

Transportation Improvement Program

FY 2021 – FY 2024

Southern New Hampshire Planning Commission



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

DRAFT

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1. INTRODUCTION

The Transportation Improvement Program (TIP) is a vital link between plan development and project implementation where plans are converted into specific improvement projects and then programmed for implementation on the basis of priority and fiscal constraint. The FY 2021 – FY 2024 TIP is a four-year program of regional transportation improvement projects for the Southern New Hampshire Planning Commission (SNHPC) Metropolitan Planning Organization (MPO) area. Based on guidelines contained in the Fixing America's Surface Transportation (FAST) Act, the TIP is updated at least once every four years. The TIP is updated by the SNHPC MPO in accordance with federal metropolitan planning regulations, 23 CFR 450, issued by the U.S. Department of Transportation.

In New Hampshire, the TIP is generally updated every two years by the MPO, concurrently with the NH Department of Transportation (NHDOT) State Transportation Improvement Program (STIP). All transportation projects utilizing Federal transportation funds in the SNHPC MPO region must be included in an approved TIP in order to be incorporated into the STIP and proceed to implementation. Pursuant to the requirements of 23 CFR 450, other requirements pertaining to the development and maintenance of the TIP include:

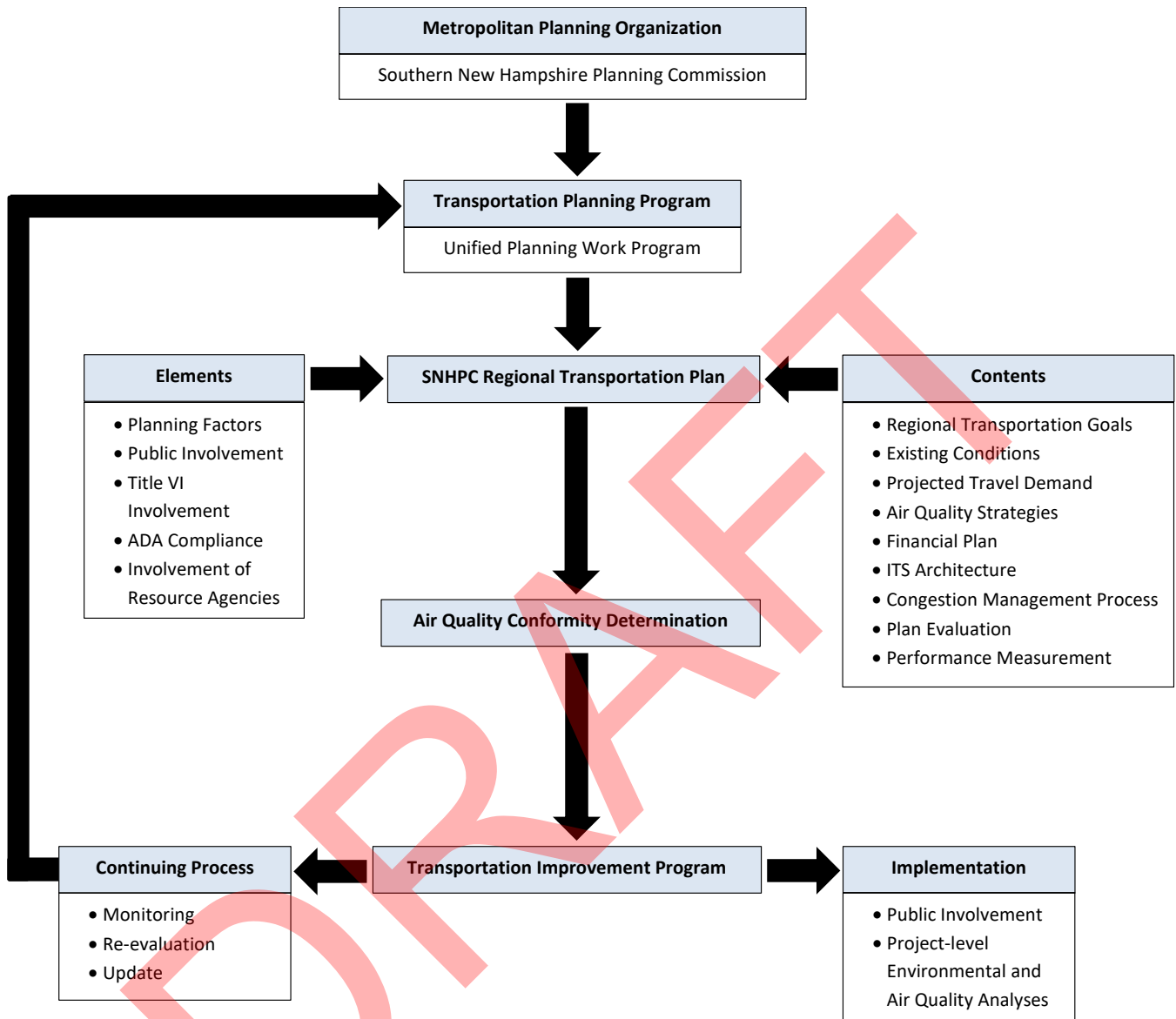
- The TIP must cover a period of no less than four years, be updated every four years, and be approved by the MPO and the Governor;
- The TIP must, through reasonable efforts, be made available to all interested parties that may wish to provide comment;
- The TIP must include capital and non-capital surface transportation projects, or phases of projects within the metropolitan planning area;
- The TIP must contain all regionally significant projects requiring an action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA);
- The TIP must be financially constrained.

The TIP serves as the short-range, project-specific component of the long-range plan for the region, which is called the Metropolitan Transportation Plan (MTP) for the Southern New Hampshire Planning Commission. The MTP, which addresses all forms of surface transportation used in the fourteen municipalities of the region and for each mode, is intended to serve as a guide for funding of transportation projects. Prioritization of the MTP's recommendations results from a screening process to assure that impacts associated with health, safety, welfare and the environment are properly weighed in the public interest.

In December 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed into law. The FAST Act provided surface transportation funding certainty for federal fiscal years 2016 through 2020 and the provisions of the FAST Act have been extended through federal fiscal year 2021. The FAST Act continues the federal emphasis on the seven National Highway Performance Goals established in the Moving Ahead for Progress in the 21st Century Act (MAP-21), including:

- | | |
|-------------------------------|--|
| I. Safety; | V. Freight Movement and Economic Vitality; |
| II. Infrastructure Condition; | VI. Environmental Sustainability; |
| III. Congestion Reduction; | VII. Reduced Project Delivery Delays. |
| IV. System Reliability; | |

Figure 1- The SNHPC MPO Transportation Planning Process



The NHDOT, through cooperation and coordination with the State's four MPOs (including the SNHPC) and the five rural Regional Planning Commissions (RPCs), maintains the STIP. To comply with Federal requirements, the MPO area TIP and the NHDOT STIP must be consistent. The approved STIP is frequently revised to reflect changes in project status. Before the STIP is revised to reflect a project change in an MPO area, the affected MPO's TIP must first be revised. Changes in project schedules, funding needs, and project scopes require revising the approved STIP.

In association with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and New Hampshire's MPOs and rural RPCs, the NHDOT developed standard procedures for revising STIPs and TIPs. The procedures, originally developed by NHDOT in 2008 and updated in November 2015 and January 2020 respectively, have been incorporated into the SNHPC metropolitan transportation planning process. Additionally, the SNHPC MPO is required to certify that its transportation planning

process is in conformance with applicable legislation. The SNHPC MPO self-certification resolution is contained in **Appendix A** of this document.

1.1 Inclusion of all Manchester Urbanized Area Transportation Projects

Following the 2010 U.S. Census, the Manchester Urbanized Area (UZA) was expanded to include portions of the towns of Bow, Pembroke, and Allenstown which are members of the Central NH Regional Planning Commission (CNHRPC). The SNHPC and CNHRPC have executed a Memorandum of Understanding to ensure that these communities are covered under the SNHPC's metropolitan transportation planning process. As such, this Transportation Improvement Program includes applicable projects from the towns of Bow, Pembroke, and Allenstown within the Manchester UZA.

1.2 Effect of the Nashua Transportation Management Area

Pursuant to 23 CFR 450, the Nashua Urbanized Area (UZA) has been designated as a Transportation Management Area (TMA) with a population exceeding 200,000 persons. Portions of the SNHPC municipalities of Auburn, Derry, Londonderry, and Windham are located within the Nashua UZA. In May 2018, the SNHPC executed a Memorandum of Understanding with the Nashua Regional Planning Commission and the New Hampshire Department of Transportation regarding transportation planning and programming within the Nashua UZA.

The MOU ensures that: 1) The SNHPC and Nashua RPC are exercising programming authority over sub-allocated Surface Transportation Block Grant (STBG) funds for urbanized areas with population over 200,000; and 2) The SNHPC and Nashua RPC are exercising project selection authority for non-National Highway System (NHS) projects funded under Chapter 134 of Title 23 or under Chapter 53 of Title 49 of United States Code. The six key provisions of the MOU are detailed below.

1. Surface Transportation Block Grant (STBG) funds for urbanized areas with population over 200,000 sub-allocated to the Nashua UZA shall be allocated to the Nashua RPC and SNHPC based on a formula comprised of each MPO's relative share of population and federal-aid eligible lane miles within the Nashua UZA. The formula shall be as calculated as follows: 50% population within the Nashua UZA and 50% federal-aid eligible lane miles within the Nashua UZA.
2. STBG funds allocated to the Nashua RPC and SNHPC shall be programmed by each MPO utilizing their normal Long-Range Plan and Transportation Improvement Program (TIP) development processes. Each MPO's TIP self-certification statements shall include a statement indicating that the "programming of TMA-specific sub-allocated STBG funding is compliant with Federal requirements as it relates to the MPO's programming authority."
3. Project selection authority for non-NHS projects funded under Chapter 134 of Title 23 or under Chapter 53 of Title 49 of United States Code shall be completed by the Nashua RPC and SNHPC utilizing their normal Long-Range Plan and Transportation Improvement Program (TIP) development processes. Each MPO's TIP self-certification statements shall include a statement indicating that the "selection of non-NHS projects is compliant with Federal requirements as it relates to the MPO's programming authority."
4. Proposed TIP Amendments and Administrative Modifications affecting projects in the Nashua UZA funded with sub-allocated STBG funding, or non-NHS projects selected under a MPO's TMA programming authority, shall be reviewed, processed, and approved/denied by the affected MPO utilizing their approved TIP Revision Procedures.

5. The NHDOT shall select projects occurring on the National Highway System within the Nashua UZA in cooperation with the Nashua RPC and SNHPC.
6. Each MPO serving the Nashua UZA shall provide a non-voting, ex-officio seat on their respective Technical Advisory Committees and MPO Policy Committees to the other MPOs serving the Nashua UZA to ensure inter-regional coordination on the transportation needs of the Nashua UZA as a whole.

1.3 Other Transportation Plans in New Hampshire and the SNHPC Region

The SNHPC FY 2021-2024 Transportation Improvement Program references the following transportation plans.

New Hampshire Long Range Transportation Plan

The New Hampshire Long Range Transportation Plan outlines the broad strategic direction, including vision, goals, and implementation strategies for the State of New Hampshire and the Department of Transportation for a 20-year time horizon.

New Hampshire Ten-Year Transportation Improvement Plan

The New Hampshire Ten-Year Transportation Improvement Plan is a statewide prioritized and financially-constrained listing of surface transportation projects covering a period of ten years developed pursuant to RSA 228:99 and RSA 240. The Ten-Year Transportation Improvement Plan is developed with input from the state's four MPOs and five rural Regional Planning Commissions, is reviewed and modified by the Governor and State Legislature based on public feedback, and is updated on a two-year cycle.

New Hampshire Statewide Transportation Improvement Program

The New Hampshire Statewide Transportation Improvement Program (STIP) is a statewide prioritized and financially-constrained listing of surface transportation projects covering a period of four years consistent with the New Hampshire Long Range Transportation Plan, MPO Metropolitan Transportation Plans, and MPO Transportation Improvement Programs.

SNHPC Metropolitan Transportation Plan

The SNHPC Regional Transportation Plan is a fiscally-constrained, multimodal transportation plan addressing a 20-year planning horizon. The plan is developed and adopted by the SNHPC MPO through the metropolitan transportation planning process, and is the source from which TIP projects are identified, prioritized, and selected for funding.

2. EFFECT OF TIP ON REGIONAL TRANSPORTATION PERFORMANCE

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required that States and MPOs use performance measures to work toward specific targets in support of national goals for transportation management in all federally-funded projects and programs (**Figure 2**). The MAP-21 performance-based planning requirements were continued and further enhanced by the Fixing America's Surface Transportation Act (FAST Act).

Figure 2- National Performance Goals for the Federal Aid Transportation Program

National Performance Goals	
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System.
System Reliability	To improve the efficiency of the surface transportation system.
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Pursuant to the requirements of the FAST Act, the SNHPC MPO has adopted performance targets for the following areas: 1) Safety; 2) Infrastructure Condition; 3) System Performance; 4) Transit Asset Management; and 5) Carbon Monoxide Emissions Reductions. Additionally, pursuant to the requirements of the FAST ACT, MPOs, including the SNHPC, are required to show that the TIP “makes progress towards achieving [the region’s] performance targets” and that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving performance targets.”

The following sections detail how the TIP makes progress towards achieving the SNHPC region’s performance targets and describe of the anticipated effect of the TIP towards achieving the SNHPC Region’s performance targets.

2.1 Effect of the TIP on Regional Safety Performance

On March 15, 2016, the Federal Highway Administration (FHWA) published the final rule on the Highway Safety Improvement Program (HSIP). The rule requires all MPOs, including the SNHPC, to set annual regional safety performance targets for five safety performance measures as detailed in **Figure 3** below.

Figure 3- National Safety Performance Measures

National Safety Performance Measures	
Number of Fatalities	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
Rate of Fatalities	The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
Number of Serious Injuries	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
Rate of Serious Injuries	The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
Number of Non-Motorized Fatalities and Non-motorized Serious Injuries	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Prior to MPOs establishing targets, states (including New Hampshire) are required to establish safety performance targets and report them for the upcoming calendar year. In New Hampshire, the process used to develop the required safety targets involves coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well the four MPOs in the state. The most recent available fatality, serious injury, and volume data were analyzed to establish trends for total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five-year rolling averages were developed from these values and were used as the basis for 2020 target setting.

At their January 28, 2020 meeting, the SNHPC MPO Policy Committee unanimously adopted 2020 regional safety performance targets. The SNHPC MPO Policy Committee supported the State of New Hampshire's 2020 safety targets as detailed in Figure 4 below.

Figure 4- SNHPC Regional Safety Performance Targets

SNHPC Regional Safety Performance Targets				
	SNHPC Regional Performance		State of NH	SNHPC Region
	2013-2017 Moving Average	2014-2018 Moving Average	Adopted 2020 Targets	
Number of Fatalities	18.0	19.2	118.8	Support State Target
Rate of Fatalities	0.678	0.715	0.885	Support State Target
Number of Serious Injuries	131.8	117	448	Support State Target
Rate of Serious Injuries	4.980	4.364	3.269	Support State Target
Number of Non-Motorized Fatalities and Non-motorized Serious Injuries	17.0	14.8	51.6	Support State Target

The SNHPC FY 2021-2024 TIP includes both region-specific and statewide safety investments as detailed in **Figure 5** below. The SNHPC FY 2021-2024 TIP includes more than \$12 million in regional safety project investments. Additionally, the TIP includes more than \$67 million in funding for statewide safety projects and programs which may benefit the SNHPC Region.

Figure 5- SNHPC FY 2021-2024 TIP Safety Investments

Regional Safety Projects			
Location	Project	Scope	FY 2021-2024 TIP Funding
Bow	29641	NH Route 3A Corridor Safety Improvements	\$3,732,897
Candia	41592	Safety and Operational Improvements on NH Route 27, NH Route 43, and Raymond Road	\$174,369
Londonderry	41593	Safety and Operational Improvements at the Intersection of NH Route 28/NH Route 128	\$179,252
Wilton-Milford-Amherst-Bedford	13692D	Traffic and safety improvements consistent with the intent of the 2002 corridor study of NH Route 101.	\$8,132,943
Windham	40665	Intersection Improvements at NH Route 28/Roulston Road	\$131,351
			\$12,350,812

Statewide Safety Projects/Programs			
Location	Project	Scope	FY 2021-2024 TIP Funding
Statewide Program	ADA	Upgrades to sidewalks, curb ramps, and signals to be compliant with ADA laws	\$840,000
Statewide Program	GRR	Guardrail Replacement Program	\$8,140,000
Statewide Program	HSIP	Highway Safety Improvement Program	\$37,758,475
Statewide Program	PVMRK	Statewide Pavement Marking Program	\$12,400,000
Statewide Program	RRRCS	Reconstruction of Railroad Crossings, Signals, and Related Work	\$5,411,540
Statewide Program	SRTS	Safe Routes to School Program	\$25,000
Statewide Program	TRCK-WGHT-SFTY	Truck Weight Safety Inspection and Maintenance Program	\$400,000
Statewide Program	USSS	Update Signing on the State Highway System	\$2,120,000
			\$67,095,015

2.2 Effect of the TIP on Infrastructure Condition

On January 18, 2017, the Federal Highway Administration (FHWA) published the final rule on Assessing Pavement and Bridge Condition for the National Highway Performance Program. The rule requires all MPOs, including the SNHPC, to set performance targets for six measures related to infrastructure condition as detailed in **Figure 6** below.

Figure 6- National Infrastructure Condition Performance Measures

National Infrastructure Condition Performance Measures	
Pavement-related Measures	Percentage of pavement on the Interstate System in Good Condition.
	Percentage of pavement on the Interstate System in Poor Condition.
	Percentage of pavement on the non-Interstate National Highway System (NHS) in Good Condition.
	Percentage of pavement on the on the non-Interstate National Highway System (NHS) in Poor Condition.
Bridge-related Measures	Percentage of bridges on the National Highway System (NHS) in Good Condition.
	Percentage of bridges on the National Highway System (NHS) in Poor Condition.

States were required to establish 2-year and 4-year targets for Pavement Condition and Bridge Condition reporting progress on a biennial basis beginning in May 2018. MPOs, including the SNHPC, were required to establish 4-year targets for those same measures within 180 days of the State target setting. MPOs have the option to support the statewide targets or to establish their own for each of the pavement and bridge measures. At their October 23, 2018 meeting, the SNHPC MPO Policy Committee unanimously supported the State of New Hampshire's targets as detailed in **Figure 7** below.

Figure 7- SNHPC Regional Infrastructure Condition Performance Targets

SNHPC Regional Infrastructure Condition Performance Targets			
Performance Measure	State of New Hampshire		SNHPC Region
	Baseline	Adopted Target	Adopted Target
Interstate Pavement (Good Condition)	96.7%	95%	Support State Target
Interstate Pavement (Poor Condition)	0.2%	0.8%	Support State Target
Non-Interstate NHS Pavement (Good Condition)	70.1%	65%	Support State Target
Non-Interstate NHS Pavement (Poor Condition)	9.8%	12%	Support State Target
NHS Bridge Percentage (Good Condition)	57.0%	57%	Support State Target
NHS Bridge Percentage (Poor Condition)	7.0%	7.0%	Support State Target

The SNHPC FY 2021-2024 TIP includes both region-specific and statewide infrastructure condition investments as detailed in **Figure 8** below. While the SNHPC FY 2021-2024 TIP includes nearly more than \$9 million in regional infrastructure condition investments, the large majority of infrastructure condition projects are developed and programmed at the State-level. Thus, the TIP includes more than \$211 million in funding for statewide infrastructure condition projects and programs which may benefit the SNHPC Region.

Figure 8- SNHPC FY 2021-2024 TIP Infrastructure Condition Investments

Regional Infrastructure Condition Projects			
Location	Project	Scope	FY 2021-2024 TIP Funding
Bedford	13692C	Replacement of Bridge #090/065 Carrying NH 101 over Pulpit Brook	\$5,519,028
Deerfield	24477	NH 107 over Freese's Pond - Replace Bridge #137/116	\$1,055,000
Manchester	41414	Address Red List Bridge Carrying Huse Road over I-293 and NH Route 101 (#176/106)	\$2,915,000
Weare	41471	Address Bridge Carrying NH 77 over Canal 2 of Choate Brook in the Town of Weare	\$119,501
			\$9,608,529

Statewide Infrastructure Condition Projects/Programs			
Location	Project	Scope	FY 2021-2024 TIP Funding
Statewide	43289	Resurfacing of Various Tier 2 Roadways	\$5,075,025
Statewide Program	BRDG-HIB-M&P	Maintenance and Preservation Efforts for High Investment Bridges	\$6,334,000
Statewide Program	BRDG-T1/2-M&P	Maintenance and Preservation of Tier 1 & 2 Bridges	\$26,025,000
Statewide Program	BRDG-T3/4-M&P	Maintenance and Preservation of Tier 3 & 4 Bridges	\$11,700,000
Statewide Program	CBI	Complex Bridge Inspection	\$1,000,000
Statewide Program	CRDR	Culvert Replacement/Rehabilitation and Drainage Repairs	\$7,300,000
Statewide Program	FLAP	Improving Transportation Facilities that Access Federal Lands within the State of New Hampshire	\$1,050,000
Statewide Program	MOBRR	Municipal-owned Bridge Rehabilitation and Replacement Projects	\$18,500,000
Statewide Program	PAVE-T1-RESURF	Resurface Tier 1 Highways	\$50,200,000
Statewide Program	PAVE-T2-REHAB	Rehabilitation of Tier 2 Roads	\$10,310,000
Statewide Program	PAVE-T2-RESURF	Resurfacing Tier 2 Roadways	\$74,020,000
Statewide Program	UBI	Underwater Bridge Inspections	\$220,000
			\$211,734,025

2.3 Effect of the TIP on System Performance

On January 18, 2017, the Federal Highway Administration (FHWA) published the final rule on Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program. Within that rule, three performance measures were applicable to the SNHPC Region as detailed in **Figure 9** below.

Figure 9- National System Performance Measures Applicable in the SNHPC Region

National System Performance Measures Applicable in the SNHPC Region	
Interstate-related System Performance Measures	Reliable Person-Miles Traveled on the Interstate System
	Truck Travel Time Reliability on the Interstate System
Non-Interstate-related System Performance Measures	Reliable Person-Miles Traveled on the Non-Interstate National Highway System.

States were required to establish 2-year and 4-year targets for reporting progress on NHS travel time reliability and Interstate Freight Movement reliability on a biennial basis beginning in May 2018. MPOs, including the SNHPC, were required to establish 4-year targets for those same measures within 180 days of the State target setting. MPOs have the option to support the statewide targets or to establish their own for each of the measures.

As it relates to these measures, the Federal Highway Administration defines Level of Travel Time Reliability (LOTTR) as “the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile), using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.” At their October 23, 2018 meeting, the SNHPC MPO Policy Committee adopted the following regional System Performance targets as detailed in **Figure 10** below.

Figure 10- SNHPC Regional System Performance Targets

SNHPC Regional Infrastructure Condition Performance Targets			
Performance Measure	State of New Hampshire		SNHPC Region
	Baseline	Adopted Target	Adopted Target
Interstate (Reliable Person Miles Traveled)	99.4%	95%	Support State Target
Non-Interstate NHS (Reliable Person Miles Traveled)	87.8%	85%	Support State Target
Interstate (Truck Travel Time Reliability)	1.35	1.5	1.65

The SNHPC FY 2021-2024 TIP includes both region-specific and statewide system performance investments as detailed in **Figure 11** below. The SNHPC FY 2021-2024 TIP includes more than \$148 million in regional system performance investments. Additionally, the TIP includes more than \$4 million in funding for statewide system performance projects and programs which may benefit the SNHPC Region.

Figure 11- SNHPC FY 2021-2024 TIP System Performance Investments

Regional System Performance Projects			
Location	Project	Scope	FY 2021-2024 TIP Funding
Bedford	40664	U.S. Route 3 Widening from Hawthorne Drive to Manchester Airport Access Road	\$2,123,253
Bedford-Merrimack	16100	Improvement to Bedford Mainline Toll Plaza to Institute Open Road or All Electronic Tolling	\$4,007,797
Derry-Londonderry	13065	I-93 EXIT 4A - Preliminary Design, Final Design, ROW & Construction of New Interchange and Connecting Roadway	\$11,411,264
Derry-Londonderry	13065A	I-93 EXIT 4A - Final Design & Construction of New Interchange and Connecting Roadway	\$64,730,443
Hooksett	29611	Reconstruction and Widening of U.S. Route 3 from NH 27/Whitehall Rd/Martin's Ferry Rd to W. Alice Ave/Alice Ave	\$9,659,853
Londonderry	41715	Operational and Capacity Improvements at the Intersection of NH Route 28/Stonehenge Rd.	\$1,648,309
Manchester	16099	PE & ROW for Reconstruction of the F.E. Everett Turnpike at Exits 6 and 7	\$13,369,120
Manchester	16099B	Reconstruct Exit 7 of the F.E. Everett Turnpike	\$15,555,124
Manchester	41594	Operational Improvements at the I-293 Exit 1 Interchange	\$179,252
Nashua-Merrimack-Bedford	13761	F.E.E. Turnpike Widening of 2-lane Sections from Exit 8 (Nashua) to I-293 (Bedford)	\$8,000,000
Nashua-Merrimack-Bedford	13761D	F.E.E. Turnpike Widening of a 2-lane Section from North of Exit 13 to North of I-293 Diverge	\$17,799,704
Salem to Manchester	10418X	Final Design (PE) and ROW for I-93 Salem to Manchester Corridor Post September 4, 2014	\$159,500
			\$148,643,619

Statewide System Performance Projects/Programs			
Location	Project	Scope	FY 2021-2024 TIP Funding
Statewide Program	CORRST	Corridor Studies Statewide	\$2,800,000
Statewide Program	STIC	State Transportation Innovation Council (STIC) Incentives	\$500,000
Statewide Program	TSMO	Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info	\$1,400,000
			\$4,700,000

2.4 Effect of the TIP on Transit Asset Management

On July 26, 2016, the Federal Transit Administration (FHWA) published the final rule on Transit Asset Management. Within that rule, three performance measures were applicable to the SNHPC Region as detailed in Figure 12 below.

Figure 12- Transit Asset Management Measures Applicable in the SNHPC Region

Transit Asset Management Measures Applicable in the SNHPC Region	
Equipment	The percentage of those vehicles that have either met or exceeded their Useful Life Benchmark.
Rolling stock	The percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark.
Facilities	The percentage of facilities within an asset class, rated below condition 3 on the Transit Economic Requirements Model (TERM) scale.

The MPO performance targets are intended to encompass all “recipients and subrecipients of Federal Transit Administration funds who own, operate, or manage public transportation capital assets used in the provision of public transportation” in the region. The federal definition of “public transportation” does not include intercity passenger rail, intercity bus, charter bus, school bus, sightseeing services, courtesy shuttles, intra-facility shuttles, or any other service that is available only to a particular clientele. In the SNHPC region, this definition encompasses two public transportation providers:

1. The Manchester Transit Authority (MTA); and
2. The Greater Derry-Salem Cooperative Alliance for Regional Transportation (CART).

As it relates to the equipment performance measure, CART does not own any applicable non-revenue, support service, or maintenance vehicles. The MTA owns two vehicles that fall into this category: 1) A 14-year old Caterpillar loader with a 30-year useful life; and 2) A 14-year old International Dump Truck with a 25-year useful life. The SNHPC MPO Policy Committee concurred with and adopted the MTA’s internal target of 10% as the region’s target for this measure as detailed in Figure 13 below.

Figure 13- SNHPC Regional Transit Equipment Performance Targets

SNHPC Regional Transit Equipment Performance Targets				
Agency	Qualifying Equipment	Equipment Beyond ULB	Baseline	Target
MTA	2	0	0%	10%
CART	N/A	N/A	N/A	N/A
SNHPC Region	2	0	0%	10%

As it relates to the rolling stock performance measure, CART and MTA have a combined fleet of 28 revenue vehicles. At the time of target setting, the agencies had a total of three Class 1 vehicles. No Class 1 vehicles had currently exceeded their Useful Life Benchmark. Neither CART nor MTA owned any Class 2 vehicles. The agencies owned a total of ten Class 3 vehicles, and three of those vehicles had exceeded their Useful Life Benchmark. The MTA owned two Class 4 vehicles, and both were currently within their Useful Life Benchmark. The MTA owned thirteen Class 5, and one of those vehicles had exceeded its

Useful Life Benchmark. Neither CART nor MTA owned any Class 6 vehicles. The SNHPC's regional rolling stock targets are detailed in **Figure 14** below.

Figure 14- SNHPC Regional Transit Rolling Stock Performance Targets

SNHPC Regional Transit Rolling Stock Performance Targets					
Agency	Asset Class	Total Vehicles	Vehicles Beyond ULB	Baseline	Target
MTA	Class 1	2	0	0%	10%
CART	Class 1	1	0	0%	0%
SNHPC Region	Class 1	3	0	0%	10%
MTA	Class 2	N/A	N/A	N/A	N/A
CART	Class 2	N/A	N/A	N/A	N/A
SNHPC Region	Class 2	N/A	N/A	N/A	N/A
MTA	Class 3	6	0	0%	10%
CART	Class 3	4	3	75%	50%
SNHPC Region	Class 3	10	3	30%	30%
MTA	Class 4	2	0	0%	10%
CART	Class 4	N/A	N/A	N/A	N/A
SNHPC Region	Class 4	2	0	0%	10%
MTA	Class 5	13	1	8%	10%
CART	Class 5	N/A	N/A	N/A	N/A
SNHPC Region	Class 5	13	1	8%	10%
MTA	Class 6	N/A	N/A	N/A	N/A
CART	Class 6	N/A	N/A	N/A	N/A
SNHPC Region	Class 6	N/A	N/A	N/A	N/A

As it relates to the facilities performance measure, the only applicable facility in the SNHPC region is the MTA headquarters (110 Elm St. in Manchester), which serves as both an administrative and maintenance facility. At the time of target setting, the facility was 32 years old and exceeded 3.0 on the FTA TERM scale. The facility is not expected to fall below 3.0 on the TERM scale during the planning horizon. The SNHPC's regional transit facility targets are detailed in **Figure 15** below.

Figure 15- SNHPC Regional Transit Facility Performance Targets

SNHPC Regional Transit Facility Performance Targets				
Agency	Facilities	Facilities Below 3.0 on TERM	Baseline	Target
MTA	1	0	0%	0%
CART	N/A	N/A	N/A	N/A
SNHPC Region	1	0	0%	0%

The SNHPC FY 2021-2024 TIP includes both region-specific and statewide transit investments as detailed in **Figure 16** below. The Transit Asset Management planning and target setting process has assisted the SNHPC Region's transit providers, including the MTA and CART, in identifying replacement vehicle needs and schedules. The SNHPC FY 2021-2024 TIP includes more than \$18 million for region-specific transit operations, maintenance, and capital investments, which will not only allow for replacement vehicle procurement, but also for potential fleet expansion. Additionally, the TIP includes more than \$63 million in funding for statewide transit programs which may benefit the SNHPC Region.

Figure 16- SNHPC FY 2021-2024 TIP Transit Asset Management Investments

Regional Transit Projects		
Project	Scope	FY 2021-2024 TIP Funding
MTA5307	MTA Operating, ADA, Capital Preventive Maintenance, and Planning Utilizing FTA Section 5307 Funds, Includes CART Service Area	\$17,452,545
MTA 5310	Funding for Seniors and Individuals with Disabilities, Annual FTA Section 5310 Apportionment for CART Service Area	\$621,184
MTA5339	Funding for Capital Vehicles and Equipment for CART Service Area, Annual FTA Section 5339 Apportionment	\$199,367
		\$18,273,096

Statewide Transit Projects		
Project	Scope	FY 2021-2024 TIP Funding
CMAQ-FTA	Funds Transferred from CMAQ to FTA (Statewide)	\$8,800,000
FTA5307	Boston Urbanized Area (UZA) FTA Section 5307 Apportioned Funds for NHDOT Transit Projects	\$19,298,573
FTA5310	Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program	\$11,020,195
FTA5339	Capital Bus and Bus Facilities - FTA 5339 Program for Statewide Public Transportation	\$24,829,011
		\$63,947,779

2.5 Effect of the TIP on Carbon Monoxide Emissions

On January 18, 2017, the Federal Highway Administration (FHWA) published the final rule on Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program. The City of Manchester is a Limited Maintenance Plan (LMP) area for Carbon Monoxide (CO). As such, the SNHPC is required to establish a four-year Congestion Mitigation and Air Quality (CMAQ) program emissions reduction target for Carbon Monoxide.

The SNHPC's target is based on the methodology utilized by the NHDOT Office of Asset Management, Performance, and Strategies. However, as the City of Nashua's CO Limited Maintenance Plan (LMP) area falls under the jurisdiction of the Nashua RPC's metropolitan transportation planning process, the SNHPC's regional target is based solely on CMAQ projects in the City of Manchester. The SNHPC MPO Policy Committee formally adopted a regional CMAQ emissions reduction target for Carbon Monoxide at their July 28, 2020 meeting as detailed in **Figure 17** below.

Figure 17- SNHPC Regional CMAQ Emissions Reduction Target for Carbon Monoxide

Manchester, NH CMAQ Projects	CO Reduction (kg/day)
Construct South Manchester Rail Trail from Gold St. to Perimeter Rd.	No Identified CO Reduction
Implement an Adaptive Signal Control System on Granite St. and Upgrade Signal Performance on South Willow St.	66.547
Construct a Northbound Right Turn Lane and Modify Lane Utilization at the South Willow St./Weston Rd. Intersection	2.078
Construct a Roundabout at the River Rd./Bicentennial Dr. Intersection	0.608
Regional CMAQ Emissions Reduction Target for CO	69.233

It should be noted that the City of Manchester's designation as a Limited Maintenance Plan area for CO is expected to end on January 29, 2021. If the designation ends as expected, this performance measure may no longer apply to the SNHPC region after that date.

The SNHPC FY 2021-2024 TIP includes both region-specific and statewide CMAQ investments as detailed in **Figure 18** below. The SNHPC FY 2021-2024 TIP includes more than \$5 million for Manchester-specific CMAQ investments that will reduce Carbon Monoxide emissions. Additionally, the TIP includes nearly \$1 million in funding for statewide CMAQ projects which may benefit the SNHPC Region.

Figure 18- SNHPC FY 2021-2024 TIP CMAQ Emissions Reduction Target for Carbon Monoxide

Manchester Limited Maintenance Plan Area CMAQ Projects			
Location	Project	Scope	FY 2021-2024 TIP Funding
Manchester	29811	Construct South Manchester Rail Trail from Gold St. to Perimeter Rd.	\$1,544,810
Manchester	41747	Implement an Adaptive Signal Control System on Granite St. and Upgrade Signal Performance on South Willow St.	\$1,325,183
Manchester	42881	Construct a Northbound Right Turn Lane and Modify Lane Utilization at the South Willow St./Weston Rd. Intersection	\$1,042,549
Manchester	42886	Construct a Roundabout at the River Rd./Bicentennial Dr. Intersection	\$1,907,085
			\$5,819,627

Statewide CMAQ Projects Which May Benefit the SNHPC Region			
Location	Project	Scope	FY 2021-2024 TIP Funding
Statewide	41756	Evaluate 61 Traffic Control Signals and Develop and Implement Signal Timings to Improve Traffic Flow	\$334,620
Statewide	42878	Upgrades to 10 Locations Statewide that may Include Flashing Yellow Arrow and Optimized Signal Timing	\$565,400
			\$900,020

3. REGIONAL PROJECT SELECTION PROCESS

The development of the FY 2021 – FY 2024 TIP actually began in late 2018, when SNHPC transportation planning staff initiated meetings with stakeholders to discuss the statewide FY 2021-2030 Ten-Year Transportation Improvement Plan update process. Discussions held with the SNHPC region's fourteen municipalities, the Manchester Transit Authority (MTA), and the Cooperative Alliance for Regional Transportation (CART) were used to highlight the importance of the Ten-Year Transportation Improvement Plan update process as a means to: 1) Establish and document local priorities for transportation improvements; and 2) Communicate these priorities to the New Hampshire Department of Transportation.

In the fall of 2018, formal project solicitation letters were sent to member communities and principal stakeholders of the SNHPC, including transit agencies and the NHDOT. In response to the project solicitation letters, the SNHPC received new project proposals as well as recommendations to advance existing projects in the SNHPC Metropolitan Transportation Plan.

In October 2018, the SNHPC Technical Advisory Committee (TAC) reviewed and approved a prioritization methodology for projects submitted for consideration. The prioritization methodology was informed by the ten federally-designated metropolitan planning factors detailed in **Figure 19** and the performance measures and regional performance targets described in **Section 2** of this document.

Figure 19- Federally-designated Metropolitan Planning Factors

Federally-designated Metropolitan Planning Factors	
1	Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
2	Increase the safety of the transportation system for motorized and non-motorized users.
3	Increase the security of the transportation system for motorized and non-motorized users.
4	Increase accessibility and mobility of people and freight.
5	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6	Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.
7	Promote efficient system management and operation.
8	Emphasize the preservation of the existing transportation system.
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10	Enhance travel and tourism.

The prioritization methodology was subsequently approved by the SNHPC MPO Policy Committee on October 23, 2018. The prioritization methodology, as shown in **Figure 20** and **Figure 21** on the following page, included ten project evaluation criteria in seven categories and a weighting system designed to emphasize regional priorities.

Figure 20- SNHPC Regional Project Evaluation Criteria

SNHPC Regional Project Evaluation Criteria		
Category	Criterion	Definition
Mobility	Reduce Congestion	The extent to which the project is intended to impact traveler delay upon completion.
	Freight Mobility	The degree to which the project impacts movement of goods.
Alternative Modes	Enhance Alternative Modes	The extent to which the project impacts accommodations for alternative modes of travel including bicycle, pedestrian and transit, where so desired.
Network Significance	Traffic Volume	A measure of motor vehicle volume based on the NHDOT traffic data management system.
	Facility Importance	The extent to which the facility moves people and goods between major locations.
Safety	Safety Measures	The degree to which the scope of the project focuses on measures that increase safety.
	Safety Performance	A composite measure of 5-year average safety performance including crash rate and crash severity.
State of Repair	Roadway Surface Life or Bridge Asset Condition	The extent to which the project impacts asset condition/service life of the facility.
Project Support		The degree to which a project has local, regional, or statewide support.
Resiliency		The degree to which a project addresses natural hazard mitigation or adaptation measures.

Figure 21- Regional Project Evaluation Criteria Weightings

Regional Project Evaluation Criteria Weightings			
Category	Category Weight	Criterion	Criterion Weight
Mobility	18.5%	Reduce Congestion	13.4%
		Freight Mobility	5.1%
Alternative Modes	11.0%	Enhance Alternative Modes	11.0%
Network Significance	17.0%	Traffic Volume	8.3%
		Facility Importance	8.7%
Safety	23.4%	Safety Measures	13.0%
		Safety Performance	10.4%
State of Repair	17.3%	Roadway Surface Life or Bridge Asset Condition	17.3%
Project Support	8.3%	Project Support	8.3%
Resiliency	4.5%	Resiliency	4.5%

At their April 23, 2019 meeting, the SNHPC MPO Policy Committee approved a prioritized list of projects recommended for inclusion in the FY 2021-2030 Ten-Year Transportation Improvement Plan, and it is this program of projects which forms the basis of this FY 2021-2024 SNHPC TIP.

4. AIR QUALITY CONFORMITY

The Clean Air Act requires a conformity demonstration of the Metropolitan Transportation Plan and Transportation Improvement Program in any area designated as “non-attainment” for a pollutant for which National Ambient Air Quality Standard (NAAQS) exists. On July 20, 2013, all of New Hampshire became unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS). On April 6, 2015, the 1997 8-Hour Ozone NAAQS was revoked for all purposes, including transportation conformity, thus alleviating the Boston-Manchester-Portsmouth (SE) NH area from having to demonstrate the conformity of transportation plans. However, due to a decision of the U.S. Court of Appeals for the District of Columbia Circuit (South Coast Air Quality Management District v. EPA), as of February 16, 2019, transportation conformity for the 1997 ozone NAAQS will again apply in the Boston-Manchester-Portsmouth (SE) NH “Orphan Area.” Therefore, the SNHPC is required to demonstrate conformity for the 1997 ozone NAAQS for any plans approved after February 16, 2019.

The City of Manchester also retains conformity responsibilities for carbon monoxide (CO). The City of Manchester was designated nonattainment by the U.S. Environmental Protection Agency (EPA) for CO on March 3, 1978 and in 1999. Following monitoring that indicated that the National Ambient Air Quality Standard for CO had been achieved, New Hampshire submitted a formal re-designation request. Effective January 29, 2001, EPA re-designated the City of Manchester from nonattainment to attainment and approved the State’s CO maintenance plan. On August 1, 2012, the New Hampshire Department of Environmental Services (NHDES) submitted a State Implementation Plan (SIP) revision for the remainder of the second ten-year maintenance period (January 29, 2011 to January 29, 2021). Under this plan, strategies that have helped cities reduce CO emissions would be continued, including vehicle inspection, reductions in VMT and transit, ridesharing and traffic signal coordination strategies.

On March 10, 2014, the U.S. Environmental Protection Agency approved a maintenance plan, known as a “limited maintenance plan,” for the City of Manchester. This limited maintenance plan has a 2021 horizon year, (the second ten-year carbon monoxide (CO) maintenance period terminates on January 29, 2021). Because of the approved limited maintenance plan, the SNHPC no longer has to complete a regional emissions analysis for the City of Manchester for carbon monoxide pursuant to 40 CFR 93.109(e) “Areas with limited maintenance plans”. However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply, including project level conformity determinations based on carbon monoxide hot spot analyses under 40 CFR 93.116.

4.1 Transportation Conformity Requirements

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision** (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA’s original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision

states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the FY 2021-2024 SNHPC TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110);
- Consultation (93.112);
- Transportation Control Measures (93.113); and
- Fiscal constraint (93.108).

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. Planning assumptions utilized in the development of the SNHPC FY 2021-2024 TIP include the following:

- Population projections were developed by the State of New Hampshire Office of Strategic Initiatives (OSI) in 2016 in conjunction with the nine regional planning commissions, including the SNHPC. These projections were extended to the planning horizon utilizing the same methodology.
- Employment projections were developed utilizing data and growth rates from the NH Department of Employment Security.
- Dwelling unit projections were developed by the SNHPC in consultation with municipal planning boards and staff, utilizing the most recent available municipal building permits data.
- The SNHPC Regional Travel Demand Model is calibrated to a 2015 base year and utilizes current and available traffic counts, travel time data, and other factors as necessary to determine travel demand.
- The SNHPC provides short-range transit planning assistance to both the MTA and CART, and current transit operations and ridership trends are documented in the SNHPC FY 2021-2024 Metropolitan Transportation Plan.
- The New Hampshire SIP includes a single TCM, the New Hampshire Vehicle On-Board Diagnostics (OBD) and Safety Testing Program. This program has been in place and used to inspect all 1998 and newer light-duty motor vehicles registered in New Hampshire since 2005.

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with NH Department of Transportation, NH Department of Environmental Services Air Resources Division Mobile Source Program, the four New Hampshire MPOs (NRPC, RPC, SNHPC, and SRPC) as well as the five rural Regional Planning Commissions (CNHRPC, LRPC, NCC, SWRPC, and UVLSRPC), FHWA, FTA, and EPA. Interagency Consultation consists of monthly conference calls and periodic in-person meetings that discuss TIP/STIP,

Metropolitan Transportation Plan, and air quality conformity related topics and issues. Interagency consultation was conducted consistent with the New Hampshire SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450 and the SNHPC Public Participation Plan. The draft FY 2021-2024 TIP was posted on the SNHPC MPO website and a public notice was published in the New Hampshire Union Leader. The public notice can be found in **Appendix C** of this document. Presentations of the draft FY 2021-2024 TIP were made at the following public meetings: January 21, 2021 SNHPC Technical Advisory Committee (TAC) meeting, January 26, 2021 SNHPC MPO Policy Committee Meeting, and February 18, 2021 SNHPC TAC Meeting.

The 30-day public comment period was opened on January 22, 2021 and concluded on February 22, 2021. The SNHPC MPO Policy Committee held a public hearing to consider adoption of the TIP on February 23, 2021.

4.4 Timely Implementation of TCMs

The New Hampshire SIP includes a single applicable Transportation Control Measure (TCM), the New Hampshire Vehicle On-Board Diagnostics (OBD) and Safety Testing Program. This program has been in place and used to inspect all 1998 and newer light-duty motor vehicles registered in New Hampshire since 2005.

4.5 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 require that transportation plans and TIPs must be fiscally constrained consistent with USDOT's metropolitan planning regulations at 23 CFR part 450. The SNHPC's FY 2021-2024 TIP and FY 2021-2045 Metropolitan Transportation Plan are fiscally constrained, as demonstrated in Chapter 6 of the FY 2021-2045 Metropolitan Transportation Plan and Section 6 of the FY 2021-2024 TIP.

4.6 Conclusion and Determination of Conformity

The conformity determination process completed for the SNHPC FY 2021-2024 TIP and FY 2021-2045 Metropolitan Transportation Plan demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

5. PUBLIC INVOLVEMENT IN THE DEVELOPMENT OF THE TIP

The Fixing America's Surface Transportation (FAST) Act requires that the process to develop the TIP shall provide stakeholders with "a reasonable opportunity to comment on the proposed program." Additionally, the FAST Act continues consideration of the need for emphasis on additional strategies designed to make the TIP and related materials accessible to as many as possible.

As described in **Section 3** of this document, development of the FY 2021 – FY 2024 TIP actually began in the fall of 2018 when the SNHPC initiated meetings with stakeholders to discuss the statewide FY 2021-2030 Ten-Year Transportation Improvement Plan update process. The project selection process was completed in April 2019 when project priorities were formally approved by the SNHPC MPO. Following the adoption of regional project priorities, public input on the first draft of the FY 2021-2030 Ten-Year Transportation Improvement Plan was discussed during a series of statewide hearings sponsored by the Governor's Advisory Commission on Intermodal Transportation (GACIT) in September and October 2019. The SNHPC participated in these hearings, and following their completion, a draft FY 2021-2030 Ten-Year Plan was submitted to the Governor and subsequently to the State Legislature for adoption. **Figure 22** below shows important dates in the development of the FY 2021–FY 2024 SNHPC TIP.

Figure 22- Key Dates in the SNHPC FY 2021-2024 TIP Development Process

Key Dates in the SNHPC FY 2021-2024 TIP Development Process	
Date	Activity
October 9, 2018	SNHPC Sends Project Solicitation Correspondence to Regional Stakeholders
October 18, 2018	SNHPC TAC Approves Project Prioritization Methodology/Weighting
October 23, 2018	SNHPC MPO Approves Project Prioritization Methodology/Weighting
April 23, 2019	SNHPC MPO Adopts Regional Project Priorities
August 14, 2019	NHDOT Submits Draft Ten-Year Plan to GACIT
September 12, 2019	GACIT Public Hearing in Londonderry
October 17, 2019	GACIT Public Hearing in Bedford
October 23, 2019	GACIT Public Hearing in Manchester
December 2, 2019	GACIT Approves the FY 2021-2030 Ten-Year Plan and Submits to Governor
January 13, 2020	Governor Approves the FY 2021-2030 Ten-Year Plan and Submits to Legislature
July 24, 2020	Governor Signs FY 2021-2030 Ten-Year Plan
January 22, 2021	SNHPC Opens Public Comment Period on Draft FY 2021-2024 TIP
February 23, 2021	SNHPC MPO Public Hearing to Consider Draft FY 2021-2024 TIP

Projects included in the FY 2021 – FY 2030 Ten-Year Transportation Improvement Plan form the basis for the SNHPC FY 2021 – FY 2024 TIP. The draft FY 2021-2024 TIP was posted on the SNHPC MPO website and a public notice was published in the New Hampshire Union Leader. The public notice can be found in **Appendix C** of this document. Presentations of the draft FY 2021-2024 TIP were made at the following public meetings: January 21, 2021 SNHPC Technical Advisory Committee (TAC) meeting, January 26, 2021 SNHPC MPO Policy Committee Meeting, and February 18, 2021 SNHPC TAC Meeting.

The 30-day public comment period was opened on January 22, 2021 and concluded on February 22, 2021. The SNHPC MPO Policy Committee held a public hearing to consider adoption of the TIP on February 23, 2021.

6. FINANCIAL PLAN

Federal metropolitan transportation planning regulations require that the TIP include a financial plan that demonstrates how the program can be implemented and identifies public and private resources expected to be available to carry out the program. Metropolitan planning rules also require that the TIP must be financially constrained (i.e. in order for a project to be included in the TIP, there must be a reasonable expectation that funding for the project will be available within the timeframe allocated).

Based on the fiscal constraint information provided by the NHDOT, and presented in **Appendix B** of this document, it is assumed the FY 2021-2024 TIP is financially constrained. This determination includes the following assumptions:

- That all projects in the SNHPC region requiring state or local match will be matched appropriately, and that unless otherwise specified, state match is assumed to be provided in the form of turnpike toll credits.
- That NHDOT has determined that the required funds by year and category will be available for all projects listed in the FY 2021-2024 Statewide Transportation Improvement Program.

Figures 23 and 24 present a fiscal constraint summary which estimates anticipated revenues for both highway and transit projects compared with programmed funding costs for the TIP program years. These tables were developed through the use of fiscal constraint estimates and project cost information provided by the NHDOT. Statewide FHWA funding and local match for highway projects was derived from the NHDOT STIP Fiscal Constraint Summary.

The assumptions used in developing the fiscal constraint analysis are detailed immediately below the tables in **Figures 23 and 24**.

It should be noted that the SNHPC MPO does not possess the resources and information required to independently verify that the document as proposed is fiscally constrained. The figures presented in this section are based on project cost information and available resources from the NHDOT. The demonstration and documentation of fiscal constraint will continue to be an evolving process achieved through cooperation between FHWA, FTA, NHDOT and New Hampshire's four MPOs.

Figure 23- Fiscal Constraint Analysis (Highway Projects)

	Fiscal Year	Federal Funding		State Funding			Local Funding	Toll Credits	Fiscal Constraint Summary		
		Statewide FHWA Funding ^{1,2}	Est. SNHPC FHWA Allocation ³	Statewide Turnpike Improvement Funding ⁴	Est. Turnpike Improvement Funding in the SNHPC Region ⁵	State-supported I-93 Debt Service (SB 367)	Est. Local Match (Cash)	Est. Toll Credits Used in the SNHPC Region (Non-Cash Match) ⁶	Total Regional Revenues	SNHPC Project Expenses	Balance
FY 2021-2024 TIP	2021	\$ 221,503,374	\$ 37,943,528	\$ 78,592,421	\$ 20,278,610	\$ 2,147,107	\$ 427,538	\$ 7,588,706	\$ 60,796,783	\$ 59,631,301	\$ 1,165,482
	2022	\$ 178,451,834	\$ 43,746,534	\$ 29,153,073	\$ 11,488,680	\$ 2,195,000	\$ 2,466,121	\$ 8,749,307	\$ 59,896,335	\$ 59,896,335	\$ -
	2023	\$ 178,451,834	\$ 47,817,424	\$ 57,675,699	\$ 5,304,329	\$ 2,195,000	\$ 869,304	\$ 9,563,485	\$ 56,186,057	\$ 56,186,057	\$ -
	2024	\$ 178,451,834	\$ 30,568,799	\$ 99,210,526	\$ 21,660,126	\$ 2,197,986	\$ 571,867	\$ 6,113,760	\$ 54,998,778	\$ 53,373,992	\$ 1,624,786
	Totals	\$ 756,858,876	\$ 129,649,925	\$ 264,631,719	\$ 58,731,745	\$ 8,735,093	\$ 4,334,830	\$ 32,015,257	\$ 231,877,953	\$ 229,087,685	\$ 2,790,268
Notes:											
1) Statewide FHWA funding based on NHDOT FY 2021-2024 STIP Fiscal Constraint Analysis.											
2) Statewide FHWA figures include I-93 GARVEE Bonds and federally-supported I-93 Debt Service.											
3) SNHPC allocation of FHWA funding assumed to be 17.13% of statewide funding based on the SNHPC region's share of statewide population and federal-aid eligible lane miles plus supplemental allocation of statewide FHWA resources in FY 2022 and FY 2023 to support the construction of the I-93 Exit 4A project.											
4) Statewide Turnpike Improvement funding based on NHDOT FY 2021-2024 STIP Fiscal Constraint Analysis.											
5) SNHPC allocation of Turnpike Improvement funding for FY 2021-2024 based on NHDOT FY 2021-2024 STIP.											
6) State-managed federally-funded projects in the SNHPC region are assumed to be entirely matched with (non-cash) Turnpike Toll Credits. This information is included for illustrative purposes only.											

Figure 24- Fiscal Constraint Analysis (Transit Projects)

	Fiscal Year	FTA Section 5307			FTA Section 5310			FTA Section 5339		State Funding	Local Funding	Toll Credits	Fiscal Constraint Summary		
		Regional (Direct) FTA Section 5307 Apportionments (MTA/CART)	Regional Share of Statewide FTA Section 5307 Apportionment ¹	Regional Share of Statewide Transfer from CMAQ to FTA Section 5307 ²	Regional (Direct) FTA Section 5310 Apportionments (MTA/CART)	Regional Share of Statewide FTA Section 5310 Apportionment ³	Regional Share of Statewide Transfer from CMAQ to FTA Section 5310 ⁴	Regional (Direct) FTA Section 5339 Apportionments (MTA/CART)	Regional Share of Statewide FTA Section 5339 Apportionment ⁵	State Transit Capital Support ⁶	Local Match (Cash)	Est. Toll Credits Used in the SNHPC Region (Non-Cash Match)	Total Regional Transit Revenues	SNHPC Regional Transit Project Expenses	Annual Balance
FY 2021-2024 TIP	2021	\$ 2,808,516	\$ 2,261,600	\$ 220,000	\$ 120,571	\$ 364,464	\$ 95,890	\$ 41,115	\$ 263,855	\$ 38,121	\$ 1,513,564	\$ 1,129,073	\$ 7,727,696	\$ 7,045,831	\$ 681,865
	2022	\$ 2,898,060	\$ 739,749	\$ 220,000	\$ 122,982	\$ 364,464	\$ 95,890	\$ 41,938	\$ 269,132	\$ 38,884	\$ 1,561,027	\$ 763,722	\$ 6,352,125	\$ 5,670,230	\$ 681,896
	2023	\$ 2,878,022	\$ 760,462	\$ 220,000	\$ 125,442	\$ 364,464	\$ 95,890	\$ 42,777	\$ 274,514	\$ 39,661	\$ 1,552,066	\$ 784,435	\$ 6,353,298	\$ 5,671,371	\$ 681,927
	2024	\$ 2,934,082	\$ 781,755	\$ 220,000	\$ 127,950	\$ 364,464	\$ 95,890	\$ 43,632	\$ 280,005	\$ 40,455	\$ 1,582,335	\$ 805,728	\$ 6,470,568	\$ 5,788,611	\$ 681,957
	Totals	\$ 11,518,680	\$ 4,543,566	\$ 880,000	\$ 496,945	\$ 1,457,856	\$ 383,560	\$ 169,462	\$ 1,973,150	\$ 157,121	\$ 6,208,992	\$ 3,482,956	\$ 26,903,687	\$ 24,176,042	\$ 2,727,645
Notes:															
1) Regional share based on Boston Express commuter services on the F.E. Everett Turnpike and I-93 Corridor and Project Development Phase of the Capitol Corridor passenger rail initiative. Match is assumed to be Toll Credits.															
2) Assumes that MTA/CART receives 40% of statewide transfer from CMAQ to Section 5307. No growth is assumed in the amount of the statewide CMAQ transfer.															
3) Regional Share based on actual Region 8 (Greater Manchester) and Region 9 (Greater Derry-Salem) distributions for FY 2021. No growth is assumed.															
4) Assumes that the Region receives 22.3% of statewide transfer from CMAQ to Section 5310. No growth is assumed in the amount of the statewide CMAQ transfer. Match is assumed to be toll credits.															
5) Assumes that MTA receives 50% of the NHDOT Section 5339 set-aside for small urban transit providers increasing at 2% per year from FY 2021 levels.															
6) Assumes that State support will be available for half of the required match on Section 5339 funding in the region, and that State operating assistance will not be available.															

Additionally, it is important to note that there are three Regionally Significant projects that advance to construction during the FY 2021-FY 2024 TIP period and may require financial resources in years beyond the TIP period.

- I-293/F.E. Everett Turnpike Exits 6 and 7

The SNHPC's FY 2021 – FY 2024 TIP includes portions of the I-293 Exit 6 and 7 reconstruction project, which is the result of an extensive engineering study of I-293 north of Exit 5 in the City of Manchester. Federal and State stakeholders are now evaluating design alternatives as required under the National Environmental Policy Act (NEPA). The preferred alternative for the project involves widening the I-293 mainline to three lanes in each direction, reconstructing Exit 6 as a Single Point Urban Interchange (SPUI), and reconstructing Exit 7 as a full access interchange north of its current location.

Funding for the engineering, right-of-way, and a portion of the construction phase for the Exit 7 component of this project is included in the SNHPC's FY 2021 – FY 2024 TIP. The Exit 6 reconstruction portion of the project is currently scheduled for construction from FY 2025-2028 at a total project cost of \$97.86 Million. The Exit 7 reconstruction portion of the project is currently scheduled for construction from FY 2024-2026 at a total project cost of \$50.23 Million.

- Widening of the F.E. Everett Turnpike from Nashua to Bedford

The SNHPC's FY 2021 – FY 2024 TIP includes the widening of all two-lane sections of the F.E. Everett Turnpike to three lanes from Exit 13 to the I-293 interchange in Bedford. This is one component of a larger expansion from Nashua to Bedford, which involves not only mainline widening, but bridge replacements (to accommodate the widening) in five locations, stormwater treatment improvements, and construction of noise barriers.

Funding for the engineering, right-of-way, and construction phases of this project is included in the SNHPC's FY 2021 – FY 2024 TIP. With \$14.8 Million having been spent on project development prior to FY 2021, construction is currently scheduled from FY 2021-2025.

- Construction of I-93 Exit 4A in Derry and Londonderry

The SNHPC's FY 2021 – FY 2024 TIP includes the construction of I-93 Exit 4A in Derry and Londonderry. The development of this project has been a longstanding cooperative effort between the towns of Derry and Londonderry, the New Hampshire Department of Transportation, and the Federal Highway Administration. The project includes the construction of a new diamond interchange on I-93 north of the existing Exit 4 interchange, which will provide access east of I-93 via a 1-mile connector road connecting I-93 with Folsom Road, Tsienneto Road, and ultimately NH Route 102.

Funding for the engineering, right-of-way, and construction phases of this project is included in the SNHPC's FY 2021 – FY 2024 TIP. With \$22.3 Million having been spent on project development prior to FY 2021, construction is currently scheduled from FY 2022-2024 with estimated remaining project costs totaling \$76.1 Million.

Regulations included in 23 CFR Part 450.218(m) state that "For purposes of transportation operations and maintenance, the STIP shall include financial information containing system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-

aid highways [...].” **Figure 25** and **Figure 26** provide estimates of maintenance and operations needs for the both the Federal-aid highway system and the transit network in the SNHPC region for the period 2021 to 2024. The estimates are based on NHDOT figures from the STIP Financial Constraint Summary and an analysis of Federal-aid eligible roadways in the SNHPC region.

Figure 25- Fiscal Constraint Analysis (Federal-aid Highway Maintenance and Operations)

	Fiscal Year	NHDOT Statewide O&M Budget for Federal-Aid Highways ¹	Est. SNHPC Allocation of NHDOT O&M Budget For Federal-Aid Highways ²	Statewide Turnpike Renewal and Replacement Funding ³	Est. SNHPC Allocation of Turnpike Renewal and Replacement Funding ⁴	Est. Revenues Supporting O&M for Federal-aid Highways in the SNHPC Region	Statewide O&M Cost per Lane Mile	Est. SNHPC Region O&M Costs for Federal-aid Highways ⁵
FY 2021-2024 TIP	2021	\$ 142,848,468	\$ 19,870,222	\$ 45,177,115	\$ 7,418,082	\$ 27,288,304	\$ 23,127	\$ 26,157,064
	2022	\$ 142,848,468	\$ 19,870,222	\$ 34,745,622	\$ 5,705,231	\$ 25,575,453	\$ 21,844	\$ 24,705,894
	2023	\$ 144,276,953	\$ 20,068,924	\$ 18,515,419	\$ 3,040,232	\$ 23,109,156	\$ 20,024	\$ 22,646,762
	2024	\$ 145,719,722	\$ 20,269,613	\$ 14,114,780	\$ 2,317,647	\$ 22,587,260	\$ 19,660	\$ 22,235,279
	Totals	\$ 575,693,611	\$ 80,078,981	\$ 112,552,936	\$ 18,481,192	\$ 98,560,173	\$ 84,655	\$ 95,744,999
Notes:								
1) Statewide O&M Budget for Federal-Aid Highways for FY 2021 & 2022 derived from adopted FY 2019-2022 STIP. Figures for FY 2023-2024 assume a 1% annual increase.								
2) SNHPC allocation of Statewide O&M Budget for Federal-Aid Highways estimated to be 13.91% of total based on the region's proportional share of Federal-aid eligible lane miles.								
3) Statewide Turnpike Renewal and Replacement funding for FY 2021-2024 based on NHDOT STIP Financial Constraint Analysis.								
4) SNHPC estimated allocation of Turnpike Renewal and Replacement funding for FY 2021-2024 totals 16.42% of statewide funding based on the region's proportional share of the overall NH Turnpike System.								
5) Based on the SNHPC region having approximately 1,131 lane miles of Federal-aid eligible roadways.								

Figure 26- Fiscal Constraint Analysis (Transit Maintenance and Operations)

	Fiscal Year	FTA Section 5307		FTA Section 5310		Local Funding	Total Funding	Regional Transit O&M Needs		
		Total Section 5307 Funding Available ¹	Total FTA Section 5307 Funding Allocable to Regional O&M Needs ²	Total Section 5310 Funding Available ³	Total FTA Section 5310 Funding Allocable to Regional O&M Needs ⁴	Local Funding Allocable to Regional O&M Needs	Total Regional Funding Available to Support Regional O&M Needs	MTA/CART Operations Needs ⁵	MTA/CART Preventative Maintenance Needs ⁶	Total MTA/CART O&M Expenses
FY 2021-2024 TIP	2021	\$ 5,290,116	\$ 2,271,387	\$ 580,925	\$ 24,114	\$ 1,377,301	\$ 3,672,802	\$ 2,791,559	\$ 322,689	\$ 3,114,248
	2022	\$ 3,857,809	\$ 2,338,545	\$ 583,336	\$ 24,596	\$ 1,417,885	\$ 3,781,026	\$ 2,862,744	\$ 330,918	\$ 3,193,661
	2023	\$ 3,858,484	\$ 2,323,517	\$ 585,796	\$ 25,088	\$ 1,409,163	\$ 3,757,768	\$ 2,935,744	\$ 339,356	\$ 3,275,100
	2024	\$ 3,935,837	\$ 2,365,562	\$ 588,304	\$ 25,590	\$ 1,434,691	\$ 3,825,842	\$ 3,010,605	\$ 348,010	\$ 3,358,615
	Totals	\$ 16,942,246	\$ 9,299,010	\$ 2,338,361	\$ 99,389	\$ 5,639,039	\$ 15,037,438	\$ 11,600,652	\$ 1,340,972	\$ 12,941,624
Notes:										
1) Derived from the transit fiscal constraint analysis in the SNHPC FY 2021-2024 TIP.										
2) Estimated based on three-quarters of the direct Section 5307 MTA/CART allocation and CMAQ transfer to Section 5307 allocable to the region.										
3) Derived from the transit fiscal constraint analysis in the SNHPC FY 2021-2024 TIP.										
4) Estimated based on one-fifth of the direct Section 5310 MTA/CART allocation.										
5) MTA/CART operations expenses assumed to grow at 2.55% per year from FY 2021 level.										
6) MTA/CART preventative maintenance expenses assumed to grow at 2.55% per year from FY 2021 level.										

7. MONITORING PROCESS

Pursuant to 23 U.S.C. 134(j)(7)(B) and 49 U.S.C. 5303(j)(7)(B), the SNHPC is required to develop “an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review.”

This document is called the Annual List of Obligated Projects and plays an essential role in monitoring the implementation of the SNHPC TIP. The Annual List of Obligated Projects includes all projects in the Southern New Hampshire Planning Commission region for which federal funds were obligated during the preceding Federal Fiscal Year. The Federal Highway Administration (FHWA) defines “obligated” as “the federal government’s legal commitment to pay or reimburse the states or other entities for the federal share of a project’s eligible costs.” This reimbursement can be for projects that have been initiated in previous years, or for projects that will not be completed until future years. The final cost of a project may be different from the amount of obligated Federal funding. Similarly, funding can be “de-obligated” for projects in response to lower-than-expected costs, project cancellation, or other extenuating circumstances.

The FY 2020 Annual Listing of Obligated Projects for the SNHPC region is included available for review at the SNHPC Office and on the SNHPC website at www.snhpc.org.

8. PROJECT LISTING

The next section of this document includes a listing of the projects included in the SNHPC FY 2021 – FY 2024 TIP. The details of each project are provided, including location, facility, cost and scope of work by year. Additional information regarding project phasing and funding source is also included. The project listing also includes statewide projects that involve work within the SNHPC region and other projects of local interest.

BEDFORD (13692C)						
Road/Entity: NH 101			Total Project Cost:			\$6,015,371
Scope:		Replacement of Bridge #090/065 Carrying NH 101 over Pulpit Brook and Intersection Improvement at Twin Brook Lane				
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$127,963	\$0	\$0	\$127,963	National Highway Performance, Toll Credit
ROW	2021	\$55,000	\$0	\$0	\$55,000	National Highway Performance, Toll Credit
Construction	2021	\$5,336,065	\$0	\$0	\$5,336,065	Hwy Infrastructure, National Highway Performance, Toll Credit
		\$5,519,028	\$0	\$0	\$5,519,028	
Regionally Significant:		No	CAA Code:		E-19	
Managed By:		NHDOT				

BEDFORD (40664)						
Road/Entity: US 3		Total Project Cost: \$12,574,043				
Scope: US 3 Widening from Hawthorne Drive North to Manchester Airport Access Road						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$275,000	\$0	\$0	\$275,000	STBG-5 to 200K, Toll Credit
PE	2023	\$1,583,120	\$0	\$0	\$1,583,120	STBG-5 to 200K, Toll Credit
ROW	2023	\$265,133	\$0	\$0	\$265,133	STBG-5 to 200K, Toll Credit
		\$2,123,253	\$0	\$0	\$2,123,253	
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				

BEDFORD - MERRIMACK (16100)						
Road/Entity:		F.E. EVERETT TPK		Total Project Cost:		\$16,216,785
Scope:		Improvement to Bedford Toll Plaza to Institute Open Road or All Electronic Tolling				
Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$0	\$4,007,797	\$0	\$4,007,797	Turnpike Capital
		\$0	\$4,007,797	\$0	\$4,007,797	
Regionally Significant:		Yes	CAA Code:		E-7	
Managed By:		NHDOT				

BOW (29641)						
Road/Entity: NH 3A				Total Project Cost:		\$4,282,897
Scope: NH Route 3A Corridor Safety Improvements						
Phase	Year	Federal	State	Other	Total	Funding
ROW	2021	\$550,000	\$0	\$0	\$550,000	National Highway Performance, Toll Credit
Construction	2022	\$3,182,897	\$0	\$0	\$3,182,897	National Highway Performance, Toll Credit
		\$3,732,897	\$0	\$0	\$3,732,897	
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

CANDIA (41592)						
Road/Entity: NH 43/NH 27/Raymond Rd.				Total Project Cost:		\$5,868,122
Scope: Safety and Operational Improvements on NH 27, NH 43, and Raymond Road						
Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$174,369	\$0	\$0	\$174,369	STBG-State Flexible, Toll Credit
		\$174,369	\$0	\$0	\$174,369	
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

DEERFIELD (24477)						
Road/Entity: NH 107				Total Project Cost:		\$1,318,937
Scope: NH 107 over Freese's Pond - Replace Bridge Number 137/116.						
Phase	Year	Federal	State	Other	Total	Funding
ROW	2021	\$55,000	\$0	\$0	\$55,000	STBG-Non Urban Under 5K, Toll Credit
Construction	2022	\$0	\$1,000,000	\$0	\$1,000,000	NHDOT Operating Budget, SB367-4-Cents
		\$55,000	\$1,000,000	\$0	\$1,055,000	
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

DERRY - LONDONDERRY (13065)						
Road/Entity: I-93			Total Project Cost:		\$28,499,563	
Scope: I-93 Exit 4A - Prelim., Final Design, ROW & Const. of New Interchange and Connecting Roadway						
Phase	Year	Federal	State	Other	Total	Funding
ROW	2021	\$5,828,734	\$0	\$0	\$5,828,734	STBG-State Flexible, Toll Credit
ROW	2022	\$3,392,400	\$0	\$0	\$3,392,400	STBG-State Flexible, Toll Credit
Construction	2022	\$0	\$0	\$723,800	\$723,800	Non Par Other
Construction	2023	\$759,904	\$0	\$0	\$759,904	STBG-State Flexible, Toll Credit
Construction	2024	\$706,425	\$0	\$0	\$706,425	STBG-State Flexible, Toll Credit
		\$10,687,463	\$0	\$723,800	\$11,411,263	
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				

DERRY - LONDONDERRY (13065A)						
Road/Entity: I-93			Total Project Cost:		\$69,942,403	
Scope: I-93 Exit 4A - Final Design & Const. of New Interchange and Connecting Roadway						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$7,412,994	\$0	\$0	\$7,412,994	STBG-State Flexible, Toll Credit
Construction	2022	\$21,271,106	\$0	\$0	\$21,271,106	STBG-State Flexible, Toll Credit
Construction	2023	\$25,399,345	\$0	\$0	\$25,399,345	STBG-State Flexible, Toll Credit
Construction	2024	\$10,646,998	\$0	\$0	\$10,646,998	STBG-State Flexible, Toll Credit
		\$64,730,443	\$0	\$0	\$64,730,443	
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				

HOOKSETT (29611)						
Road/Entity:		US 3 / NH 28		Total Project Cost:		\$15,592,108
Scope:		Reconstruction & Widening of U.S. Route 3 from NH 27/Whitehall Rd./Martin's Ferry Rd. to W Alice Ave./Alice Ave.				
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$330,000	\$0	\$0	\$330,000	National Highway Performance, Toll Credit
PE	2022	\$330,000	\$0	\$0	\$330,000	National Highway Performance, Toll Credit
PE	2023	\$520,014	\$0	\$0	\$520,014	National Highway Performance, Toll Credit
PE	2024	\$61,126	\$0	\$0	\$61,126	National Highway Performance, Toll Credit
ROW	2021	\$202,443	\$0	\$0	\$202,443	National Highway Performance, Toll Credit
ROW	2022	\$2,659,237	\$0	\$0	\$2,659,237	National Highway Performance, Toll Credit
Construction	2024	\$5,557,033	\$0	\$0	\$5,557,033	National Highway Performance, Toll Credit
		\$9,659,853	\$0	\$0	\$9,659,853	
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				

LONDONDERRY (41593)						
Road/Entity: NH 28/NH 128			Total Project Cost:		\$1,706,825	
Scope: Safety & Operational Improvements at the Intersection of NH 28/NH 128						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$179,252	\$0	\$0	\$179,252	STBG-State Flexible, Toll Credit
		\$179,252	\$0	\$0	\$179,252	
Regionally Significant:		No	CAA Code:		E-52	
Managed By:		NHDOT				

LONDONDERRY (41715)						
Road/Entity: NH 28/Stonehenge Rd.				Total Project Cost:		\$1,758,309
Scope: Operational and Capacity Improvements at the Intersection of NH 28/Stonehenge Road						
Phase	Year	Federal	State	Other	Total	Funding
ROW	2022	\$102,800	\$0	\$102,800	\$205,600	STBG-Areas Over 200K, Town
Construction	2023	\$721,354	\$0	\$721,354	\$1,442,708	STBG-Areas Over 200K, Town
		\$824,154	\$0	\$824,154	\$1,648,308	
Regionally Significant:		No	CAA Code:		E-51	
Managed By:		NHDOT				

LONDONDERRY (42508)						
Road/Entity: Multiple			Total Project Cost:		\$1,215,500	
Scope: Construct a 1 Mile Multi-use Path Along the Side of Harvey Rd. Webster Rd., and Grenier Field Rd.						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$91,596	\$0	\$22,899	\$114,495	Transportation Alternatives Program, Town
ROW	2021	\$16,400	\$0	\$4,100	\$20,500	Transportation Alternatives Program, Town
Construction	2022	\$668,404	\$0	\$367,101	\$1,035,505	Transportation Alternatives Program, Town
		\$776,400	\$0	\$394,100	\$1,170,500	
Regionally Significant:		No	CAA Code:		E-33	
Managed By:		Muni/Local				

MANCHESTER (16099)						
Road/Entity: I-293 / FEE Turnpike			Total Project Cost:		\$20,269,120	
Scope: Preliminary Engineering & ROW for Reconstruction of the F.E. Everett Turnpike at Exits 6 & 7						
Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$0	\$1,959,789	\$0	\$1,959,789	Turnpike Capital
PE	2023	\$0	\$1,375,196	\$0	\$1,375,196	Turnpike Capital
ROW	2023	\$0	\$3,929,133	\$0	\$3,929,133	Turnpike Capital
ROW	2024	\$0	\$6,105,002	\$0	\$6,105,002	Turnpike Capital
		\$0	\$13,369,120	\$0	\$13,369,120	
Regionally Significant:		Yes	CAA Code:		E-38	
Managed By:		NHDOT				

MANCHESTER (16099B)						
Road/Entity: Exit 7 F.E. Everett Turnpike				Total Project Cost:		\$50,234,492
Scope: Reconstruct Exit 7						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	\$0	\$15,555,124	\$0	\$15,555,124	Turnpike Capital
		\$0	\$15,555,124	\$0	\$15,555,124	
Regionally Significant:		Yes	CAA Code:	LMP		
Managed By:		NHDOT				

MANCHESTER (29811)						
Road/Entity: South Manchester Rail Trail			Total Project Cost:		\$1,862,010	
Scope: Construct Multi-use Path Along the Abandoned Rail Corridor from Gold St. to Perimeter Rd.						
Phase	Year	Federal	State	Other	Total	Funding
ROW	2021	\$8,000	\$0	\$2,000	\$10,000	CMAQ, Town
Construction	2021	\$1,227,848	\$0	\$306,962	\$1,534,810	CMAQ, Town
		\$1,235,848	\$0	\$308,962	\$1,544,810	
Regionally Significant:		No	CAA Code:		E-33	
Managed By:		Muni/Local				

MANCHESTER (41414)						
Road/Entity: Huse Rd.			Total Project Cost:		\$3,080,000	
Scope: Address Red List Bridge Carrying Huse Rd. over I-293 and NH Route 101 (176/106)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$165,000	\$0	\$0	\$165,000	STBG-5 to 200K, Toll Credit
Construction	2021	\$2,750,000	\$0	\$0	\$2,750,000	STBG-5 to 200K, Toll Credit
		\$2,915,000	\$0	\$0	\$2,915,000	
Regionally Significant:		No	CAA Code:	E-19		
Managed By:	NHDOT					

MANCHESTER (41594)						
Road/Entity: I-293			Total Project Cost:			\$2,212,629
Scope: Operational Improvements at the I-293 Exit 1 interchange (South Willow St.)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$179,252	\$0	\$0	\$179,252	National Highway Performance, Toll Credit
		\$179,252	\$0	\$0	\$179,252	
Regionally Significant:		No	CAA Code:		E-52	
Managed By:		NHDOT				

MANCHESTER (41747)						
Road/Entity: Granite St. & South Willow St.			Total Project Cost:		\$1,555,185	
Scope: Implement an Adaptive Signal Control System on Granite St. & Upgrade South Willow Street Signal Performance						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$52,706	\$0	\$13,177	\$65,883	CMAQ, Town
Construction	2022	\$1,007,440	\$0	\$251,860	\$1,259,300	CMAQ, Town
		\$1,060,146	\$0	\$265,037	\$1,325,183	
Regionally Significant:		No	CAA Code:		E-52	
Managed By:		Muni/Local				

MANCHESTER (42881)						
Road/Entity:	Willow St./Weston Rd.			Total Project Cost:		\$1,042,549
Scope:	Construct a NB Right Turn Lane and Modify Lane Utilization at Willow St./Weston Rd.					
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$160,000	\$0	\$40,000	\$200,000	CMAQ, Town
ROW	2022	\$82,240	\$0	\$20,560	\$102,800	CMAQ, Town
Construction	2023	\$591,799	\$0	\$147,950	\$739,749	CMAQ, Town
		\$834,039	\$0	\$208,510	\$1,042,549	
Regionally Significant:		No	CAA Code:		E-51	
Managed By:		Muni/Local				

MANCHESTER (42886)						
Road/Entity: River Road/Bicentennial Drive			Total Project Cost:		\$1,907,085	
Scope: Construct a Roundabout at River Road/Bicentennial Drive Intersection						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$81,600	\$0	\$38,400	\$120,000	CMAQ, Non Par Other
Construction	2024	\$1,215,218	\$0	\$571,867	\$1,787,085	CMAQ, Non Par Other
		\$1,296,818	\$0	\$610,267	\$1,907,085	
Regionally Significant:		No	CAA Code:		E-51	
Managed By:		Muni/Local				

NASHUA - MERRIMACK - BEDFORD (13761)						
Road/Entity: F. E. Everett Turnpike			Total Project Cost:		\$19,800,000	
Scope: F.E.E.Turnpike Widening of 2-lane Sections from Exit 8 (Nashua) to I-293 (Bedford)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$1,000,000	\$0	\$1,000,000	Turnpike Capital
PE	2022	\$0	\$3,000,000	\$0	\$3,000,000	Turnpike Capital
ROW	2021	\$0	\$4,000,000	\$0	\$4,000,000	Turnpike Capital
		\$0	\$8,000,000	\$0	\$8,000,000	
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				

NASHUA - MERRIMACK - BEDFORD (13761D)					
Road/Entity: F. E. Everett Turnpike			Total Project Cost: \$17,799,704		
Scope: F.E.E.Turnpike Widening of 2-lane Section from North of Exit 13 to North of I-293 Diverge					
Phase	Year	Federal	State	Other	Total Funding
Construction	2021	\$0	\$11,270,813	\$0	\$11,270,813 Turnpike Capital
Construction	2022	\$0	\$6,528,891	\$0	\$6,528,891 Turnpike Capital
		\$0	\$17,799,704	\$0	\$17,799,704
Regionally Significant:		Yes	CAA Code:		N/E
Managed By:		NHDOT			

PROGRAM (ADA)						
Road/Entity: Various					Total Project Cost:	\$2,820,000
Scope: Upgrades to Sidewalks, Curb Ramps, and Signals to be Compliant with ADA Laws						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$70,000	\$0	\$0	\$70,000	STBG-State Flexible, Toll Credit
PE	2023	\$70,000	\$0	\$0	\$70,000	STBG-State Flexible, Toll Credit
ROW	2021	\$10,000	\$0	\$0	\$10,000	STBG-State Flexible, Toll Credit
ROW	2023	\$10,000	\$0	\$0	\$10,000	STBG-State Flexible, Toll Credit
Construction	2022	\$340,000	\$0	\$0	\$340,000	STBG-Safety, Toll Credit
Construction	2024	\$340,000	\$0	\$0	\$340,000	STBG-Safety, Toll Credit
		\$840,000	\$0	\$0	\$840,000	
Regionally Significant:		No	CAA Code:		E-33	
Managed By:		NHDOT				

PROGRAM (BRDG-HIB-M&P)						
Road/Entity:	Various			Total Project Cost:	\$43,133,360	
Scope: Maintenance and Preservation Efforts for High Investment Bridges						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
PE	2022	\$85,000	\$0	\$0	\$85,000	STBG-State Flexible, Toll Credit
PE	2023	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
ROW	2021	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2022	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2023	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2024	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
Construction	2022	\$269,000	\$0	\$0	\$269,000	National Highway Performance, Toll Credit
Construction	2023	\$2,800,000	\$0	\$0	\$2,800,000	National Highway Performance, STBG-5 to 200K, STBG-State Flexible, Toll Credit
Construction	2024	\$2,800,000	\$0	\$0	\$2,800,000	National Highway Performance, STBG-5 to 200K, STBG-State Flexible, Toll Credit
		\$6,334,000	\$0	\$0	\$6,334,000	
Regionally Significant:	No	CAA Code:		ALL		
Managed By:	NHDOT					

PROGRAM (BRDG-T1/2-M&P)						
Road/Entity: Tier 1-2 Bridges			Total Project Cost:			\$132,220,000
Scope: Maintenance & Preservation of Tier 1 & 2 Bridges						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$100,000	\$0	\$0	\$100,000	National Highway Performance, Toll Credit
PE	2022	\$50,000	\$0	\$0	\$50,000	National Highway Performance, Toll Credit
PE	2023	\$200,000	\$0	\$0	\$200,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2021	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2022	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$4,195,000	\$380,000	\$0	\$4,575,000	Gen. Fund, National Highway Performance, STBG-5 to 200K, Toll Credit
Construction	2022	\$4,620,000	\$380,000	\$0	\$5,000,000	Gen. Fund, National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2023	\$7,505,000	\$395,000	\$0	\$7,900,000	Gen. Fund, National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2024	\$7,600,000	\$400,000	\$0	\$8,000,000	Gen. Fund, National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		\$24,470,000	\$1,555,000	\$0	\$26,025,000	
Regionally Significant:		No	CAA Code:	ALL		
Managed By:		NHDOT				

PROGRAM (BRDG-T3/4-M&P)						
Road/Entity: Tier 3-4 Bridges				Total Project Cost:		\$48,748,000
Scope: Maintenance and Preservation of Tier 3 & 4 Bridges						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$100,000	\$0	\$0	\$100,000	National Highway Performance, Toll Credit
PE	2022	\$100,000	\$0	\$0	\$100,000	National Highway Performance, Toll Credit
PE	2023	\$50,000	\$0	\$0	\$50,000	National Highway Performance, Toll Credit
PE	2024	\$50,000	\$0	\$0	\$50,000	National Highway Performance, STBG State Flexible, Toll Credit
ROW	2021	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG State Flexible, Toll Credit
ROW	2022	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG State Flexible, Toll Credit
ROW	2023	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG State Flexible, Toll Credit
ROW	2024	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG State Flexible, Toll Credit
Construction	2021	\$3,230,000	\$170,000	\$0	\$3,400,000	Gen. Fund, National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2022	\$1,890,000	\$170,000	\$0	\$2,060,000	Gen. Fund, National Highway Performance, STBG-5 to 200K, Toll Credit
Construction	2023	\$3,230,000	\$170,000	\$0	\$3,400,000	Gen. Fund, National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2024	\$2,325,000	\$175,000	\$0	\$2,500,000	Gen. Fund, National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		\$11,015,000	\$685,000	\$0	\$11,700,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

PROGRAM (CBI)						
Road/Entity: Various				Total Project Cost:		\$7,537,276
Scope: Complex Bridge Inspection (PARENT)						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$250,000	\$0	\$0	\$250,000	STB-State Flexible, Toll Credit
Other	2022	\$250,000	\$0	\$0	\$250,000	STB-State Flexible, Toll Credit
Other	2023	\$250,000	\$0	\$0	\$250,000	STB-State Flexible, Toll Credit
Other	2024	\$250,000	\$0	\$0	\$250,000	STB-State Flexible, Toll Credit
		\$1,000,000	\$0	\$0	\$1,000,000	
Regionally Significant:		No	CAA Code:		E-38	
Managed By:		NHDOT				

PROGRAM (CMAQ-FTA)						
Road/Entity: Various			Total Project Cost:		\$22,000,000	
Scope: Funds Transferred from CMAQ to FTA						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$2,200,000	\$0	\$0	\$2,200,000	CMAQ, Toll Credit
Other	2022	\$2,200,000	\$0	\$0	\$2,200,000	CMAQ, Toll Credit
Other	2023	\$2,200,000	\$0	\$0	\$2,200,000	CMAQ, Toll Credit
Other	2024	\$2,200,000	\$0	\$0	\$2,200,000	CMAQ, Toll Credit
		\$8,800,000	\$0	\$0	\$8,800,000	
Regionally Significant:		No	CAA Code:		E-o	
Managed By:		Muni/Local				

PROGRAM (CORRST)						
Road/Entity: Various				Total Project Cost:		\$7,000,000
Scope: Corridor Studies Statewide						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$700,000	\$0	\$0	\$700,000	CMAQ, Toll Credit
Other	2022	\$700,000	\$0	\$0	\$700,000	CMAQ, Toll Credit
Other	2023	\$700,000	\$0	\$0	\$700,000	CMAQ, Toll Credit
Other	2024	\$700,000	\$0	\$0	\$700,000	CMAQ, Toll Credit
		\$2,800,000	\$0	\$0	\$2,800,000	
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

PROGRAM (CRDR)						
Road/Entity:	Various				Total Project Cost:	\$48,096,666
Scope:	Culvert Replacement/Rehabilitation & Drainage Repairs (Annual Project)					
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$700,000	\$0	\$0	\$700,000	National Highway Performance, STBG State Flexible, Toll Credit
PE	2022	\$400,000	\$0	\$0	\$400,000	National Highway Performance, STBG State Flexible, Toll Credit
PE	2023	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG State Flexible, Toll Credit
ROW	2021	\$27,500	\$0	\$0	\$27,500	National Highway Performance, STBG State Flexible, Toll Credit
ROW	2022	\$51,700	\$0	\$0	\$51,700	National Highway Performance, STBG State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG State Flexible, Toll Credit
Construction	2021	\$1,437,500	\$0	\$0	\$1,437,500	National Highway Performance, STBG State Flexible, Toll Credit
Construction	2022	\$1,430,000	\$0	\$0	\$1,430,000	National Highway Performance, Toll Credit
Construction	2023	\$1,683,300	\$0	\$0	\$1,683,300	National Highway Performance, STBG State Flexible, Toll Credit
Construction	2024	\$1,300,000	\$0	\$0	\$1,300,000	National Highway Performance, STBG State Flexible, Toll Credit
Other	2021	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG State Flexible, Toll Credit
Other	2022	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG State Flexible, Toll Credit
Other	2023	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG State Flexible, Toll Credit
Other	2024	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG State Flexible, Toll Credit
		\$7,300,000	\$0	\$0	\$7,300,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

PROGRAM (DBE)						
Road/Entity:	Disadvantaged Bus. Enterprise			Total Project Cost:		\$1,420,000
Scope:	Administration of the FHWA Supportive Program "DBE Compliance Monitoring"					
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$65,000	\$0	\$0	\$65,000	DBE
Other	2022	\$65,000	\$0	\$0	\$65,000	DBE
Other	2023	\$65,000	\$0	\$0	\$65,000	DBE
Other	2024	\$65,000	\$0	\$0	\$65,000	DBE
		\$260,000	\$0	\$0	\$260,000	
Regionally Significant:		No	CAA Code:		E-o	
Managed By:		NHDOT				

PROGRAM (ENV-POST-CON)						
Road/Entity: Statewide			Total Project Cost:		\$1,639,100	
Scope: Environmental Commitments for Post-construction Obligations						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2022	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2023	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2024	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
		\$400,000	\$0	\$0	\$400,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

PROGRAM (FLAP)						
Road/Entity: Various			Total Project Cost:			\$5,403,000
Scope: Improving Transportation Facilities that Access Federal Lands within NH {FLAP}						
Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$50,000	\$0	\$0	\$50,000	Forest Highways
PE	2023	\$50,000	\$0	\$0	\$50,000	Forest Highways
PE	2024	\$50,000	\$0	\$0	\$50,000	Forest Highways
ROW	2022	\$25,000	\$0	\$0	\$25,000	Forest Highways
ROW	2023	\$25,000	\$0	\$0	\$25,000	Forest Highways
ROW	2024	\$25,000	\$0	\$0	\$25,000	Forest Highways
Construction	2022	\$275,000	\$0	\$0	\$275,000	Forest Highways
Construction	2023	\$275,000	\$0	\$0	\$275,000	Forest Highways
Construction	2024	\$275,000	\$0	\$0	\$275,000	Forest Highways
		\$1,050,000	\$0	\$0	\$1,050,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

PROGRAM (FTA5307)						
Road/Entity:		Boston Urbanized Area (UZA)		Total Project Cost:		\$59,639,195
Scope: Boston Urbanized Area (UZA) FTA Section 5307 Apportioned Funds for NHDOT Transit Projects						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$7,789,000	\$0	\$0	\$7,789,000	FTA 5307 Capital and Operating Program, Toll Credit
Other	2022	\$5,404,962	\$0	\$0	\$5,404,962	FTA 5307 Capital and Operating Program, Toll Credit
Other	2023	\$3,022,085	\$0	\$0	\$3,022,085	FTA 5307 Capital and Operating Program, Toll Credit
Other	2024	\$3,082,526	\$0	\$0	\$3,082,526	FTA 5307 Capital and Operating Program, Toll Credit
		\$19,298,573	\$0	\$0	\$19,298,573	
Regionally Significant:		No	CAA Code:		E-21	
Managed By:		NHDOT				

PROGRAM (FTA5310)						
Road/Entity: Various			Total Project Cost:			\$49,552,686
Scope:		Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities				
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$2,382,080	\$0	\$595,520	\$2,977,600	FTA 5310 Capital Program, Other, STBG-State Flexible
Other	2022	\$2,420,277	\$0	\$605,069	\$3,025,346	FTA 5310 Capital Program, Other, STBG-State Flexible
Other	2023	\$1,987,030	\$0	\$496,757	\$2,483,787	FTA 5310 Capital Program, Other, STBG-State Flexible
Other	2024	\$2,026,770	\$0	\$506,692	\$2,533,462	FTA 5310 Capital Program, Other, STBG-State Flexible
		\$8,816,157	\$0	\$2,204,038	\$11,020,195	
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		NHDOT				

PROGRAM (FTA5339)						
Road/Entity: Various			Total Project Cost:			\$92,387,523
Scope:		Capital Bus and Bus Facilities - FTA 5339 Program for Statewide Public Transportation				
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$5,385,657	\$673,207	\$673,207	\$6,732,071	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2022	\$5,471,364	\$683,921	\$683,921	\$6,839,206	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2023	\$4,458,509	\$557,314	\$557,314	\$5,573,137	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2024	\$4,547,679	\$568,460	\$568,460	\$5,684,599	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
		\$19,863,209	\$2,482,902	\$2,482,902	\$24,829,013	
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		NHDOT				

PROGRAM (GRR)						
Road/Entity: Various			Total Project Cost:		\$29,320,909	
Scope: Guardrail Replacement [Federal Aid Guardrail Improvement Program] (Annual Project)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2021	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2022	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$1,880,000	\$0	\$0	\$1,880,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2022	\$1,880,000	\$0	\$0	\$1,880,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$1,880,000	\$0	\$0	\$1,880,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$1,880,000	\$0	\$0	\$1,880,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$8,140,000	\$0	\$0	\$8,140,000	
Regionally Significant:		No	CAA Code:		E-9	
Managed By:		NHDOT				

PROGRAM (HSIP)						
Road/Entity: Various			Total Project Cost:			\$197,119,765
Scope: Highway Safety Improvement Program (HSIP)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$1,200,000	\$0	\$0	\$1,200,000	HSIP, Toll Credit
PE	2022	\$500,000	\$0	\$0	\$500,000	HSIP, Toll Credit
PE	2023	\$500,000	\$0	\$0	\$500,000	HSIP, Toll Credit
PE	2024	\$500,000	\$0	\$0	\$500,000	HSIP, Toll Credit
ROW	2021	\$230,000	\$0	\$0	\$230,000	HSIP, Toll Credit
ROW	2022	\$150,000	\$0	\$0	\$150,000	HSIP, Toll Credit
ROW	2023	\$150,000	\$0	\$0	\$150,000	HSIP, Toll Credit
ROW	2024	\$150,000	\$0	\$0	\$150,000	HSIP, Toll Credit
Construction	2021	\$6,471,232	\$0	\$0	\$6,471,232	HSIP, Toll Credit
Construction	2022	\$7,859,081	\$0	\$0	\$7,859,081	HSIP, Toll Credit
Construction	2023	\$9,059,081	\$0	\$0	\$9,059,081	HSIP, Toll Credit
Construction	2024	\$9,059,081	\$0	\$0	\$9,059,081	HSIP, Toll Credit
Other	2021	\$1,330,000	\$0	\$0	\$1,330,000	HSIP, Toll Credit
Other	2022	\$200,000	\$0	\$0	\$200,000	HSIP, Toll Credit
Other	2023	\$200,000	\$0	\$0	\$200,000	HSIP, Toll Credit
Other	2024	\$200,000	\$0	\$0	\$200,000	HSIP, Toll Credit
		\$37,758,475	\$0	\$0	\$37,758,475	
Regionally Significant:		No	CAA Code:		E-6	
Managed By:		NHDOT				

PROGRAM (LTAP)						
Road/Entity: LTAP				Total Project Cost:		\$2,500,000
Scope: Local Technology Assistance Program (LTAP) Administered by the UNH Tech. Transfer Center						
Phase	Year	Federal	State	Other	Total	Funding
SPR	2021	\$150,000	\$0	\$0	\$150,000	Local Tech Assistance Program
SPR	2022	\$150,000	\$0	\$0	\$150,000	Local Tech Assistance Program
SPR	2023	\$150,000	\$0	\$0	\$150,000	Local Tech Assistance Program
SPR	2024	\$150,000	\$0	\$0	\$150,000	Local Tech Assistance Program
		\$600,000	\$0	\$0	\$600,000	
Regionally Significant:		No	CAA Code:		E-35	
Managed By:		NHDOT				

PROGRAM (MOBRR)						
Road/Entity: Various			Total Project Cost:		\$60,675,200	
Scope: Municipal-owned Bridge Rehabilitation and Replacement Projects						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$160,000	\$0	\$40,000	\$200,000	Other, STBG-State Flexible
PE	2022	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
PE	2023	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
PE	2024	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
ROW	2021	\$20,000	\$0	\$5,000	\$25,000	Other, STBG-State Flexible
ROW	2022	\$44,000	\$0	\$11,000	\$55,000	Other, STBG-State Flexible
ROW	2023	\$20,000	\$0	\$5,000	\$25,000	Other, STBG-State Flexible
ROW	2024	\$20,000	\$0	\$5,000	\$25,000	Other, STBG-State Flexible
Construction	2021	\$3,520,000	\$0	\$880,000	\$4,400,000	Other, STBG-State Flexible
Construction	2022	\$3,576,000	\$0	\$894,000	\$4,470,000	Other, STBG-State Flexible
Construction	2023	\$3,600,000	\$0	\$900,000	\$4,500,000	Other, STBG-State Flexible
Construction	2024	\$3,600,000	\$0	\$900,000	\$4,500,000	Other, STBG-State Flexible
		\$14,800,000	\$0	\$3,700,000	\$18,500,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		Muni/Local				

PROGRAM (MTA5307)						
Road/Entity:	Manchester Transit Authority			Total Project Cost:		\$57,652,531
Scope:	MTA Operating, ADA, Capital PM, Planning Utilizing FTA Section 5307 Funds. Includes CART Area.					
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$2,808,516	\$0	\$1,446,811	\$4,255,327	FTA 5307 Capital and Operating Program, Other
Other	2022	\$2,898,060	\$0	\$1,492,940	\$4,391,000	FTA 5307 Capital and Operating Program, Other
Other	2023	\$2,878,022	\$0	\$1,482,617	\$4,360,639	FTA 5307 Capital and Operating Program, Other
Other	2024	\$2,934,082	\$0	\$1,511,497	\$4,445,579	FTA 5307 Capital and Operating Program, Other
		\$11,518,680	\$0	\$5,933,865	\$17,452,545	
Regionally Significant:	No	CAA Code:		E-21		
Managed By:	Muni/Local					

PROGRAM (MTA5310)						
Road/Entity: Manchester Transit Authority			Total Project Cost:		\$2,227,293	
Scope: Funding for Seniors and Individuals w/Disabilities. Annual FTA Section 5310 apportionment - CART						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$120,571	\$0	\$30,143	\$150,714	FTA 5310 Capital Program, Other
Other	2022	\$122,982	\$0	\$30,746	\$153,728	FTA 5310 Capital Program, Other
Other	2023	\$125,442	\$0	\$31,361	\$156,803	FTA 5310 Capital Program, Other
Other	2024	\$127,951	\$0	\$31,988	\$159,939	FTA 5310 Capital Program, Other
		\$496,946	\$0	\$124,238	\$621,184	
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		Muni/Local				

PROGRAM (MTA5339)						
Road/Entity:		Manchester Transit Authority		Total Project Cost:		\$629,126
Scope:		Funding for Vehicles and Equipment for CART Area. Annual FTA Section 5339 Apportionment.				
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$41,115	\$3,628	\$3,628	\$48,371	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
Other	2022	\$41,938	\$3,700	\$3,700	\$49,338	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
Other	2023	\$42,776	\$3,774	\$3,774	\$50,324	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
Other	2024	\$43,632	\$3,850	\$3,850	\$51,332	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
		\$169,461	\$14,952	\$14,952	\$199,365	
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		Muni/Local				

PROGRAM (NSTI)						
Road/Entity: National Summer Trans. Inst.			Total Project Cost:		\$715,000	
Scope: Programmatic Project as a Cooperative Project Agreement (CPA) with UNH						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$50,000	\$0	\$0	\$50,000	National Summer Transportation Institute
Other	2022	\$50,000	\$0	\$0	\$50,000	National Summer Transportation Institute
Other	2023	\$50,000	\$0	\$0	\$50,000	National Summer Transportation Institute
Other	2024	\$50,000	\$0	\$0	\$50,000	National Summer Transportation Institute
		\$200,000	\$0	\$0	\$200,000	
Regionally Significant:		No	CAA Code:		E-o	
Managed By:		Other				

PROGRAM (OJT/SS)						
Road/Entity: OJT/SS			Total Project Cost:		\$450,000	
Scope: On the Job Training for Minorities and Women in the Construction Industry						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$30,000	\$0	\$0	\$30,000	Skills Training
Other	2022	\$30,000	\$0	\$0	\$30,000	Skills Training
Other	2023	\$30,000	\$0	\$0	\$30,000	Skills Training
Other	2024	\$30,000	\$0	\$0	\$30,000	Skills Training
		\$120,000	\$0	\$0	\$120,000	
Regionally Significant:		No	CAA Code:		E-35	
Managed By:		NHDOT				

PROGRAM (PAVE-T1-RESURF)							
Road/Entity: Tier 1 Highways				Total Project Cost:		\$168,850,000	
Scope: Resurface Tier 1 Highways							
Phase	Year	Federal	State	Other	Total	Funding	
PE	2021	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit	
PE	2022	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit	
PE	2023	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit	
PE	2024	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit	
Construction	2021	\$12,250,000	\$0	\$0	\$12,250,000	National Highway Performance, STBG-State Flexible, Toll Credit	
Construction	2022	\$12,250,000	\$0	\$0	\$12,250,000	National Highway Performance, STBG-State Flexible, Toll Credit	
Construction	2023	\$12,250,000	\$0	\$0	\$12,250,000	National Highway Performance, STBG-State Flexible, Toll Credit	
Construction	2024	\$12,250,000	\$0	\$0	\$12,250,000	National Highway Performance, STBG-State Flexible, Toll Credit	
		\$50,200,000	\$0	\$0	\$50,200,000		
Regionally Significant:		No	CAA Code:		E-10		
Managed By:		NHDOT					

PROGRAM (PAVE-T2-REHAB)						
Road/Entity: Tier 2 Highways			Total Project Cost:		\$64,395,179	
Scope: Rehabilitation of Tier 2 Roads						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$200,000	\$0	\$0	\$200,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$50,000	\$0	\$0	\$50,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2021	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2022	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$2,345,000	\$0	\$0	\$2,345,000	STBG-State Flexible, Toll Credit
Construction	2022	\$6,509,000	\$0	\$0	\$6,509,000	STBG-State Flexible, Toll Credit
Construction	2024	\$836,000	\$0	\$0	\$836,000	National Highway Performance, Toll Credit
		\$10,310,000	\$0	\$0	\$10,310,000	
Regionally Significant:		No	CAA Code:		E-10	
Managed By:		NHDOT				

PROGRAM (PAVE-T2-RESURF)						
Road/Entity: Tier 2 Highways				Total Project Cost:		\$290,245,000
Scope: Resurfacing Tier 2 Roadways						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$800,000	\$0	\$0	\$800,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$800,000	\$0	\$0	\$800,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2021	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2022	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$23,120,000	\$6,000,000	\$0	\$29,120,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2022	\$2,200,000	\$6,000,000	\$0	\$8,200,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
	2023	\$8,000,000	\$6,000,000		\$14,000,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$14,400,000	\$6,000,000	\$0	\$20,400,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
		\$50,020,000	\$24,000,000	\$0	\$74,020,000	
Regionally Significant:		No	CAA Code:		E-10	
Managed By:	NHDOT					

PROGRAM (PVMRK)						
Road/Entity: Various				Total Project Cost:		\$58,900,000
Scope: Statewide Pavement Marking Annual Project						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$3,095,000	\$0	\$0	\$3,095,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2022	\$3,095,000	\$0	\$0	\$3,095,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$3,095,000	\$0	\$0	\$3,095,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$3,095,000	\$0	\$0	\$3,095,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$12,400,000	\$0	\$0	\$12,400,000	
Regionally Significant:		No	CAA Code:		E-11	
Managed By:		NHDOT				

PROGRAM (RCTRL)						
Road/Entity: Various					Total Project Cost:	\$26,036,145
Scope: Recreational Trails Fund- Projects Selected Annually						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$1,250,000	\$0	\$312,500	\$1,562,500	DNCR, Recreational Trails
Other	2022	\$1,250,000	\$0	\$312,500	\$1,562,500	DNCR, Recreational Trails
Other	2023	\$1,250,000	\$0	\$312,500	\$1,562,500	DNCR, Recreational Trails
Other	2024	\$1,250,000	\$0	\$312,500	\$1,562,500	DNCR, Recreational Trails
		\$5,000,000	\$0	\$1,250,000	\$6,250,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		Other				

PROGRAM (RRRCS)						
Road/Entity: Statewide Railroad Crossings			Total Project Cost:		\$24,119,511	
Scope: Reconstruction of Crossings, Signals, and Related Work (Annual Project)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$303,155	\$0	\$0	\$303,155	RL - Rail Highway, Toll Credit
PE	2022	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2023	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2024	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
ROW	2021	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
ROW	2022	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
ROW	2024	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Construction	2021	\$1,548,385	\$0	\$0	\$1,548,385	RL - Rail Highway, Toll Credit
Construction	2022	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Construction	2023	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Construction	2024	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Other	2021	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2022	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2023	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2024	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
		\$5,411,540	\$0	\$0	\$5,411,540	
Regionally Significant:		No	CAA Code:		E-1	
Managed By:		NHDOT				

PROGRAM (SRTS)						
Road/Entity: Various					Total Project Cost:	\$8,007,473
Scope: Safe Routes to School Program						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$25,000	\$0	\$0	\$25,000	Safe Routes to School
		\$25,000	\$0	\$0	\$25,000	
Regionally Significant:		No	CAA Code:		E-6	
Managed By:		NHDOT				

PROGRAM (STIC)						
Road/Entity: Varies					Total Project Cost:	\$1,625,000
Scope: STIC Incentives						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$100,000	\$25,000	\$0	\$125,000	NHDOT Operating Budget, STIC Funding
Other	2022	\$100,000	\$25,000	\$0	\$125,000	NHDOT Operating Budget, STIC Funding
Other	2023	\$100,000	\$25,000	\$0	\$125,000	NHDOT Operating Budget, STIC Funding
Other	2024	\$100,000	\$25,000	\$0	\$125,000	NHDOT Operating Budget, STIC Funding
		\$400,000	\$100,000	\$0	\$500,000	
Regionally Significant:		No	CAA Code:		E-o	
Managed By:		NHDOT				

PROGRAM (TA)						
Road/Entity: Various			Total Project Cost:		\$49,115,439	
Scope: Transportation Alternatives Program						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$244,760	\$0	\$61,190	\$305,950	Other, TAP - Transportation Alternatives
PE	2022	\$172,000	\$0	\$43,000	\$215,000	Other, TAP - Transportation Alternatives
PE	2023	\$252,760	\$0	\$63,190	\$315,950	Other, TAP - Transportation Alternatives
PE	2024	\$172,760	\$0	\$43,190	\$215,950	Other, TAP - Transportation Alternatives
ROW	2021	\$110,120	\$0	\$27,530	\$137,650	Other, TAP - Transportation Alternatives
ROW	2022	\$102,120	\$0	\$25,530	\$127,650	Other, TAP - Transportation Alternatives
ROW	2023	\$102,120	\$0	\$25,530	\$127,650	Other, TAP - Transportation Alternatives
ROW	2024	\$102,120	\$0	\$25,530	\$127,650	Other, TAP - Transportation Alternatives
Construction	2021	\$2,198,720	\$0	\$549,680	\$2,748,400	Other, TAP - Transportation Alternatives
Construction	2022	\$2,279,480	\$0	\$569,870	\$2,849,350	Other, TAP - Transportation Alternatives
Construction	2023	\$2,198,720	\$0	\$549,680	\$2,748,400	Other, TAP - Transportation Alternatives
Construction	2024	\$2,278,720	\$0	\$569,680	\$2,848,400	Other, TAP - Transportation Alternatives
		\$10,214,400	\$0	\$2,553,600	\$12,768,000	
Regionally Significant:		No	CAA Code:	E-33		
Managed By:		NHDOT				

PROGRAM (TRAC)						
Road/Entity: TRAC Program		Total Project Cost:			\$396,000	
Scope: Implement and Participate in AASHTO TRAC Program in		Local High Schools				
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
Other	2022	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
Other	2023	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
Other	2024	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
		\$88,000	\$0	\$0	\$88,000	
Regionally Significant:		No	CAA Code:		E-o	
Managed By:		NHDOT				

PROGRAM (TRAIN)						
Road/Entity: Training			Total Project Cost:		\$4,430,262	
Scope: Annual Training Program						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2022	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2023	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2024	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
		\$1,000,000	\$0	\$0	\$1,000,000	
Regionally Significant:		No	CAA Code:	E-o		
Managed By:		NHDOT				

PROGRAM (TRCK-WGHT-SFTY)						
Road/Entity:	Various			Total Project Cost:		\$1,400,000
Scope:	Truck Weight Safety Inspection & Maintenance Program					
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2022	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2023	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2024	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
		\$400,000	\$0	\$0	\$400,000	
Regionally Significant:	No	CAA Code:		E-6		
Managed By:	NHDOT					

PROGRAM (TSMO)						
Road/Entity:	TSMO			Total Project Cost:		\$6,675,000
Scope:	Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info					
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$350,000	\$0	\$0	\$350,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2022	\$350,000	\$0	\$0	\$350,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2023	\$350,000	\$0	\$0	\$350,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2024	\$350,000	\$0	\$0	\$350,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$1,400,000	\$0	\$0	\$1,400,000	
Regionally Significant:	No	CAA Code:		E-7		
Managed By:	NHDOT					

PROGRAM (UBI)						
Road/Entity:	Various			Total Project Cost:		\$1,233,500
Scope:	Underwater Bridge Inspection (Annual Project)					
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$50,000	\$0	\$0	\$50,000	STBG-State Flexible, Toll Credit
Other	2022	\$50,000	\$0	\$0	\$50,000	STBG-State Flexible, Toll Credit
Other	2023	\$60,000	\$0	\$0	\$60,000	STBG-State Flexible, Toll Credit
Other	2024	\$60,000	\$0	\$0	\$60,000	STBG-State Flexible, Toll Credit
		\$220,000	\$0	\$0	\$220,000	
Regionally Significant:	No	CAA Code:		E-38		
Managed By:	NHDOT					

PROGRAM (USSS)						
Road/Entity: Various			Total Project Cost:			\$8,540,000
Scope: Project to Update Signing on State System						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$500,000	\$0	\$0	\$500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2022	\$500,000	\$0	\$0	\$500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$500,000	\$0	\$0	\$500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$500,000	\$0	\$0	\$500,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$2,120,000	\$0	\$0	\$2,120,000	
Regionally Significant:		No	CAA Code:		E-44	
Managed By:		NHDOT				

SALEM TO MANCHESTER (10418X)						
Road/Entity: I-93					Total Project Cost:	\$8,926,455
Scope: Final Design (PE) and ROW for I-93 Salem to Manchester Corridor post September 4, 2014						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$159,500	\$0	\$0	\$159,500	STBG-Areas Over 200K, Toll Credit
		\$159,500	\$0	\$0	\$159,500	
Regionally Significant:		No	CAA Code:		N/E	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14633)						
Road/Entity: I-93				Total Project Cost:		\$226,110,017
Scope: Debt Service Project for I-93 Capacity Improvements - Northern Projects						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$0	\$2,147,107	\$0	\$2,147,107	SB367-4-Cents
Construction	2022	\$0	\$2,195,000	\$0	\$2,195,000	SB367-4-Cents
Construction	2023	\$0	\$2,195,000	\$0	\$2,195,000	SB367-4-Cents
Construction	2024	\$0	\$2,197,986	\$0	\$2,197,986	SB367-4-Cents
		\$0	\$8,735,093	\$0	\$8,735,093	
Regionally Significant:		Yes	CAA Code:		E-o	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14800B)						
Road/Entity: I-93			Total Project Cost:		\$55,947,210	
Scope: I-93 Exit 5 Interchange Reconstruction (Londonderry) - Debt Service for Project 14633F						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$7,559,386	\$0	\$0	\$7,559,386	National Highway Performance, RZED Subsidy, STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
Construction	2022	\$7,472,530	\$0	\$0	\$7,472,530	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2023	\$7,351,531	\$0	\$0	\$7,351,531	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2024	\$7,220,696	\$0	\$0	\$7,220,696	National Highway Performance, RZED Subsidy, Toll Credit
		\$29,604,143	\$0	\$0	\$29,604,143	
Regionally Significant:		Yes	CAA Code:		E-o	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14800C)						
Road/Entity: I-93					Total Project Cost:	\$18,268,809
Scope: Exit 3 Area, Project Initiated to Track GARVEE Bond Debt Service Attributable to Project 13933N						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$2,575,491	\$0	\$0	\$2,575,491	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2022	\$2,545,899	\$0	\$0	\$2,545,899	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2023	\$2,504,675	\$0	\$0	\$2,504,675	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2024	\$2,460,099	\$0	\$0	\$2,460,099	National Highway Performance, RZED Subsidy, Toll Credit
		\$10,086,164	\$0	\$0	\$10,086,164	
Regionally Significant:		Yes	CAA Code:		E-o	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14800F)						
Road/Entity: I-93				Total Project Cost:		\$34,434,855
Scope: Exit 3 Area -NB ML Connections, NB Ramps & NH mA Relocation - Debt Service Project for 13933H						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$783,717	\$0	\$0	\$783,717	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2022	\$774,712	\$0	\$0	\$774,712	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2023	\$762,168	\$0	\$0	\$762,168	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2024	\$748,603	\$0	\$0	\$748,603	National Highway Performance, RZED Subsidy, Toll Credit
		\$3,069,200	\$0	\$0	\$3,069,200	
Regionally Significant:		Yes	CAA Code:		E-o	
Managed By:		NHDOT				

STATEWIDE (41756)						
Road/Entity: Various		Total Project Cost:			\$334,620	
Scope: Evaluate 61+ Traffic Signals and Develop & Implement Signal Timings to Improve Traffic Flow						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$165,000	\$0	\$0	\$165,000	CMAQ, Toll Credit
Other	2022	\$169,620	\$0	\$0	\$169,620	CMAQ, Toll Credit
		\$334,620	\$0	\$0	\$334,620	
Regionally Significant:		No	CAA Code:		E-52	
Managed By:		NHDOT				

STATEWIDE (42878)						
Road/Entity: Various		Total Project Cost:			\$565,400	
Scope: Upgrades to 10 Locations that May Include Flashing Yellow Arrows & Optimized Signal Timing						
Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$67,848	\$0	\$0	\$67,848	CMAQ, Toll Credit
Construction	2022	\$497,552	\$0	\$0	\$497,552	CMAQ, Toll Credit
		\$565,400	\$0	\$0	\$565,400	
Regionally Significant:		No	CAA Code:		E-52	
Managed By:		NHDOT				

STATEWIDE TIER 2 (S) (43289)						
Road/Entity: Various					Total Project Cost: \$5,075,025	
Scope: Resurfacing of Various Tier 2 Roadways						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$15,025	\$0	\$15,025	Betterment, Non Par DOT
Construction	2021	\$5,060,000	\$0	\$0	\$5,060,000	STBG-State Flexible, Toll Credit
		\$5,060,000	\$15,025	\$0	\$5,075,025	
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

WEARE (41471)						
Road/Entity: NH 77			Total Project Cost:		\$3,951,883	
Scope: Address Bridge Carrying NH 77 over Canal 2 Choate Brook in the Town of Weare (159/178)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$119,501	\$0	\$0	\$119,501	STBG-Off System Bridge, Toll Credit
		\$119,501	\$0	\$0	\$119,501	
Regionally Significant:		No	CAA Code:	ATT		
Managed By:		NHDOT				

WILTON - MILFORD - AMHERST - BEDFORD (13692D)						
Road/Entity: NH 101			Total Project Cost:		\$9,012,943	
Scope: Traffic and Safety Improvements Consistent with the Intent of the 2002 Corridor Study						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$698,603	\$0	\$0	\$698,603	National Highway Performance, Toll Credit
ROW	2021	\$275,000	\$0	\$0	\$275,000	National Highway Performance, Toll Credit
Construction	2023	\$7,159,340	\$0	\$0	\$7,159,340	National Highway Performance, Toll Credit
		\$8,132,943	\$0	\$0	\$8,132,943	
Regionally Significant:		No	CAA Code:		E-51	
Managed By:		NHDOT				

WINDHAM (40665)						
Road/Entity: NH 28 and Roulston Road			Total Project Cost:		\$1,494,816	
Scope: Intersection Improvements, Roulston Road and NH Route 28 (Rockingham Road)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$82,500	\$0	\$0	\$82,500	STBG-Areas Over 200K, Toll Credit
PE	2023	\$19,789	\$0	\$0	\$19,789	STBG-Areas Over 200K, Toll Credit
PE	2024	\$29,062	\$0	\$0	\$29,062	STBG-Areas Over 200K, Toll Credit
		\$131,351	\$0	\$0	\$131,351	
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

FY 2021 – FY 2024 TIP

APPENDIX A- MPO SELF-CERTIFICATION RESOLUTION

DRAFT

SELF-CERTIFICATION RESOLUTION

SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION MPO

WHEREAS the Fixing America's Surface Transportation (FAST) Act requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; and,

WHEREAS the Federal regulations specify that the transportation planning process be in conformance with Title 23 U.S.C. Section 134, 49 U.S.C. Section 5303 and 23 CFR part 450.306 which require that a continuing, cooperative and comprehensive planning process be carried out by the state and local officials; and,

WHEREAS the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93 have been met for nonattainment and maintenance areas; and,

WHEREAS the requirements of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 have been met, and 23 CFR part 450.316 which requires the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households be sought out and considered, and Indian Tribal government(s) be appropriately involved; and,

WHEREAS the requirements of 49 U.S.C. 5332, the Older Americans Act (42 U.S.C. 6101), as amended and Section 324 of title 23 U.S.C., prohibiting discrimination in programs or activities receiving Federal financial assistance on the basis of race, color, creed, national origin, sex, gender, or age in employment or business opportunity have been met; and,

WHEREAS the requirements of Section 1101(b) of FAST Act (Public Law 114 94) regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects (49 CFR Part 26), and the requirements of 23 CFR part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contract have been met; and,

WHEREAS the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR, parts 27, 37 and 38, and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities have been met; and,

WHEREAS the Transportation Improvement Program (TIP) continues to be financially constrained as required by Section 450.324 of 23 CFR, and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circulars; and,

WHEREAS the provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities have been met; and,

WHEREAS the programming of Nashua Transportation Management Area (TMA) specific sub-allocated Surface Transportation Block Grant (STBG) funding is compliant with Federal requirements as it relates to the SNHPC's programming authority; and,

WHEREAS the selection of non-National Highway System projects is compliant with Federal requirements as it relates to the SNHPC's programming authority.

NOW, THEREFORE, BE IT RESOLVED THAT the Southern New Hampshire Planning Commission, the Metropolitan Planning Organization (MPO) for Auburn, Bedford, Candia, Chester, Deerfield, Derry, Francestown, Goffstown, Hooksett, Londonderry, Manchester, New Boston, Weare and Windham certifies that the planning process is being carried out in conformance with all of the applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

I hereby certify that this resolution was adopted by the Southern New Hampshire Planning Commission at its meeting on February 23, 2021.

ATTEST:

Sylvia von Aulock, Executive Director
Southern New Hampshire Planning Commission

Victoria Sheehan, Commissioner
New Hampshire Department of Transportation

FY 2021 – FY 2024 TIP

APPENDIX B- NHDOT FY 2021 – FY 2024 STIP FISCAL CONSTRAINT SUMMARY

DRAFT

FFY 2021 - STIP Update Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed	Addition Federal Resources Used	Federal Carry Over
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed ⁽²⁾	Used	Sources
Congestion Mitigation and Air Quality Program	\$ 10,808,150	\$ -	\$ 2,223,664	\$ 13,031,814	\$ 14,164,602	\$ 1,132,788	Available Carry Over
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 9,231,232	\$ -	
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ 98,000	\$ 102,073,762	\$ 101,668,097	\$ -	
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500	\$ -	
Redistribution Auth FAST	\$ 227,914	\$ -	\$ -	\$ 227,914	\$ -	\$ -	
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,861,540	\$ 636,540	Available Carry Over
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 1,095,720	\$ 9,559,884	\$ 13,001,195	\$ 3,441,311	Committed STBG-State Flexibility
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 30,265	\$ 5,952,267	\$ 5,126,777	\$ -	
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 290,991	\$ 10,882,841	\$ 25,829,739	\$ 14,946,898	Committed STBG-State Flexibility
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 2,414,150	\$ -	
STBG-State Flexible	\$ 16,776,396	\$ -	\$ 1,508,116	\$ 18,284,512	\$ 41,178,515	\$ 22,894,003	Transferred CMAQ + Pledged Build Grant
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,217,000	\$ -	
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,253,557	\$ -	\$ 390,000	\$ 5,643,557	\$ 5,432,288	\$ -	
TOTAL	\$ 178,451,834	\$ -	\$ 6,587,655	\$ 185,039,489	\$ 224,687,635	\$ 43,051,540	

Total Resources \$ 228,091,030
 Total Programmed \$ 224,687,635
 Surplus/(Deficit) \$ 3,403,395

FHWA (Federal-Aid Exempt)							
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000	\$ -	
FHWA Earmarks	\$ 169,480	\$ -	\$ 40,000	\$ 209,480	\$ 209,480	\$ -	
Highway Infr. Exempt	\$ 48,649,565	\$ -	\$ 219,470	\$ 48,869,035	\$ 48,869,035	\$ -	
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018	\$ -	
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -	
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912	\$ -	
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000	\$ -	
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	
GRAND TOTAL	\$ 52,171,975	\$ 25,000	\$ 259,470	\$ 52,456,445	\$ 52,456,445	\$ -	

Federal Transit Administration ⁽³⁾							
FTA5307	\$ 14,198,313	\$ -	\$ 3,429,594	\$ 17,627,908	\$ 17,627,908	\$ -	
FTA5310	\$ 2,422,422	\$ -	\$ 448,650	\$ 2,871,072	\$ 2,243,248	\$ -	
FTA5311	\$ 4,603,555	\$ -	\$ 4,468,550	\$ 9,072,105	\$ 8,937,099	\$ -	
FTA5339	\$ 5,510,034	\$ 10,974	\$ 1,357,389	\$ 6,878,397	\$ 6,878,397	\$ -	
FTA-Other	\$ 383,937	\$ -	\$ 95,984	\$ 479,921	\$ 479,921	\$ -	
GRAND TOTAL	\$ 27,118,261	\$ 10,974	\$ 9,800,166	\$ 36,929,402	\$ 36,166,573	\$ 762,829	

INNOVATIVE & TURNPIKE FINANCING							
GARVEE Bonds & GARVEE Bond Future(Est)	\$ -	\$ -	\$ 1,363,636	\$ 1,363,636	\$ 1,363,636	\$ -	
Turnpike Capital	\$ -	\$ 78,592,421	\$ -	\$ 78,592,421	\$ 78,592,421	\$ -	
Turnpike Renewal & Replacement	\$ -	\$ 45,177,115	\$ -	\$ 45,177,115	\$ 45,177,115	\$ -	
GRAND TOTAL	\$ -	\$ 123,769,536	\$ 1,363,636	\$ 125,133,172	\$ 125,133,172	\$ -	

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

FFY 2022 - STIP Update Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed
Congestion Mitigation and Air Quality Program	\$ 10,808,150	\$ -	\$ 1,378,797	\$ 12,186,947	\$ 12,339,920
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 9,049,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ 80,300	\$ 102,056,062	\$ 61,661,343
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 227,914	\$ -	\$ -	\$ 227,914	\$ -
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 92,213	\$ 8,556,377	\$ 12,083,245
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 102,800	\$ 6,024,802	\$ 7,576,102
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 19,121	\$ 10,610,971	\$ 16,448,619
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 825,000
STBG-State Flexible	\$ 16,776,396	\$ -	\$ 1,637,646	\$ 18,414,042	\$ 51,548,632
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,253,557	\$ -	\$ 390,000	\$ 5,643,557	\$ 5,432,288
TOTAL	\$ 178,451,834	\$ -	\$ 4,651,776	\$ 183,103,610	\$ 182,903,731

Total Resources \$ 183,103,610
Total Programmed \$ 182,903,731
Surplus/(Deficit) \$ 199,879

FHWA (Federal-Aid Exempt)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
FHWA Earmarks	\$ 2,973,971	\$ -	\$ 743,492	\$ 3,717,463	\$ 3,717,463
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Highway Infr. Exempt	\$ 9,232,135	\$ -	\$ -	\$ 9,232,135	\$ 9,232,135
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 15,909,036	\$ 25,000	\$ 743,492	\$ 16,677,528	\$ 16,677,528

Federal Transit Administration ⁽²⁾					
FTA5307	\$ 11,975,836	\$ -	\$ 3,515,378	\$ 15,491,214	\$ 15,491,214
FTA5310	\$ 2,443,870	\$ -	\$ 457,761	\$ 2,901,631	\$ 2,288,806
FTA5311	\$ 4,695,626	\$ -	\$ 4,557,920	\$ 9,253,546	\$ 9,115,841
FTA5339	\$ 5,598,229	\$ 11,194	\$ 1,379,035	\$ 6,988,458	\$ 6,988,458
FTA-Other	\$ 98,602	\$ -	\$ 24,650	\$ 123,252	\$ 123,252
GRAND TOTAL	\$ 24,812,163	\$ 11,194	\$ 9,934,744	\$ 34,758,101	\$ 34,007,571

INNOVATIVE & TURNPIKE FINANCING					
GARVEE Bonds & GARVEE Bond Future(Est)	\$ -	\$ -	\$ 13,295,124	\$ 13,295,124	\$ 13,295,124
Turnpike Capital	\$ -	\$ 29,153,073	\$ -	\$ 29,153,073	\$ 29,153,073
Turnpike Renewal & Replacement	\$ -	\$ 34,745,622	\$ -	\$ 34,745,622	\$ 34,745,622
GRAND TOTAL	\$ -	\$ 63,898,695	\$ 13,295,124	\$ 77,193,819	\$ 77,193,819

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 Status of Funds.

(2) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

FFY 2023 - STIP Update Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed
Congestion Mitigation and Air Quality Program	\$ 10,808,150	\$ -	\$ 1,110,257	\$ 11,918,407	\$ 8,451,283
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 9,909,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ -	\$ 101,975,762	\$ 76,084,307
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 227,914	\$ -	\$ -	\$ 227,914	\$ -
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,180,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 82,523	\$ 8,546,687	\$ 4,471,034
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 721,354	\$ 6,643,356	\$ 6,999,541
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 12,893	\$ 10,604,743	\$ 19,620,428
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 1,659,398
STBG-State Flexible	\$ 16,776,396	\$ -	\$ 1,190,371	\$ 17,966,767	\$ 42,836,750
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,253,557	\$ -	\$ 390,000	\$ 5,643,557	\$ 5,432,288
TOTAL	\$ 178,451,834	\$ -	\$ 4,458,297	\$ 182,910,131	\$ 181,398,610

Total Resources \$ 182,910,131
Total Programmed \$ 181,398,610
Surplus/(Deficit) \$ 1,511,521

FHWA (Federal-Aid Exempt)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
FHWA Earmarks	\$ 1,489,010	\$ -	\$ 372,252	\$ 1,861,262	\$ 1,861,262
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Local Tech AssistanceProgram	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 5,191,940	\$ 25,000	\$ 372,252	\$ 5,589,192	\$ 5,589,192

Federal Transit Administration ⁽²⁾					
FTA5307	\$ 9,646,377	\$ -	\$ 3,545,505	\$ 13,191,882	\$ 13,191,882
FTA5310	\$ 2,465,748	\$ -	\$ 350,503	\$ 2,816,251	\$ 1,752,517
FTA5311	\$ 4,789,539	\$ -	\$ 4,649,079	\$ 9,438,618	\$ 9,298,158
FTA5339	\$ 4,587,910	\$ 11,418	\$ 1,126,045	\$ 5,725,373	\$ 5,725,373
GRAND TOTAL	\$ 21,489,574	\$ 11,418	\$ 9,671,132	\$ 31,172,124	\$ 29,967,930

INNOVATIVE & TURNPIKE FINANCING					
GARVEE Bonds & GARVEE Bond Future(Est)	\$ -	\$ -	\$ 17,195,781	\$ 17,195,781	\$ 17,195,781
Turnpike Capital	\$ -	\$ 57,675,699	\$ -	\$ 57,675,699	\$ 57,675,699
Turnpike Renewal & Replacement	\$ -	\$ 18,515,419	\$ -	\$ 18,515,419	\$ 18,515,419
GRAND TOTAL	\$ -	\$ 76,191,118	\$ 17,195,781	\$ 93,386,899	\$ 93,386,899

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 Status of Funds.

(2) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

FFY 2024 - STIP Update Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed
Congestion Mitigation and Air Quality Program	\$ 10,808,150	\$ -	\$ 717,137	\$ 11,525,287	\$ 5,413,435
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 10,249,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ 42,430	\$ 102,018,192	\$ 84,541,019
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 227,914	\$ -	\$ -	\$ 227,914	\$ -
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ -	\$ 8,464,164	\$ 10,194,271
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ -	\$ 5,922,002	\$ 726,539
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 2,173	\$ 10,594,023	\$ 17,905,999
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 995,200
STBG-State Flexible	\$ 16,776,396	\$ -	\$ 1,125,000	\$ 17,901,396	\$ 39,337,747
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,253,557	\$ -	\$ 390,000	\$ 5,643,557	\$ 5,432,288
TOTAL	\$ 178,451,834	\$ -	\$ 3,227,640	\$ 181,679,474	\$ 180,735,079

Total Resources \$ 181,679,474
Total Programmed \$ 180,735,079
Surplus/(Deficit) \$ 944,395

FHWA (Federal-Aid Exempt)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 3,702,930	\$ 25,000	\$ -	\$ 3,727,930	\$ 3,727,930

Federal Transit Administration ⁽²⁾					
FTA5307	\$ 9,837,803	\$ -	\$ 3,615,642	\$ 13,453,445	\$ 13,453,445
FTA5310	\$ 2,465,748	\$ -	\$ 361,513	\$ 2,827,261	\$ 1,807,566
FTA5311	\$ 4,885,329	\$ -	\$ 4,742,060	\$ 9,627,389	\$ 9,484,121
FTA5339	\$ 4,679,669	\$ 11,646	\$ 1,148,566	\$ 5,839,881	\$ 5,839,881
GRAND TOTAL	\$ 21,868,549	\$ 11,646	\$ 9,867,781	\$ 31,747,976	\$ 30,585,013

INNOVATIVE & TURNPIKE FINANCING					
GARVEE Bonds & GARVEE Bond Future(Est)	\$ -	\$ -	\$ 1,010,342	\$ 1,010,342	\$ 1,010,342
Turnpike Capital	\$ -	\$ 99,210,526	\$ -	\$ 99,210,526	\$ 99,210,526
Turnpike Renewal & Replacement	\$ -	\$ 14,114,780	\$ -	\$ 14,114,780	\$ 14,114,780
GRAND TOTAL	\$ -	\$ 113,325,306	\$ 1,010,342	\$ 114,335,648	\$ 114,335,648

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 Status of Funds.

(2) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

FY 2021 – FY 2024 TIP

APPENDIX C- FY 2021-2024 SNHPC TIP PUBLIC NOTICE

DRAFT

PUBLIC NOTICE

CONTACT:

Office Administrator
Southern New Hampshire Planning Commission
(603) 669-4664
LMoore-O'Brien@snhpc.org



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

FY 2021-2024 Transportation Improvement Program and Metropolitan Transportation Plan Amendment

The Southern New Hampshire Planning Commission (SNHPC), as the designated Metropolitan Planning Organization for the southern New Hampshire region, announces its intention to adopt an updated FY 2021-2024 SNHPC Transportation Improvement Program (TIP). The updated TIP is also considered an amendment to the SNHPC FY 2021-2045 Metropolitan Transportation Plan.

A thirty (30) day public comment period for the proposed TIP begins on January 22, 2021 and runs through February 22, 2021. During this period, the proposed TIP will be available for public review on the SNHPC website (www.snhpc.org) and physical copies can be provided upon request to Carl Eppich, Principal Transportation Planner at ceppich@snhpc.org.

Following the 30-day public comment period, and pursuant to the SNHPC Public Participation Process, the SNHPC MPO Policy Committee will hold a public hearing to review comments, solicit final public feedback, and consider adoption of the proposed FY 2021-2024 Transportation Improvement Program. The public hearing has been scheduled for **February 23, 2021 at 11:30 AM**.

Due to the COVID-19 pandemic, the February 23, 2021 public hearing will be held electronically using the Zoom platform with a telephone-only participation option, with access details as follows:

- Online Access: <https://us02web.zoom.us/j/87229009664>
- Telephone-only Access: Dial (646) 558-8656 with Meeting ID 872 2900 9664

Agencies receiving Federal Transit Administration (FTA) funds are required to comply with certain public participation requirements, including those specified with respect to Urbanized Area Formula Grants made pursuant to FTA Section 5307. For transit providers operating in the SNHPC Region, the SNHPC process for public review, participation and comment on the TIP serves as the public participation process regarding the program of projects for such providers. These providers include, but may not be limited to, the Manchester Transit Authority (MTA).

On July 20, 2013, all of New Hampshire became unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS). On April 6, 2015, the 1997 8-Hour Ozone NAAQS was revoked for all purposes, including transportation conformity, thus alleviating the Boston-

Manchester-Portsmouth (SE) NH area from having to demonstrate the conformity of transportation plans. However, due to a decision of the U.S. Court of Appeals for the District of Columbia Circuit (South Coast Air Quality Management District v. EPA), as of February 16, 2019, transportation conformity for the 1997 ozone NAAQS again applies in the Boston-Manchester-Portsmouth (SE) NH “Orphan Area.” Therefore, the SNHPC is required to demonstrate conformity for the 1997 ozone NAAQS for any plans approved after February 16, 2019.

On March 10, 2014, the U.S. Environmental Protection Agency approved a maintenance plan, known as a “limited maintenance plan,” to address Carbon Monoxide (CO) for the City of Manchester. Because of the approved limited maintenance plan, the SNHPC no longer completes a regional emissions analysis for carbon monoxide pursuant to 40 CFR 93.109(e) “Areas with limited maintenance plans.” However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply, including project-level conformity determinations based on carbon monoxide hot spot analyses under 40 CFR 93.116. The proposed TIP meets all applicable requirements under the conformity rule.

Comments on the proposed FY 2021-2024 TIP should be submitted in writing to the SNHPC during the comment period, or verbally at the public hearing. Comments on the FY 2021-2024 TIP will be considered for incorporation into the final document, as directed by the SNHPC Policy Committee following the public hearing.

Comments on the proposed FY 2021-2024 TIP should be submitted to Carl Eppich, Principal Transportation Planner by regular mail at 438 Dubuque Street, Manchester, New Hampshire or by e-mail at ceppich@snhpc.org.

Individuals requiring assistance or special arrangements to attend the public hearing should contact Linda Moore-O’Brien, SNHPC Office Administrator, at (603) 669-4664.

(END)