STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM 2023-2026

Amendment #4

APPROVED

April 18, 2024

Includes January – March 2024 Minors

U.S. Department
of Transportation

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April 16, 2024

Mr. William Cass
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

RE: New Hampshire FY 2023-2026 Statewide Transportation Improvement Program (STIP) Amendment #4

Dear Commissioner Cass:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of New Hampshire's FY 2023-2026 STIP Amendment 4 and supporting documentation submitted on March 14, 2024. The federal agencies note that modifications of New Hampshire's metropolitan transportation plans (MTPs) and transportation improvement programs (TIPs) for this Amendment require a conformity determination under 40 CFR 93.109. This was determined via New Hampshire's interagency consultation process, consistent with requirements under 40 CFR 93.105.

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also known as the 2008 ozone standard, and as of April 6, 2015, the 1997 8-Hour Ozone NAAQS (the 1997 ozone standard) was revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area.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can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS.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 27th, 2024. This letter states that "NHDES is in concurrence with the determination that the NH STIP 2023-2026 – Amendment 4 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 April 9, 2024, FHWA and FTA also received a message from the US Environmental Protection Agency (EPA). This message states that "EPA Region 1 has reviewed Amendment #4 to the New Hampshire 2023-2026 STIP, along with the associated air quality documents. EPA concurs that Amendment #4 conforms to New Hampshire's SIP and meets transportation conformity requirements."

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, Metropolitan Planning Organizations (MPOs), and transit operators in accordance with the provisions of 23 USC 134 and 49 USC Sections 5303, and subparts A, B, and C of 23 CFR 450.

- 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.

Findings:

The federal agencies appreciate that NHDOT continues to include a status report on Findings from our April 12, 2023 2023-2026 STIP approval action, and we request that you continue providing this status report information with any subsequent 2023-2026 STIP Amendments and the anticipated 2025-2028 STIP update as needed. We also appreciate that the Department has continued to include documentation in STIP Amendment 4 addressing performance-based planning and programming requirements. Matrices indicating which projects support performance measures related to Safety, Pavement Condition, Bridge Condition, Congestion/Air Quality and Transit performance measures remain helpful.

Conclusion:

FHWA and FTA have jointly determined that FY 2023-2026 STIP Amendment 4 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; however, we are specifically excluding COAST Project 44367 from this approval action, pending further review of eligibility for CMAQ funds.

The federal agencies 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.

A copy of this letter is being provided to the Executive Director of each MPO and rural RPC in New Hampshire. If you have any questions, or for further assistance, please contact Leigh Levine, FHWA at (603) 410-4844 or Christina Mendoza, FTA at (617) 494-3514.

Sincerely,

PETER SHANNON BUTLER
Digitally signed by PETER SHANNON BUTLER
Date: 2024.04.16 16:21:51 -04'00'

Peter Butler
Regional Administrator
Federal Transit Administration
Region I

PATRICK A BAUER
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Date: 2024.04.17 09:24:41 -04'00'

Patrick A. Bauer
Division Administrator
Federal Highway Administration
New Hampshire Division

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

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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 transportations 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. Planning 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 3.70% 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 FYs 2022 through 2026. The STIP Financial Plan has been prepared to satisfy the requirements of 23 CFR §450.218. Pursuant to these federal regulations, the STIP shall include projects, or identified phases of projects, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

In the 2023-2026 STIP Amendment #4 the Financial Constraint Report federal apportionment for 2023 are figures from the Status of Funds report(W10A) published by FHWA on 12/13/2023. 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.
- Newington, Dover, Manchester, and Berlin have received Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants and are shown in the STIP Financial Constraint Report.
- Enfield has received National Scenic Byways Program funding and is shown in the Financial Constraint report.
- To estimate year of expenditure dollars for future years in the STIP, an annual inflation rate of 3.70% is applied to each year following the second year of current estimate. The NHDOT developed an annual estimated rate of inflation of 3.70% 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 plans to constrain funding sources 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.

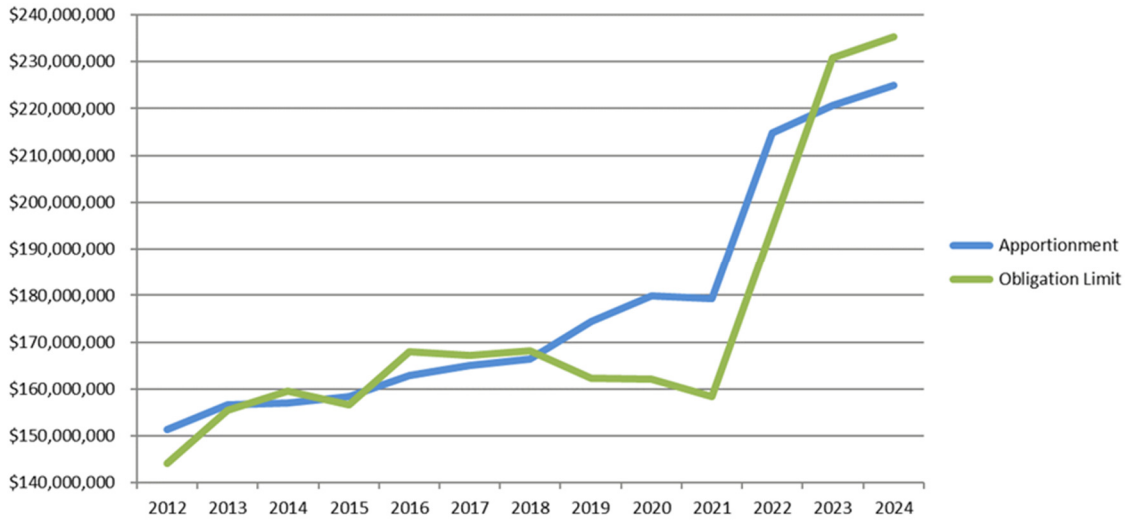
Federal Resources

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 2024 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 are 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.

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 Statues 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
$34,477,878	**$34,096,152**	**$34,266,632**	**$34,266,632****

*Source: https://www.gencourt.state.nh.us/lba/ **Revenue estimate is expected to change

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

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

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

Turnpike Toll Credits

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

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

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

Federal Toll Credits

2023	2024	2025	2026
Total Programmed	**Total Programmed**	**Total Programmed**	**Total Programmed**
$53,658,071	$45,716,948	**$46,385,678**	**$30,267,327**

Source: NHDOT ProMIS

Advance Construction (AC)

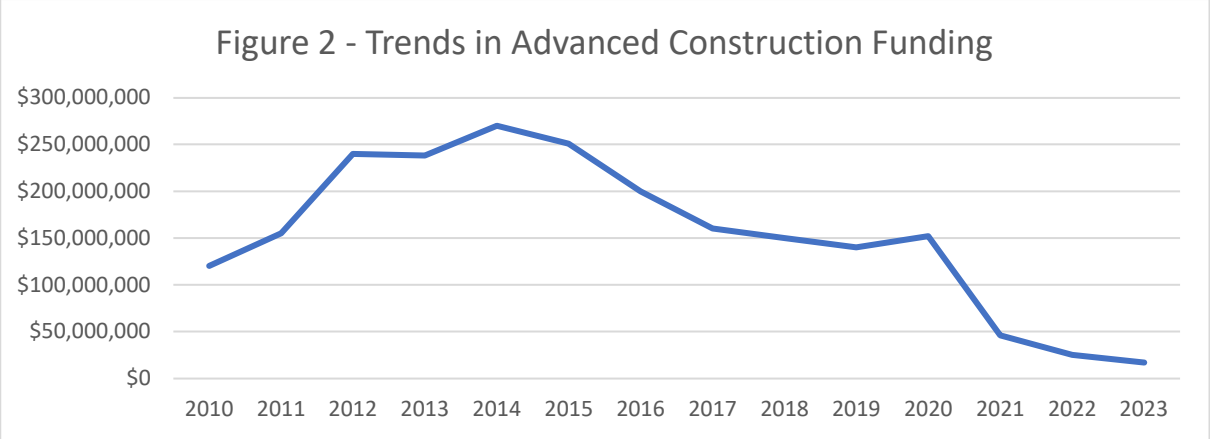
Advance Construction is a funding management tool which allows for accelerated project work time. NHDOT can incur costs on a project if it has been Advanced Constructed and submit the funds later to be federally reimbursed. The STIP must remain financially constrained if there are any modifications to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

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

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

Under the provisions of 23 USC Part 115(a) and as further outlined in 23 CFR §630, the State may utilize Advance Construction (AC) on Federal-aid projects with the approval of FHWA. Guidance from the FHWA Resource Center

has indicated that the cumulative amount of AC should remain below 1½ times the annual apportionment of federal funds for FHWA programs. Advance construction is subject to approval from FHWA and will be tracked as normal Federal-aid projects are in the federal Financial Management Information System.



*Source: NHDOT ProMIS

Turnpike Authority

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

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

Statewide Maintenance and Operating Budget (Turnpike)*

2023	2024	2025	2026
Total Resources	**Total Resources**	**Total Resources**	**Total Resources**
Available	Available	Available	Estimated
$207,918,058	**$127,862,706**	**$146,942,776**	**$147,156,850****

*Source: New Hampshire First Enterprise Resource Planning & https://www.gencourt.state.nh.us/lba/ **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
$170,767,639	**$157,788,753**	**$157,605,440**	**$157,605,440****

*Source: https://www.gencourt.state.nh.us/lba/ **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	$ 102,800	$ 1,332,545	$ 1,486,745
MILTON NH - ACTON MAINE	44393				$ 2,102,346	$ 2,102,346
MILTON, NH-LEBANON, ME	40658		$ 112,500	$ 800,593		$ 913,093
NE COMPASS	43883	$ 889,521	$ 892,654	$ 614,305	$ 153,734	$ 2,550,214
PROGRAM	TSMO	$ 889,521	$ 892,654	$ 592,387	$ 142,960	$ 2,517,521
SOMERSWORTH NH - BERWICK MAINE	44389				$ 596,830	$ 596,830
Grand Total		**$ 1,779,042**	**$ 1,949,208**	**$ 2,110,084**	**$ 4,328,415**	**$ 10,166,750**

Source: NHDOT ProMIS

Vermont Funding in NHDOT 2023-2026 STIP

Project Name	Project #	2023	2024	2025	2026	Grand Total
CLAREMONT, NH - WEATHERSFIELD, VT	41467		$ 338,000			$ 338,000
HANOVER, NH - NORWICH, VT	42278	$ 485,262				$ 485,262
HINSDALE, NH - BRATTLEBORO, VT	12210D	$ 40,000	$ 20,000	$ 852,829	$ 884,383	$ 1,797,212
LEBANON, NH - HARTFORD, VT	16148	$ 3,726,391				$ 3,726,391
LITTLETON, NH - WATERFORD, VT	27711		$ 101,772	$ 1,461,180		$ 1,562,952
NE COMPASS	43883	$ 1,014,521	$ 892,654	$ 614,305	$ 153,734	$ 2,675,214
PIERMONT, NH - BRADFORD, VT	44406				$ 47,316	$ 47,316
PROGRAM	TSMO	$ 1,014,521	$ 892,654	$ 592,387	$ 142,960	$ 2,642,521
WALPOLE, NH - ROCKINGHAM, VT	41720		$ 63,879		$ 64,634	$ 128,513
STRATFORD, NH - MAIDSTONE, VT	44592		$ 150,000			$ 150,000
Grand Total		**$ 6,280,696**	**$ 2,458,959**	**$ 3,520,700**	**$ 1,293,027**	**$ 13,553,382**

Source: NHDOT ProMIS

NHDOT Highway Tiers- Definitions

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

Tier 1- Interstates, Turnpikes and Divided Highway

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

Tier 2- Statewide Corridors

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

Tier 3- Regional Transportation Corridors

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

Tier 4- Local Connectors

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

Tier 5- Local Roads

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

Tier 6- Off Network

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

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

Public Involvement

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

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

STIP Revisions

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

Figure 3 – STIP Amendment Schedule

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

Performance Based Planning & Programming

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

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

Safety

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

Pavement Condition

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

Bridge Condition

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

Reliability/Congestion/Air Quality

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

Transit-Capital

- Percentage of revenue vehicles exceeding Useful Life Benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding Useful Life Benchmark (ULB)

- Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale
- Percentage of track segments under performance restriction

Transit – Safety

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

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

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

Performance Measures 2023-2026 STIP

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion /Air Quality	Transit Capital	Transit Safety	Non-Applicable (N/A)
ACWORTH	44523			X				
ALBANY	29597	X	X					
ALSTEAD	40649			X				
ALSTEAD	40661			X				
ALTON	40624			X				
ALTON	44456		X					
AMHERST	40657			X				
AMHERST	42593	X						
ANDOVER	20650			X				
ANDOVER	40392			X				
ANDOVER	41407			X				
ANTRIM	42579			X				
ASHLAND - BRIDGEWATER	24904			X				
BARRINGTON	41415			X				
BARRINGTON	43547	X						
BEDFORD	24217			X				
BEDFORD	40664	X	X					
BEDFORD - MERRIMACK	16100	X						
BELMONT	43352	X						
BERLIN	44142			X				
BERLIN	44174		X				X	

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion /Air Quality	Transit Capital	Transit Safety	Non-Applicable (N/A)
BETHLEHEM	41575			X				
BETHLEHEM - FRANCONIA	44160	X						
BOSCAWEN	41578	X						
BOW	29641	X						
BOW - CONCORD	13742	X	X					
BRISTOL	43429			X				
BROOKLINE	40662	X						
CAMPTON	41472			X				
CANAAN	41399			X				
CANAAN	41406			X				
CANDIA	41592	X						
CANDIA-RAYMOND	43839		X					
CARROLL	44416			X				
CHARLESTOWN	40667		X					
CHICHESTER	40631	X						
CLAREMONT	13248	X						
CLAREMONT	41748				X			
CLAREMONT, NH - WEATHERSFIELD, VT	41467			X				
COAST	44175					X		
COAST	44176					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				
CONCORD	44556		X					
CONWAY	40638	X						
CORNISH	44417			X				
DANBURY	40395			X				
DERRY-LONDONDERRY	13065A	X						
DERRY-LONDONDERRY	13065B	X						
DERRY-LONDONDERRY	13065C	X						
DERRY-LONDONDERRY	13065E	X						
DORCHESTER	42092			X				
DOVER	41373	X						
DOVER	41824			X				
DOVER	44159		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				
EASTON	44418			X				
ENFIELD	40526	X						
ENFIELD	44286	X						
EPPING	29608	X						
EPPING	43430			X				
EXETER	40623			X				

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion /Air Quality	Transit Capital	Transit Safety	Non-Applicable (N/A)
EXETER	44410			X				
FARMINGTON	43550	X						
FRANCESTOWN	42709			X				
FRANCONIA	40514		X					
FRANCONIA-BETHLEHEM	42436		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	41584		X					
HAMPTON	42573			X				
HAMPTON	42606	X						
HAMPTON-PORTSMOUTH	26485				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	41368	X						
HILLSBOROUGH	43436			X				
HINSDALE, NH - BRATTLEBORO, VT	12210D			X				
HOOKSETT	29611	X	X	X				
HOOKSETT	43851	X						
HUDSON	41754	X			X			
HUDSON	42108				X			
JAFFREY	16307	X						
JEFFERSON	42558			X				
JEFFERSON - RANDOLPH	13602C	X						
KEENE	40653			X				
KEENE	41590	X						
KEENE - SWANZEY	40100							X
KEENE-SWANZEY	40666			X				
KENSINGTON	42610	X						
LACONIA	26706			X				
LACONIA	41469			X				
LACONIA	43845			X				
LEBANON	13558A			X				
LEBANON	24221			X				
LEBANON	24222			X				
LEBANON	29612	X						
LEBANON	40794	X						
LEBANON	42604	X						
LEBANON	43437			X				
LEBANON	44016	X						
LEBANON, NH - HARTFORD, VT	16148			X				
LEE	41322			X				
LEE	42876				X			

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion /Air Quality	Transit Capital	Transit Safety	Non-Applicable (N/A)
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						
MARLOW	40088			X				
MERRIMACK	10136D	X						
MERRIMACK	29174			X				
MILFORD	41587			X				
MILFORD	42470	X						
MILTON	43551	X						
MILTON, NH-LEBANON, ME	40658			X				
MILTON, NH-ACTON, ME	44393			X				
MOULTONBOROUGH	40639	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	44141	X						
NASHUA -HUDSON	42596			X				
NASHUA-MERRIMACK-BEDFORD	13761	X	X					
NASHUA-MERRIMACK-BEDFORD	13761A	X	X					
NASHUA-MERRIMACK-BEDFORD	13761B	X	X	X				
NASHUA-MERRIMACK-BEDFORD	13761C	X	X					
NASHUA-MERRIMACK-BEDFORD	13761E	X	X					
NEW BOSTON	14771			X				
NEW BOSTON	15505			X				
NEW CASTLE - RYE	16127			X				
NEW CASTLE-RYE	41713				X			
NEW HAMPTON	25365			X				
NEWFIELDS - NEWMARKET	28393			X				
NEWINGTON	11238V							X
NEWINGTON	42879				X			
NEWINGTON - DOVER	11238	X		X				

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion /Air Quality	Transit Capital	Transit Safety	Non-Applicable (N/A)
NEWINGTON - DOVER	11238S	X						
NEWTON	29617	X						
NEWTON	41436			X				
NHDES	42875				X			
NORTH HAMPTON	24457			X				
NORTH HAMPTON - RYE	42312			X				
NORTH HAMPTON – RYE	42312A	X						
NORTH HAMPTON – RYE	42312B	X						
NORTHWOOD-NOTTINGHAM	41595	X						
ORFORD	40366			X				
ORFORD	41151			X				
PELHAM	16145			X				
PELHAM	29450			X				
PELHAM	41751	X			X			
PELHAM	41751A	X			X			
PETERBOROUGH	27712			X				
PIERMONT, NH-BRADFORD, VT	44406			X				
PLAINFIELD	44419			X				
PLAISTOW	40641	X						
PLAISTOW	40645	X						
PLAISTOW - KINGSTON	10044E	X						
PLYMOUTH	41583	X						
PLYMOUTH	44407			X				
PORTSMOUTH	20258	X						
PORTSMOUTH	29640	X						
PORTSMOUTH	40644	X						
PORTSMOUTH	41752	X						
PORTSMOUTH	42608	X						
PORTSMOUTH	42611	X						
PORTSMOUTH	42874				X			
PORTSMOUTH	43760							X
PORTSMOUTH	44411			X				
PORTSMOUTH, NH-KITTERY, ME	15731			X				
PORTSMOUTH, NH - KITTERY, ME	15731C			X				
PORTSMOUTH, NH - YORK, ME	16189B							X
PROGRAM	ADA	X						
PROGRAM	BRDG-HIB-M&P			X				
PROGRAM	BRDG-T1/2-M&P			X				
PROGRAM	BRDG-T3/4-M&P			X				
PROGRAM	CBI			X				
PROGRAM	COAST5307			X		X	X	
PROGRAM	CORRST	X						
PROGRAM	CRDR			X				
PROGRAM	DBE							X
PROGRAM	ENV-POST-CON	X						
PROGRAM	EV_INFRA				X			
PROGRAM	FLAP	X						
PROGRAM	FTA5307					X	X	
PROGRAM	FTA5310					X	X	
PROGRAM	FTA5311					X	X	
PROGRAM	FTA5339					X	X	
PROGRAM	GRR	X						

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion /Air Quality	Transit Capital	Transit Safety	Non-Applicable (N/A)
PROGRAM	HSIP	X						
PROGRAM	LTAP	X						
PROGRAM	MOBIL			X				
PROGRAM	MOBRR			X				
PROGRAM	MTA5307					X	X	
PROGRAM	MTA5310					X	X	
PROGRAM	MTA5339					X	X	
PROGRAM	NSTI							X
PROGRAM	NTS5307					X	X	
PROGRAM	NTS5310					X	X	
PROGRAM	NTS5339					X	X	
PROGRAM	OJT/SS							X
PROGRAM	PAVE-T1-RESURF		X					
PROGRAM	PAVE-T2-REHAB		X					
PROGRAM	PAVE-T2-RESURF		X					
PROGRAM	PVMRK		X					
PROGRAM	RCTRL	X						
PROGRAM	RRRCS	X						
PROGRAM	SRTS	X						
PROGRAM	STBG-FTA					X		
PROGRAM	STIC	X						
PROGRAM	TA	X						
PROGRAM	TRAC							X
PROGRAM	TRAFMON	X						
PROGRAM	TRAIN							X
PROGRAM	TRCK-WGHT-SFTY	X						
PROGRAM	TSMO	X						
PROGRAM	UBI			X				
PROGRAM	USSS	X						
RICHMOND	29055			X				
ROCHESTER	43552	X						
ROCHESTER	44408			X				
ROLLINSFORD - DOVER	42578			X				
RYE	43002	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						
SOMERSWORTH, NH-BERWICK, ME	44389			X				
SPRINGFIELD	20509			X				
STATEWIDE	41756	X			X			
STATEWIDE	43104			X				
STATEWIDE	43932							X
STATEWIDE	44196							X

Project Name	Project #	Safety	Pavement Condition	Bridge Condition	Congestion /Air Quality	Transit Capital	Transit Safety	Non-Applicable (N/A)
STATEWIDE	44491							X
STATEWIDE SIGNS	43934	X						
STATEWIDE SOUTH GUARDRAIL	43993	X						
STATEWIDE 4R PROJECTS	44518		X					
STRATHAM	41711	X						
SURRY	41470			X				
SURRY	44409			X				
SWANZEY	41403			X				
TILTON	42600	X						
TROY	40371			X				
WALPOLE, NH - ROCKINGHAM, VT	41720			X				
WARNER	15907			X				
WARNER	44161	X						
WARNER	44405			X				
WARNER - SUTTON	15747		X					
WEARE	14338			X				
WEARE	41471			X				
WEBSTER	40810			X				
WEBSTER	41429			X				
WHITEFIELD	41582	X						
WHITEFIELD	44158		X					
WILTON	15768			X				
WILTON - MILFORD - AMHERST - BEDFORD	13692E	X						
WINDHAM	40663							X
WINDHAM	40665	X						
WOLFEBORO	29615	X	X					
WOLFEBORO	44455		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	Details
Finding	Performance Based Planning and Programming	COMPLETE	The projects contributing to transit safety performance have now been included in the Performance Based Planning & Programming section of the STIP.
Finding	WIM and Classification Count Reporting	ONGOING	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	ONGOING	NHDOT is currently finalizing a draft update to these procedures and anticipates going to a 45-day public comment in 2024.
Finding	Statewide Long Range Transportation Plan (LRTP)	ONGOING	NHDOT is working with the Governor and Executive Council to confirm selection of an outside Consultant for assistance with this effort. Consultant confirmation is expected to be completed by March 2024, with continued 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	ONGOING	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 2024, and on a bottom-line basis for 2025-2026. 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	ONGOING	NHDOT continues to work to identify and revise existing project scopes that lack appropriate details. NHDOT also continues to improve upon the details contained within the programmatic report as it relates to transit programs.

2024 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	$ 472,327	$ -	$ -	$ 472,327	$ -
Carbon Reduction Program Under 5k	$ 1,459,116	$ -	$ -	$ 1,459,116	$ -
Carbon Reduction Program>200k	$ 797,579	$ -	$ -	$ 797,579	$ -
Carbon Reduction Program 50k - 200k	$ 733,769	$ -	$ -	$ 733,769	$ -
Carbon Reduction Program Flex	$ 1,864,580	$ -	$ -	$ 1,864,580	$ -
Congestion Mitigation and Air Quality Program	$ 11,497,245	$ -	$ 1,209,833	$ 12,707,078	$ 4,997,334
Highway Safety Improvement Program (HSIP)	$ 12,447,232	$ -	$ -	$ 12,447,232	$ 9,968,631
National Highway Freight	$ 5,842,291	$ -	$ -	$ 5,842,291	$ -
National Highway Performance	$ 136,703,157	$ -	$ 50,000	$ 136,753,157	$ 67,886,978
PROTECT	$ 6,057,602	$ -	$ -	$ 6,057,602	$ 2,218,022
Recreational Trails	$ 1,255,265	$ -	$ 313,816	$ 1,569,081	$ 1,255,265
RL - Rail Highway	$ 1,225,000	$ -	$ -	$ 1,225,000	$ 616,500
Safe Routes to School	$ -	$ -	$ -	$ -	$ -
STBG-5 to 49,999	$ 3,889,280	$ -	$ 556,081	$ 4,445,361	$ 2,294,723
STBG-50 to 200K	$ 6,042,070	$ -	$ 126,567	$ 6,168,637	$ 4,846,621
STBG-Areas Over 200K	$ 6,567,496	$ -	$ 115,000	$ 6,682,496	$ 2,161,101
STBG-Non Urban Areas Under 5K	$ 12,014,776	$ -	$ 686,499	$ 12,701,275	$ 12,701,275
STBG-Off System Bridge	$ 4,897,123	$ -	$ 412,933	$ 5,310,056	$ 4,526,280
STBG-State Flexible	$ 19,420,794	$ -	$ 15,846,510	$ 35,267,304	$ 93,348,504
TAP-50K to 200K	$ 680,168	$ -	$ 188,717	$ 868,885	$ 754,866
TAP-5K to 49,999	$ 437,824	$ -	$ 81,941	$ 519,765	$ 327,763
TAP-Areas Over 200K	$ 739,316	$ -	$ 189,367	$ 928,683	$ 757,469
TAP-Flex	$ 2,230,564	$ -	$ 555,042	$ 2,785,606	$ 2,220,166
TAP-Non Urban Areas Under 5K	$ 1,352,528	$ -	$ 338,694	$ 1,691,222	$ 1,354,777
State Planning and Research	$ 6,428,770	$ -	$ 390,000	$ 6,818,770	$ 4,996,656
	$ 245,055,872	$ -	$ 21,061,001	**$ 266,116,873**	**$ 217,232,931**
Surplus/(Deficit)					**$ 48,883,942**

2025 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed	Surplus/deficit
Carbon Reduction Program 5k to 49,999	$ 481,774	$ -	$ -	$ 481,774	$ -	$ 481,774
Carbon Reduction Program Under 5k	$ 1,488,298	$ -	$ -	$ 1,488,298	$ -	$ 1,488,298
Carbon Reduction Program>200k	$ 813,531	$ -	$ -	$ 813,531	$ -	$ 813,531
Carbon Reduction 50k- 200K	$ 748,444	$ -	$ -	$ 748,444	$ -	$ 748,444
Carbon Reduction Program Flex	$ 1,901,872	$ -	$ -	$ 1,901,872	$ -	$ 1,901,872
Congestion Mitigation and Air Quality Program	$ 11,727,190	$ -	$ 1,197,720	$ 12,924,910	$ 5,623,204	$ 7,301,706
Highway Safety Improvement Program (HSIP)	$ 12,696,177	$ -	$ -	$ 12,696,177	$ 6,449,705	$ 6,246,472
National Highway Freight	$ 5,959,137	$ -	$ -	$ 5,959,137	$ 3,749,442	$ 2,209,694
National Highway Performance	$ 139,437,220	$ -	$ 90,484	$ 139,527,704	$ 66,515,151	$ 73,012,553
PROTECT	$ 6,178,754	$ -	$ -	$ 6,178,754	$ 2,173,013	$ 4,005,741
Recreational Trails	$ 1,280,370	$ -	$ 313,816	$ 1,594,187	$ 1,255,265	$ 338,922
RL - Rail Highway	$ 1,249,500	$ -	$ -	$ 1,249,500	$ 616,500	$ 633,000
Safe Routes to School	$ -	$ -	$ -	$ -	$ -	$ -
STBG-5 to 49,999	$ 3,967,066	$ -	$ 832,197	$ 4,799,263	$ -	$ 4,799,263
STBG-50 to 200K	$ 6,162,911	$ -	$ 774,251	$ 6,937,162	$ 4,829,767	$ 2,107,395
STBG-Areas Over 200K	$ 6,698,846	$ -	$ 488,978	$ 7,187,824	$ 8,953,031	$ (1,765,207)
STBG-Non Urban Areas Under 5K	$ 12,255,072	$ -	$ 71,389	$ 12,326,460	$ 18,861,320	$ (6,534,860)
STBG-Off System Bridge	$ 4,995,065	$ -	$ 646,928	$ 5,641,994	$ 4,847,276	$ 794,718
STBG-State Flexible	$ 52,660,015	$ -	$ 1,096,749	$ 53,756,764	$ 50,857,582	$ 2,899,182
TAP-50K to 200K	$ 693,771	$ -	$ 192,491	$ 886,262	$ 769,964	$ 116,298
TAP-5K to 49,999	$ 446,580	$ -	$ 83,579	$ 530,160	$ 334,318	$ 195,842
TAP-Areas Over 200K	$ 754,102	$ -	$ 193,154	$ 947,257	$ 772,617	$ 174,639
TAP-Flex	$ 2,275,175	$ -	$ 566,143	$ 2,841,318	$ 2,264,570	$ 576,748
TAP-Non Urban Areas Under 5K	$ 1,379,579	$ -	$ 345,468	$ 1,725,047	$ 1,381,873	$ 343,174
State Planning and Research	$ 6,557,345		$ 390,000	$ 6,947,345	$ 4,981,612	$ 1,965,733
	$ 282,807,795	**$ -**	**$ 7,283,348**	**$ 290,091,142**	**$ 185,236,211**	
Surplus/Deficit					**$ 104,854,931**	

2026 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	$ 491,409	$ -	$ -	$ 491,409	$ -	$ 491,409
Carbon Reduction Program Under 5k	$ 1,518,064	$ -	$ -	$ 1,518,064	$ -	$ 1,518,064
Carbon Reduction Program>200k	$ 829,801	$ -	$ -	$ 829,801	$ -	$ 829,801
Carbon Reduction 50k- 200K	$ 763,413	$ -	$ -	$ 763,413	$ -	$ 763,413
Carbon Reduction Program Flex	$ 1,939,909	$ -	$ -	$ 1,939,909	$ -	$ 1,939,909
Congestion Mitigation and Air Quality Program	$ 11,961,734	$ -	$ 1,812,978	$ 13,774,712	$ -	$ 13,774,712
Highway Safety Improvement Program (HSIP)	$ 12,950,100	$ -	$ -	$ 12,950,100	$ 10,826,415	$ 2,123,685
National Highway Freight	$ 6,078,320	$ -	$ -	$ 6,078,320	$ -	$ 6,078,320
National Highway Performance	$ 142,225,965	$ -	$ 14,466	$ 142,240,430	$ 65,526,433	$ 76,713,997
PROTECT Program	$ 6,302,329	$ -	$ -	$ 6,302,329	$ -	$ 6,302,329
Recreational Trails	$ 1,305,978	$ -	$ 313,816	$ 1,619,794	$ 1,255,265	$ 364,529
RL - Rail Highway	$ 1,274,490	$ -	$ -	$ 1,274,490	$ 616,500	$ 657,990
Safe Routes to School	$ -	$ -	$ -	$ -	$ -	$ -
STBG-5 to 49,999	$ 4,046,407	$ -	$ 356,600	$ 4,403,007	$ 4,539,428	$ (136,422)
STBG-50 to 200K	$ 6,286,170	$ -	$ 508,426	$ 6,794,596	$ 7,921,484	$ (1,126,888)
STBG-Areas Over 200K	$ 6,832,823	$ -	$ 5,757	$ 6,838,580	$ 2,940,347	$ 3,898,233
STBG-Non Urban Areas Under 5K	$ 12,500,173	$ -	$ 263,001	$ 12,763,174	$ 8,470,080	$ 4,293,094
STBG-Off System Bridge	$ 5,094,967	$ -	$ 602,207	$ 5,697,173	$ 5,982,954	$ (285,781)
STBG-State Flexible	$ 54,463,215	$ -	$ 119,199	$ 54,582,414	$ 50,393,928	$ 4,188,486
TAP-50K to 200K	$ 707,647	$ -	$ 196,341	$ 903,988	$ 785,363	$ 118,624
TAP-5K to 49,999	$ 455,512	$ -	$ 85,251	$ 540,763	$ 341,004	$ 199,759
TAP-Areas Over 200K	$ 769,184	$ -	$ 197,018	$ 966,202	$ 788,070	$ 178,132
TAP-Flex	$ 2,320,679	$ -	$ 577,465	$ 2,898,144	$ 2,309,862	$ 588,283
TAP-Non Urban Areas Under 5K	$ 1,407,170	$ -	$ 352,378	$ 1,759,548	$ 1,409,510	$ 350,037
State Planning and Research	$ 6,688,492		$ 462,058	$ 7,150,550	$ 5,386,277	$ 1,764,273
	$ 289,213,950	**$ -**	**$ 5,866,960**	**$ 295,080,910**	**$ 169,492,921**	
Surplus/Deficit					**$ 125,587,989**	

Federal Highway Formula and Match Funding for 2024

Financially Constrained by Funding Category

Funding Category	Federal Apportionment* (A)	Proposed Transfers	Federal Available Balance ** (B)	Federal Total (C) = (A + B)	State Match (D)	Local/Other Match (E)	Total Resources Available (F) = (C + D + E)	Total Programmed	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	$ 472,327		$ 689,737	$ 1,162,064	$ -	$ -	$ 1,162,064	$ -	$ 1,162,064
Carbon Reduction Program Under 5k	$ 1,459,116		$ 2,850,961	$ 4,310,077	$ -	$ -	$ 4,310,077	$ -	$ 4,310,077
Carbon Reduction Program>200k	$ 797,579		$ 1,593,998	$ 2,391,577	$ -	$ -	$ 2,391,577	$ -	$ 2,391,577
Carbon Reduction 50k- 200K	$ 733,769		$ 808,832	$ 1,542,601	$ -	$ -	$ 1,542,601	$ -	$ 1,542,601
Carbon Reduction Program Flex	$ 1,864,580		$ -	$ 1,864,580	$ -	$ -	$ 1,864,580	$ -	$ 1,864,580
Congestion Mitigation and Air Quality Program	$ 11,497,245		$ -	$ 11,497,245	$ -	$ 1,209,833	$ 12,707,078	$ 4,997,334	$ 7,709,745
Highway Safety Improvement Program (HSIP)	$ 12,447,232		$ 279,360	$ 12,726,592	$ -	$ -	$ 12,726,592	$ 9,968,631	$ 2,757,961
National Highway Freight	$ 5,842,291		$ 2	$ 5,842,293	$ -	$ -	$ 5,842,293	$ -	$ 5,842,293
National Highway Performance***	$ 117,703,157	$ (53,378,195)	$ 19,000,000	$ 83,324,962	$ -	$ 50,000	$ 83,374,962	$ 67,886,978	$ 15,487,984
PROTECT	$ 6,057,602		$ -	$ 6,057,602	$ -	$ -	$ 6,057,602	$ 2,218,022	$ 3,839,580
Recreational Trails	$ 1,255,265		$ 3,191,317	$ 4,446,582	$ -	$ 313,816	$ 4,760,398	$ 1,255,265	$ 3,505,133
RL - Rail Highway	$ 1,225,000		$ 3,340,104	$ 4,565,104	$ -	$ -	$ 4,565,104	$ 616,500	$ 3,948,604
Safe Routes to School	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -
STBG-5 to 49,999	$ 3,889,280		$ 52,406	$ 3,941,686	$ -	$ 556,081	$ 4,497,766	$ 2,294,723	$ 2,203,044
STBG-50 to 200K	$ 6,042,070		$ -	$ 6,042,070	$ -	$ 126,567	$ 6,168,637	$ 4,846,621	$ 1,322,017
STBG-Areas Over 200K	$ 6,567,496		$ 1,786,236	$ 8,353,732	$ -	$ 115,000	$ 8,468,732	$ 2,161,101	$ -
STBG-Non Urban Areas Under 5K	$ 12,014,776		$ -	$ 12,014,776	$ -	$ 686,499	$ 12,701,275	$ 12,701,275	$ -
STBG-Off System Bridge	$ 4,897,123		$ 10,997,339	$ 15,894,462	$ -	$ 412,933	$ 16,307,395	$ 4,526,280	$ 11,781,115
STBG-State Flexible	$ 19,420,794	$ 53,378,195	$ 4,703,005	$ 77,501,994	$ -	$ 15,846,510	$ 93,348,504	$ 93,348,504	$ -
TAP-50K to 200K	$ 680,168		$ 368,012	$ 1,048,180	$ -	$ 188,717	$ 1,236,897	$ 754,866	$ 482,031
TAP-5K to 49,999	$ 437,824		$ 355,626	$ 793,450	$ -	$ 81,941	$ 875,391	$ 327,763	$ 547,628
TAP-Areas Over 200K	$ 739,316		$ 1,810,371	$ 2,549,687	$ -	$ 189,367	$ 2,739,055	$ 757,469	$ 1,981,586
TAP-Flex	$ 2,230,564		$ 3,889,237	$ 6,119,801	$ -	$ 555,042	$ 6,674,843	$ 2,220,166	$ 4,454,677
TAP-Non Urban Areas Under 5K	$ 1,352,528		$ 2,282,293	$ 3,634,821	$ -	$ 338,694	$ 3,973,515	$ 1,354,777	$ 2,618,738
State Planning and Research	$ 6,428,770		$ 1,301,363	$ 7,730,133	$ -	$ 390,000	$ 8,120,133	$ 4,996,656	$ 3,123,477
Total	$ 226,055,872	$ -	$ 59,300,200	$285,356,072	$0	$ 21,061,001	$ 306,417,073	$ 217,232,931	$ 89,184,142

* Federal Apportionment is estimated based on 12/13/2023 FHWA Status of Funds (W10A) report

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

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

Federal Highway Non-Formula Funds

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

Federal Transit Administration Funding

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

Innovative & State Funding (All projects)

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

Glossary of terms

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

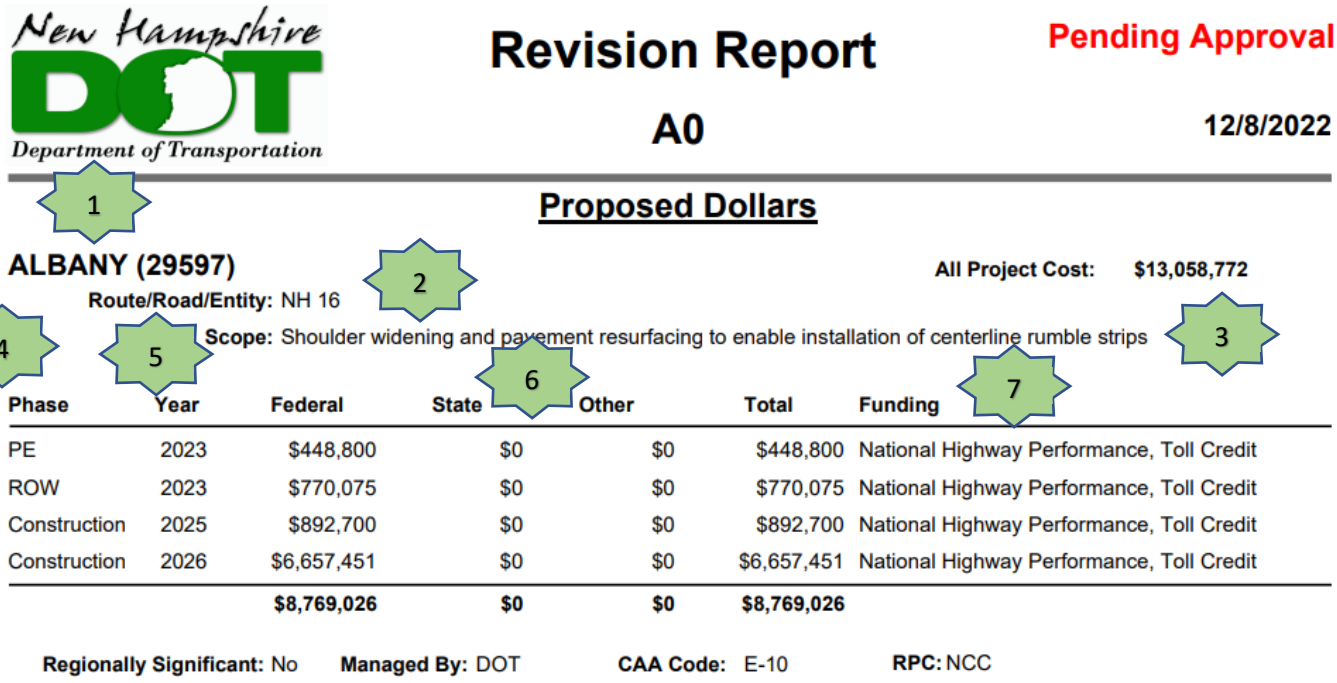
SAB	State Aid Bridge Program
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant
STIC	State Transportation Innovation Council
STBG	Surface Transportation Block Grant (federal funds)
STIC	State Transportation Innovation Council
TA/TAP	Transportation Alternatives Program
TPK	Turnpike
TRCK-WGHT-SFTY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

2023-2026 STIP

Amendment #4

Project Listing

How to read the NH STIP



New Hampshire DOT
Department of Transportation

Revision Report

Pending Approval

A0

12/8/2022

1

Proposed Dollars

ALBANY (29597)

2

All Project Cost: $13,058,772

Route/Road/Entity: NH 16

4 5 **Scope:** Shoulder widening and pavement resurfacing to enable installation of centerline rumble strips 3

Phase	Year	Federal	State	6 Other	Total	7 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:

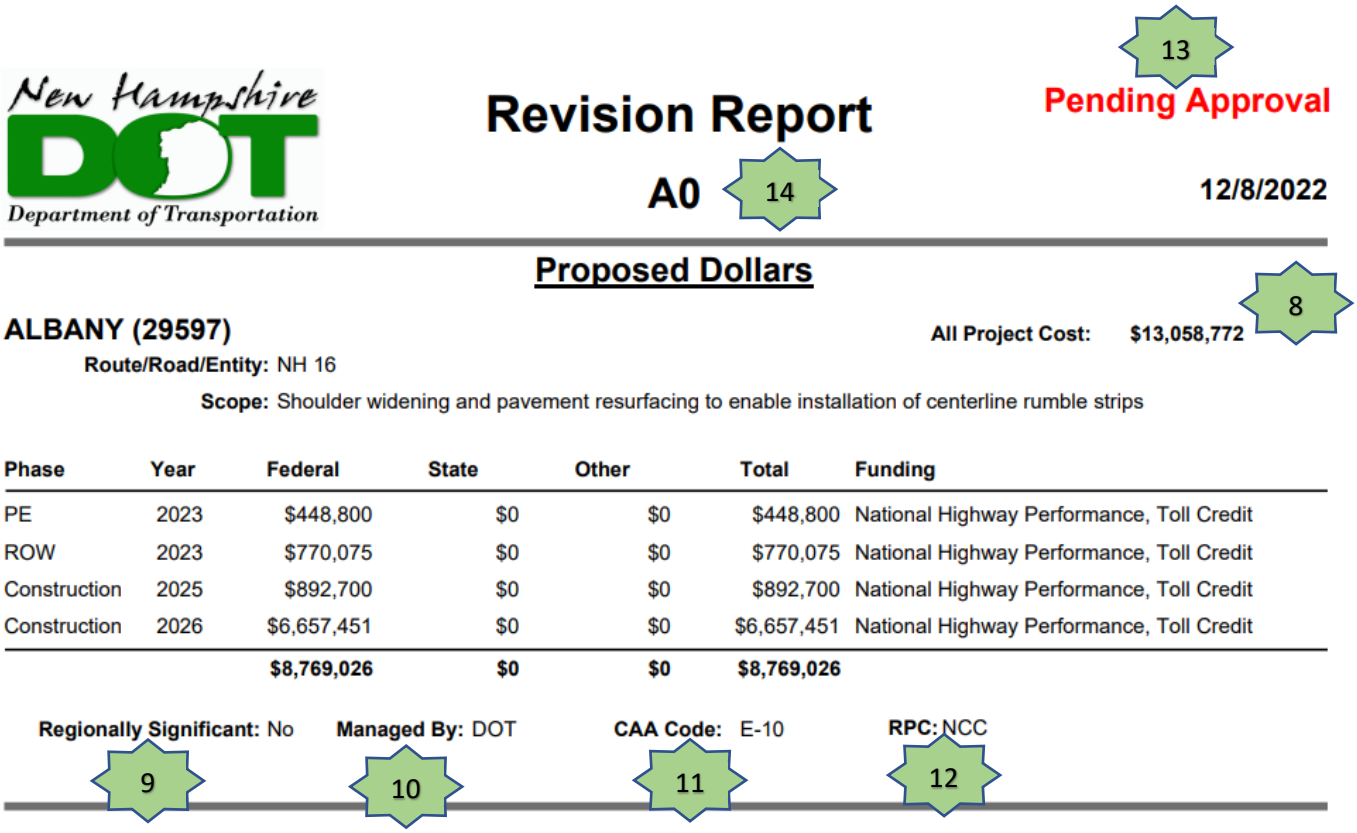
Federal: funds provided by the Federal government from a variety of sources.

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



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**)mendment.(**M**)inor Revision.Month.Year for example: A4.M.12.22 – This represents minor revisions to Amendment 4 as of December 2022.

Revision Report

A4

4/18/2024

Proposed Dollars

AMHERST (44351)

All Project Cost: **$1,857,878**

Route/Road/Entity: NH 122

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$82,960	$0	$20,740	$103,700	Congestion Mitigation and Air Quality Program, Towns
PE	2026	$52,478	$0	$13,120	$65,598	Congestion Mitigation and Air Quality Program, Towns
		$135,438	**$0**	**$33,860**	**$169,298**	

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

Proposed Dollars

BEDFORD (44296)

All Project Cost: **$790,980**

Route/Road/Entity: Old Bedford Rd/Rte 101

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$52,265	$0	$13,066	$65,331	Congestion Mitigation and Air Quality Program, Towns
		$52,265	**$0**	**$13,066**	**$65,331**	

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

Revision Report

A4

4/18/2024

Approved Dollars

CONCORD (41212)

All Project Cost: **$24,769,862**

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	2025	$0	$1,373,054	$343,264	$1,716,318	SB367-4-Cents, Towns
ROW	2025	$0	$85,283	$21,321	$106,604	SB367-4-Cents, Towns
Construction	2025	$9,012,053	$0	$2,253,013	$11,265,066	BRGBIL, Towns
Construction	2026	$9,345,499	$0	$2,336,375	$11,681,874	BRGBIL, Towns
		$18,357,552	**$1,458,337**	**$4,953,972**	**$24,769,862**	

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

Proposed Dollars

CONCORD (41212)

All Project Cost: **$25,686,347**

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

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$0	$1,423,857	$355,964	$1,779,822	SB367-4-Cents, Towns
ROW	2026	$0	$88,438	$22,110	$110,548	SB367-4-Cents, Towns
Construction	2026	$9,345,499	$0	$2,336,375	$11,681,874	BRGBIL, Towns
		$9,345,499	**$1,512,296**	**$2,714,449**	**$13,572,244**	

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

Proposed Dollars

CONCORD (44298)

All Project Cost: **$3,777,872**

Route/Road/Entity: South St/Clinton St/Broadway

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$77,534	$0	$19,384	$96,918	Congestion Mitigation and Air Quality Program, Towns
		$77,534	**$0**	**$19,384**	**$96,918**	

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

Proposed Dollars

CONCORD (44368)

All Project Cost: **$155,550**

Route/Road/Entity: Central New Hampshire Regional Planning Commission

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$124,440	$0	$31,110	$155,550	Congestion Mitigation and Air Quality Program, Towns
		$124,440	**$0**	**$31,110**	**$155,550**	

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

Approved Dollars

DANBURY (40395)

All Project Cost: $4,310,240

Route/Road/Entity: US 4

Scope: US 4 over Smith River bridge rehabilitation or replacement

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	$220,000	$0	$0	$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	$110,000	$0	$0	$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2025	$3,650,240	$0	$0	$3,650,240	Hwy Infrastructure, Toll Credit
		$3,980,240	**$0**	**$0**	**$3,980,240**	

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

Proposed Dollars

DANBURY (40395)

All Project Cost: $4,589,425

Route/Road/Entity: US 4

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	$220,000	$0	$0	$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2026	$114,070	$0	$0	$114,070	STBG-Non Urban Areas Under 5K, Toll Credit
		$334,070	**$0**	**$0**	**$334,070**	

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

Proposed Dollars

DERRY - LONDONDERRY (13065)

All Project Cost: $38,386,751

Route/Road/Entity: I-93

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
ROW	2024	$3,456,618	$0	$0	$3,456,618	STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
ROW	2025	$5,280,000	$0	$0	$5,280,000	STBG-State Flexible, Toll Credit
ROW	2026	$1,140,700	$0	$0	$1,140,700	STBG-State Flexible, Toll Credit
		$9,877,318	**$0**	**$0**	**$9,877,318**	

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

Approved 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 (41824)

All Project Cost: **$16,964,068**

Route/Road/Entity: NH 16

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	$0	$304,093	$0	$304,093	Turnpike Renewal & Replacement
PE	2024	$0	$933,273	$0	$933,273	Turnpike Renewal & Replacement
Construction	2024	$0	$550,000	$0	$550,000	Turnpike Renewal & Replacement
Construction	2025	$0	$4,125,000	$0	$4,125,000	Turnpike Renewal & Replacement
Construction	2026	$0	$6,973,825	$0	$6,973,825	Turnpike Renewal & Replacement
		$0	**$12,886,191**	**$0**	**$12,886,191**	

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

Proposed Dollars

DOVER (44350)

All Project Cost: **$4,374,630**

Route/Road/Entity: Rte 108

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$391,434	$0	$97,859	$489,293	Congestion Mitigation and Air Quality Program, Towns
		$391,434	**$0**	**$97,859**	**$489,293**	

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

Approved Dollars

DOVER - SOMERSWORTH - ROCHESTER (29604)

All Project Cost: **$31,852,654**

Route/Road/Entity: NH 108

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

Phase	Year	Federal	State	Other	Total	Funding
ROW	2024	$1,485,000	$0	$0	$1,485,000	STBG-State Flexible, Toll Credit
Construction	2025	$5,703,500	$0	$0	$5,703,500	STBG-State Flexible, Toll Credit
Construction	2026	$16,560,683	$0	$0	$16,560,683	STBG-State Flexible, Toll Credit
		$23,749,183	**$0**	**$0**	**$23,749,183**	

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

Proposed Dollars

DOVER - SOMERSWORTH - ROCHESTER (29604)

All Project Cost: **$46,294,926**

Route/Road/Entity: NH 108

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
ROW	2025	$1,596,924	$0	$0	$1,596,924	STBG-State Flexible, Toll Credit
		$1,596,924	**$0**	**$0**	**$1,596,924**	

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

Proposed Dollars

DURHAM (44349)

All Project Cost: **$1,390,830**

Route/Road/Entity: NH 155A/Main St/Mast Rd

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$104,530	$0	$26,132	$130,662	Congestion Mitigation and Air Quality Program, Towns
		$104,530	**$0**	**$26,132**	**$130,662**	

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

Proposed Dollars

GORHAM (44369)

All Project Cost: **$96,783**

Route/Road/Entity: Glen & Mt Washington Stage Co

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
Other	2026	$77,427	$0	$19,357	$96,783	Congestion Mitigation and Air Quality Program, Towns
		$77,427	**$0**	**$19,357**	**$96,783**	

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

Approved Dollars

HAMPTON (40797)

All Project Cost: **$10,646,939**

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

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	$431,902	$0	$0	$431,902	STBG-50 to 200K, Toll Credit
PE	2025	$319,677	$0	$0	$319,677	STBG-50 to 200K, Toll Credit
ROW	2025	$330,410	$0	$0	$330,410	STBG-50 to 200K, Toll Credit
Construction	2026	$7,323,062	$0	$0	$7,323,062	STBG-State Flexible, Toll Credit
		$8,405,051	**$0**	**$0**	**$8,405,051**	

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

Proposed Dollars

HAMPTON (40797)

All Project Cost: **$13,132,262**

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

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	$431,902	$0	$0	$431,902	STBG-50 to 200K, Toll Credit
PE	2024	$880,000	$0	$0	$880,000	STBG-50 to 200K, Toll Credit
PE	2025	$1,925,000	$0	$0	$1,925,000	STBG-50 to 200K, Toll Credit
ROW	2025	$330,410	$0	$0	$330,410	STBG-50 to 200K, Toll Credit
Construction	2026	$7,323,062	$0	$0	$7,323,062	STBG-State Flexible, Toll Credit
		$10,890,374	**$0**	**$0**	**$10,890,374**	

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

Revision Report

A4

4/18/2024

Proposed Dollars

HUDSON (44653)

All Project Cost: **$1,000,000**

Route/Road/Entity: Melendy Road

Scope: Bridge Replacement of BR #114/083 on Melendy Road over First Brook

Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	$800,000	$0	$200,000	$1,000,000	STBG-Areas Over 200K, Towns
		$800,000	**$0**	**$200,000**	**$1,000,000**	

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

Approved Dollars

JAFFREY (16307)

All Project Cost: **$19,049,920**

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
PE	2024	$583,000	$0	$0	$583,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	$0	$639,000	$0	$639,000	Non Par DOT
ROW	2024	$660,000	$0	$0	$660,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	$6,906,537	$0	$0	$6,906,537	STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2025	$3,694,383	$0	$0	$3,694,383	STBG-Non Urban Areas Under 5K, Toll Credit
		$11,942,920	**$639,000**	**$0**	**$12,581,920**	

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

Proposed Dollars

JAFFREY (16307)

All Project Cost: **$25,243,000**

Route/Road/Entity: US 202

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	$99,000	$0	$0	$99,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	$583,000	$0	$0	$583,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	$0	$639,000	$0	$639,000	Non Par DOT
ROW	2024	$660,000	$0	$0	$660,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	$11,264,000	$250,000	$0	$11,514,000	Non Par DOT, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2025	$5,280,000	$0	$0	$5,280,000	STBG-Non Urban Areas Under 5K, Toll Credit
		$17,886,000	**$889,000**	**$0**	**$18,775,000**	

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

Proposed Dollars

KEENE (44357)

All Project Cost: $3,789,789

Route/Road/Entity: NH9/NH10/NH101/NH12

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$199,623	$0	$0	$199,623	Congestion Mitigation and Air Quality Program, Toll Credit
		$199,623	**$0**	**$0**	**$199,623**	

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

Proposed Dollars

LEBANON (44353)

All Project Cost: $2,851,124

Route/Road/Entity: Mascoma River Greenway (MRG)

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$163,198	$0	$40,800	$203,998	Congestion Mitigation and Air Quality Program, Towns
		$163,198	**$0**	**$40,800**	**$203,998**	

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

Proposed Dollars

LONDONDERRY (44361)

All Project Cost: $600,568

Route/Road/Entity: Londonderry Rail Trail

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$58,072	$0	$14,518	$72,590	Congestion Mitigation and Air Quality Program, Towns
		$58,072	**$0**	**$14,518**	**$72,590**	

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

Proposed Dollars

LONDONDERRY-WINDHAM-SEABROOK (44355)

All Project Cost: $927,338

Route/Road/Entity: NH 102/NH 111/US 1

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$119,774	$0	$0	$119,774	Congestion Mitigation and Air Quality Program, Toll Credit
		$119,774	**$0**	**$0**	**$119,774**	

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

Approved Dollars

MANCHESTER (42886)

All Project Cost: $1,905,865

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	2024	$160,000	$0	$40,000	$200,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	$1,364,692	$0	$341,173	$1,705,865	Congestion Mitigation and Air Quality Program, Towns
		$1,524,692	**$0**	**$381,173**	**$1,905,865**	

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

Proposed Dollars

MANCHESTER (42886)

All Project Cost: $1,968,982

Route/Road/Entity: River Rd/Bicentennial Dr

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	$160,000	$0	$40,000	$200,000	Congestion Mitigation and Air Quality Program, Towns
		$160,000	**$0**	**$40,000**	**$200,000**	

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

Proposed Dollars

MANCHESTER (44352)

All Project Cost: $3,770,824

Route/Road/Entity: Rte 28A

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$240,883	$0	$60,221	$301,103	Congestion Mitigation and Air Quality Program, Towns
		$240,883	**$0**	**$60,221**	**$301,103**	

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

Proposed Dollars

NASHUA (44354)

All Project Cost: $3,617,276

Route/Road/Entity: NH101A, NH111, NH111A, NH130

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$150,552	$0	$37,638	$188,190	Congestion Mitigation and Air Quality Program, Towns
		$150,552	**$0**	**$37,638**	**$188,190**	

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

Proposed Dollars

NEW CASTLE NH ROUTE 1B CAUSEWAY (44493)

All Project Cost: $7,826,935

Route/Road/Entity: NH Route 1B

Scope: Modifications to the portion of Route 1B that runs from Goat Island to New Castle Island

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$234,135	$0	$0	$234,135	PROTECT, Toll Credit
		$234,135	**$0**	**$0**	**$234,135**	

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

Proposed Dollars

NEWPORT (44360)

All Project Cost: **$630,399**

Route/Road/Entity: Route 10

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$38,370	$0	$9,593	$47,963	Congestion Mitigation and Air Quality Program, Towns
		$38,370	**$0**	**$9,593**	**$47,963**	

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

Approved Dollars

NEWTON (29617)

All Project Cost: **$1,906,960**

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	$110,000	$0	$0	$110,000	STBG-Areas Over 200K, Toll Credit
PE	2024	$110,000	$0	$0	$110,000	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
		$1,631,960	**$0**	**$0**	**$1,631,960**	

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

Proposed Dollars

NEWTON (29617)

All Project Cost: **$2,437,616**

Route/Road/Entity: NH 108

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	$110,000	$0	$0	$110,000	STBG-Areas Over 200K, Toll Credit
PE	2024	$110,000	$0	$0	$110,000	STBG-Areas Over 200K, Toll Credit
ROW	2023	$55,000	$0	$0	$55,000	STBG-Areas Over 200K, Toll Credit
Construction	2024	$1,887,616	$0	$0	$1,887,616	STBG-Areas Over 200K, Toll Credit
		$2,162,616	**$0**	**$0**	**$2,162,616**	

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

Approved Dollars

PORTSMOUTH (43760)

All Project Cost: $11,422,898

Route/Road/Entity: I-95

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	$0	$253,873	$0	$253,873	Turnpike Capital
PE	2024	$0	$1,410,381	$0	$1,410,381	Turnpike Capital
Construction	2024	$6,809,339	$0	$0	$6,809,339	National Highway Performance, Toll Credit
Construction	2025	$2,943,838	$0	$0	$2,943,838	National Highway Performance, Toll Credit
		$9,753,176	**$1,664,254**	**$0**	**$11,417,431**	

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

Proposed Dollars

PORTSMOUTH (43760)

All Project Cost: $18,499,721

Route/Road/Entity: I-95

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	$0	$253,873	$0	$253,873	Turnpike Capital
PE	2024	$0	$1,410,381	$0	$1,410,381	Turnpike Capital
Construction	2024	$7,490,273	$0	$0	$7,490,273	National Highway Performance, Toll Credit
Construction	2025	$9,339,727	$0	$0	$9,339,727	National Highway Performance, Toll Credit
		$16,830,000	**$1,664,254**	**$0**	**$18,494,254**	

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

Proposed Dollars

PORTSMOUTH (44358)

All Project Cost: **$2,792,653**

Route/Road/Entity: Rte1/Coakley Rd/Cottage St

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$132,485	$0	$33,121	$165,607	Congestion Mitigation and Air Quality Program, Towns
		$132,485	**$0**	**$33,121**	**$165,607**	

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

Approved 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 (CBI)

All Project Cost: **$10,007,276**

Route/Road/Entity: Various

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
Other	2023	$270,000	$0	$0	$270,000	STBG-State Flexible, Toll Credit
Other	2024	$580,000	$0	$0	$580,000	STBG-State Flexible, Toll Credit
Other	2025	$580,000	$0	$0	$580,000	STBG-State Flexible, Toll Credit
Other	2026	$580,000	$0	$0	$580,000	STBG-State Flexible, Toll Credit
		$2,010,000	**$0**	**$0**	**$2,010,000**	

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

Project is being removed from the STIP.

Approved Dollars

PROGRAM (MOBRR)

All Project Cost: $109,162,000

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	$480,000	$0	$120,000	$600,000	Other, STBG-State Flexible
PE	2024	$240,000	$0	$60,000	$300,000	Other, STBG-State Flexible
PE	2025	$80,000	$0	$20,000	$100,000	Other, STBG-State Flexible
PE	2026	$8,000	$0	$2,000	$10,000	Other, STBG-State Flexible
ROW	2023	$40,000	$0	$10,000	$50,000	Other, STBG-State Flexible
ROW	2024	$800	$0	$200	$1,000	Other, STBG-State Flexible
ROW	2025	$800	$0	$200	$1,000	Other, STBG-State Flexible
ROW	2026	$800	$0	$200	$1,000	Other, STBG-State Flexible
Construction	2023	$2,400,000	$0	$600,000	$3,000,000	Other, STBG-State Flexible
Construction	2024	$1,600,000	$0	$400,000	$2,000,000	Other, STBG-State Flexible
Construction	2025	$7,000,000	$0	$1,750,000	$8,750,000	Other, STBG-State Flexible
Construction	2026	$7,000,000	$0	$1,750,000	$8,750,000	Other, STBG-State Flexible
		$18,850,400	**$0**	**$4,712,600**	**$23,563,000**	

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

Project is being removed from the STIP.

Proposed Dollars

PROGRAM (MOBRR)

All Project Cost: $111,162,000

Route/Road/Entity: Various

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
		$0	**$0**	**$0**	**$0**	

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

Proposed Dollars

STRATFORD, NH - MAIDSTONE, VT (44592)

All Project Cost: $70,350

Route/Road/Entity: Bog Road

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	$36,850	$0	$33,500	$70,350	STBG-Non Urban Areas Under 5K, Toll Credit, Vermont
		$36,850	**$0**	**$33,500**	**$70,350**	

Regionally Significant: No **Managed By:** Other **CAA Code:** ATT **RPC:** NCC, Undetermined

Proposed Dollars

SUNAPEE (44438A)

All Project Cost: $3,498,000

Route/Road/Entity: NH Route 11

Scope: _

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	$165,000	$0	$0	$165,000	STBG-Non Urban Areas Under 5K
ROW	2024	$33,000	$0	$0	$33,000	STBG-Non Urban Areas Under 5K
Construction	2024	$3,300,000	$0	$0	$3,300,000	STBG-Non Urban Areas Under 5K
		$3,498,000	**$0**	**$0**	**$3,498,000**	

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

Project is being removed from the STIP.

Approved Dollars

SURRY (41470)

All Project Cost: $1,674,715

Route/Road/Entity: NH 12

Scope: Address bridge carrying NH 12 over NHRR (Abd) in the Town of Surry (082/040)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	$330,000	$0	$0	$330,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2025	$228,140	$0	$0	$228,140	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	$114,070	$0	$0	$114,070	STBG-Non Urban Areas Under 5K, Toll Credit
		$672,210	**$0**	**$0**	**$672,210**	

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

Project is being removed from the STIP.

Proposed Dollars

SURRY (41470)

All Project Cost: $0

Route/Road/Entity: NH 12

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
		$0	**$0**	**$0**	**$0**	

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

Approved Dollars

TILTON (42600)

All Project Cost: **$2,898,935**

Route/Road/Entity: US 3/MAIN ST including SCHOOL STREET Intersection

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

TILTON (42600)

All Project Cost: **$3,168,375**

Route/Road/Entity: US 3/MAIN ST including SCHOOL STREET Intersection

Scope: Improvements on Main St from School St north/east to include retaining wall safety improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	$495,000	$0	$0	$495,000	National Highway Performance, Toll Credit
PE	2025	$110,000	$0	$0	$110,000	National Highway Performance, Toll Credit
PE	2026	$228,140	$0	$0	$228,140	National Highway Performance, Toll Credit
ROW	2026	$114,070	$0	$0	$114,070	National Highway Performance, Toll Credit
		$947,210	**$0**	**$0**	**$947,210**	

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

Proposed Dollars

WARNER (44356)

All Project Cost: **$3,758,770**

Route/Road/Entity: Concord-Lake Sunapee Rail Trail

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$150,612	$0	$37,653	$188,265	Congestion Mitigation and Air Quality Program, Towns
		$150,612	**$0**	**$37,653**	**$188,265**	

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

Approved Dollars

WEBSTER (40810)

All Project Cost: **$2,364,100**

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	$258,330	$64,583	$322,913	SB367-4-Cents, Towns
ROW	2024	$0	$45,750	$11,437	$57,187	SB367-4-Cents, Towns
Construction	2024	$1,984,000	$0	$0	$1,984,000	MOBIL
		$1,984,000	**$304,080**	**$76,020**	**$2,364,100**	

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

Proposed Dollars

WEBSTER (40810)

All Project Cost: **$3,825,100**

Route/Road/Entity: Clothespin Bridge Road over Blackwater River

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	$0	$258,330	$64,583	$322,913	SB367-4-Cents, Towns
ROW	2024	$0	$45,750	$11,437	$57,187	SB367-4-Cents, Towns
Construction	2024	$3,445,000	$0	$0	$3,445,000	MOBIL
		$3,445,000	**$304,080**	**$76,020**	**$3,825,100**	

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

Proposed Dollars

WILTON (44295)

All Project Cost: **$1,300,914**

Route/Road/Entity: Howard Street

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$110,204	$0	$27,551	$137,755	Congestion Mitigation and Air Quality Program, Towns
		$110,204	**$0**	**$27,551**	**$137,755**	

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

Approved Dollars

WILTON - MILFORD - AMHERST - BEDFORD (13692E)

All Project Cost: **$7,480,850**

Route/Road/Entity: NH ROUTE 101

Scope: Imprv NH101 sfty to imp. projs id'ed by 2021 Priorty 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	2025	$570,350	$0	$0	$570,350	National Highway Performance, Toll Credit
ROW	2025	$513,315	$0	$0	$513,315	National Highway Performance, Toll Credit
Construction	2026	$5,517,185	$0	$0	$5,517,185	National Highway Performance, Toll Credit
		$7,480,850	**$0**	**$0**	**$7,480,850**	

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

Proposed Dollars

WILTON - MILFORD - AMHERST - BEDFORD (13692E)

All Project Cost: **$7,668,580**

Route/Road/Entity: NH ROUTE 101

Scope: NH 101 safety imp. in Amherst id'ed by 2022 Priority Stdy (~2.7m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	$880,000	$0	$0	$880,000	National Highway Performance, Toll Credit
PE	2025	$550,000	$0	$0	$550,000	National Highway Performance, Toll Credit
ROW	2025	$513,315	$0	$0	$513,315	National Highway Performance, Toll Credit
		$1,943,315	**$0**	**$0**	**$1,943,315**	

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

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Approved Dollars

WINDHAM (40665)

All Project Cost: **$1,883,140**

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	2025	$114,070	$0	$0	$114,070	STBG-Areas Over 200K, Toll Credit
ROW	2025	$11,464	$0	$0	$11,464	STBG-Areas Over 200K, Toll Credit
Construction	2026	$1,537,606	$0	$0	$1,537,606	STBG-Areas Over 200K, Toll Credit
		$1,800,640	**$0**	**$0**	**$1,800,640**	

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

Proposed Dollars

WINDHAM (40665)

All Project Cost: **$1,985,498**

Route/Road/Entity: NH 28 and Roulston Road

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	$137,500	$0	$0	$137,500	STBG-Areas Over 200K, Toll Credit
PE	2025	$110,000	$0	$0	$110,000	STBG-Areas Over 200K, Toll Credit
ROW	2025	$11,495	$0	$0	$11,495	STBG-Areas Over 200K, Toll Credit
		$258,995	**$0**	**$0**	**$258,995**	

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

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4/18/2024

Scope Only Changes

HAMPTON (42606)

All Project Cost: **$1,227,042**

Route/Road/Entity: Winnacunnet Rd

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

Proposed Scope: Complete Streets Improvements on Winnacunnet Road.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$138,973	$0	$34,743	$173,717	STBG-State Flexible, Towns
		$138,973	**$0**	**$34,743**	**$173,717**	

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

KEENE (43737)

All Project Cost: **$1,231,361**

Route/Road/Entity: N/A Rail Trail

Approved Scope: ---

Proposed Scope: Const. 4,100 LF of rail trail from Eastern Avenue to the Northern side of NH Route 101.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	$53,312	$0	$13,328	$66,640	TAP-Non Urban Areas Under 5K, Towns
PE	2024	$89,338	$0	$22,335	$111,673	FHWA Earmarks, TAP-Non Urban Areas Under 5K, Towns
PE	2025	$62,543	$0	$15,636	$78,179	FHWA Earmarks, TAP-Non Urban Areas Under 5K, Towns
ROW	2025	$8,000	$0	$2,000	$10,000	FHWA Earmarks, Towns
Construction	2025	$771,895	$0	$192,974	$964,869	FHWA Earmarks, TAP-Non Urban Areas Under 5K, Towns
		$985,089	**$0**	**$246,272**	**$1,231,361**	

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

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Scope Only Changes

4/18/2024

LEBANON (13558A)

All Project Cost: $16,443,550

Route/Road/Entity: NH 12A

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

Proposed Scope: NH 12A Bridge Replacement over State of NH 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
PE	2024	$107,728	$0	$26,932	$134,660	STBG-5 to 49,999, Towns
ROW	2023	$20,000	$0	$5,000	$25,000	STBG-5 to 49,999, Towns
Construction	2023	$0	$0	$0	$0	
Construction	2024	$0	$0	$0	$0	
Construction	2025	$6,800,000	$0	$2,671,000	$9,471,000	BRGBIL, Non Par Other, Towns
Construction	2026	$4,123,112	$0	$1,030,778	$5,153,890	BRGBIL, Towns
		$11,346,840	**$0**	**$3,807,710**	**$15,154,550**	

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

LEBANON (42604)

All Project Cost: $4,905,963

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

Approved Scope: Intersection Improvement

Proposed Scope: Intersection Improvement at Mechanic Street and Slayton Hill Road

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$277,948	$0	$69,487	$347,434	STBG-5 to 49,999, Towns
		$277,948	**$0**	**$69,487**	**$347,434**	

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

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4/18/2024

Scope Only Changes

MOULTONBOROUGH (41581)

All Project Cost: **$797,613**

Route/Road/Entity: Sheridan Rd and NH 25

Approved Scope: Intersection improvements

Proposed Scope: Intersection and safety 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	$63,701	$0	$0	$63,701	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	$7,288	$0	$0	$7,288	STBG-Non Urban Areas Under 5K, Toll Credit
		$217,990	**$0**	**$0**	**$217,990**	

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

MOULTONBOROUGH (42602)

All Project Cost: **$640,604**

Route/Road/Entity: NH25/Redding Lane

Approved Scope: Intersection improvements

Proposed Scope: Intersection and safety improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	$99,000	$0	$0	$99,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2025	$0	$0	$0	$0	
PE	2026	$11,407	$0	$0	$11,407	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2026	$57,035	$0	$0	$57,035	STBG-Non Urban Areas Under 5K, Toll Credit
		$167,442	**$0**	**$0**	**$167,442**	

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

Revision Report

A4

4/18/2024

Scope Only Changes

SUGAR HILL (24218)

All Project Cost: **$4,555,434**

Route/Road/Entity: CRANE HILL ROAD

Approved Scope: ---

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	$39,706	$0	$9,927	$49,633	STBG-Off System Bridge, Towns
PE	2024	$73,733	$0	$18,433	$92,166	Bridge On/Off System, STBG-Off System Bridge, Towns
ROW	2023	$0	$0	$0	$0	
ROW	2024	$16,000	$0	$4,000	$20,000	STBG-Off System Bridge, Towns
Construction	2023	$0	$0	$0	$0	
Construction	2024	$4,092,505	$0	$0	$4,092,505	MOBIL
		$4,221,944	**$0**	**$32,360**	**$4,254,304**	

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

WHITEFIELD (44158)

All Project Cost: **$1,750,000**

Route/Road/Entity: US 3-Union Street

Approved Scope: Roadway & utilities recon/rehab on US3(Union St.) in downtown Whitefield. As identified in CDS 2023

Proposed Scope: Roadway & utilities recon/rehab on US3(Union St.) in downtown Whitefield. Demo ID: NH095

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	$0	$0	$0	$0	
PE	2024	$160,000	$0	$40,000	$200,000	FHWA Earmarks, Towns
PE	2025	$120,000	$0	$30,000	$150,000	FHWA Earmarks, Towns
ROW	2024	$0	$0	$0	$0	
ROW	2025	$140,000	$0	$35,000	$175,000	FHWA Earmarks, Towns
Construction	2025	$0	$0	$0	$0	
Construction	2026	$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

Appendix A

NH Highway System Tiers

Tier 1 & 2 Highways

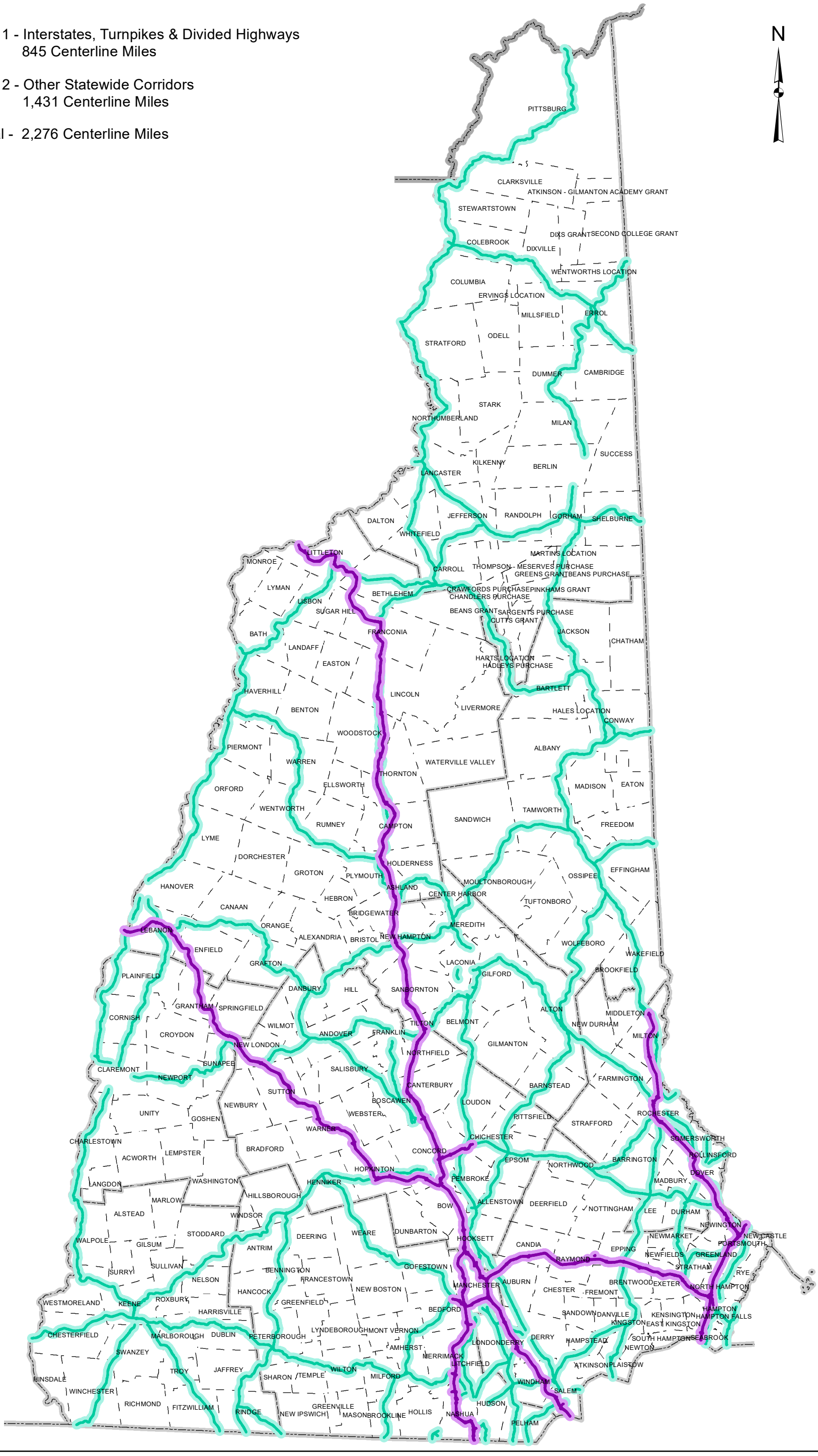
Interstate & Other Statewide Transportation Corridors

New Hampshire DOT
Department of Transportation

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

Tier 2 - Other Statewide Corridors
1,431 Centerline Miles

Total - 2,276 Centerline Miles



File Location: N:\GIS\GIS_Dev\MAPS\Data Catalog\2021 Data Catalog Maps\Tier

Miles
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Revision Date: 22 September 2021

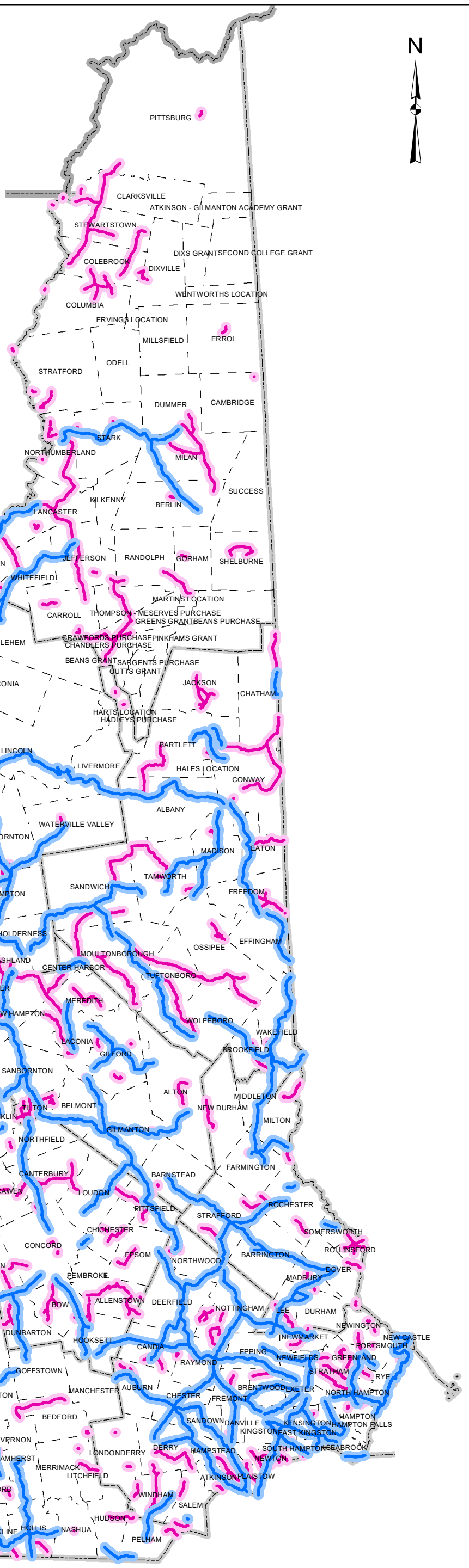
Tier 3 & 4 Highways

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



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Miles
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Revision Date: 22 September 2021

Appendix B

State Biennial Performance Report

Transportation Performance Management

State Biennial Performance Report for Performance Period 2018-2021 (PR(

2022

FULL PERFORMANCE PERIOD PROGRESS REPORT (FPP)

New Hampshire

Report Due: 12/16/2022
Report Status: Accepted
Report Exported on: 4/19/2023
Report Last Modified on: 4/19/2023

This document is exported from the Federal Highway Administration's (FHWA) web-based Performance Management Form (PMF) of the Policy Information Data Portal (PIDP).
The web-based PMF is the State's official report to FHWA.

Summary of Performance Measures and Targets					
Performance Measure	**BaseLine**	**2-Year Condition/ Performance**	**2-Year Target**	**4-Year Condition/ Performance**	**4-Year Target**
Percentage of Pavements of the Interstate System in Good Condition	64.7%			62.4%	65.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.2%			0.0%	0.5%
Percentage of Pavements of the Non- Interstate NHS in Good Condition (IRI Only)	73.1%	72.8%	65.0%	78.3%	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 (IRI Only)	9.1%	8.3%	12.0%	5.1%	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%	58.4%	57.0%
Percentage of NHS Bridges Classified as in Poor Condition	7.0%	4.5%	7.0%	4.3%	7.0%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	99.6%	100.0%	95.0%	99.5%	95.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	92.9%			96.3%	85.0%
Truck Travel Time Reliability (TTTR) Index	1.35	1.38	1.50	1.29	1.50
Annual Hours of Peak Hour Excessive Delay Per Capita: Boston, MA--NH--RI	25.6			18.0	18.3
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Boston, MA--NH--RI	33.6%	34.6%	34.5%	36.9%	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	0.000	123.830

OVERVIEW SECTION 1		
O1	Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and current condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
O2	As of July 31, 2022, FHWA has not received the required significant progress additional reporting information, and it must be included in the PMF. Did you upload the additional reporting for target(s) achievement to the PMF on the "attachment" tab?	
O2a	Please explain why the additional reporting for target(s) achievement was not uploaded to the PMF as required.	
OVERVIEW SECTION 2		
O3	Who should FHWA contact with questions?	Nicholas Alexander
O4	What is the phone number for this contact? *Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890*)	6032711620
O5	What is the email address for this contact?	Nicholas.J.Alexander@dot.nh.gov

Pavement Performance Overview		
P1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
Interstate System Performance Overview		
P2	Discuss how the actual condition achieved for the statewide Interstate System [23 CFR 490.105(c)(1)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] *Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to pavement condition on the statewide Interstate NHS measure area. [23 CFR 490.107(b)(3)(ii)(C)*]	The actual condition of the Interstate System in NH was maintained in mostly good condition (62.4%) with minimal poor condition (0.0%). The targets for this reporting period were established prior to the implementation of modern pavement management system with condition forecasting at NHDOT. Information from the recent NH TAMP (2022), based on a modern pavement management system, includes SOGR targets for pavements at 57% good and 0.5% poor. Continued maintenance of pavements on the Interstate System better than, but close to, the SOGR targets demonstrates effective investment strategies. In addition, while the SOGR targets were revised based on more modern forecasting and analysis, the pavement preservation and targeted rehabilitation programs show support toward the national goal of maintaining infrastructure in a state of good repair. The use of condition metrics and targets as part of the paving program and during biennial updates through the TYP and STIP also show alignment with the national goal of improving project and investment decision making.
Statewide Performance Target for the Percentage of Pavements of the Interstate System in Good Condition		
P3	The baseline statewide Percentage of Pavements on the Interstate System in Good Condition. For the 2018-2021 performance period only, the baseline value is the 2-year actual condition per the phase-in of new requirements for this measure. The actual 2-year condition is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	64.7
P4	The 4-year statewide Percentage of Pavements on the Interstate System in Good Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	62.4
P5	The 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	65.0

P6	Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Interstate System in Good Condition, this discussion: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	During the performance period NHDOT continued investment annually in a pavement preservation program for the interstates that includes cost effective treatments like crack-sealing and bonded wearing course paving. The locations for these treatments are identified using a combination of condition data and treatment history. The preservation program is identified in the NH STIP, TYP, and is discussed in the TAMP (2022). In addition to preservation, targeted rehabilitation was undertaken at key locations identified through analysis of pavement condition history and site conditions. While these activities were successful in achieving the SOGR targets, they did not fully meet the targets established for this performance period. These targets were established before the implementation of a modern pavement management system at NHDOT. That system is now in place and operational. 1) The actual 4-year good condition of 62.4% is 2.6% lower than the target condition of 65.0% and 2.3% lower than the baseline. The target condition was not me. 2) NHDOT is confident that the resurfacing program is effective at achieving the state of good repair targets of 57% good condition and 0.5% poor condition as demonstrated by the 4-year actual condition.
P7	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	No
P7a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
P7b	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)	
Statewide Performance Target for the Percentage of Pavements of the Interstate System in Poor Condition		
P8	The baseline statewide Percentage of Pavements on the Interstate System in Poor Condition. For the 2018-2021 performance period only, the baseline value is the 2-year actual condition per the phase-in of new requirements for this measure. The actual 2-year condition is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	0.2
P9	The 4-year statewide Percentage of Pavements on the Interstate System in Poor condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	0.0
P10	The 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	0.5

P11	Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Interstate System in Poor Condition, this discussion: 1)Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	During the performance period NHDOT continued investment annually in a pavement preservation program for the interstates that includes cost effective treatments like crack-sealing and bonded wearing course paving. The locations for these treatments are identified using a combination of condition data and treatment history. The preservation program is identified in the NH STIP, TYP, and is discussed in the TAMP (2022). In addition to preservation, targeted rehabilitation was undertaken at key locations identified through analysis of pavement condition history and site conditions. These activities were successful in achieving both the SOGR targets and the 4-year target. These targets were established before the implementation of a modern pavement management system at NHDOT. That system is now in place and operational. 1) The actual 4-year poor condition of 0.0% is 0.5% lower than the target condition of 0.5% and 0.3% lower than the baseline. The target condition was met. 2) NHDOT is confident that the resurfacing program is effective at achieving the state of good repair targets of 57% good condition and 0.5% poor condition as demonstrated by the 4-year actual condition. In addition significant progress toward the 4-year target was made.
P12	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	No
P12a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
P12b	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)	
Pavement Performance on the Non-Interstate NHS Overview		
P13	Discuss how the actual pavement condition achieved for the statewide Non-Interstate NHS [23 CFR 490.105(c)(2)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] *Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to pavement condition on the statewide Non-Interstate NHS measure area. [23 CFR 490.107(b)(3)(ii)(C)*]	The actual condition of the non-Interstate NHS in NH was maintained in mostly good condition (78.3%) with a small amount of poor condition (5.1%). The targets for this reporting period were established prior to the implementation of modern pavement management system with condition forecasting at NHDOT. Information from the recent NH TAMP (2022), based on a modern pavement management system, includes SOGR targets for non-Interstate NHS pavements using all three (3) condition metrics (IRI, rutting, and cracking) so they cannot be directly compared to the IRI only values reported during this period. Considering IRI only, continued maintenance of pavements on the non-Interstate NHS better than targets and very near the baseline demonstrates that the investment strategies are likely effective. Achieving the performance targets and maintaining the pavement programs show support toward the national goal of maintaining infrastructure in a state of good repair.
Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Good Condition		

P14	The baseline statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)] *For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)*]	73.1
P15	The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. The actual 2-year condition is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] *For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)*]	72.8
P16	The State DOT reported its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report. Thus, FHWA also calculated the actual condition using "Full Distress + IRI" data that was provided in the 2018 Mid Performance Period Progress Report. [23 CFR 490.313 (c) and (d)]	
P17	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)]	65.0
P18	The 4-year statewide Percentage of Pavements on the Non-Interstate in Good Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)] For the 2018-2021 performance period only, FHWA has calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]	78.3
P19	The State DOT reported that its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition was based on "Full Distress + IRI" data for the 2018-2021 performance period. Thus, FHWA also calculated the actual condition using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)] *FHWA will use this value to determine whether the actual condition level is equal to or better than the established 4-year target as part of the 4-year significant progress determination. [23 CFR 490.109(e)(2)(ii)*]	
P20	The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	65.0

P21	Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition, this discussion: 1)Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	During the performance period NHDOT continued investment annually in a pavement preservation and maintenance program for the non-Interstate NHS that includes cost effective treatments like crack-sealing, bonded wearing course paving, and traditional overlays. The locations for these treatments are identified using a combination of condition data, site information, and treatment history. The paving program is identified in the NH STIP, TYP, and is discussed in the TAMP (2022). In addition to preservation and maintenance, targeted rehabilitation was undertaken at key locations identified through analysis of pavement condition history and site conditions. These activities were successful in achieving the 4-year target. These targets were established using IRI only and before the implementation of a modern pavement management system at NHDOT. That system is now in place and operational. 1) The actual 4-year good condition 78.3 is 13.3% higher than the target condition of 65.0% and 5.2% higher than the baseline. The target condition was met. 2) NHDOT is confident that the resurfacing program approach is effective at achieving the state of good repair outlined in the NH TAMP (2022) and was shown effective in achieving these 4-year targets.
P22	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	No
P22a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
P22b	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	
Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Poor Condition		
P23	The baseline statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)] *For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph).*	9.1
P24	The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. The actual 2-year condition is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] *For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]*	8.3
P25	The State DOT reported its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report. Thus, FHWA also calculated an actual condition using "Full Distress + IRI" data that was provided in the 2020 Mid Performance Period Progress Report. [23 CFR 490.313 (c) and (d)]	
P26	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

P27	The 4-year statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)] *For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)*]	5.1
P28	The State DOT reported that its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition was based on "Full Distress + IRI" data for the 2018-2021 performance period. Thus, FHWA also calculated the actual condition using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)] *FHWA will use this value to determine whether the actual condition level is equal to or better than the established 4-year target as part of the 4-year significant progress determination. [23 CFR 490.109(e)(2)(ii)*]	
P29	The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	12.0
P30	Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition, this discussion: 1)Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2)Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	During the performance period NHDOT continued investment annually in a pavement preservation and maintenance program for the non-Interstate NHS that includes cost effective treatments like crack-sealing, bonded wearing course paving, and traditional overlays. The locations for these treatments are identified using a combination of condition data, site information, and treatment history. The paving program is identified in the NH STIP, TYP, and is discussed in the TAMP (2022). In addition to preservation and maintenance, targeted rehabilitation was undertaken at key locations identified through analysis of pavement condition history and site conditions. These activities were successful in achieving the 4-year target. These targets were established using IRI only and before the implementation of a modern pavement management system at NHDOT. That system is now in place and operational. 1) The actual 4-year poor condition 5.1% is 6.9% lower than the target condition of 12.0% and 4.0% lower than the baseline. The target condition was met. 2) NHDOT is confident that the resurfacing program approach is effective at achieving the state of good repair outlined in the NH TAMP (2022) and was shown effective in achieving these 4-year targets.
P31	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	No
P31a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
P31b	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	

Bridge Performance Overview		
B1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
B2	Discuss how the actual condition achieved for the statewide Bridges on the NHS [23 CFR 490.105(c)(3)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] *Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to the bridge condition measure area. [23 CFR 490.107(b)(3)(ii)(C)*]	The actual condition of the bridges on the NHS in NH was maintained in mostly good condition (58.4%) with minimal poor condition (4.3%). The targets for this reporting period were established prior to the implementation of a modern bridge management system with condition forecasting at NHDOT. Information from the recent NH TAMP (2022), based on a modern bridge management system, includes SOGR targets for bridges at 39.4% good and 5.0% poor. Continued maintenance of bridges on the NHS better than the SOGR and 4-year targets demonstrates effective investment strategies. The achievement of the 4-year targets and continued investment in bridges on the NHS show support toward the national goal of maintaining infrastructure in a state of good repair. The use of condition metrics and targets as part of the bridge program and during biennial updates through the TYP and STIP also show alignment with the national goal of improving project and investment decision making.
Statewide Performance Target for Bridges on the NHS Classified as in Good Condition		
B3	The baseline statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	57.0
B4	The 2-year statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. The actual 2-year condition is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	60.5
B5	The 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	57.0
B6	The 4-year statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	58.4
B7	The 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	57.0

B8	Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition, this discussion: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	During the performance period NHDOT continued investment annually in a bridge preservation and program for the NHS that includes cost effective treatments like joint work, painting, and deck patching with new protective membranes. The bridges eligible for these treatments are identified using a combination of condition data, site information, and history. The bridge preservation program is identified in the NH STIP, TYP, and is discussed in the TAMP (2022). In addition to preservation, targeted rehabilitation and replacement was undertaken at certainly bridges where conditions were not appropriate for preservation. These activities were successful in achieving the 4-year target. These targets were established before the implementation of a modern bridge management system at NHDOT. That system is now in place and operational. 1) The actual 4-year good condition 58.4% is 1.4% higher than the target condition of 57.0% and 1.4% higher than the baseline. The target condition was met. 2) NHDOT is confident that the bridge program approach is effective at achieving the state of good repair outlined in the NH TAMP (2022) and was shown effective in achieving these 4-year targets.
B9	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	No
B9a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
B9b	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	
Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition		
B10	The baseline statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	7.0
B11	The 2-year statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. The actual 2-year condition derived from the latest data collected through the midpoint of the 2018-2021 performance period that was reported in the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	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	The 4-year statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	4.3
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. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	7.0

B15	Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition, this discussion: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	During the performance period NHDOT continued investment annually in a bridge preservation and program for the NHS that includes cost effective treatments like joint work, painting, and deck patching with new protective membranes. The bridges eligible for these treatments are identified using a combination of condition data, site information, and history. The bridge preservation program is identified in the NH STIP, TYP, and is discussed in the TAMP (2022). In addition to preservation, targeted rehabilitation and replacement was undertaken at certainly bridges where conditions were not appropriate for preservation. These activities were successful in achieving the 4-year target. These targets were established before the implementation of a modern bridge management system at NHDOT. That system is now in place and operational. 1) The actual 4-year good condition 4.3% is 2.7% lower than the target condition of 7.0% and 2.7% lower than the baseline. The target condition was met. 2) NHDOT is confident that the bridge program approach is effective at achieving the state of good repair outlined in the NH TAMP (2022) and was shown effective in achieving these 4-year targets.
B16	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	No
B16a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
B16b	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	

Travel Time Reliability Performance Overview		
R1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
R2	Discuss how the actual performance achieved for the statewide Travel Time Reliability [23 CFR 490.105(c)(4)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national system reliability performance goal of improving the efficiency of the surface transportation system identified in 23 U.S.C. §150(b) and the goal of improving project and investment decision making through performance-based planning and programming. [23 U.S.C. 150(a)]	The actual performance regarding travel time reliability on the Interstate and non-Interstate NHS in NH show performance better than the 4-year targets. In addition, comparing the baseline to the actual results does not show any trend toward lower reliability. NHDOT continues to make investments operationally through our TSMO and traffic bureaus as well as strategically through continued infrastructure investments. Programs supporting these activities are identified in the biennially updated and coordinated NH TYP and STIP. Information from the NPMRDS, real-time sensors, camera data, and after incident reports are utilizing in conjunction with these targets for decision making and program planning. The positive trends, program development, and managing to these targets demonstrate support for the both the long-term national system reliability performance goal and the goal of improving project and investment decision making.
Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable		
R3	The baseline statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	99.6
R4	The 2-year statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. The actual 2-year performance is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	100.0
R5	The 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	95.0
R6	The 4-year statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	99.5
R7	The 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	95.0
R8	Discuss the decisions and/or investments that contributed to the actual Performance, and if they were effective in achieving the intended performance. For the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	During the performance period NHDOT continued investment annually in system reliability, including through TSMO operations and ITS devices as well as strategically through long-term infrastructure projects. These projects and programs are identified in the biennially updated and coordinated NH TYP and STIP. These activities were successful in achieving the 4-year target. 1) The actual 4-year performance of 99.5% is 4.5% higher than the target performance of 95% and 0.1% lower than the baseline. The target condition was met. 2) NHDOT is confident that the programs in place and the results demonstrate significant progress.

R9	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	No
R9a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
R9b	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable, and quantify the impacts that resulted from these circumstances, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	
Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		
R10	The baseline Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. For the 2018-2021 performance period only, the baseline value is the 2-year actual performance per the phase-in of new requirements for this measure. The actual 2-year performance is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	92.9
R11	The 4-year statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	96.3
R12	The 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	85.0
R13	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	During the performance period NHDOT continued investment annually in system reliability, including through TSMO operations and ITS devices as well as strategically through long-term infrastructure projects. These projects and programs are identified in the biennially updated and coordinated NH TYP and STIP. These activities were successful in achieving the 4-year target. 1) The actual 4-year performance of 96.3% is 11.3% higher than the target performance of 85% and 3.4% higher than the baseline. The target condition was met. 2) NHDOT is confident that the programs in place and the results demonstrate significant progress.
R14	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	No
R14a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
R14b	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	

Freight Reliability (Movement) Performance Overview		
F1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
F2	Discuss how the actual performance achieved for statewide freight movement on the Interstate System [23 CFR 490.105(c)(6) during the performance period, which indicates the near-term direction or trend, supports both the long-term national freight movement performance goal of improving the National Highway Freight Network, strengthening access to trade markets, and supporting economic development identified in 23 U.S.C. §150(b) and the goal of improving project and investment decision-making through performance-based planning and programming. [23 U.S.C. 150(a)]	The actual performance regarding freight reliability on the Interstate System in NH show performance better than the 4-year target. In addition, comparing the baseline to the actual results shows a positive trend in reliability. NHDOT continues to make investments operationally through our TSMO and traffic bureaus as well as strategically through continued infrastructure investments. Programs supporting these activities are identified in the biennially updated and coordinated NH TYP and STIP. Information from the NPMRDS, real-time sensors, camera data, and after incident reports are utilizing in conjunction with these targets for decision making and program planning. In addition, the NH Freight Plan (2019) provides key information, including bottlenecks, that are incorporated into broader planning and programming activities. The positive trends, program development, and managing to these targets demonstrate support for the both the long-term national goal of improving the National Highway Freight Network and the goal of improving project and investment decision making.
F3	Discuss the State DOT's efforts to address congestion at truck freight bottlenecks through comprehensive freight improvement efforts of State Freight Plan or MPO freight plans; the Statewide Transportation Improvement Program (STIP) and MPO Transportation Improvement Programs (TIP); regional or corridor level efforts; other related planning efforts; and operational and capital activities targeted to improve freight movement on the Interstate System, and the progress that these efforts have made towards addressing freight bottlenecks. [23 CFR 490.107(b)(3)(ii)(E)) If the State has prepared a State Freight Plan under 49 U.S.C. 70202, within the previous 2 years, then it may serve as the basis for addressing congestion at truck freight bottlenecks. If the State Freight Plan has not been updated since the previous State Biennial Performance Report, then an updated discussion of efforts to address congestion at truck freight bottlenecks is needed. [23 CFR 490.107(b)(3)(ii)(D) and 23 CFR 490.107(b)(3)(ii)(E)] Please upload related document(s) in the "Attachment" tab.	Substantial capacity and congestion related projects were completed within the performance period, including improvements along I-93 and I-293. These projects were part of the NH 10-year Plan, STIP, and MPO planning processes. The operations of the NHDOT regarding intelligent transportation systems, service patrol, winter maintenance, and other similar services are expected to remain largely consistent.
Statewide Performance Target for the Truck Travel Time Reliability (TTTR) Index		
F4	The baseline statewide Truck Travel Time Reliability Index. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	1.35
F5	The 2-year statewide Truck Travel Time Reliability Index. The actual 2-year performance is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	1.38
F6	The 2-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	1.50
F7	The 4-year statewide Truck Travel Time Reliability Index. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	1.29
F8	The 4-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	1.50

F9	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the statewide Truck Travel Time Reliability Index, this discussion: 1.Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)] 2.Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	During the performance period NHDOT continued investment annually in system reliability, including through TSMO operations and ITS devices as well as strategically through long-term infrastructure projects. These projects and programs are identified in the biennially updated and coordinated NH TYP and STIP. These activities were successful in achieving the 4-year target. 1) The actual 4-year performance of 1.29 is 0.21 higher than the target performance of 1.50 and 0.06 higher than the baseline. The target condition was met. 2) NHDOT is confident that the programs in place and the results demonstrate significant progress.
F10	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	No
F10a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
F10b	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Truck Travel Time Reliability Index, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	

Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview		
D1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
D2	Discuss how the actual performance achieved for Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA [23 CFR 490.105(c)(7)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and the goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]	The actual performance regarding peak hours of excessive delay in the Boston UZA show performance better than the 4-year target. In addition, comparing the baseline to the actual results shows a significant positive trend in reliability. The change from the baseline to the 4-year actual performance was likely exaggerated by the COVID-19 pandemic, including the rapid expansion of work from home. NHDOT continues to make investments operationally through our TSMO and traffic bureaus as well as strategically through continued infrastructure investments. Programs supporting these activities are identified in the biennially updated and coordinated NH TYP and STIP. Information from the NPMRDS, real-time sensors, camera data, and after incident reports are utilizing in conjunction with these targets for decision making and program planning. In addition, NHDOT coordinates with MASSDOT on various initiatives. The positive trends, program development, and managing to these targets demonstrate support for the both the long-term national goal reducing congestion on the NHS and the goal of improving project and investment decision making.
D3	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	1
Urbanized Area Target #1 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D4	Urbanized Area:	Boston, MA--NH--RI
D5	The baseline Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA. For the 2018-2021 performance period only, the baseline value is the 2-year actual performance per the phase-in of new requirements for this measure. The actual 2-year performance is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	25.6
D6	The 4-year Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	18.0
D7	The 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA for the 2018-2021 Performance Period. [23 CFR 490.107(b)(3)(ii)(A)and 23 CFR 490.107(c)(3)(ii)(A)]	18.3
D8	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended condition. For the statewide Annual Hours of Peak Hour Excessive Delay Per Capita, this discussion: 1)Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	During the performance period NHDOT continued investment annually in system reliability, including through TSMO operations and ITS devices as well as strategically through long-term infrastructure projects. These projects and programs are identified in the biennially updated and coordinated NH TYP and STIP. These activities were successful in achieving the 4-year target. 1) The actual 4-year performance of 18.0 is 0.3 lower than the target performance of 18.3 and 7.6 lower than the baseline. The target condition was met. 2) NHDOT is confident that the programs in place and the results demonstrate significant progress.

Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview		
T1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
T2	Discuss how the actual performance achieved for Percent of Non-SOV Travel for this UZA [23 CFR 490.105(c)(7)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and the goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]	The actual performance regarding non-SOV travel in the Boston UZA shows performance better than the 4-year target. In addition, comparing the baseline to the actual results shows a positive trend in the measure. The change from the baseline to the 4-year actual performance was likely exaggerated by the COVID-19 pandemic, including the rapid expansion of work from home. NHDOT continues to make investments operationally through our TSMO and traffic bureaus as well as strategically through continued infrastructure investments. Programs supporting these activities are identified in the biennially updated and coordinated NH TYP and STIP. Information from the NPMRDS, real-time sensors, camera data, and after incident reports are utilizing in conjunction with these targets for decision making and program planning. In addition, NHDOT coordinates with MASSDOT on various initiatives. The positive trends, program development, and managing to these targets demonstrate support for the both the long-term national goal reducing congestion on the NHS and the goal of improving project and investment decision making.
T3	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	1
Urbanized Area Target #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T4	Urbanized Area:	Boston, MA--NH--RI
T5	The baseline Percent of Non-SOV Travel for this UZA. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	33.6
T6	The 2-year Percent of Non-SOV Travel for this UZA. The actual 2-year performance is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] Since the baseline performance submitted in the 2018 Baseline Performance Period Report was based on Method A, the 2-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]	34.6
T7	The 2-year target for the Percent of Non-SOV Travel for this UZA for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	34.5
T8	The 4-year Percent of Non-SOV Travel for this UZA. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)] Since the baseline performance submitted in the 2018 Baseline Performance Period Report was based on Method A, the 4-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]	36.9
T9	The 4-year target for the Percent of Non-SOV Travel for this UZA for the 2018-2021 Performance Period. [23 CFR 490.107(b)(3)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(A)]	35.8

T10	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended condition. For the Percent of Non-SOV Travel for this UZA, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	During the performance period NHDOT continued investment annually, including through TSMO operations and ITS devices as well as strategically through long-term infrastructure projects. These projects and programs are identified in the biennially updated and coordinated NH TYP and STIP. These activities were successful in achieving the 4-year target. 1) The actual 4-year performance of 36.9% is 1.1% higher than the target performance of 35.8% and 2.2% higher than the baseline. The target condition was met. 2) NHDOT is confident that the programs in place and the results demonstrate significant progress.

Emissions Reduction Performance Overview		
E1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
E2	Discuss how the actual performance achieved for the Statewide Total Emissions Reduction [23 CFR 490.105(c)(8)] (as measured by the individual pollutants and precursors) during the performance period, which indicates the near-term direction or trend, supports both the long-term national environmental sustainability performance goal to enhance the performance of the transportation system while protecting and enhancing the natural environment identified in 23 U.S.C. §150(b), and the goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] *If all applicable pollutants and precursors are trending in a similar fashion you may generalize the response.	The CO Limited Maintenance Plan status for the City of Manchester and City of Nashua terminated during the performance period.
E3	Does the State include any areas designated as nonattainment or maintenance for PM2.5? *Note: Based on the response to E3, the State is not required to provide a statewide target for annual emissions reductions for NOx or VOC as a significant contributor to PM2.5.*	No
E4	If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State? A significant contributor is defined as a precursor pollutant that the State or EPA has made a finding that the precursor has a significant impact on particulate matter (PM) air quality problem in a given area; or, the State Implementation Plan establishes approved or adequate motor vehicle emissions budgets for that precursor. [40 CFR 93.102(b) and 40 CFR 93.119(f)]	
E5	Does the State include any areas designated as nonattainment or maintenance for PM10? *Note: Based on the response to E5, the State is not required to provide a statewide target for annual emissions reductions for NOx or VOC as a significant contributor to PM10.*	No
E6	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State?	
E7	Does the State include any areas designated as nonattainment or maintenance for CO?	Yes
E8	Does the State include any areas designated as nonattainment or maintenance for ozone?	No
Statewide Total Emission Reductions PM2.5 Target #1		
E12	The baseline cumulative emissions reductions (total daily kilograms) of PM2.5. This value is from the 2018 Baseline Performance Period Report and is the cumulative estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	

E13	The 2-year cumulative emissions reductions (total daily kilograms) of PM2.5. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] To calculate the measure, data for Federal Fiscal Years 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E14	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of PM2.5 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	
E15	The 4-year cumulative emissions reductions (total daily kilograms) of PM2.5. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Years 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E16	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of PM2.5 for the Federal Fiscal Years 2018-2021Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	
E17	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the PM2.5, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	
	Statewide Total Emission Reductions NOx Target #2	
E18	The baseline cumulative emissions reductions (total daily kilograms) of NOx. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the 2017-2020 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	

E19	The 2-year cumulative emissions reductions (total daily kilograms) of NOx. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E20	The 2-year target for statewide Total 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)]	
E21	The 4-year cumulative emissions reductions (total daily kilograms) of NOx. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E22	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of NOx for the Federal Fiscal Year 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	
E23	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the NOx, this discussion: 1)Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	
	Statewide Total Emission Reductions VOC Target #3	
E24	The baseline cumulative emissions reductions (total daily kilograms) of VOC. This value is from the 2018 Baseline Performance Period Report and is cumulative statewide estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	

E25	The 2-year cumulative emissions reductions (total daily kilograms) of VOC. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E26	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of VOC for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	
E27	The 4-year cumulative emissions reductions (total daily kilograms) of VOC. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E28	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of VOC for the Federal Fiscal Year 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	
E29	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the VOC, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	
	Statewide Total Emission Reductions PM10 Target #4	
E30	The baseline cumulative emissions reductions (total daily kilograms) of PM10. This value is from the 2018 Baseline Performance Period Report and is cumulative statewide estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	

E31	The 2-year cumulative emissions reductions (total daily kilograms) of PM10. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E32	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of PM10 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	
E33	The 4-year cumulative emissions reductions (total daily kilograms) of PM10. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E34	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of PM10 for the Federal Fiscal Year Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	
E35	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the PM10, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	
	Statewide Total Emission Reductions CO Target #5	
E36	The baseline cumulative emissions reductions (total daily kilograms) of CO. This value is from the 2018 Baseline Performance Period Report and is the cumulative statewide estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	0.000

E37	The 2-year cumulative emissions reductions (total daily kilograms) of CO. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	0.000
E38	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of CO for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A]	70.162
E39	The 4-year cumulative emissions reductions (total daily kilograms) of CO. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	0.000
E40	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of CO for the Federal Fiscal Year 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	123.830
E41	Discuss the decisions and/or investments that contributed to the actual perforance, and if they were effective in achieving the intended performance. For the VOC, this discussion: 1)Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	The CO Limited Maintenance Plan status for the City of Manchester and City of Nashua terminated during the performance period. NHDOT routinely makes investments that reduce the potential CO emissions through CMAQ and other programs.

S.No	Section	File Name

The State of New Hampshire
Department of Environmental Services

Robert R. Scott, Commissioner

February 27, 2024

Mr. William Watson
NH Department of Transportation
Bureau of Planning & Community Assistance
7 Hazen Drive, P.O. Box 483
Concord, NH 03302-0483

Re: **Statewide Transportation Improvement Program 2023 – 2026 Amendment #4**

Dear Mr. Watson,

The New Hampshire Department of Environmental Services (NHDES) appreciates the opportunity to provide comments on the New Hampshire (NH) Statewide Transportation Improvement Program (STIP) 2023 – 2026 Amendment #4, which includes projects in the Boston-Manchester-Portsmouth (SE) NH Ozone "Orphan Area."

Due to a decision of the U.S. Court of Appeals for the District of Columbia Circuit (South Coast Air Quality Management District v. EPA), as of February 16, 2019, the Boston-Manchester-Portsmouth (SE) NH "Orphan Area" is required to demonstrate conformity for the 1997 ozone NAAQS for any plans approved after February 16, 2019. Per this court decision, a regional emissions analysis is not required, and conformity is demonstrated through 1) use of the latest planning assumptions; 2) consultation requirements; 3) timely implementation of any approved State Implementation Plan (SIP) Transportation Control Measures and 4) fiscal constraint. These requirements have been discussed though the interagency consultation process and are currently being met.

On March 10, 2014, EPA approved carbon monoxide (CO) maintenance plans, known as "limited maintenance plans," for the City of Manchester and City of Nashua. These limited maintenance plans were established with a 2021 horizon year. The second ten-year CO maintenance period for these plans terminated on January 29, 2021. Hence, these areas are no longer required to demonstrate transportation conformity for their respective CO maintenance areas.

Therefore, NHDES is in concurrence with the determination that the NH STIP 2023 – 2026 – Amendment #4 conforms to the SIP as required by Title 40, Code of Federal Regulations, Part 93, and will not adversely affect continued attainment of the ozone standard in the State of New

Hampshire nor will it adversely impact continued attainment of the carbon monoxide standard in the City of Manchester or the City of Nashua.

If you have any questions, please contact me at Jessica.Wilcox@des.nh.gov or (603) 271-5552.

Sincerely,

Jessica Wilcox

Jessica Wilcox
Supervisor, Mobile Sources Section
NH Department of Environmental Services
29 Hazen Drive
Concord, NH 03302

Cc: Ariel Garcia, EPA
Leigh Levine, FHWA
Leah Sirmin, FTA
Jay Minkarah, NRPC
Tim Roache, RPC
Sylvia von Aulock, SNHPC
Jen Czysz, SRPC