	\$1,842,708	\$0	\$0	\$1,842,708	Hwy Infrastructure, Toll Credit
		\$2,191,446	\$0	\$0	\$2,191,446	

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

Proposed Dollars

AMHERST (40657)

All Project Cost: \$1,718,451

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	2023	\$0	\$211,490	\$52,873	\$264,363	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$1,448,948	\$0	\$0	\$1,448,948	MOBIL
		\$1,448,948	\$215,602	\$53,901	\$1,718,451	

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

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April 12, 2023

Proposed Dollars

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	\$88,516	\$0	\$0	\$88,516	STBG-State Flexible, Toll Credit
		\$88,516	\$0	\$0	\$88,516	

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

Proposed Dollars

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	2023	\$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

Proposed Dollars

ANDOVER (40392)

All Project Cost: \$5,002,800

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	\$3,957,800	\$0	\$0	\$3,957,800	Hwy Infrastructure, Toll Credit
		\$4,342,800	\$0	\$0	\$4,342,800	

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

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April 12, 2023

Proposed Dollars

ANDOVER (41407)

All Project Cost: \$3,944,603

Route/Road/Entity: Lawrence Road 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

Proposed Dollars

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

Proposed Dollars

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

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Proposed Dollars

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

Proposed Dollars

BARRINGTON (41415)

All Project Cost: \$3,594,968

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	2023	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$168,850	\$0	\$0	\$168,850	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2025	\$1,418,204	\$0	\$0	\$1,418,204	STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2026	\$1,457,914	\$0	\$0	\$1,457,914	STBG-State Flexible, Toll Credit
		\$3,264,968	\$0	\$0	\$3,264,968	

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

Proposed Dollars

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

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April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

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Proposed Dollars

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

Proposed Dollars

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	2023	\$27,500	\$0	\$0	\$27,500	STBG-State Flexible, Toll Credit
ROW	2024	\$33,000	\$0	\$0	\$33,000	STBG-State Flexible, Toll Credit
Construction	2026	\$565,817	\$0	\$0	\$565,817	STBG-State Flexible, Toll Credit
		\$736,317	\$0	\$0	\$736,317	

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

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Proposed Dollars

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

Proposed Dollars

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

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April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

BOW (29641)

All Project Cost: \$4,372,018

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	2023	\$550,000	\$0	\$0	\$550,000	STBG-State Flexible, Toll Credit
Construction	2024	\$3,272,018	\$0	\$0	\$3,272,018	STBG-State Flexible, Toll Credit
		\$3,822,018	\$0	\$0	\$3,822,018	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: CNHRPC

Proposed Dollars

BOW - CONCORD (13742)

All Project Cost: \$383,042,431

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	\$1,502,340	\$0	\$1,734,833	National Highway Performance, Toll Credit, Turnpike Capital
PE	2024	\$1,912,251	\$1,448,617	\$0	\$3,360,868	National Highway Freight , National Highway Performance, Toll Credit, Turnpike Capital
PE	2025	\$1,439,989	\$1,945,526	\$0	\$3,385,515	National Highway Freight , Toll Credit, Turnpike Capital
PE	2026	\$1,922,558	\$2,046,613	\$0	\$3,969,172	National Highway Performance, Toll Credit, Turnpike Capital
ROW	2024	\$0	\$691,845	\$0	\$691,845	Turnpike Capital
ROW	2025	\$286,803	\$0	\$0	\$286,803	National Highway Freight , Toll Credit
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	\$10,252,087	\$0	\$26,159,105	

Regionally Significant: Yes

Managed By: DOT

CAA Code: ATT

RPC: CNHRPC

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

BROOKLINE (40662)

All Project Cost: \$892,597

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	\$685,974	\$0	\$0	\$685,974	STBG-State Flexible, Toll Credit
		\$782,597	\$0	\$0	\$782,597	

Regionally Significant: No

Managed By: DOT

CAA Code: E-51

RPC: NRPC

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

CANDIA (41592)

All Project Cost: \$5,922,900

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	\$223,850	\$0	\$0	\$223,850	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2026	\$194,727	\$0	\$0	\$194,727	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	\$126,286	\$0	\$0	\$126,286	STBG-State Flexible, Toll Credit
		\$544,864	\$0	\$0	\$544,864	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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	2023	\$551,432	\$0	\$0	\$551,432	STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
ROW	2023	\$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

Revision Report

A0

April 12, 2023

Proposed Dollars

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	2023	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	\$55,000	\$0	\$0	\$55,000	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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

CLAREMONT (41748)

All Project Cost: \$781,385

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	2025	\$547,668	\$0	\$136,917	\$684,585	Congestion Mitigation and Air Quality Program, Towns
		\$549,268	\$0	\$137,317	\$686,585	

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

Proposed Dollars

CLAREMONT, NH - WEATHERSFIELD, VT (41467)

All Project Cost: \$3,010,990

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	2023	\$95,700	\$0	\$13,000	\$108,700	National Highway Performance, Toll Credit, Vermont
Construction	2024	\$2,459,490	\$0	\$334,100	\$2,793,590	National Highway Performance, Toll Credit, Vermont
		\$2,555,190	\$0	\$347,100	\$2,902,290	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

CONCORD (29601)

All Project Cost: \$3,398,395

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	\$2,750,000	\$0	\$0	\$2,750,000	STBG-Non Urban Areas Under 5K, Toll Credit
		\$2,750,000	\$0	\$0	\$2,750,000	

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

Proposed Dollars

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

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Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

CONCORD (42614)

All Project Cost: \$5,659,688

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	MOBIL, Towns
		\$40,000	\$0	\$10,000	\$50,000	

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

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Proposed Dollars

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

Proposed Dollars

CONWAY (40638)

All Project Cost: \$3,296,237

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	\$125,000	\$0	\$0	\$125,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$200,750	\$0	\$0	\$200,750	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$2,670,487	\$0	\$0	\$2,670,487	National Highway Performance, Toll Credit
		\$2,996,237	\$0	\$0	\$2,996,237	

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

Proposed Dollars

DANBURY (40395)

All Project Cost: \$4,389,120

Route/Road/Entity: US 4

Scope: US 4 over Smith River bridge rehabilitation or replacement

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$226,160	\$0	\$0	\$226,160	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	\$113,080	\$0	\$0	\$113,080	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2025	\$3,719,880	\$0	\$0	\$3,719,880	Hwy Infrastructure, Toll Credit
		\$4,059,120	\$0	\$0	\$4,059,120	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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 Program, STBG-State Flexible, Toll Credit
Construction	2026	\$1,378,518	\$0	\$0	\$1,378,518	PROTECT Program, Toll Credit
		\$32,749,667	\$0	\$744,066	\$33,493,733	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

DOVER (41373)

All Project Cost: \$620,357

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	2023	\$20,538	\$0	\$5,134	\$25,672	TAP-50K to 200K, Towns
ROW	2023	\$34,400	\$0	\$8,600	\$43,000	TAP-50K to 200K, Towns
Construction	2025	\$238,833	\$0	\$178,210	\$417,043	TAP-50K to 200K, Towns
		\$293,771	\$0	\$191,944	\$485,715	

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

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Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

DOVER - SOMERSWORTH - ROCHESTER (29604)

All Project Cost: \$31,921,129

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	2023	\$1,485,000	\$0	\$0	\$1,485,000	STBG-State Flexible, Toll Credit
Construction	2025	\$14,329,193	\$0	\$0	\$14,329,193	STBG-State Flexible, Toll Credit
Construction	2026	\$7,182,468	\$0	\$0	\$7,182,468	STBG-State Flexible, Toll Credit
		\$22,996,660	\$0	\$0	\$22,996,660	

Regionally Significant: No

Managed By: DOT

CAA Code: E-7

RPC: SRPC

Proposed Dollars

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, Undetermined

Revision Report

A0

April 12, 2023

Proposed Dollars

DUMMER - CAMBRIDGE - ERROL (16304B)

All Project Cost: \$13,021,092

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	\$6,167,727	\$0	\$0	\$6,167,727	PROTECT Program, STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$5,747,815	\$0	\$0	\$5,747,815	PROTECT Program, STBG-Non Urban Areas Under 5K, Toll Credit
		\$12,025,542	\$0	\$0	\$12,025,542	

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

Proposed Dollars

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

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Proposed Dollars

DURHAM (41432)

All Project Cost: \$1,497,269

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	2023	\$223,080	\$0	\$0	\$223,080	STBG-Off System Bridge, Toll Credit
PE	2024	\$116,246	\$0	\$0	\$116,246	STBG-Off System Bridge, Toll Credit
PE	2026	\$122,847	\$0	\$0	\$122,847	STBG-Off System Bridge, Toll Credit
ROW	2026	\$61,424	\$0	\$0	\$61,424	STBG-Off System Bridge, Toll Credit
		\$523,597	\$0	\$0	\$523,597	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: SRPC

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

ENFIELD (40526)

All Project Cost: \$9,387,590

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	2023	\$476,192	\$0	\$0	\$476,192	STBG-State Flexible, Toll Credit
ROW	2023	\$216,376	\$0	\$0	\$216,376	STBG-State Flexible, Toll Credit
ROW	2024	\$91,688	\$0	\$0	\$91,688	STBG-State Flexible, Toll Credit
Construction	2025	\$2,272,545	\$0	\$0	\$2,272,545	BRGBIL, STBG-State Flexible, Toll Credit
Construction	2026	\$5,652,441	\$0	\$0	\$5,652,441	STBG-State Flexible, Toll Credit
		\$8,709,242	\$0	\$0	\$8,709,242	

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

Proposed Dollars

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	2023	\$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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

EXETER (40623)

All Project Cost: \$3,320,875

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	2023	\$282,700	\$0	\$0	\$282,700	STBG-State Flexible, Toll Credit
PE	2025	\$348,739	\$0	\$0	\$348,739	STBG-50 to 200K, Toll Credit
ROW	2025	\$232,492	\$0	\$0	\$232,492	STBG-50 to 200K, Toll Credit
		\$863,931	\$0	\$0	\$863,931	

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

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

FRANCONIA (40514)

All Project Cost: \$22,459,073

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	\$167,395	\$0	\$0	\$167,395	National Highway Performance, Toll Credit
PE	2026	\$172,082	\$0	\$0	\$172,082	National Highway Performance, Toll Credit
ROW	2026	\$130,256	\$0	\$0	\$130,256	National Highway Performance, Toll Credit
		\$469,732	\$0	\$0	\$469,732	

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

Proposed Dollars

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

Proposed Dollars

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

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Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

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

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Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

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	\$751,579	\$0	\$0	\$751,579	STBG-50 to 200K, 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

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Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

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

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A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

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, Undetermined

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A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

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April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

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, Undetermined

Revision Report

A0

April 12, 2023

Proposed Dollars

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	\$1,275,850	\$0	\$0	\$1,275,850	National Highway Performance, Toll Credit
PE	2024	\$387,841	\$0	\$0	\$387,841	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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

KEENE (41590)

All Project Cost: \$6,620,251

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	\$150,150	\$0	\$0	\$150,150	National Highway Performance, Toll Credit
PE	2024	\$184,271	\$0	\$0	\$184,271	National Highway Performance, Toll Credit
ROW	2024	\$165,414	\$0	\$0	\$165,414	National Highway Performance, Toll Credit
		\$499,835	\$0	\$0	\$499,835	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: SWRPC

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

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	\$6,620,320	\$0	\$729,880	\$7,350,200	STBG-5 to 49,999, STBG-State Flexible, Toll Credit, Towns
		\$7,314,320	\$0	\$903,380	\$8,217,700	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

LACONIA (26706)

All Project Cost: \$1,014,871

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	2023	\$0	\$193,600	\$48,400	\$242,000	SB367-4-Cents, Towns
ROW	2023	\$0	\$8,000	\$2,000	\$10,000	SB367-4-Cents, Towns
Construction	2023	\$762,871	\$0	\$0	\$762,871	MOBIL
		\$762,871	\$201,600	\$50,400	\$1,014,871	

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

LEBANON (24221)

All Project Cost: \$4,105,600

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	2024	\$0	\$152,144	\$38,036	\$190,180	SB367-4-Cents, Towns
ROW	2024	\$0	\$12,336	\$3,084	\$15,420	SB367-4-Cents, Towns
Construction	2023	\$3,900,000	\$0	\$0	\$3,900,000	MOBIL
		\$3,900,000	\$164,480	\$41,120	\$4,105,600	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

LEBANON (24222)

All Project Cost: \$1,924,258

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	2025	\$0	\$171,727	\$42,932	\$214,659	SB367-4-Cents, Towns
ROW	2025	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2025	\$1,363,567	\$0	\$340,892	\$1,704,459	STBG-5 to 49,999, Towns
		\$1,363,567	\$175,839	\$384,852	\$1,924,258	

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

Proposed Dollars

LEBANON (29612)

All Project Cost: \$19,300,822

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	National Highway Performance, Toll Credit
ROW	2024	\$970,224	\$0	\$0	\$970,224	National Highway Performance, Toll Credit
Construction	2026	\$4,733,753	\$0	\$0	\$4,733,753	National Highway Performance, Toll Credit
		\$5,978,977	\$0	\$0	\$5,978,977	

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

Proposed Dollars

LEBANON (40794)

All Project Cost: \$2,906,994

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	\$80,000	\$0	\$20,000	\$100,000	STBG-5 to 49,999, Towns
ROW	2023	\$90,864	\$0	\$22,716	\$113,580	STBG-5 to 49,999, Towns
Construction	2024	\$1,994,731	\$0	\$498,683	\$2,493,414	STBG-State Flexible, Towns
		\$2,165,595	\$0	\$541,399	\$2,706,994	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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, Undetermined

Proposed Dollars

LEE (41322)

All Project Cost: \$2,491,500

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
Construction	2024	\$1,650,000	\$0	\$0	\$1,650,000	BRGBIL, Toll Credit
		\$1,980,000	\$0	\$0	\$1,980,000	

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

Proposed Dollars

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	2023	\$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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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, Undetermined

Proposed Dollars

LONDONDERRY (41593)

All Project Cost: \$7,370,673

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-Areas Over 200K, Toll Credit
PE	2024	\$169,620	\$0	\$0	\$169,620	STBG-Areas Over 200K, Toll Credit
PE	2026	\$215,102	\$0	\$0	\$215,102	STBG-Areas Over 200K, Toll Credit
ROW	2026	\$249,189	\$0	\$0	\$249,189	STBG-Areas Over 200K, Toll Credit
		\$1,348,911	\$0	\$0	\$1,348,911	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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: E-51

RPC: SNHPC

Proposed Dollars

LOUDON (40632)

All Project Cost: \$3,853,724

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

Scope: Intersection Improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$115,154	\$0	\$0	\$115,154	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$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
		\$3,661,224	\$0	\$0	\$3,661,224	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: CNHRPC

Revision Report

A0

April 12, 2023

Proposed Dollars

LOUDON - CANTERBURY (29613C)

All Project Cost: \$23,488,213

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	\$579,999	\$0	\$0	\$579,999	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	\$486,381	\$0	\$0	\$486,381	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2026	\$1,700,389	\$0	\$0	\$1,700,389	STBG-Non Urban Areas Under 5K, Toll Credit
		\$2,766,769	\$0	\$0	\$2,766,769	

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

Proposed Dollars

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: ATT RPC: NRPC

Proposed Dollars

MANCHESTER (15837)

All Project Cost: \$5,737,274

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	\$417,360	\$104,340	\$521,699	SB367-4-Cents, Towns
ROW	2025	\$0	\$24,265	\$6,066	\$30,332	SB367-4-Cents, Towns
Construction	2025	\$4,148,194	\$0	\$1,037,049	\$5,185,243	STBG-50 to 200K, Towns
		\$4,148,194	\$441,625	\$1,147,455	\$5,737,274	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

MANCHESTER (16099)

All Project Cost: \$20,292,668

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	2023	\$0	\$1,337,739	\$0	\$1,337,739	Turnpike Capital
ROW	2023	\$0	\$3,822,114	\$0	\$3,822,114	Turnpike Capital
ROW	2024	\$0	\$3,146,007	\$0	\$3,146,007	Turnpike Capital
ROW	2025	\$0	\$3,127,019	\$0	\$3,127,019	Turnpike Capital
		\$0	\$11,432,879	\$0	\$11,432,879	

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

Proposed Dollars

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

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Proposed Dollars

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

Proposed Dollars

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

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Proposed Dollars

MANCHESTER (42886)

All Project Cost: \$2,064,803

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	\$104,000	\$0	\$26,000	\$130,000	Congestion Mitigation and Air Quality Program, Towns
PE	2024	\$57,568	\$0	\$14,392	\$71,960	Congestion Mitigation and Air Quality Program, Towns
		\$161,568	\$0	\$40,392	\$201,960	

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

Proposed Dollars

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

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Proposed Dollars

MANCHESTER (43850)

All Project Cost: \$2,684,224

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
		\$2,684,224	\$0	\$0	\$2,684,224	

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

Proposed Dollars

MERRIMACK (10136D)

All Project Cost: \$6,643,374

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	\$4,828,374	\$0	\$0	\$4,828,374	National Highway Performance, STBG-Areas Over 200K, Toll Credit
		\$4,828,374	\$0	\$0	\$4,828,374	

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

Proposed Dollars

MERRIMACK (29174)

All Project Cost: \$6,991,731

Route/Road/Entity: US 3 OVER 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: ATT RPC: NRPC

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Proposed Dollars

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

Proposed Dollars

MILFORD (42470)

All Project Cost: \$2,032,346

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	\$80,000	\$0	\$20,000	\$100,000	FHWA Earmarks, Towns
ROW	2024	\$64,000	\$0	\$16,000	\$80,000	FHWA Earmarks, Towns
Construction	2024	\$1,345,001	\$0	\$336,250	\$1,681,251	FHWA Earmarks, Towns
		\$1,489,001	\$0	\$372,250	\$1,861,251	

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

Proposed Dollars

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

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Proposed Dollars

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

Proposed Dollars

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

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Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

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

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Proposed Dollars

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

Proposed Dollars

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	2023	\$150,000	\$0	\$0	\$150,000	STBG-Areas Over 200K, Toll Credit
ROW	2023	\$223,837	\$0	\$0	\$223,837	National Highway Performance, Toll Credit
Construction	2024	\$2,862,900	\$0	\$0	\$2,862,900	National Highway Performance, Toll Credit
		\$3,236,738	\$0	\$0	\$3,236,738	

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

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Proposed Dollars

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

Proposed Dollars

NASHUA (41585)

All Project Cost: \$575,888

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	2023	\$89,626	\$0	\$0	\$89,626	STBG-State Flexible, Toll Credit
PE	2025	\$31,572	\$0	\$0	\$31,572	STBG-State Flexible, Toll Credit
ROW	2025	\$6,472	\$0	\$0	\$6,472	STBG-State Flexible, Toll Credit
		\$127,670	\$0	\$0	\$127,670	

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

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Proposed Dollars

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

Proposed Dollars

NASHUA (41742)

All Project Cost: \$1,523,134

Route/Road/Entity: Heritage 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

Proposed Dollars

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

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Proposed Dollars

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: DOT CAA Code: ATT RPC: NRPC

Proposed Dollars

NASHUA (42882)

All Project Cost: \$1,630,196

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$108,000	\$0	\$27,000	\$135,000	Congestion Mitigation and Air Quality Program, Towns
PE	2024	\$74,016	\$0	\$18,504	\$92,520	Congestion Mitigation and Air Quality Program, Towns
ROW	2024	\$20,560	\$0	\$5,140	\$25,700	Congestion Mitigation and Air Quality Program, Towns
Construction	2026	\$543,186	\$0	\$135,796	\$678,982	Congestion Mitigation and Air Quality Program, Towns
		\$745,762	\$0	\$186,440	\$932,202	

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

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Proposed Dollars

NASHUA (43509)

All Project Cost: \$565,000

Route/Road/Entity: Various streets downtown

Scope: Installation of RRFB's, crosswalk visibility enhancements at various 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	\$20,000	\$0	\$5,000	\$25,000	Other Fed, Towns
Construction	2023	\$368,000	\$0	\$92,000	\$460,000	Other Fed, Towns
		\$420,000	\$0	\$105,000	\$525,000	

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

Proposed Dollars

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

Proposed Dollars

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

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Proposed Dollars

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

Proposed Dollars

NASHUA-MERRIMACK-BEDFORD (13761B)

All Project Cost: \$13,070,754

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	2024	\$0	\$4,227,136	\$0	\$4,227,136	Turnpike Capital
Construction	2025	\$0	\$6,700,755	\$0	\$6,700,755	Turnpike Capital
Construction	2026	\$0	\$2,142,864	\$0	\$2,142,864	Turnpike Capital
		\$0	\$13,070,754	\$0	\$13,070,754	

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

Proposed Dollars

NASHUA-MERRIMACK-BEDFORD (13761C)

All Project Cost: \$109,842,256

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	2024	\$0	\$9,457,600	\$0	\$9,457,600	Turnpike Capital
Construction	2025	\$0	\$23,249,248	\$0	\$23,249,248	Turnpike Capital
Construction	2026	\$0	\$27,159,349	\$0	\$27,159,349	Turnpike Capital
		\$0	\$59,866,197	\$0	\$59,866,197	

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

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Proposed Dollars

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: No Managed By: DOT CAA Code: ATT RPC: NRPC, SNHPC

Proposed Dollars

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: ATT RPC: Undetermined

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

NEW CASTLE-RYE (41713)

All Project Cost: \$2,926,922

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

Scope: Bike shldrs Svy Creek-OSP/ NH1B-NH1A/Sdwlks 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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

NEWINGTON (42879)

All Project Cost: \$690,166

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	\$39,356	\$0	\$9,839	\$49,195	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	\$434,550	\$0	\$108,637	\$543,187	Congestion Mitigation and Air Quality Program, Towns
		\$473,906	\$0	\$118,476	\$592,382	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: E-51

RPC: RPC

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

NEWINGTON - DOVER (11238S)

All Project Cost: \$33,504,000

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	\$15,000,000	\$0	\$15,000,000	Turnpike Capital
Construction	2024	\$0	\$18,504,000	\$0	\$18,504,000	Turnpike Capital
		\$0	\$33,504,000	\$0	\$33,504,000	

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

NEWTON (41436)

All Project Cost: \$1,565,480

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	2023	\$84,810	\$0	\$0	\$84,810	STBG-Off System Bridge, Toll Credit
PE	2024	\$59,593	\$0	\$0	\$59,593	STBG-Off System Bridge, Toll Credit
PE	2026	\$122,847	\$0	\$0	\$122,847	STBG-Off System Bridge, Toll Credit
		\$267,250	\$0	\$0	\$267,250	

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

Proposed Dollars

NHDES (42875)

All Project Cost: \$233,200

Route/Road/Entity: New Hampshire Dept of Environment

Scope: Purch & instll 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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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 Program, 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

Proposed Dollars

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

Proposed Dollars

ORFORD (40366)

All Project Cost: \$2,984,925

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	\$2,324,925	\$0	\$0	\$2,324,925	Hwy Infrastructure, Toll Credit
		\$2,324,925	\$0	\$0	\$2,324,925	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

PELHAM (29450)

All Project Cost: \$1,828,526

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	2024	\$0	\$255,208	\$63,802	\$319,010	SB367-4-Cents, Towns
ROW	2024	\$0	\$48,000	\$12,000	\$60,000	SB367-4-Cents, Towns
Construction	2024	\$1,449,516	\$0	\$0	\$1,449,516	MOBIL
		\$1,449,516	\$303,208	\$75,802	\$1,828,526	

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

PLAISTOW (40645)

All Project Cost: \$1,259,485

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	\$53,130	\$0	\$0	\$53,130	STBG-Areas Over 200K, Toll Credit
Construction	2026	\$931,355	\$0	\$0	\$931,355	STBG-Areas Over 200K, Toll Credit
		\$1,094,485	\$0	\$0	\$1,094,485	

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

Proposed Dollars

PLAISTOW - KINGSTON (10044E)

All Project Cost: \$17,135,320

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	2024	\$11,725,520	\$0	\$0	\$11,725,520	National Highway Performance, Toll Credit
		\$12,190,820	\$0	\$0	\$12,190,820	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

PORTSMOUTH (20258)

All Project Cost: \$2,400,236

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	\$724,582	\$0	\$867,347	\$1,591,929	Congestion Mitigation and Air Quality Program, STBG-50 to 200K, Towns
		\$924,582	\$0	\$917,347	\$1,841,929	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

PORTSMOUTH (41752)

All Project Cost: \$1,260,480

Route/Road/Entity: Elwyn Road

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$49,121	\$0	\$12,280	\$61,401	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$68,000	\$0	\$17,000	\$85,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2024	\$759,905	\$0	\$189,976	\$949,881	Congestion Mitigation and Air Quality Program, Towns
		\$877,026	\$0	\$219,256	\$1,096,282	

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

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

PORTSMOUTH (42874)

All Project Cost: \$51,260

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	2023	\$4,000	\$0	\$1,000	\$5,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2024	\$37,008	\$0	\$9,252	\$46,260	Congestion Mitigation and Air Quality Program, Towns
		\$41,008	\$0	\$10,252	\$51,260	

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

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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, Undetermined

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Revision Report

April 12, 2023

A0

Proposed Dollars

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

All Project Cost: \$70,922,000

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	\$300,000	\$0	\$0	\$300,000	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
		\$14,815,000	\$0	\$0	\$14,815,000	

Regionally Significant: No

Managed By: DOT

CAA Code: ALL

RPC: Undetermined

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

PROGRAM (DBE)

All Project Cost: \$1,699,707

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	\$79,300	\$0	\$0	\$79,300	DBE
Other	2026	\$79,300	\$0	\$0	\$79,300	DBE
		\$317,200	\$0	\$0	\$317,200	

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

PROGRAM (FTA5311)

All Project Cost: \$297,334,535

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	\$6,426,068	\$0	\$6,426,068	\$12,852,136	FTA 5311 Capital and Operating Program, Other
Other	2024	\$6,089,700	\$0	\$6,089,700	\$12,179,399	FTA 5311 Capital and Operating Program, Other
Other	2025	\$6,211,494	\$0	\$6,211,494	\$12,422,987	FTA 5311 Capital and Operating Program, Other
Other	2026	\$6,335,724	\$0	\$6,335,724	\$12,671,447	FTA 5311 Capital and Operating Program, Other
		\$25,062,985	\$0	\$25,062,985	\$50,125,969	

Regionally Significant: No

Managed By: DOT

CAA Code: E-21

RPC: CNHRPC, LRPC, NCC, SWRPC, UVLSRPC

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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	\$1,200,000	\$0	\$0	\$1,200,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2024	\$500,000	\$0	\$0	\$500,000	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	\$300,000	\$0	\$0	\$300,000	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	\$7,836,989	\$0	\$0	\$7,836,989	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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

PROGRAM (MOBRR)

All Project Cost: \$85,341,233

Route/Road/Entity: Various

Scope: MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$400,000	\$0	\$100,000	\$500,000	Non Par Other, Other, STBG-Off System Bridge, STBG-State Flexible
PE	2024	\$400,000	\$0	\$100,000	\$500,000	Other, STBG-State Flexible
PE	2025	\$400,000	\$0	\$100,000	\$500,000	Other, STBG-State Flexible
PE	2026	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
ROW	2023	\$80,000	\$0	\$20,000	\$100,000	Non Par Other, Other, STBG-Off System Bridge, STBG-State Flexible
ROW	2024	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
ROW	2025	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
ROW	2026	\$20,000	\$0	\$5,000	\$25,000	Other, STBG-State Flexible
Construction	2023	\$1,600,000	\$0	\$400,000	\$2,000,000	Non Par Other, Other, STBG-Off System Bridge, STBG-State Flexible
Construction	2024	\$1,600,000	\$0	\$400,000	\$2,000,000	Other, STBG-State Flexible
Construction	2025	\$4,800,000	\$0	\$1,200,000	\$6,000,000	MOBIL, Non Par Other, Other, STBG-State Flexible
Construction	2026	\$5,600,000	\$0	\$1,400,000	\$7,000,000	MOBIL, Non Par Other, Other, STBG-State Flexible
		\$15,140,000	\$0	\$3,785,000	\$18,925,000	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ALL

RPC: Undetermined

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

PROGRAM (PAVE-T1-RESURF)

All Project Cost: \$217,382,690

Route/Road/Entity: Tier 1 Highways

Scope: Resurface Tier 1 Highways

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$450,000	\$0	\$0	\$450,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$13,000,000	\$0	\$0	\$13,000,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$13,000,000	\$0	\$0	\$13,000,000	National Highway Performance, Toll Credit
Construction	2025	\$8,000,000	\$0	\$0	\$8,000,000	National Highway Performance, Toll Credit
Construction	2026	\$7,000,000	\$0	\$0	\$7,000,000	National Highway Performance, Toll Credit
		\$42,350,000	\$0	\$0	\$42,350,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-10

RPC: Undetermined

Revision Report

A0

April 12, 2023

Proposed Dollars

PROGRAM (PAVE-T2-REHAB)

All Project Cost: \$81,974,179

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	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$125,000	\$0	\$0	\$125,000	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	\$750,000	\$0	\$0	\$750,000	STBG-State Flexible, Toll Credit
Construction	2024	\$500,000	\$0	\$0	\$500,000	National Highway Performance, Toll Credit
Construction	2025	\$2,800,000	\$0	\$0	\$2,800,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$2,800,000	\$0	\$0	\$2,800,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$7,470,000	\$0	\$0	\$7,470,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-10

RPC: Undetermined

Revision Report

A0

April 12, 2023

Proposed Dollars

PROGRAM (PAVE-T2-RESURF)

All Project Cost: \$512,875,000

Route/Road/Entity: Tier 2 Highways

Scope: Resurfacing Tier 2 Roadways

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,000,000	\$0	\$0	\$1,000,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$1,000,000	\$0	\$0	\$1,000,000	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
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	\$14,650,000	\$6,000,000	\$0	\$20,650,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$5,650,000	\$6,000,000	\$0	\$11,650,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$23,784,218	\$4,390,782	\$0	\$28,175,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$23,784,218	\$4,390,782	\$0	\$28,175,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
		\$70,568,436	\$20,781,564	\$0	\$91,350,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-10

RPC: Undetermined

Revision Report

A0

April 12, 2023

Proposed Dollars

PROGRAM (PVMRK)

All Project Cost: \$70,052,228

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	\$1,826,727	\$0	\$0	\$1,826,727	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
		\$11,877,727	\$0	\$0	\$11,877,727	

Regionally Significant: No

Managed By: DOT

CAA Code: E-11

RPC: Undetermined

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

ROCHESTER (43552)

All Project Cost: \$2,486,982

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	National Highway Performance, Towns
		\$203,200	\$0	\$50,800	\$254,000	

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

Proposed Dollars

ROCHESTER (43840)

All Project Cost: \$1,763,380

Route/Road/Entity: Nashoba/NH11

Scope: Signalization of Nashoba/NH11 intersection to address regional priority needs.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$128,000	\$0	\$32,000	\$160,000	STBG-State Flexible, Towns
ROW	2025	\$67,634	\$0	\$16,909	\$84,543	STBG-State Flexible, Towns
		\$195,634	\$0	\$48,909	\$244,543	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

SALEM (42884)

All Project Cost: \$1,786,143

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	\$112,000	\$0	\$28,000	\$140,000	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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

SOMERSWORTH (40646)

All Project Cost: \$3,501,625

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	2023	\$278,992	\$0	\$69,748	\$348,740	STBG-50 to 200K, Towns
PE	2024	\$95,601	\$0	\$23,900	\$119,502	STBG-50 to 200K, Towns
ROW	2024	\$115,476	\$0	\$28,869	\$144,345	STBG-50 to 200K, Towns
Construction	2026	\$2,311,230	\$0	\$577,808	\$2,889,038	STBG-50 to 200K, Towns
		\$2,801,300	\$0	\$700,325	\$3,501,625	

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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: ATT RPC: Undetermined

Proposed Dollars

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: ATT RPC: CNHRPC, LRPC, NCC, NRPC, RPC, SNHPC, SRPC, SWRPC, UVLSRPC

Revision Report

A0

April 12, 2023

Proposed Dollars

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: ATT RPC: CNHRPC, LRPC, NCC, RPC, SNHPC, UVLSRPC

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

SUGAR HILL (24218)

All Project Cost: \$2,469,083

Route/Road/Entity: CRANE HILL ROAD

Scope: Replace Crane Hill Road bridge over Gale River-Bridge number is 202/128.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$78,362	\$0	\$19,591	\$97,953	STBG-Off System Bridge, Towns
ROW	2023	\$16,000	\$0	\$4,000	\$20,000	STBG-Off System Bridge, Towns
Construction	2024	\$2,050,000	\$0	\$0	\$2,050,000	MOBIL
		\$2,144,362	\$0	\$23,591	\$2,167,953	

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

Proposed Dollars

SURRY (41470)

All Project Cost: \$1,682,592

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	2023	\$330,000	\$0	\$0	\$330,000	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
		\$678,739	\$0	\$0	\$678,739	

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

TROY (40371)

All Project Cost: \$3,499,357

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	2023	\$404,886	\$0	\$0	\$404,886	National Highway Performance, Toll Credit
ROW	2023	\$110,000	\$0	\$0	\$110,000	National Highway Performance, Toll Credit
Construction	2024	\$2,269,472	\$0	\$0	\$2,269,472	BRGBIL, Toll Credit
		\$2,784,357	\$0	\$0	\$2,784,357	

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

Proposed Dollars

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, Undetermined

Revision Report

A0

April 12, 2023

Proposed Dollars

WARNER (15907)

All Project Cost: **\$3,855,735**

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
ROW	2023	\$115,500	\$0	\$0	\$115,500	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
		\$225,500	\$3,228,735	\$0	\$3,454,235	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: CNHRPC

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

WILTON (15768)

All Project Cost: \$553,110

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	2023	\$0	\$50,514	\$12,629	\$63,143	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,721	\$1,180	\$5,901	SB367-4-Cents, Towns
Construction	2025	\$484,066	\$0	\$0	\$484,066	MOBIL
		\$484,066	\$55,235	\$13,809	\$553,110	

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

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

Revision Report

A0

April 12, 2023

Proposed Dollars

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

Proposed Dollars

WOLFEBORO (29615)

All Project Cost: \$14,919,153

Route/Road/Entity: NH 28

Scope: NH28 imprvs from Pleasant Vley Rd to NH109 (pave cond, drain & h20 qual, mbility, & sfty)(~1.4m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$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	\$6,254,287	\$0	\$0	\$6,254,287	STBG-State Flexible, Toll Credit
		\$7,425,064	\$0	\$0	\$7,425,064	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: LRPC

Revision Report

A0

April 12, 2023

Proposed Dollars

WOODSTOCK (27713)

All Project Cost: \$4,397,400

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	\$350,000	\$0	\$350,000	SB367-4-Cents
ROW	2023	\$55,000	\$0	\$0	\$55,000	BRGBIL, Toll Credit
Construction	2024	\$3,392,400	\$0	\$0	\$3,392,400	BRGBIL, Toll Credit
		\$3,447,400	\$350,000	\$0	\$3,797,400	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: NCC



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

Memorandum

Subject: Fiscal Year (FY) 2023– FY 2026 Transportation
Improvement Program (TIP)

Date: 01/04/2023

From: Mr. Kurt Dowden
Chief of Business Operations

**KURT A
DOWDEN** Digitally signed by
KURT A DOWDEN
Date: 2023.01.04
15:08:22 -05'00'

In Reply Refer To: HFPP-15

To: Division Administrator

The Eastern Federal Lands Highway Division (EFLHD) has developed the attached FY 2023 – FY 2026 Transportation Improvement Program (TIP) to describe those transportation projects that will be primarily implemented within the boundaries of the Federal Land Management Agency (FLMA) units located in your state. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for all Federal Lands projects.

The attached spreadsheet contains an overall list of the projects in your State that are currently programmed to be funded through the Federal Lands Transportation Program (FLTP), the Federal Lands Access Program (FLAP), or funds directly managed by the various FLMA partners. This list will soon be placed on the EFLHD website (<https://flh.fhwa.dot.gov/programs/flpp/tip/efl.htm>) to provide an easily accessible reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's FY 2023 – FY 2026 TIP to your State Department of Transportation for inclusion (preferably as an appendix) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO) for inclusion into their respective Transportation Improvement Programs (TIPs). If you have any questions or comments regarding the contents of this EFLHD TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or Lewis.Grimm@dot.gov.

Attachment

cc:
State Transportation Planner



FY2023-FY2026 Transportation Improvement Program
 Federal Highway Administration
 Eastern Federal Lands Highway Division

Last Printed: 12/13/2022


PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
New Hampshire													
NH FS WHMTN922 16(1) FR 16-1.0 Zealand 2 Bridge Replacement	2023	NH	Belknap	White Mountain National Forest	Replacement of Zealand 2 Bridge on FR 16 MP 1.0	BR	FLTP - FS	\$840,000	Title 23	FS	Construction	NH-2	FS-09-East
NH FLAP ALBANY PASS(1) Geotechnical Study	2024	NH	Carroll	White Mountain NF	Geotechnical Study then address PE/CN based on outcome of study	Other	FLAP	\$890,000	Title 23	EFL	In design	NH-01	FS-09-East
NH FLTP FW LKU(2) Steamer Diamond	2024	NH	Coos	Umbagog NWR	Route 906, and boat ramp improvements and new dock and trial.	4R_New	FLTP - FWS	\$730,000	Title 23	FWS	Planned	NH-02	FWS-5-NE
NH FS WHMTN922 15(1) Replacement of Bog Dam 4	2024	NH	Coos	White Mountain National Forest	Replacement of a 71 year old 41 ft single span cast in place concrete single lane bridge.	3R	FLTP - FS	\$250,000	Title 23	FS	Planned	NH-02	FS-09-East
NH FS WHMTN922 35(1) Rob Brook Road Bridge, Bridge Replacement FR35 MP 0.1	2024	NH	Carroll	White Mountain National Forest	Red Brook Bridge has a condition rating of poor; remove and replace the existing bridge.	BR3R	FLTP - FS	\$560,000	Title 23	FS	Planned	NH-01	FS-09-East
NH FW EON 10(1) Nashua National Fish Hatchery	2024	NH	Hillsborough	Nashua NFH	Rte # 010 Hatchery Entrance Rd, Mill & Overlay 2", widen between parking lots, Rte # 900 Visitor Parking Mill and Overlay 2", Rte # 903 Visitor Overflow Parking reconstruct	4R	FLTP - FWS	\$600,000	Title 23	EFL	In design	NH-02	FWS-5-NE
Sawyer River 2 Bridge Sawyer River 2 Bridge replacement	2024	NH	Grafton	White Mountain NF	Existing bridge is 41 years old with a deck area of 1458.53 sf constructed of sawn treated timber with a minimum NBI of 5 and a load rating Rf of 0.68. The new bridge length and spans will be determined by H&H and three options considered for final design are longitudinal laminated timber, steel with timber deck, and glulam with timber deck.	BR3R	FLTP - FS	\$1,435,071	Title 23	FS	Planned	NH-02	FS-09-East


Appendix A
NH Highway System Tiers

Tier 1 & 2 Highways

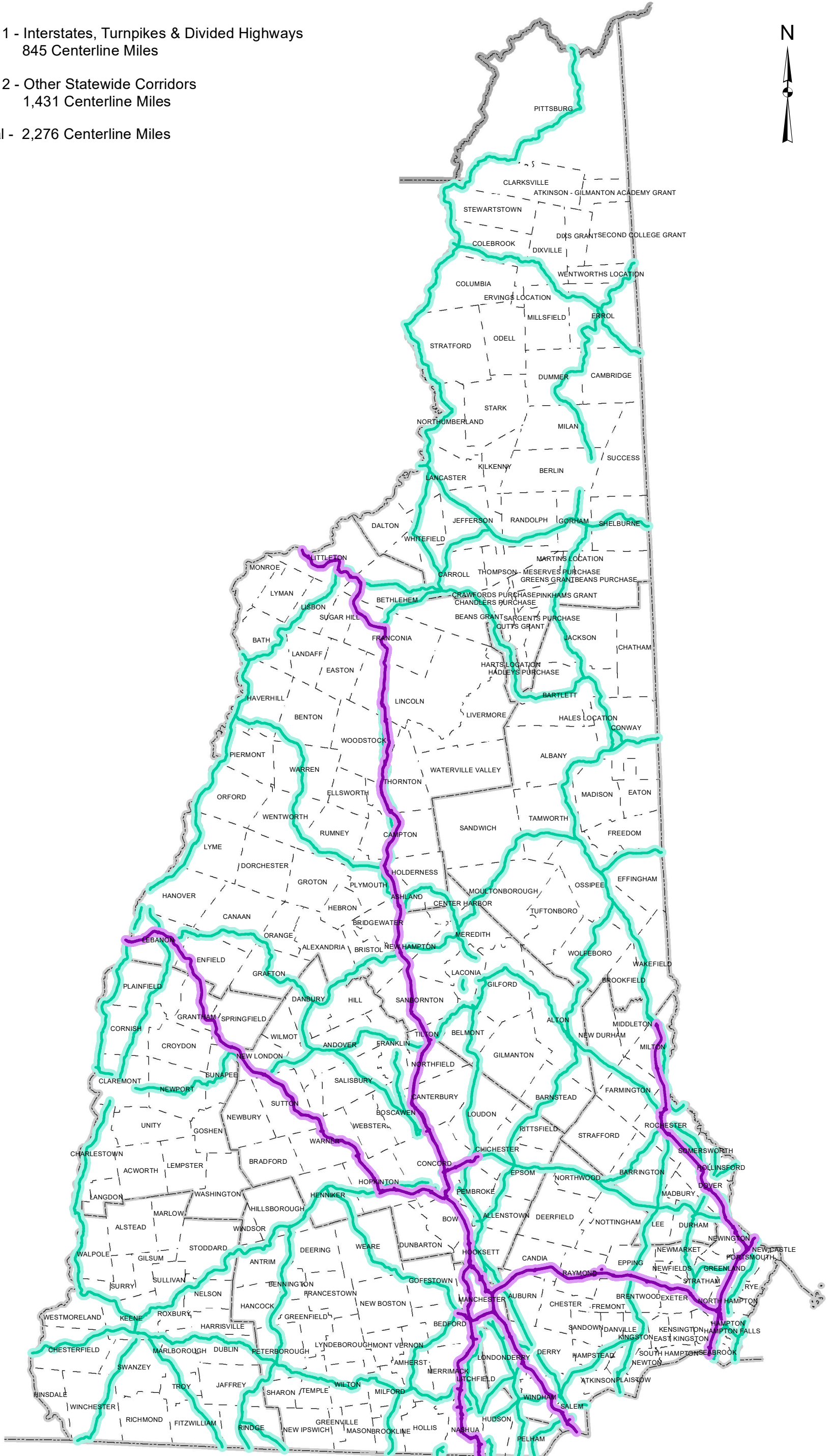
Interstate & Other Statewide Transportation Corridors



 Tier 1 - Interstates, Turnpikes & Divided Highways
845 Centerline Miles

 Tier 2 - Other Statewide Corridors
1,431 Centerline Miles

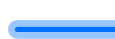
Total - 2,276 Centerline Miles




Tier 3 & 4 Highways

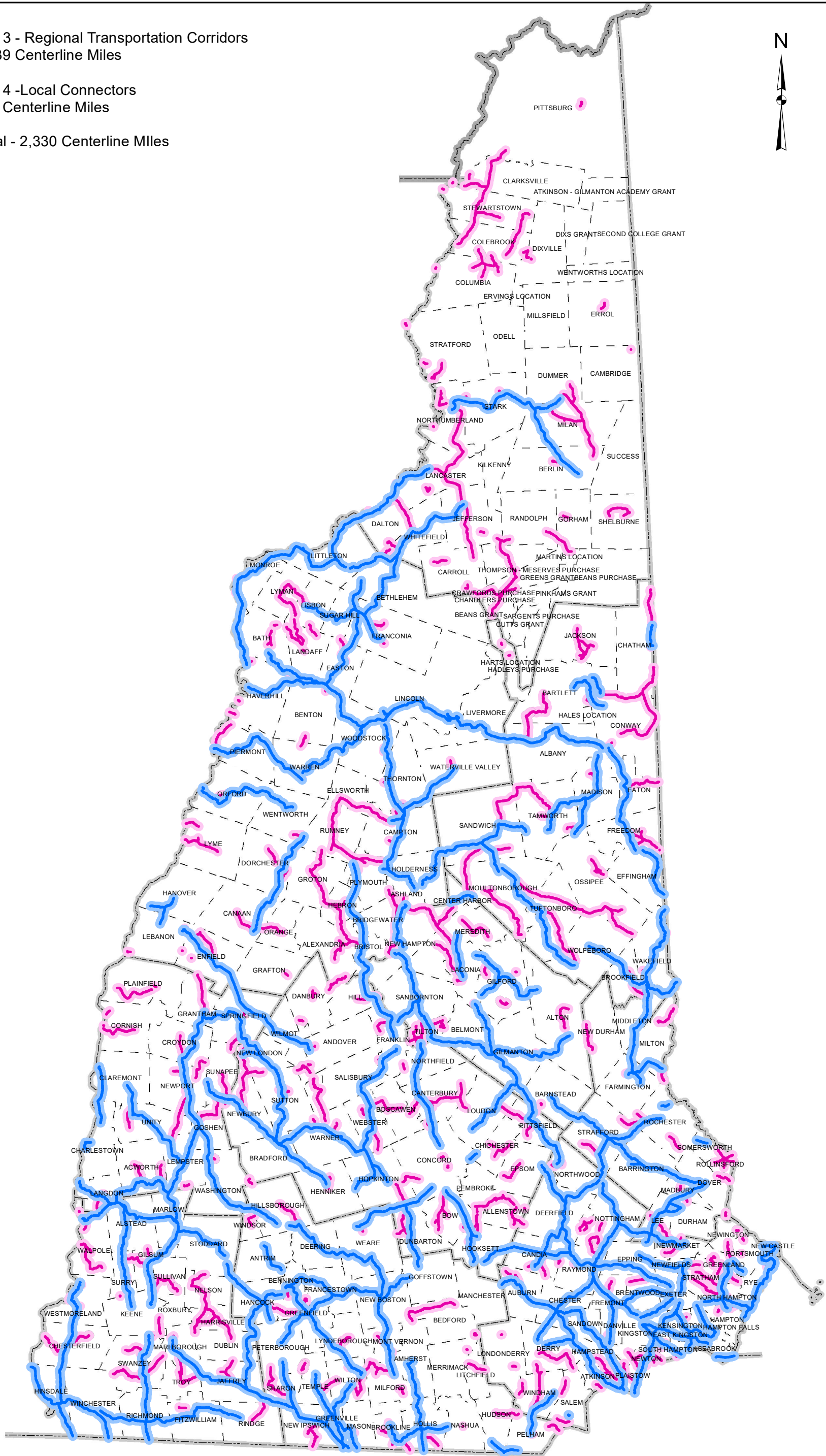
Regional Transportation Corridors & Local Connectors



 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

2020

**MID PERFORMANCE PERIOD
(MPP) PROGRESS REPORT**

New Hampshire

Report Due: 10/1/2020
Report Status: Accepted
Report Updated On:
Report Exported on 4/6/2021

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.

State Contact:

Name : Nicholas Alexander
Phone number : 6032711620
Email : nicholas.alexander@dot.nh.gov

Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percentage of Pavements of the Interstate System in Good Condition		64.7%		95.0%	65.0%
Percentage of Pavements of the Interstate System in Poor Condition		0.2%		0.8%	0.5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	73.1%	72.8%	65.0%	65.0%	
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI)					
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	9.1%	8.3%	12.0%	12.0%	
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI)					
Percentage of NHS Bridges Classified as in Good Condition	57.0%	60.5%	57.0%	57.0%	
Percentage of NHS Bridges Classified as in Poor Condition	7.0%	4.5%	7.0%	7.0%	
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	99.6%	100.0%	95.0%	95.0%	
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		92.9%		85.0%	
Truck Travel Time Reliability (TTTR) Index	1.35	1.38	1.50	1.50	
Annual Hours of Peak Hour Excessive Delay Per Capita: Boston, MA--NH--RI		25.6%		18.3%	
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Boston, MA--NH--RI	33.6%	34.6%	34.5%	35.1%	35.8%
Total Emission Reductions: PM2.5					
Total Emission Reductions: NOx					
Total Emission Reductions: VOC					
Total Emission Reductions: PM10					
Total Emission Reductions: CO	0.000	0.000	70.162	70.162	123.830

Overview

OVERVIEW SECTION 1

Question No	Description	Field Type
O1	Please provide a discussion on the effectiveness of the investment strategies developed and documented in the State asset management plan for the National Highway System (NHS) required under [23 CFR 490.107(b)(2)(ii)(C)].	The NHDOT has worked to proactively manage pavement and bridge assets using a life cycle approach for many years. That approach has been successful at NHDOT as evidenced by 1) outperforming the minimum thresholds established for pavement and bridge condition in federal law, 2) consistently meeting and outperforming the performance targets established by the Department and partnering organizations for the first performance period, and 3) the biennial approval of the 10-Year Transportation Improvement Plan, the culmination of a rigorous public outreach process, that enshrines in state law the life cycle management programs identified in the asset management plan.
O2	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)	

OVERVIEW SECTION 2

Question No	Description	Field Type
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.alexander@dot.nh.gov

Pavement

Pavement Performance Overview

Question No	Description	Field Type
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. This text may be shared verbatim online. (Optional)	

Statewide Performance Target for the Percentage of Pavements on the Interstate System in Good Condition

Question No	Description	Field Type
P2	The 2-year statewide percentage of pavements on the Interstate System in Good condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)] <i>For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i>	64.7
P3	The 4-year target for the statewide percentage of pavements on the Interstate System 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)]	95.0
P4	Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Interstate System in Good condition? [23 CFR 490.105(e)(6)]	Yes
P4a	Please provide the adjusted 4-year target for the statewide percentage of pavements on the Interstate System in Good condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] <i>The adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(2)]</i>	65.0
P4b	Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Interstate System in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	The original target of 95.0 was based solely on the International Roughness Index (IRI) while the revised target incorporates rutting and cracking. The Department reevaluated the target using 4 years of IRI, rutting, and cracking data. That data shows a positive trend in pavement condition over those 4 years providing confidence that the change in the baseline condition was only the result of the

		inclusion of rutting and cracking data. Given current funding levels, the Department anticipates a continuation of the life cycle approach and associated positive trend in condition.
--	--	--

Statewide Performance Target for the Percentage of Pavements on the Interstate System in Poor Condition

Question No	Description	Field Type
P5	<p>The 2-year statewide percentage of pavements on the Interstate System in Poor condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p><i>For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i></p>	0.2
P6	The 4-year target for the statewide percentage of pavements on the Interstate System 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)]	0.8
P7	Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition? [23 CFR 490.105(e)(6)]	Yes
P7a	<p>Please provide the adjusted 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(3)]</i></p>	0.5
P7b	Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	The original target was based solely on the International Roughness Index (IRI) while the revised target incorporates rutting and cracking. The Department reevaluated the target using 4 years of IRI, rutting, and cracking data. That data shows a positive trend in pavement condition over those 4 years providing confidence that the change in the baseline condition was only the result of the inclusion of rutting and cracking data. Given current funding levels, the Department anticipates a continuation of the life cycle approach and associated positive trend in condition.

Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Good Condition.

Question No	Description	Field Type
P8	<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 performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p><i>For the first performance period, 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
P9	<p>The 2-year statewide percentage of pavements on the Non-Interstate NHS in Good condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p><i>For the first performance period, 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
P10	<p>If 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, FHWA has calculated an actual condition level using “Full Distress + IRI” data. [23 CFR 490.313 (c) and (d)]</p> <p><i>When a State DOT reported the 2-year target based on “Full Distress + IRI” data, FHWA will use this value to determine whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</i></p>	
P11	<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
P12	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p> <p><i>For State DOTs that established a 2-year target using IRI only, the baseline value (P8), actual condition calculated with IRI only (P9), and the 2-year target (P11) all use the same metrics and can be compared to each other.</i></p> <p><i>State DOTs that established a 2-year target using “Full Distress + IRI” will see an actual condition value in both P9 and P10. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	<p>The State continues to outperform the 2-year target for non-interstate NHS highways. NHDOT approaches pavement management using a lifecycle approach that is prioritized by facility type. Interstates are the Department’s highest priority with Tier 2 roads, which strongly align to the non-interstate NHS facilities, as the second highest priority. Given current funding levels, the Department anticipates a continuation of the life cycle approach and exceeding the 2-year performance target.</p>

	<p>-The actual condition calculated with IRI only (P9) is ONLY comparable to the baseline value calculated with IRI only (P8).</p> <p>-The actual condition calculated with "Full Distress + IRI" (P10) is ONLY comparable to the State DOT's 2-year target established based on "Full distress + IRI" (P11).</p>	
P13	The 4-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)]	65.0
P14	Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition? [23 CFR 490.105(e)(6)]	No
P14a	<p>Please provide the adjusted 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(4)]</i></p>	
P14b	Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
P15	Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]	<p>Over the past 2 years the Department has sustained the condition of the non-interstate NHS above the target condition through implementation of the life cycle paving programs. Those programs were approved in 2018 through the 2019-2028 10-Year Transportation Improvement Plan. In 2019 there were 648 miles of paving accomplishments across all work types. Of that total, 187 miles of work was focused on the Tier 2 system and include the non-interstate NHS roadways.</p> <p>In 2020 the State signed into law a new 2021-2030 10-Year Transportation Improvement Plan that outlines the paving programs for the upcoming years. In that plan the life cycle approach was continued and investments will continue across all work types.</p>

P16	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition? [23 CFR 490.107(b)(2)(ii)(G)]	No
P16a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
P16b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-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)(2)(ii)(G)]	

Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition.

Question No	Description	Field Type
P17	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 performance period. [23 CFR 490.107(b)(1)(ii)(B)] <i>For the first performance period, 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>	9.1
P18	The 2-year statewide percentage of pavements on the Non-Interstate NHS in Poor condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)] <i>For the first performance period, 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>	8.3
P19	If 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, FHWA has calculated an actual condition level using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)] <i>When a State DOT reported the 2-year target based on "Full Distress + IRI" data, FHWA will use this value to determine whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</i>	
P20	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)]	12.0

<p>P21</p>	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p> <p><i>For State DOTs that established a 2-year target using IRI only, the baseline value (P8), actual condition calculated with IRI only (P9), and the 2-year target (P11) all use the same metrics and can be compared to each other.</i></p> <p><i>State DOTs that established a 2-year target using “Full Distress + IRI” will see an actual condition value in both P9 and P10. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]</i></p> <p><i>-The actual condition calculated with IRI only (P9) is ONLY comparable to the baseline value calculated with IRI only (P8).</i></p> <p><i>-The actual condition calculated with “Full Distress + IRI” (P10) is ONLY comparable to the State DOT’s 2-year target established based on “Full distress + IRI” (P11).</i></p>	<p>The State continues to outperform the 2-Year target for poor condition on the Non-Interstate NHS. The actual poor percentage of 8.3% is below the 2-year target of 12% and below the baseline of 9.1%. The Department’s life cycle approach includes strategies that target poor performing section with a combination of rehabilitation and preventative maintenance.</p>
<p>P22</p>	<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 that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	<p>12.0</p>
<p>P23</p>	<p>Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition? [23 CFR 490.105(e)(6)]</p>	<p>No</p>
<p>P23a</p>	<p>Please provide the adjusted 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(5)]</i></p>	
<p>P23b</p>	<p>Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
<p>P24</p>	<p>Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide</p>	<p>Over the past 2 years the Department has sustained the condition of the non-interstate NHS above the target condition through</p>

	percentage of pavements on the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]	<p>implementation of the lifecycle paving programs. Those programs were approved in 2018 through the 2019-2028 10-Year Transportation Improvement Plan. In 2019 there were 648 miles of paving accomplishments across all work types. Of that total, 187 miles of work was focused on the Tier 2 system and include the non-interstate NHS roadways.</p> <p>In 2020 the State signed into law a new 2021-2030 10-Year Transportation Improvement Plan that outlines the paving programs for the upcoming years. In that plan the life cycle approach was continued and investments will continue across all work types.</p>
P25	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-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)(2)(ii)(G)]	No
P25a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
P25b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-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)(2)(ii)(G)]	

Bridge

Bridge Performance Overview

Question No	Description	Field Type
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. This text may be shared verbatim online. (Optional)	

Statewide Performance Target for Bridges on the NHS Classified as in Good Condition

Question No	Description	Field Type
B2	The baseline statewide percentage of deck area of bridges on the NHS classified as in Good condition. <i>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 performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	57.0
B3	The 2-year statewide percentage of deck area of bridges on the NHS classified as in Good condition. <i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>	60.5
B4	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
B5	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition. <i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020, and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i>	Over the past 2 years the percentage of deck area in good condition has increased 3.5% and is outperforming the 2-year target. NH's life cycle approach includes preservation and maintenance of bridges as well as rehabilitation and replacement.
B6	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 that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	57.0
B7	Does the State DOT wish to adjust the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition? [23 CFR 490.105(e)(6)]	No

B7a	<p>Please provide the adjusted 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition.</p> <p><i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(1)]</i></p>	
B7b	<p>Please provide the basis for adjustment of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
B8	<p>Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>Over the past 2 years the Department has improved the condition of NHS bridges above the target condition through implementation of the life cycle programs. Those programs were approved in 2018 through the 2019-2028 10-Year Transportation Improvement Plan. In 2019 contracts for 15 bridges focused on preservation while 9 focused on rehabilitation or replacement. State personnel focused on an additional 26 bridges for preservation and rehabilitation.</p> <p>In 2020 the State signed into law a new 2021-2030 10-Year Transportation Improvement Plan that outlines the bridge investment for the upcoming years. In that plan the life cycle approach was continued and investments will continue across all work types.</p>
B9	<p>Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 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? [23 CFR 490.107(b)(2)(ii)(G)]</p>	No
B9a	<p>Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]</p>	
B9b	<p>Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide</p>	

	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)(2)(ii)(G)]	
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Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition

Question No	Description	Field Type
B10	The baseline statewide percentage of deck area of bridges on the NHS classified as in Poor condition. <i>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 performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	7.0
B11	The 2-year statewide percentage of deck area of bridges on the NHS classified as in Poor condition. <i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>	4.5
B12	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)]	7.0
B13	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. <i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020, and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i>	Over the past 2 years the amount of poor deck area on the NHS has decreased significantly to 4.5%. That performance is the result of the State's life cycle approach to bridge management and the timing of several rehabilitation and replacement projects being completed.
B14	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 that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	7.0
B15	Does the State DOT wish to adjust the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition? [23 CFR 490.105(e)(6)]	No
B15a	Please provide the adjusted 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. <i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR</i>	

	<p>490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(2)]</i></p>	
B15b	<p>Please provide the basis for adjustment of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
B16	<p>Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>Over the past 2 years the Department has improved the condition of NHS bridges above the target condition through implementation of the life cycle programs. Those programs were approved in 2018 through the 2019-2028 10-Year Transportation Improvement Plan. In 2019 contracts for 15 bridges focused on preservation while 9 focused on rehabilitation or replacement. State personnel focused on an additional 26 bridges for preservation and rehabilitation.</p> <p>In 2020 the State signed into law a new 2021-2030 10-Year Transportation Improvement Plan that outlines the bridge investment for the upcoming years. In that plan the life cycle approach was continued and investments will continue across all work types.</p>
B17	<p>Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 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? [23 CFR 490.107(b)(2)(ii)(G)]</p>	No
B17a	<p>Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]</p>	
B17b	<p>Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-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)(2)(ii)(G)]</p>	

Reliability

Travel Time Reliability Performance Overview

Question No	Description	Field Type
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. This text may be shared verbatim online. (Optional)	

Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable

Question No	Description	Field Type
R2	The baseline statewide percent of the person-miles traveled on the Interstate that are reliable. <i>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 performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	99.6
R3	The 2-year statewide percent of the person-miles traveled on the Interstate that are reliable. <i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>	100.0
R4	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
R5	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable. <i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i>	NH has outperformed the target by 5% and improved over the baseline by 0.4% to achieve 100% reliable travel on the interstate.
R6	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 that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	95.0
R7	Does the State DOT wish to adjust the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable? [23 CFR 490.105(e)(6)]	No
R7a	Please provide the adjusted 4-year target for the statewide	

	<p>percent of the person-miles traveled on the Interstate that are reliable.</p> <p><i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)]</i></p>	
R7b	Please provide the basis for adjustment of the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
R8	Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(2)(ii)(F)]	The most significant improvement to Interstate reliability are the improvements to I-93 from Salem to Manchester. Over the past several years various sections of this project have opened to travel. NHDOT has also undertaken a number of smaller improvements through additional construction projects and the continued implementation of ITS technologies.
R9	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-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)(2)(ii)(G)]	No
R9a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
R9b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-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. [23 CFR 490.107(b)(2)(ii)(G)]	

Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable

Question No	Description	Field Type
R10	<p>The 2-year statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable.</p> <p><i>This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance</i></p>	92.9

	<p><i>period. [23 CFR 490.107(b)(2)(ii)(A)]</i></p> <p><i>For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i></p>	
R11	<p>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 that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	85.0
R12	<p>Does the State DOT wish to adjust the 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable? [23 CFR 490.105(e)(6)]</p>	No
R12a	<p>Please provide the adjusted 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable.</p> <p><i>The adjusted target should reflect expected performance by the end of the Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(c)]</i></p>	
R12b	<p>Please provide the basis for adjustment of the 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	

Freight

Freight Reliability (Movement) Performance Overview

Question No	Description	Field Type
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. This text may be shared verbatim online. (Optional)	
F2	<p>Please discuss progress of the State DOT's efforts in addressing congestion at truck freight bottlenecks within the State (described in § 490.107(b)(1)(ii)(E)) through comprehensive freight improvement efforts of State Freight Plan or MPO freight plans; the Statewide Transportation Improvement Program and Transportation Improvement Program; regional or corridor level efforts; other related planning efforts; and operational and capital activities targeted to improve freight movement on the Interstate System.</p> <p><i>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 analysis of congestion at truck freight bottlenecks must be completed. [23 CFR 490.107(b)(2)(ii)(D)]</i></p> <p><i>Please upload related document(s) in the "Attachment" tab.</i></p>	<p>The Statewide Freight Plan (2019) for NH recognizes the critical importance of freight to the economy, Included in the Plan are strategies for various modes as well as an improvement plan and a bottleneck analysis. Those elements of the plan are considered during the development of the 10-Year Transportation Improvement Program and subsequently the 4-year Statewide Transportation Improvement Program. Those planning documents include programs that benefit freight movement, such as resurfacing, as well as specific projects that will reduce congestion, including freight congestion.</p> <p>In the 2 years since the baseline truck reliability has degraded slightly (0.03) while overall the state remains well below the target of 1.50.</p>

Statewide Performance Target for the Truck Travel Time Reliability (TTTR) Index

Question No	Description	Field Type
F3	<p>The baseline statewide Truck Travel Time Reliability Index.</p> <p><i>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 performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p>	1.35
F4	<p>The 2-year statewide Truck Travel Time Reliability Index.</p> <p><i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i></p>	1.38
F5	<p>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)]</p>	1.50

F6	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide Truck Travel Time Reliability Index.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	<p>NH continues to outperform the target of 1.50 with an observed 2-year condition of 1.38. The actual 2-year condition is slightly higher (+0.03) from baseline and NHDOT will continue to monitor the trend. We anticipate the overall approach to planning and project development to continue to keep the index below the target.</p>
F7	<p>The 4-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)]</p>	1.50
F8	<p>Does the State DOT wish to adjust the 4-year target for the statewide Truck Travel Time Reliability Index? [23 CFR 490.105(e)(6)]</p>	No
F8a	<p>Please provide the adjusted 4-year target for the statewide Truck Travel Time Reliability Index.</p> <p><i>The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest hundredth. For example, enter 2.54. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]</i></p>	
F8b	<p>Please provide the basis for adjustment of the 4-year target for the statewide Truck Travel Time Reliability Index and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
F9	<p>Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>Projects identified in the Freight Investment Plan (FIP) within the Statewide Freight Plan (2019, NH) included several major projects which continue to progress. In addition, the department added a project on I-89 and updated the FIP accordingly.</p> <p>Beyond those specific projects from the FIP, the State has identified a number of additional projects that will likely have positive impacts on truck travel reliability. Those projects include improvements along US 2 in Jefferson, US 3 in Hooksett, and I-293 in Manchester. Each of those locations is an identified freight bottleneck. A full list of projects can be found in the NH 10-Year Plan and the Statewide Freight Plan</p>

		which are both posted online.
F10	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	No
F10a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
F10b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide Truck Travel Time Reliability Index and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Peak Hour Excess Delay (PHED)

Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview

Question No	Description	Field Type
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. This text may be shared verbatim online. (Optional)	NHDOT coordinated with MassDOT and other partners on the review of the PHED information and agreed not to revise the target given currently available information and the dramatic changes to travel in 2020.
D2	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

Question No	Description	Field Type
D3	Urbanized Area:	Boston, MA--NH--RI
D4	The 2-year annual hours of peak hour excessive delay per capita in this UZA. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)] <i>For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure for this UZA per the phase-in of new requirements. [23 CFR 490.105(e)(8)(vi)(C) and 23 CFR 490.105(f)(5)(vi)(B)]</i>	25.6
D5	The 4-year target for the annual hours of peak hour excessive delay per capita in this UZA for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]	18.3
D6	Does the State DOT wish to adjust the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA? [23 CFR 490.105(e)(6)]	No
D6a	Please provide the adjusted 4-year target for the annual hours of peak hour excessive delay per capita in this UZA. <i>Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]</i> <i>The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.105(f)(8)]</i> <i>This adjusted target must be reported to the nearest tenth.</i>	

	<i>For example, enter 7.1. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)]</i>	
D6b	Please provide the basis for adjustment of the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	

Percent of Non-SOV Travel

Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview

Question No	Description	Field Type
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. This text may be shared verbatim online. (Optional)	In accordance with the Boston UZA Memorandum of Understanding (MOU) and Department practices the following agencies were consulted as part of the revised target setting for the midperformance period on the non-SOV% measure, led by MassDOT's Office of Transportation Planning (OTP), New Hampshire Department of Transportation; Boston Region MPO; Central Massachusetts MPO; Merrimack Valley MPO; Northern Middlesex MPO; Old Colony MPO; Southeastern Massachusetts MPO; Nashua MPO; Rockingham MPO; Southern New Hampshire Planning Commission.
T2	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

Question No	Description	Field Type
T3	Urbanized Area:	Boston, MA--NH--RI
T4	The baseline percent of Non-SOV travel. <i>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 performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	33.6
T5	The 2-year percent of Non-SOV travel. <i>This value is the actual 2-year performance. [23 CFR 490.107(b)(2)(ii)(A) and [23 CFR 490.107(c)(3)(iii)(A)]</i> <i>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)]</i>	34.6
T6	The 2-year target for the percent of Non-SOV travel 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
T7	Please provide a discussion of the progress made toward achieving the 2-year target for the percent of Non-SOV	Recent American Community Survey (ACS) data shows that the

	<p>travel.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	<p>2-year target was exceeded, indicating higher mode shift when traveling to work among the Boston UZA population than initially projected. The ACS indicates that the increase in non-SOV travel was driven primarily by increased rates of working at home, public transportation, and the use of “taxicabs, motorcycles, or other means.” Although non-SOV travel is driven by a number of contextual factors, NHDOT continues to partner with the State’s municipalities and invest in non-SOV components of design and programs, including bicycle and pedestrian programs as well as transit programs.</p>
T8	<p>The 4-year target for the percent of Non-SOV travel established 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>	35.1
T9	<p>Does the State DOT wish to adjust the 4-year target for the percent of Non-SOV travel? [23 CFR 490.105(e)(6)]</p>	Yes
T9a	<p>Please provide the adjusted 4-year target for the percent of Non-SOV travel.</p> <p><i>Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]</i></p> <p><i>The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.105(f)(8) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)]</i></p>	35.8
T9b	<p>Please provide the basis for adjustment of the 4-year target for the percent of Non-SOV travel and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	<p>Due to ACS data showing that non-SOV travel in the Boston UZA is increasing at a faster rate than initially projected, the 4-year target reflects a revised rolling five year trendline based on the most recent actual data from 2017 and 2018. This revised target supports the goals to reduce congestion and increase mode shift established in a number of NHDOT and MassDOT planning reports.</p>

Emissions

Emissions Reduction Performance Overview

Question No	Description	Field Type
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. This text may be shared verbatim online. (Optional)	
E2	Does the State include any areas designated as nonattainment or maintenance for PM2.5? <i>Note: Based on the response to E2, the State is not required to establish a statewide target for annual emissions reductions for PM2.5.</i>	No
E3	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? <i>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)]</i>	
E4	Does the State include any areas designated as nonattainment or maintenance for PM10? <i>Note: Based on the response to E4, the State is not required to establish a statewide target for annual emissions reductions for PM10.</i>	No
E5	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?	
E6	Does the State include any areas designated as nonattainment or maintenance for CO? <i>Note: Based on the response to E6, the State is required to provide a statewide target for annual emissions reductions for CO.</i>	Yes
E7	Does the State include any areas designated as nonattainment or maintenance for ozone?	No

Statewide Total Emission Reductions PM2.5 Target #1

Question No	Description	Field Type
E11	The baseline emissions reductions (total daily kilograms) of PM2.5.	

	<p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p> <p><i>This value is carried over from the 2018 Baseline Performance Period Report.</i></p>	
E12	<p>Please provide the current estimated emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p>	
E13	<p>The 2-year target for cumulative 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) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	
E14	<p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	
E15	<p>The 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established 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>	
E16	<p>Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5? [23 CFR 490.105(e)(6)]</p>	
E16a	<p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5. The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is</p>	

	<p>only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p>	
E16b	<p>Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	

Statewide Total Emission Reductions NOx Target #2

Question No	Description	Field Type
E17	<p>The baseline emissions reductions (total daily kilograms) of NOx.</p> <p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p>	
E18	<p>Please provide the current estimated emissions reductions (total daily kilograms) of NOx. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p>	
E19	<p>The 2-year target for cumulative emissions reduction (total daily kilograms) of NOx 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>	
E20	<p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of NOx. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p>	

E21	The 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established 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)]	
E22	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx? [23 CFR 490.105(e)(6)]	
E22a	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of NOx. <i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i> <i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i>	
E22b	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	

Statewide Total Emission Reductions VOC Target #3

Question No	Description	Field Type
E23	The baseline emissions reductions (total daily kilograms) of VOC. <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	
E24	Please provide the current estimated emissions reductions (total daily kilograms) of VOC. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)] <i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i> <i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i> <i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i> <i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different</i>	

	<i>value is appropriate due to an error, please contact the FHWA Division Office in your State.</i>	
E25	The 2-year target for cumulative 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) and 23 CFR 490.107(c)(3)(ii)(B)]	
E26	Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of VOC. <i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i>	
E27	The 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established 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)]	
E28	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC? [23 CFR 490.105(e)(6)]	
E28a	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of VOC. <i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i> <i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i>	
E28b	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and [23 CFR 490.107(c)(3)(ii)(B)].	

Statewide Total Emission Reductions PM10 Target #4

Question No	Description	Field Type
E29	The baseline emissions reductions (total daily kilograms) of PM10. <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the</i>	

	<i>performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	
E30	<p>Please provide the current estimated emissions reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p>	
E31	The 2-year target for cumulative 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)]	
E32	<p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM10.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	
E33	The 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established 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)]	
E34	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10?[23 CFR 490.105(e)(6)]	
E34a	<p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM10.</p> <p><i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p>	

	target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	
E34b	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	

Statewide Total Emission Reductions CO Target #5

Question No	Description	Field Type
E35	<p>The baseline emissions reductions (total daily kilograms) of CO.</p> <p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p>	0.000
E36	<p>Please provide the current estimated emissions reductions (total daily kilograms) of CO. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p>	0.000
E37	<p>The 2-year target for cumulative 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) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	70.162
E38	<p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of CO.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR</i></p>	The Department encourages emissions reductions through routine activities and the CMAQ program. In the past, the CMAQ program for NH focused on an ozone non-attainment area and the criteria pollutants VOC and NOx. As such, even though CMAQ projects are underway that have a

	490.107(b)(2)(ii)(B)]	positive impact on CO emissions, those benefits were not included in the CMAQ air quality analysis entered into the public access tool. NHDOT, the MPOs, and FHWA-NH plan to work collaboratively to improve future CO reporting.
E39	The 4-year target for cumulative emissions reduction (total daily kilograms) of CO established 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)]	70.162
E40	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of CO? [23 CFR 490.105(e)(6)]	Yes
E40a	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of CO. <i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i> <i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i>	123.830
E40b	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	Additional CO reductions associated with anticipated CMAQ projects in the CO maintenance areas. The revised target was development in coordination with 2 MPOs containing the CO maintenance areas.

Attachments

S.No	Section	Attachment Detail
1	Freight	Filename: 2020_NH_Freight_FIP July 2020 for FHWA.pdf Notes: Updated to Appendix C of the Freight Investment Plan for recent projects. Attachment Url:
2	Freight	Filename: 2020_NH_Freight_NH-Freight-Plan-FINAL-REPORT-Jan-2019.pdf Notes: Final Freight Plan (2019) Attachment Url: