

# Transportation Improvement Program

**FY 2019 – FY 2022**

Southern New Hampshire Planning Commission



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

**Approved**  
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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 2019 – FY 2022 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 a conforming 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:

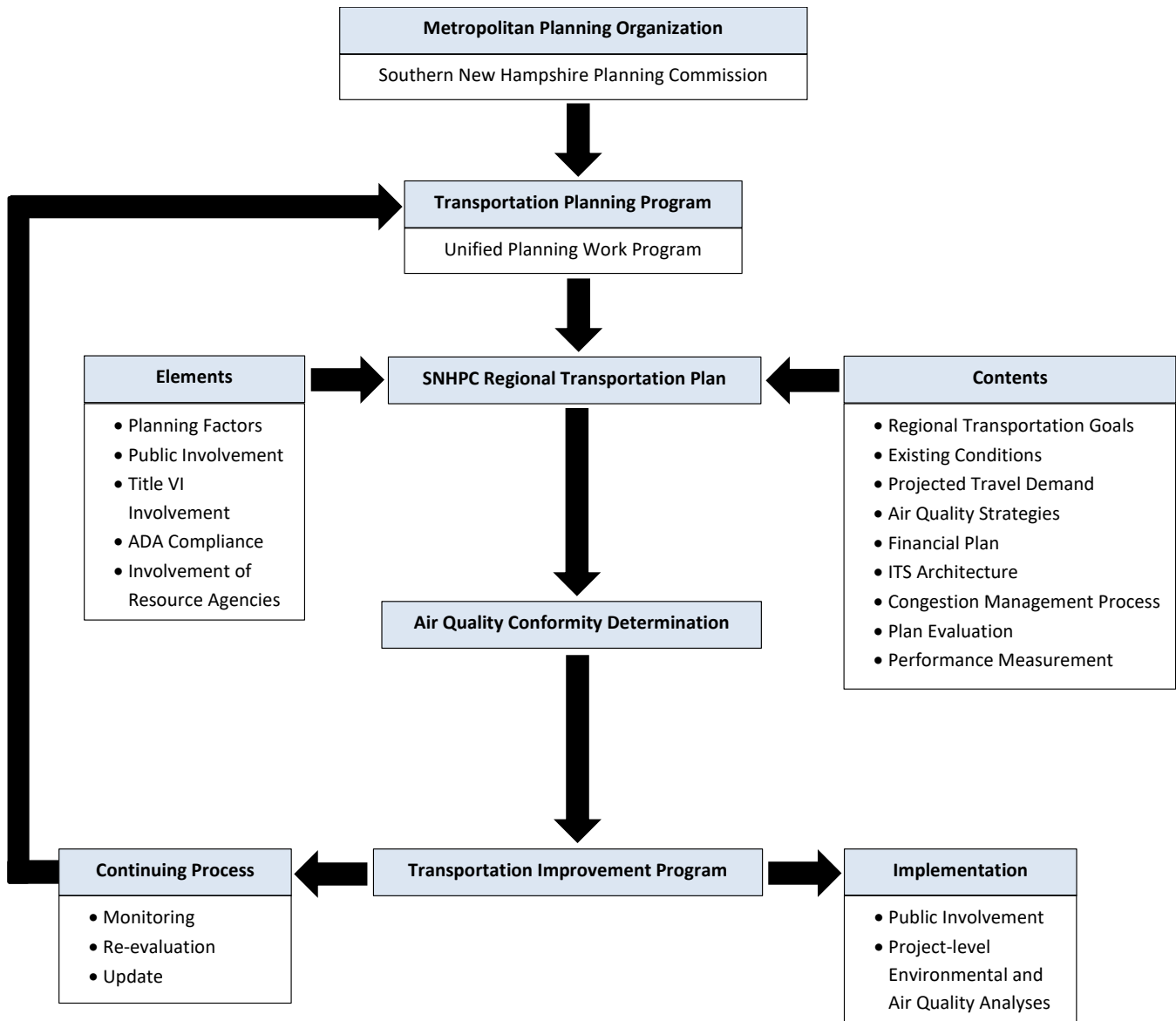
- The TIP must cover a period of no less than four years, be updated every four years, and be approved by the MPO and the Governor;
- The TIP must be made reasonable available to all interested parties that may wish to provide comment;
- The TIP must include capital and non-capital surface transportation 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 Regional Transportation Plan for the Southern New Hampshire Planning Commission (RTP). The RTP, which addresses all forms of 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 Plan 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 provides surface transportation funding certainty for federal fiscal years 2016 through 2020. The FAST Act also continued the federal emphasis on the seven National Highway Performance Goals established in 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 rural Regional Planning Commissions (RPCs), maintains the STIP. To comply with Federal rules, the MPO area TIP and the NHDOT STIP must be consistent with one another. The approved STIP is frequently revised to reflect changes in project status; therefore, before the STIP is revised to reflect a project change in an MPO area, the MPO 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, have been incorporated into the updated SNHPC Transportation Planning Prospectus. 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**.

### ***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.

### ***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.

1. Surface Transportation Block Grant (STBG) funds for urbanized areas with population over 200,000 sub-allocated 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 under Item #1 above 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 2019-2022 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 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 Regional Transportation Plans, and MPO Transportation Improvement Programs.

#### SNHPC Regional 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 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) in 2014.

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

<b>National Performance Goals</b>	
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; and 4) Transit Asset Management. 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 performance the SNHPC Region’s 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**

<b>National Safety Performance Measures</b>	
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 involved coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well the four MPOs in the state. Currently available fatality, serious injury, and volume data were analyzed to establish 2008-2017 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 2019 target setting.

At their January 22, 2019 meeting, the SNHPC MPO Policy Committee unanimously adopted 2019 regional safety performance targets. The SNHPC MPO Policy Committee supported the State of New Hampshire's 2019 safety targets as detailed in **Figure 4** below.

**Figure 4- SNHPC Regional Safety Performance Targets**

<b>SNHPC Regional Safety Performance Targets</b>				
	<b>SNHPC Regional Performance</b>		<b>State of NH</b>	<b>SNHPC Region</b>
	<b>2012-2016 Moving Average</b>	<b>2013-2017 Moving Average</b>	<b>Adopted 2019 Targets</b>	
Number of Fatalities	19.2	18.0	116.4	Support State Target
Rate of Fatalities	0.729	0.678	0.879	Support State Target
Number of Serious Injuries	145.8	131.8	433.2	Support State Target
Rate of Serious Injuries	5.558	4.980	3.207	Support State Target
Number of Non-Motorized Fatalities and Non-motorized Serious Injuries	16.4	16.2	53.4	Support State Target



The SNHPC FY 2019-2022 TIP includes both region-specific and statewide safety investments as detailed in **Figure 5** below. The SNHPC FY 2019-2022 TIP includes more than \$13 million in regional safety project investments. Additionally, the TIP includes nearly \$69 million in funding for statewide safety projects and programs which may benefit the SNHPC Region.

**Figure 5- SNHPC FY 2019-2022 TIP Safety Investments**

<b>Regional Safety Projects</b>			
<b>Location</b>	<b>Project</b>	<b>Scope</b>	<b>FY 2019-2022 TIP Funding</b>
Bow	29641	NH Route 3A Corridor Safety Improvements	\$4,344,582
Manchester	29811	Construct Multi-use path along the abandoned rail corridor from Gold St. to Perimeter Rd.	\$1,289,454
Salem to Manchester	10418T	I-93 Corridor Service Patrol	\$104,500
Wilton-Milford-Amherst-Bedford	13692D	Traffic and safety improvements consistent with the intent of the 2002 corridor study of NH Route 101.	\$7,793,851
			<b>\$13,532,387</b>

<b>Statewide Safety Projects/Programs</b>			
<b>Location</b>	<b>Project</b>	<b>Scope</b>	<b>FY 2019-2022 TIP Funding</b>
Statewide Program	ADA	Upgrades to sidewalks, curb ramps, and signals to be compliant with ADA laws	\$815,430
Statewide Program	GRR	Guardrail Replacement Program	\$8,140,000
Statewide Program	HSIP	Highway Safety Improvement Program	\$39,439,394
Statewide Program	PVMRK	Statewide Pavement Marking Program	\$12,400,000
Statewide Program	RRRCS	Reconstruction of Railroad Crossings, Signals, and Related Work	\$4,749,646
Statewide Program	SRTS	Safe Routes to School Program	\$791,633
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
			<b>\$68,856,103</b>

## 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	
<b>Pavement-related Measures</b>	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.
<b>Bridge-related Measures</b>	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 are 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, are 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 2019-2022 TIP includes both region-specific and statewide infrastructure condition investments as detailed in **Figure 8** below. While the SNHPC FY 2019-2022 TIP includes nearly more than \$5 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 \$218 million in funding for statewide infrastructure condition projects and programs which may benefit the SNHPC Region.

**Figure 8- SNHPC FY 2019-2022 TIP Infrastructure Condition Investments**

<b>Regional Infrastructure Condition Projects</b>			
<b>Location</b>	<b>Project</b>	<b>Scope</b>	<b>FY 2019-2022 TIP Funding</b>
Bedford	13692C	Bridge Rehab or Replacement of Bridge #090/065 carrying NH 101 over Pulpit Brook	\$3,988,153
Deerfield	24477	NH 107 over Freese's Pond - Replace Bridge Number 137/116	\$1,108,053
Weare	41471	Address bridge carrying NH 77 over Canal 2 of Choate Brook in the Town of Weare.	\$121,656
			<b>\$5,217,862</b>

<b>Statewide Infrastructure Condition Projects/Programs</b>			
<b>Location</b>	<b>Project</b>	<b>Scope</b>	<b>FY 2019-2022 TIP Funding</b>
Statewide Program	BRDG-HIB-M&P	Maintenance and preservation efforts for High Investment Bridges	\$8,084,640
Statewide Program	BRDG-T1/2-M&P	Maintenance & preservation of tier 1 & 2 bridges	\$32,500,000
Statewide Program	BRDG-T3/4-M&P	Maintenance and preservation of tier 3 & 4 bridges	\$14,290,000
Statewide Program	CBI	Complex Bridge Inspection	\$1,000,000
Statewide Program	CRDR	Culvert replacement/rehabilitation and drainage repairs	\$8,300,000
Statewide Program	FLAP	Improving transportation facilities that access Federal Lands within the State of New Hampshire	\$1,937,000
Statewide Program	MOBRR	Municipal-owned bridge rehabilitation and replacement projects	\$18,500,000
Statewide Program	PAVE-T1-RESURF	Resurface Tier 1 Highways	\$49,950,000
Statewide Program	PAVE-T2-REHAB	Rehabilitation of Tier 2 roads	\$10,800,000
Statewide Program	PAVE-T2-RESURF	Resurfacing Tier 2 Roadways	\$73,150,000
Statewide Program	UBI	Underwater Bridge Inspections	\$220,000
			<b>\$218,731,640</b>

### 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 are 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, are 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 2019-2022 TIP includes both region-specific and statewide system performance investments as detailed in **Figure 11** below. The SNHPC FY 2019-2022 TIP includes more than \$147 million in regional system performance investments. Additionally, the TIP includes more than \$1.5 million in funding for statewide system performance projects and programs which may benefit the SNHPC Region.

**Figure 11- SNHPC FY 2019-2022 TIP System Performance Investments**

<b>Regional System Performance Projects</b>			
<b>Location</b>	<b>Project</b>	<b>Scope</b>	<b>FY 2019-2022 TIP Funding</b>
Bedford	40664	U.S. Route 3 Widening from Hawthorne Drive to Manchester Airport Access Road	\$523,968
Bedford-Merrimack	16100	Improvement to Bedford Mainline Toll Plaza to Institute Open Road or All Electronic Tolling	\$15,300,000
Derry-Londonderry	13065	I-93 EXIT 4A - Prelim., Final Design, ROW & Construction of new interchange and connecting roadway	\$47,315,981
Hooksett	29611	Reconstruction and widening from NH 27/Whitehall Rd/Martin's Ferry Rd to W Alice Ave/Alice Ave	\$4,282,761
Londonderry	41715	Operational and capacity improvements at the intersection of NH 28 & Stonehenge Rd.	\$1,675,188
Manchester	16099	PE & ROW for Reconstruction of the F.E. Everett Turnpike at Exits 6 and 7	\$4,500,000
Manchester	41747	Implement an Adaptive Signal Control system on Granite St & Upgrade So. Willow St. Signal Performance	\$1,566,077
Nashua-Concord	29408	Intelligent Transportation System (ITS) deployment on F.E. Everett Turnpike	\$1,667,923
Nashua-Merrimack-Bedford	13761	F.E.E.Turnpike widening of 2-lane sections from Exit 8 (Nashua) to I-293 (Bedford)	\$54,118,247
Salem to Manchester	10418X	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014	\$859,067
Salem to Manchester	14633B	NB & SB Mainline, Weigh Station to Kendall Pond Rd (Windham & Derry)	\$698,744
Salem to Manchester	14633D	Exit 4 Interchange, NB & SB Mainline & NH 102 approach work	\$2,470,323
Salem to Manchester	14633H	I-93 NB & SB mainline reconstruction, Exit 5 to I-293 split (Londonderry & Manchester)	\$426,990
Salem to Manchester	14633I	NB & SB mainline between Exits 4 and 5 (Londonderry)	\$575,152
Salem to Manchester	14633J	Exit 1 to Exit 5 - Construct 4th lane northbound and southbound	\$11,550,000
			<b>\$147,530,421</b>

<b>Statewide System Performance Projects/Programs</b>			
<b>Location</b>	<b>Project</b>	<b>Scope</b>	<b>FY 2019-2022 TIP Funding</b>
Statewide Program	TSMO	Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info	\$1,400,000
Statewide Program	41756	Evaluate 61+ traffic control signals and develop & implement signal timings to improve traffic flow	\$335,049
			<b>\$1,735,049</b>

## 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	
<b>Equipment</b>	The percentage of those vehicles that have either met or exceeded their Useful Life Benchmark.
<b>Rolling stock</b>	The percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark.
<b>Facilities</b>	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
<b>SNHPC Region</b>	<b>2</b>	<b>0</b>	<b>0%</b>	<b>10%</b>

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%
<b>SNHPC Region</b>	<b>Class 1</b>	<b>3</b>	<b>0</b>	<b>0%</b>	<b>10%</b>
MTA	Class 2	N/A	N/A	N/A	N/A
CART	Class 2	N/A	N/A	N/A	N/A
<b>SNHPC Region</b>	<b>Class 2</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
MTA	Class 3	6	0	0%	10%
CART	Class 3	4	3	75%	50%
<b>SNHPC Region</b>	<b>Class 3</b>	<b>10</b>	<b>3</b>	<b>30%</b>	<b>30%</b>
MTA	Class 4	2	0	0%	10%
CART	Class 4	N/A	N/A	N/A	N/A
<b>SNHPC Region</b>	<b>Class 4</b>	<b>2</b>	<b>0</b>	<b>0%</b>	<b>10%</b>
MTA	Class 5	13	1	8%	10%
CART	Class 5	N/A	N/A	N/A	N/A
<b>SNHPC Region</b>	<b>Class 5</b>	<b>13</b>	<b>1</b>	<b>8%</b>	<b>10%</b>
MTA	Class 6	N/A	N/A	N/A	N/A
CART	Class 6	N/A	N/A	N/A	N/A
<b>SNHPC Region</b>	<b>Class 6</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

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
<b>SNHPC Region</b>	<b>1</b>	<b>0</b>	<b>0%</b>	<b>0%</b>



The SNHPC FY 2019-2022 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 2019-2022 TIP includes nearly \$34 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 \$27 million in funding for statewide transit programs which may benefit the SNHPC Region.

**Figure 16- SNHPC FY 2019-2022 TIP Transit Asset Management Investments**

<b>Regional Transit Projects</b>		
<b>Project</b>	<b>Scope</b>	<b>FY 2019-2022 TIP Funding</b>
CART5307	CART operating, ADA, capital preventive maintenance, planning, FTA 5307 funds.	\$2,271,141
CART5310	CART funding for seniors and individuals with disabilities. Annual FTA Section 5310 apportionment.	\$739,436
CART5339	CART funding for capital vehicles and equipment. Annual FTA Section 5339 apportionment.	\$191,626
FTA5307	Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.	\$14,812,031
MTA5307	MTA operating, ADA, capital preventive maintenance, planning utilizing FTA Section 5307 funds.	\$14,681,902
MTA5339B	FTA Section 5339 discretionary grant funding for MTA vehicle replacement.	\$1,246,300
		<b>\$33,942,436</b>

<b>Statewide Transit Projects</b>		
<b>Project</b>	<b>Scope</b>	<b>FY 2019-2022 TIP Funding</b>
40284	Replacement of existing state-owned coaches used for commuter and intercity bus.	\$1,152,275
FTA5310	Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program	\$5,668,272
FTA5339	Capital bus and bus facilities - FTA 5339 Program for statewide public transportation	\$22,105,275
		<b>\$28,925,822</b>



### 3. REGIONAL PROJECT SELECTION PROCESS

The development of the FY 2019 – FY 2022 TIP actually began during early 2017 when SNHPC transportation planning staff initiated meetings with stakeholders to discuss the statewide 2019-2028 Ten-Year Transportation Improvement Plan update process. Discussions held with the SNHPC Region's fourteen municipalities, the Manchester Transit Authority (MTA), the Cooperative Alliance for Regional Transportation (CART), and Manchester Boston Regional Airport were used to highlight the importance of the Ten-Year Transportation Improvement Plan 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 January of 2017, 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 Commission received a total of nine new projects from five member communities to be considered in the development of the NHDOT 2019 – 2028 Ten-Year Transportation Improvement Plan.

In February 2017, 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 17** and the performance measures and regional targets described in **Section 2** of this document.

**Figure 17- 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 MPO on February 28, 2017. The prioritization methodology, as shown in **Figure 18** and **Figure 19**, included nine project evaluation criteria in six categories and a weighting system designed to emphasize regional priorities.

**Figure 18- Regional Project Evaluation Criteria**

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	Documented Support	The degree to which a project has local, regional, or statewide support.

**Figure 19- Regional Project Evaluation Criteria Weightings**

Regional Project Evaluation Criteria Weightings			
Category	Category Weight	Criterion	Criterion Weight
Mobility	19.5%	Reduce Congestion	13.9%
		Freight Mobility	5.6%
Alternative Modes	11.5%	Enhance Alternative Modes	11.5%
Network Significance	18.0%	Traffic Volume	8.8%
		Facility Importance	9.2%
Safety	24.4%	Safety Measures	13.5%
		Safety Performance	10.9%
State of Repair	17.8%	Roadway Surface Life or Bridge Asset Condition	17.8%
Project Support	8.8%	Documented Support	8.8%

At their April 25, 2017 meeting, the SNHPC MPO approved a prioritized list of project recommended for the 2019-2028 Ten-Year Transportation Improvement Plan. These priorities were submitted to the NHDOT in correspondence dated May 5, 2017, and conveyed during public hearings of the Governor's Advisory Commission on Intermodal Transportation (GACIT) throughout the Fall of 2017.

## 4. AIR QUALITY CONFORMITY

The Clean Air Act requires a conformity demonstration of the RTP and TIP 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 will be 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). Manchester was designated nonattainment by 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 Manchester from nonattainment to attainment and approved the State’s CO maintenance plan. On August 1, 2012, NHDES submitted a limited maintenance plan 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 [insert MTP, TIP, MPO] 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 2019-2022 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 Regional 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 (CNHPC, LRPC, NCC, SWRPC, and UVLSRPC), FHWA, FTA, and EPA. Interagency Consultation consists of monthly meetings/conference calls and periodic in-person meetings that discuss TIP/STIP, Long Range Transportation Plan, and Air Quality Conformity related topics and issues. Interagency consultation was conducted consistent with the New Hampshire Conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450 and the MPO Public Participation Program. The draft 2019-2022 TIP was posted on the 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 2019-2022 TIP were made at the following public meetings: January 17, 2019 SNHPC TAC Meeting, January 22, 2019 SNHPC MPO Policy Committee Meeting, and February 21, 2019 SNHPC TAC Meeting.

The 30-day Public Comment Period was opened on January 25, 2019 and concluded on February 25, 2019. The SNHPC MPO Policy Committee held a public hearing to consider adoption of the TIP on February 26, 2019.

#### **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 DOT's metropolitan planning regulations at 23 CFR part 450. The SNHPC 2019-2022 TIP and Regional Transportation Plan are fiscally constrained, as demonstrated in Chapter 7 of the Regional Transportation Plan and Section 6 of the FY 2019-2022 TIP.

#### **4.6 Conclusion and Determination of Conformity**

The conformity determination process completed for the SNHPC 2019-2022 TIP and Regional 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 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 III of this document, development of the FY 2019 – FY 2022 TIP actually began during early 2017 when the SNHPC initiated meetings with stakeholders to discuss the 2019-2028 Ten-Year Transportation Improvement Plan update process. The project selection process was completed in April 2017 when project priorities were formally approved by the SNHPC MPO and submitted to the NHDOT.

Following the submission of regional priorities to NHDOT, public input on the first draft of the 2019-2028 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 2017. The SNHPC participated in these hearings, and following their completion, a draft FY 2019-2028 Ten-Year Plan was submitted to the Governor and subsequently to the State Legislature for adoption. **Figure 20** below shows important dates in the development of the FY 2019–FY 2022 SNHPC TIP.

**Figure 20- Key Dates in the SNHPC FY 2019-2022 TIP Development Process**

<b>Key Dates in the SNHPC FY 2019-2022 TIP Development Process</b>	
<b>Date</b>	<b>Activity</b>
February 3, 2017	SNHPC Sends Project Solicitation Correspondence to Regional Stakeholders
February 16, 2017	SNHPC TAC Approves Project Prioritization Methodology/Weighting
February 28, 2017	SNHPC MPO Approves Project Prioritization Methodology/Weighting
April 25, 2017	SNHPC MPO Adopts Regional Project Priorities
May 5, 2017	SNHPC Submits Regional Project Priorities to the NHDOT
August 23, 2017	NHDOT Submits Draft Ten-Year Plan to GACIT
September 14, 2017	GACIT Public Hearing in Londonderry
October 2, 2017	GACIT Public Hearing in Bedford
October 26, 2017	GACIT Public Hearing in Manchester
December 20, 2017	GACIT Approves the 2019-2028 Ten-Year Plan and Submits to Governor
January 16, 2018	Governor Approves the 2019-2028 Ten-Year Plan and Submits to Legislature
July 2, 2018	Governor Signs 2019-2028 Ten-Year Plan
January 25, 2019	SNHPC Opens Public Comment Period on Draft FY 2019-2022 TIP
February 26, 2019	SNHPC MPO Public Hearing to Consider Draft FY 2019-2022 TIP

Projects included in the FY 2019 – FY 2028 Ten Year Plan form the basis for the SNHPC FY 2019 – FY 2022 TIP. The draft 2019-2022 TIP was posted on the 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 2019-2022 TIP were made at the following public meetings: January 17, 2019 SNHPC TAC Meeting, January 22, 2019 SNHPC MPO Policy Committee Meeting, and February 21, 2019 SNHPC TAC Meeting.

The 30-day Public Comment Period was opened on January 25, 2019 and concluded on February 25, 2019. The SNHPC MPO Policy Committee held a public hearing to consider adoption of the TIP on February 26, 2019.

## **6. FINANCIAL PLAN**

Federal metropolitan transportation planning rules state that the TIP shall 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 2019-2022 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 2019-2022 Statewide Transportation Improvement Program.

**Figures 21 and 22** 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. FHWA funding and local match for highway projects was taken from the NHDOT STIP Fiscal Constraint Summary.

The assumptions used in developing the fiscal constraint analysis are detailed immediately below the tables in **Figures 21 and 22**.

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, the NHDOT and MPOs.

**Figure 21- Fiscal Constraint Analysis (Highway Projects)**

Fiscal Constraint Analysis - FY 2019 - FY 2022 SNHPC TIP (Highway Projects Only)												
Year	Statewide FHWA Funding <sup>1</sup>	Statewide Local/Other Highway Funds <sup>2</sup>	SNHPC FHWA Allocation <sup>3</sup>	SNHPC Local/Other Highway Funds	FHWA Allocation for CNHRPC Projects in the Manchester UZA <sup>4</sup>	SB 367 Funding (State) Allocable to the SNHPC Region <sup>5</sup>	TPK Capital Improvement <sup>6</sup>	Total Revenues	SNHPC Region Highway Projects	I-93 Debt Service Allocable to the SNHPC Region	Total Costs	Balance
2019	\$182,781,764	\$8,672,427	\$32,900,718	\$1,482,985	\$385,000	\$1,348,693	\$8,464,665	\$44,582,061	\$36,956,363	\$7,299,050	\$44,255,413	\$326,648
2020	\$186,367,252	\$8,890,298	\$29,632,393	\$1,520,241	\$620,428	\$1,864,483	\$16,627,946	\$50,265,491	\$33,177,936	\$13,835,548	\$47,013,484	\$3,252,007
2021	\$185,759,629	\$8,377,305	\$30,743,219	\$1,432,519	\$0	\$2,147,107	\$19,892,700	\$54,215,545	\$39,094,699	\$13,064,273	\$52,158,972	\$2,056,573
2022	\$185,759,629	\$5,417,025	\$33,343,853	\$926,311	\$3,339,154	\$3,246,650	\$31,025,547	\$71,881,516	\$58,645,870	\$12,986,730	\$71,632,600	\$248,916
<b>Totals</b>	<b>\$740,668,274</b>	<b>\$31,357,055</b>	<b>\$126,620,183</b>	<b>\$5,362,056</b>	<b>\$4,344,582</b>	<b>\$8,606,933</b>	<b>\$76,010,858</b>	<b>\$220,944,612</b>	<b>\$167,874,868</b>	<b>\$47,185,601</b>	<b>\$215,060,469</b>	<b>\$5,884,143</b>
<sup>1</sup> Statewide FHWA funding from the NHDOT FY 2019-2022 STIP Financial Constraint Summary. <sup>2</sup> Statewide Local/Other funding from the NHDOT FY 2019-2022 STIP Financial Constraint Summary and allocated at 17.1% for the SNHPC Region. <sup>3</sup> Assumes that SNHPC region receives 17.1% of the State's FHWA allocation over the four-year TIP Period. <sup>4</sup> This accounts for the inclusion of Bow #29641 in the SNHPC TIP. <sup>5</sup> SB 367 funds included in Deerfield #24477 and Salem to Manchester #14633. <sup>6</sup> Figures assume Turnpike projects are financed through toll revenues via the Turnpike Capital Improvement Plan.												

**Figure 22- Fiscal Constraint Analysis (Transit Projects)**

Fiscal Constraint Analysis - FY 2019 - FY 2022 SNHPC TIP (Transit Projects Only)									
Year	MTA Federal Funding <sup>1</sup>	MTA State/Local Funding	CART Federal Funding <sup>1</sup>	CART State/Local Funding	FTA 5307 Boston UZA Funding Allocable to the SNHPC Region <sup>2</sup>	FTA 5310 and 5339 Funding Allocable to the SNHPC Region <sup>3</sup>	Total Revenues	SNHPC Region Transit Projects	Balance
2019	\$3,285,762	\$1,522,716	\$655,261	\$243,306	\$71,136	\$560,467	\$6,338,648	\$5,707,045	\$631,603
2020	\$2,398,059	\$1,235,363	\$512,859	\$212,776	\$73,566	\$573,698	\$5,006,321	\$4,359,057	\$647,264
2021	\$2,446,019	\$1,260,071	\$523,998	\$217,227	\$124,542	\$1,161,193	\$5,733,050	\$5,599,590	\$133,460
2022	\$2,494,940	\$1,285,272	\$603,067	\$233,709	\$93,728	\$562,479	\$5,273,196	\$4,616,988	\$656,208
<b>Totals</b>	<b>\$10,624,780</b>	<b>\$5,303,422</b>	<b>\$2,295,185</b>	<b>\$907,018</b>	<b>\$362,973</b>	<b>\$2,857,837</b>	<b>\$22,351,215</b>	<b>\$20,282,680</b>	<b>\$2,068,535</b>
<sup>1</sup> FTA funding based on estimated apportionments for MTA and CART. <sup>2</sup> Assumes that SNHPC region receives 2.45% of total Section 5307 Boston UZA funding over the four-year TIP period. <sup>3</sup> Assumes that SNHPC region receives 11.7% of total 5310 and 5339 funding for State over the four-year TIP Period. This percentage is based solely on the Manchester UZA portion of the region, and does not include CART which receives 5310 and 5339 funding directly through the Nashua UZA.									



Additionally, it is important to note that there are three Regionally Significant projects that advance during the FY 2019-FY 2022 TIP and are anticipated to require financial resources in years beyond the TIP period.

**1. Project #16099- Reconstruction of Interstate 293 Exits 6 and 7 (Manchester)**

The TIP includes \$4,500,000 of State Turnpike Capital funding to advance the engineering of this project. Construction on this project is anticipated to start in 2024. Exit 6 improvements are currently estimated to cost \$98.7 Million, and Exit 7 improvements are currently estimated to cost \$52.2 Million.

**2. Project #29611- Reconstruction and Widening of U.S. Route 3/NH Route 28 from NH 27/Whitehall Rd/Martin's Ferry Rd to W. Alice Ave/Alice Ave (Hooksett)**

The TIP includes \$4,282,760 to advance the engineering and right-of-way phases of this project. Construction on this project is anticipated to start in 2024 with a total cost of \$15.6 Million.

**3. Project #13761- Widening of 2-lane Sections of the F.E. Everett Turnpike from Exit 8 in Nashua to the I-293 Interchange in Bedford**

The TIP includes \$54,118,247 of State Turnpike Capital funding to complete engineering and right-of-way work, and begin construction on this project. Construction on this project is anticipated to continue through 2020 with a total project cost of \$146 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 23** provides estimates of maintenance and operations needs for the Federal-aid highway system in the SNHPC region and statewide for the period 2019 to 2022. The estimates are based on NHDOT figures from the FY 2019 – FY 2022 STIP Financial Constraint Summary and an analysis of Federal-aid eligible roadways in the SNHPC region.

**Figure 23- Fiscal Constraint Analysis (Maintenance and Operations)**

Maintenance & Operations Estimates								
Year	Estimated State Highway Fund Revenues	Estimated Federal Aid Funding for Maintenance & Operations	Estimated State Turnpike Funding for Maintenance & Operations	Estimated General State Funds for Maintenance & Operations	Other Funds for Maintenance & Operations	Total Statewide Maintenance & Operations Revenues	Statewide Maintenance & Operations Cost/Mile	SNHPC Regional Needs for Maintenance & Operations (Federal-aid Eligible Roads)
2019	\$175,400,000	\$49,900,000	\$46,900,000	\$1,100,000	\$19,800,000	\$293,100,000	\$34,576	\$40,557,544
2020	\$174,100,000	\$40,200,000	\$47,900,000	\$1,500,000	\$18,800,000	\$282,500,000	\$33,325	\$39,090,775
2021	\$178,700,000	\$51,400,000	\$47,800,000	\$1,200,000	\$19,200,000	\$298,300,000	\$35,189	\$41,277,091
20220	\$179,366,667	\$48,666,667	\$48,433,333	\$1,366,667	\$18,666,667	\$296,500,000	\$34,977	\$41,028,017
<b>Notes:</b>								
1) State-level financial data derived from NHDOT Operating Budget, available at: <a href="https://www.nh.gov/dot/media/documents/nhdot_2018_agency_efficiency_budget_presentation_1">https://www.nh.gov/dot/media/documents/nhdot_2018_agency_efficiency_budget_presentation_1</a>								
2) Assumes a total of 8,477 Federal-aid eligible lane miles in New Hampshire.								
3) Assumes a total of 1,173 Federal-aid eligible lane miles in the SNHPC Region.								

## **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 Project, 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 2018 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](http://www.snhpc.org).

## **8. PROJECT LISTING**

The next section of this document includes a listing of the projects included in the SNHPC FY 2019 – FY 2022 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 include work within the SNHPC region and other projects of local interest.

BEDFORD (13692C)						
Route/Road/Entity:	NH 101		Total Project Cost:		\$3,988,152	
Scope:		Bridge Rehab or Replacement of Bridge #090/065 carrying NH 101 over Pulpit Brook				
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$209,000	\$0	\$0	\$209,000	National Highway System, Toll Credit
PE	2020	\$169,208	\$0	\$0	\$169,208	National Highway System, Toll Credit
ROW	2019	\$110,000	\$0	\$0	\$110,000	National Highway System, Toll Credit
Construction	2021	\$2,313,631	\$0	\$0	\$2,313,631	National Highway System, Toll Credit
Construction	2022	\$1,186,314	\$0	\$0	\$1,186,314	National Highway System, Toll Credit
		\$3,988,153	\$0	\$0	\$3,988,153	
Regionally Significant:		No	CAA Code:		E-19	
Managed By:		NHDOT				

BEDFORD (40664)						
Route/Road/Entity:	US 3		Total Project Cost:		\$5,363,473	
Scope:	US 3 Widening from Hawthorne Drive North to Manchester Airport Access Road					
Phase	Year	Federal	State	Other	Total	Funding
PE	2020	\$225,610	\$0	\$0	\$225,610	STP-5 to 200K, Toll Credit
PE	2022	\$298,358	\$0	\$0	\$298,358	STP-5 to 200K, Toll Credit
		\$523,968	\$0	\$0	\$523,968	
Regionally Significant:		No	CAA Code:		N/E	
Managed By:		NHDOT				

BEDFORD - MERRIMACK (16100)						
Route/Road/Entity: F.E. EVERETT TPK			Total Project Cost:		\$16,585,000	
Scope: Improvement to Bedford Toll Plaza to Institute Open Road or All Electronic Tolling						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$0	\$100,000	\$0	\$100,000	Turnpike Capital
Construction	2020	\$0	\$11,100,000	\$0	\$11,100,000	Turnpike Capital
Construction	2021	\$0	\$4,100,000	\$0	\$4,100,000	Turnpike Capital
		\$0	\$15,300,000	\$0	\$15,300,000	
Regionally Significant:		Yes	CAA Code:		E-7	
Managed By:		NHDOT				

<b>BOW (29641)</b>						
Route/Road/Entity: NH 3A			Total Project Cost:			\$4,454,581
Scope: NH Rte 3A Corridor Safety Improvements						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$330,000	\$0	\$0	\$330,000	National Highway System, Toll Credit
PE	2020	\$112,805	\$0	\$0	\$112,805	National Highway System, Toll Credit
ROW	2019	\$55,000	\$0	\$0	\$55,000	National Highway System, Toll Credit
ROW	2020	\$507,623	\$0	\$0	\$507,623	National Highway System, Toll Credit
Construction	2022	\$3,339,154	\$0	\$0	\$3,339,154	National Highway System, Toll Credit
		\$4,344,582	\$0	\$0	\$4,344,582	
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

COMMUTER/INTERCITY BUS REPLACEMENT (40284)						
Route/Road/Entity:	Various			Total Project Cost:	\$14,568,249	
Scope:		Replacement of existing state-owned coaches used for commuter and intercity bus.				
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$1,152,275	\$0	\$0	\$1,152,275	CMAQ Program, Toll Credit
		\$1,152,275	\$0	\$0	\$1,152,275	
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		NHDOT				

DEERFIELD (24477)						
Route/Road/Entity:	NH 107			Total Project Cost:		\$1,271,990
Scope:	NH 107 over Freese's Pond - Replace Bridge Number 137/116.					
Phase	Year	Federal	State	Other	Total	Funding
ROW	2021	\$56,403	\$0	\$0	\$56,403	STP-Under 5K, Toll Credit
Construction	2022	\$0	\$1,051,650	\$0	\$1,051,650	SB367-4-Cents
		\$56,403	\$1,051,650	\$0	\$1,108,053	
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

DERRY - LONDONDERRY (13065)						
Route/Road/Entity: I-93			Total Project Cost:		\$53,628,652	
Scope: I-93 Exit 4A - Engineering, ROW, and Const. of New Interchange and Connecting Roadway						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$0	\$0	\$1,547,735	\$1,547,735	Non Participating
ROW	2019	\$3,410,000	\$0	\$0	\$3,410,000	STP-Areas Over 200K, Toll Credit
ROW	2020	\$4,826,532	\$0	\$0	\$4,826,532	STP-Areas Over 200K, Toll Credit
ROW	2021	\$2,106,964	\$0	\$0	\$2,106,964	STP-Areas Over 200K, Toll Credit
Construction	2019	\$2,200,000	\$0	\$2,136,595	\$4,336,595	Non Participating, STP-State Flexible, Toll Credit
Construction	2020	\$5,687,735	\$0	\$0	\$5,687,735	STP-State Flexible, Toll Credit
Construction	2021	\$10,198,710	\$0	\$0	\$10,198,710	STP-State Flexible, Toll Credit
Construction	2022	\$15,201,710	\$0	\$0	\$15,201,710	STP-State Flexible, Toll Credit
		\$43,631,651	\$0	\$3,684,330	\$47,315,981	
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				

HOOKSETT (29611)						
Route/Road/Entity: US 3 / NH 28			Total Project Cost:		\$15,824,098	
Scope: Reconstruction & Widening from NH 27 to Alice Avenue						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$550,000	\$0	\$0	\$550,000	STP-5 to 200K, Toll Credit
PE	2020	\$761,434	\$0	\$0	\$761,434	STP-5 to 200K, Toll Credit
PE	2021	\$57,841	\$0	\$0	\$57,841	STP-5 to 200K, Toll Credit
ROW	2020	\$338,415	\$0	\$0	\$338,415	STP-5 to 200K, Toll Credit
ROW	2021	\$202,443	\$0	\$0	\$202,443	STP-5 to 200K, Toll Credit
ROW	2022	\$2,372,628	\$0	\$0	\$2,372,628	STP-5 to 200K, Toll Credit
		\$4,282,761	\$0	\$0	\$4,282,761	
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				

LONDONDERRY (41715)						
Route/Road/Entity:		NH 28/Stonehenge Road		Total Project Cost:		\$1,675,188
Scope:		Operational and Capacity Improvements at the Intersection of NH 28 & Stonehenge Rd.				
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$55,000	\$0	\$55,000	\$110,000	STP-Areas Over 200K, Toll Credit, Towns
ROW	2019	\$100,000	\$0	\$100,000	\$200,000	STP-Areas Over 200K, Toll Credit, Towns
Construction	2020	\$682,594	\$0	\$682,594	\$1,365,188	STP-Areas Over 200K, Toll Credit, Towns
		\$837,594	\$0	\$837,594	\$1,675,188	
Regionally Significant:		No	CAA Code:		E-51	
Managed By:		NHDOT				

MANCHESTER (16099)						
Route/Road/Entity: I-293 / FEE TPK			Total Project Cost:		\$20,500,000	
Scope: PE & ROW for Reconstruction of the F.E. Everett Turnpike at Exits 6 and 7						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$0	\$2,500,000	\$0	\$2,500,000	Turnpike Capital
PE	2022	\$0	\$2,000,000	\$0	\$2,000,000	Turnpike Capital
		\$0	\$4,500,000	\$0	\$4,500,000	
Regionally Significant:		Yes	CAA Code:		E-38	
Managed By:		NHDOT				

MANCHESTER (29811)						
Route/Road/Entity: South Manchester Rail Trail			Total Project Cost:		\$1,606,654	
Scope: Construct Multi-use path along the abandoned rail corridor from Gold St. to Perimeter Road						
Phase	Year	Federal	State	Other	Total	Funding
ROW	2019	\$1,680	\$0	\$420	\$2,100	CMAQ Program, Towns
Construction	2019	\$1,029,883	\$0	\$257,471	\$1,287,354	CMAQ Program, Towns
		\$1,031,563	\$0	\$257,891	\$1,289,454	
Regionally Significant:		No	CAA Code:		E-33	
Managed By:		Muni/Local				

MANCHESTER (41747)						
Route/Road/Entity: Granite St & South Willow St			Total Project Cost:		\$1,566,077	
Scope: Implement Adaptive Signal Control on Granite St. & Upgrade S. Willow St. Signal Performance						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$132,000	\$0	\$33,000	\$165,000	CMAQ Program, Towns
PE	2020	\$90,244	\$0	\$22,561	\$112,805	CMAQ Program, Towns
Construction	2021	\$1,030,617	\$0	\$257,654	\$1,288,271	CMAQ Program, Towns
		\$1,252,861	\$0	\$313,215	\$1,566,076	
Regionally Significant:		No	CAA Code:		E-52	
Managed By:		Muni/Local				

MANCHESTER (MTA5339B)						
Route/Road/Entity: Manchester Transit Authority			Total Project Cost:		\$1,246,300	
Scope: FTA Section 5339 discretionary grant funding for MTA vehicle replacement.						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$934,725	\$66,577	\$244,998	\$1,246,300	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
		\$934,725	\$66,577	\$244,998	\$1,246,300	
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		Muni/Local				

NASHUA - CONCORD (29408)						
Route/Road/Entity: F.E. Everett Turnpike			Total Project Cost:		\$4,958,871	
Scope: Intelligent Transportation System (ITS) deployment on F.E. Everett Turnpike						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$0	\$1,657,923	\$0	\$1,657,923	Turnpike Capital
Construction	2020	\$0	\$10,000	\$0	\$10,000	Turnpike Capital
		\$0	\$1,667,923	\$0	\$1,667,923	
Regionally Significant:		Yes	CAA Code:		E-7	
Managed By:		NHDOT				

NASHUA - MERRIMACK - BEDFORD (13761)						
Route/Road/Entity: F. E. Everett Turnpike			Total Project Cost:		\$143,194,590	
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	2019	\$0	\$3,500,000	\$0	\$3,500,000	Turnpike Capital
PE	2020	\$0	\$3,000,000	\$0	\$3,000,000	Turnpike Capital
PE	2021	\$0	\$1,025,500	\$0	\$1,025,500	Turnpike Capital
ROW	2019	\$0	\$300,000	\$0	\$300,000	Turnpike Capital
ROW	2020	\$0	\$2,500,000	\$0	\$2,500,000	Turnpike Capital
ROW	2021	\$0	\$4,102,000	\$0	\$4,102,000	Turnpike Capital
Construction	2021	\$0	\$10,665,200	\$0	\$10,665,200	Turnpike Capital
Construction	2022	\$0	\$29,025,547	\$0	\$29,025,547	Turnpike Capital
		\$0	\$54,118,247	\$0	\$54,118,247	
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				

PROGRAM (ADA)						
Route/Road/Entity: <b>Various</b>		Total Project Cost:			<b>\$3,103,093</b>	
Scope: <b>Upgrades to side walks, curb ramps, and signals to be compliant with ADA laws.</b>						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$200,000	\$0	\$0	\$200,000	STP-Safety, Toll Credit
Construction	2020	\$200,000	\$0	\$0	\$200,000	STP-Safety, Toll Credit
Construction	2021	\$205,100	\$0	\$0	\$205,100	STP-Safety, Toll Credit
Construction	2022	\$210,330	\$0	\$0	\$210,330	STP-Safety, Toll Credit
		\$815,430	\$0	\$0	\$815,430	
Regionally Significant:		No	CAA Code:		E-33	
Managed By:		NHDOT				

PROGRAM (BRDG-HIB-M&P)						
Route/Road/Entity: Various			Total Project Cost:		\$34,640,000	
Scope: Maintenance and preservation efforts for High Investment Bridges						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$800,000	\$0	\$0	\$800,000	STP-State Flexible, Toll Credit
PE	2020	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
PE	2021	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
PE	2022	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
ROW	2019	\$20,000	\$0	\$0	\$20,000	STP-State Flexible, Toll Credit
ROW	2020	\$20,000	\$0	\$0	\$20,000	STP-State Flexible, Toll Credit
ROW	2021	\$20,000	\$0	\$0	\$20,000	STP-State Flexible, Toll Credit
ROW	2022	\$20,000	\$0	\$0	\$20,000	STP-State Flexible, Toll Credit
Construction	2019	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
Construction	2020	\$1,004,640	\$0	\$0	\$1,004,640	STP-State Flexible, Toll Credit
Construction	2021	\$2,800,000	\$0	\$0	\$2,800,000	STP-State Flexible, Toll Credit
Construction	2022	\$2,800,000	\$0	\$0	\$2,800,000	STP-State Flexible, Toll Credit
		\$8,084,640	\$0	\$0	\$8,084,640	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

PROGRAM (BRDG-T1/2-M&P)						
Route/Road/Entity: Tier 1-2 Bridges			Total Project Cost:			\$129,175,000
Scope: Maintenance & preservation of tier 1 & 2 bridges.						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$550,000	\$0	\$0	\$550,000	STP-State Flexible, Toll Credit
PE	2020	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
PE	2021	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
PE	2022	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
ROW	2019	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2020	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2021	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2022	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
Construction	2019	\$7,550,000	\$0	\$0	\$7,550,000	STP-State Flexible, Toll Credit
Construction	2020	\$8,000,000	\$0	\$0	\$8,000,000	STP-State Flexible, Toll Credit
Construction	2021	\$8,000,000	\$0	\$0	\$8,000,000	STP-State Flexible, Toll Credit
Construction	2022	\$8,000,000	\$0	\$0	\$8,000,000	STP-State Flexible, Toll Credit
		\$32,500,000	\$0	\$0	\$32,500,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				



PROGRAM (BRDG-T <sub>3/4</sub> -M&P)						
Route/Road/Entity: Tier 3-4 Bridges			Total Project Cost:			\$51,143,000
Scope: Maintenance and preservation of tier 3 & 4 bridges.						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
PE	2020	\$50,000	\$0	\$0	\$50,000	STP-State Flexible, Toll Credit
PE	2021	\$50,000	\$0	\$0	\$50,000	STP-State Flexible, Toll Credit
PE	2022	\$50,000	\$0	\$0	\$50,000	STP-State Flexible, Toll Credit
ROW	2019	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit
ROW	2020	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit
ROW	2021	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit
ROW	2022	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit
Construction	2019	\$3,500,000	\$0	\$0	\$3,500,000	STP-State Flexible, Toll Credit
Construction	2020	\$3,500,000	\$0	\$0	\$3,500,000	STP-State Flexible, Toll Credit
Construction	2021	\$3,500,000	\$0	\$0	\$3,500,000	STP-State Flexible, Toll Credit
Construction	2022	\$3,500,000	\$0	\$0	\$3,500,000	STP-State Flexible, Toll Credit
		\$14,290,000	\$0	\$0	\$14,290,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

PROGRAM (CART5307)						
Route/Road/Entity:		Various	Total Project Cost:			\$8,269,631
Scope:		CART operating, ADA, capital preventive maintenance, planning, FTA 5307 funds.				
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$385,954	\$3,615	\$175,270	\$564,839	FTA 5307 Capital and Operating Program, NH Highway Fund, Other
Other	2020	\$354,342	\$0	\$176,110	\$530,452	FTA 5307 Capital and Operating Program, Other
Other	2021	\$362,312	\$0	\$179,828	\$542,140	FTA 5307 Capital and Operating Program, Other
Other	2022	\$438,147	\$5,957	\$189,606	\$633,710	FTA 5307 Capital and Operating Program, NH Highway Fund, Other
		\$1,540,755	\$9,572	\$720,814	\$2,271,141	
Regionally Significant:		No	CAA Code:		E-21	
Managed By:		Muni/Local				

PROGRAM (CART5310)						
Route/Road/Entity: Various			Total Project Cost:			\$2,227,293
Scope: CART funding for seniors and individuals with disabilities. FTA Section 5310 apportionment.						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$229,788	\$0	\$57,447	\$287,235	FTA 5310 Program, Other
Other	2020	\$118,207	\$0	\$29,552	\$147,759	FTA 5310 Program, Other
Other	2021	\$120,571	\$0	\$30,143	\$150,714	FTA 5310 Program, Other
Other	2022	\$122,982	\$0	\$30,746	\$153,728	FTA 5310 Program, Other
		\$591,548	\$0	\$147,888	\$739,436	
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		Muni/Local				

<b>PROGRAM (CART5339)</b>						
Route/Road/Entity:	Various			Total Project Cost:	\$629,126	
Scope:	CART funding for capital vehicles and equipment. Annual FTA Section 5339 apportionment.					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
Other	2019	\$39,519	\$3,487	\$3,487	\$46,493	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
Other	2020	\$40,310	\$3,557	\$3,557	\$47,424	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
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
		<b>\$162,882</b>	<b>\$14,372</b>	<b>\$14,372</b>	<b>\$191,626</b>	
Regionally Significant:	No	CAA Code:		E-30		
Managed By:	Muni/Local					

<b>PROGRAM (CBI)</b>						
Route/Road/Entity:	Various			Total Project Cost:	\$7,712,276	
Scope:	Complex Bridge Inspection (PARENT)					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
Other	2019	\$250,000	\$0	\$0	\$250,000	STP-State Flexible, Toll Credit
Other	2020	\$250,000	\$0	\$0	\$250,000	STP-State Flexible, Toll Credit
Other	2021	\$250,000	\$0	\$0	\$250,000	STP-State Flexible, Toll Credit
Other	2022	\$250,000	\$0	\$0	\$250,000	STP-State Flexible, Toll Credit
		<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	
Regionally Significant:	No	CAA Code:		E-38		
Managed By:	NHDOT					

<b>PROGRAM (CORRST)</b>						
Route/Road/Entity:	Various			Total Project Cost:	\$7,000,000	
Scope:	Corridor Studies Statewide					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
Other	2021	\$700,000	\$0	\$0	\$700,000	CMAQ Program, Toll Credit
Other	2022	\$700,000	\$0	\$0	\$700,000	CMAQ Program, Toll Credit
		<b>\$1,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400,000</b>	
Regionally Significant:	No	CAA Code:		ATT		
Managed By:	NHDOT					

PROGRAM (CRDR)						
Route/Road/Entity: Various		Total Project Cost:			\$46,795,970	
Scope: Culvert Replacement/Rehabilitation & Drainage Repairs (Annual Project)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$400,000	\$0	\$0	\$400,000	STP-State Flexible, Toll Credit
PE	2020	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
PE	2021	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
PE	2022	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
ROW	2019	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2020	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2021	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2022	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
Construction	2019	\$1,870,000	\$0	\$0	\$1,870,000	STP-State Flexible, Toll Credit
Construction	2020	\$1,870,000	\$0	\$0	\$1,870,000	STP-State Flexible, Toll Credit
Construction	2021	\$1,870,000	\$0	\$0	\$1,870,000	STP-State Flexible, Toll Credit
Construction	2022	\$1,870,000	\$0	\$0	\$1,870,000	STP-State Flexible, Toll Credit
Other	2019	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
Other	2020	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
Other	2021	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
Other	2022	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
		\$8,300,000	\$0	\$0	\$8,300,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

PROGRAM (DBE)						
Route/Road/Entity: <b>Disadvantaged Bus. Enterprise</b>			Total Project Cost:		<b>\$1,420,000</b>	
Scope: <b>Administration of the FHWA Supportive Program "DBE Compliance Monitoring"</b>						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$65,000	\$0	\$0	\$65,000	STP-DBE
Other	2020	\$65,000	\$0	\$0	\$65,000	STP-DBE
Other	2021	\$65,000	\$0	\$0	\$65,000	STP-DBE
Other	2022	\$65,000	\$0	\$0	\$65,000	STP-DBE
		<b>\$260,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$260,000</b>	
Regionally Significant:		<b>No</b>	CAA Code:	<b>E-o</b>		
Managed By:		<b>NHDOT</b>				

PROGRAM (ENV-POST-CON)						
Route/Road/Entity: <b>Statewide</b>			Total Project Cost:		<b>\$638,400</b>	
Scope: <b>Environmental commitments for post-construction obligations.</b>						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$43,000	\$0	\$0	\$43,000	STP-State Flexible, Toll Credit
Other	2020	\$36,300	\$0	\$0	\$36,300	STP-State Flexible, Toll Credit
Other	2021	\$36,300	\$0	\$0	\$36,300	STP-State Flexible, Toll Credit
Other	2022	\$36,300	\$0	\$0	\$36,300	STP-State Flexible, Toll Credit
		<b>\$151,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$151,900</b>	
Regionally Significant:		<b>No</b>	CAA Code:	<b>ALL</b>		
Managed By:		<b>NHDOT</b>				

PROGRAM (FLAP)						
Route/Road/Entity: Various			Total Project Cost:			\$5,512,000
Scope: Improving transportation facilities that access Federal Lands within NH {FLAP}						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$92,000	\$0	\$0	\$92,000	Forest Highways
PE	2020	\$50,000	\$0	\$0	\$50,000	Forest Highways
PE	2021	\$50,000	\$0	\$0	\$50,000	Forest Highways
PE	2022	\$50,000	\$0	\$0	\$50,000	Forest Highways
ROW	2019	\$50,000	\$0	\$0	\$50,000	Forest Highways
ROW	2020	\$50,000	\$0	\$0	\$50,000	Forest Highways
ROW	2021	\$25,000	\$0	\$0	\$25,000	Forest Highways
ROW	2022	\$25,000	\$0	\$0	\$25,000	Forest Highways
Construction	2019	\$720,000	\$0	\$0	\$720,000	Forest Highways
Construction	2020	\$275,000	\$0	\$0	\$275,000	Forest Highways
Construction	2021	\$275,000	\$0	\$0	\$275,000	Forest Highways
Construction	2022	\$275,000	\$0	\$0	\$275,000	Forest Highways
		\$1,937,000	\$0	\$0	\$1,937,000	
Regionally Significant:		No	CAA Code:	ALL		
Managed By:		NHDOT				

PROGRAM (FTA5307)						
Route/Road/Entity:	Boston Urbanized Area (UZA)			Total Project Cost:		\$63,135,438
Scope:		Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.				
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$3,556,817	\$0	\$0	\$3,556,817	FTA 5307 Capital and Operating Program, Toll Credit
Other	2020	\$3,678,319	\$0	\$0	\$3,678,319	FTA 5307 Capital and Operating Program, Toll Credit
Other	2021	\$3,751,252	\$0	\$0	\$3,751,252	FTA 5307 Capital and Operating Program, Toll Credit
Other	2022	\$3,825,643	\$0	\$0	\$3,825,643	FTA 5307 Capital and Operating Program, Toll Credit
		\$14,812,031	\$0	\$0	\$14,812,031	
Regionally Significant:		No	CAA Code:	E-21		
Managed By:		NHDOT				

PROGRAM (FTA5310)						
Route/Road/Entity: Various		Total Project Cost:			\$35,761,698	
Scope:		Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities				
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$1,174,826	\$0	\$293,706	\$1,468,532	FTA 5310 Program, STP-State Flexible
Other	2020	\$1,082,039	\$0	\$270,510	\$1,352,549	FTA 5310 Program, STP-State Flexible
Other	2021	\$1,119,680	\$0	\$279,920	\$1,399,600	FTA 5310 Program, STP-State Flexible
Other	2022	\$1,158,073	\$0	\$289,518	\$1,447,591	FTA 5310 Program, STP-State Flexible
		\$4,534,618	\$0	\$1,133,654	\$5,668,272	
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		NHDOT				

<b>PROGRAM (FTA5339)</b>						
Route/Road/Entity:	Various			Total Project Cost:	\$90,525,692	
Scope:	Capital bus and bus facilities - FTA 5339 Program for statewide public transportation					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
Other	2019	\$4,370,848	\$546,356	\$546,356	\$5,463,560	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2020	\$4,350,207	\$543,776	\$543,776	\$5,437,759	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2021	\$4,437,211	\$554,651	\$554,651	\$5,546,513	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2022	\$4,525,955	\$565,744	\$565,744	\$5,657,443	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
		<b>\$17,684,221</b>	<b>\$2,210,527</b>	<b>\$2,210,527</b>	<b>\$22,105,275</b>	
Regionally Significant:	No	CAA Code:		E-30		
Managed By:	NHDOT					

<b>PROGRAM (GRR)</b>						
Route/Road/Entity:	Various			Total Project Cost:	\$29,325,909	
Scope:	Guardrail Replacement [Federal Aid Guardrail Improvement Program] (Annual Project)					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
PE	2019	\$150,000	\$0	\$0	\$150,000	STP-State Flexible, Toll Credit
PE	2020	\$150,000	\$0	\$0	\$150,000	STP-State Flexible, Toll Credit
PE	2021	\$150,000	\$0	\$0	\$150,000	STP-State Flexible, Toll Credit
PE	2022	\$150,000	\$0	\$0	\$150,000	STP-State Flexible, Toll Credit
ROW	2019	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
ROW	2020	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
ROW	2021	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
ROW	2022	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
Construction	2019	\$1,880,000	\$0	\$0	\$1,880,000	STP-State Flexible, Toll Credit
Construction	2020	\$1,880,000	\$0	\$0	\$1,880,000	STP-State Flexible, Toll Credit
Construction	2021	\$1,880,000	\$0	\$0	\$1,880,000	STP-State Flexible, Toll Credit
Construction	2022	\$1,880,000	\$0	\$0	\$1,880,000	STP-State Flexible, Toll Credit
		<b>\$8,140,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,140,000</b>	
Regionally Significant:	No	CAA Code:		E-9		
Managed By:	NHDOT					

PROGRAM (HSIP)						
Route/Road/Entity: Various			Total Project Cost:			\$196,919,765
Scope: Highway Safety Improvement Program (HSIP)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$1,000,000	\$0	\$0	\$1,000,000	HSIP, Toll Credit
PE	2020	\$500,000	\$0	\$0	\$500,000	HSIP, Toll Credit
PE	2021	\$750,000	\$0	\$0	\$750,000	HSIP, Toll Credit
PE	2022	\$500,000	\$0	\$0	\$500,000	HSIP, Toll Credit
ROW	2019	\$150,000	\$0	\$0	\$150,000	HSIP, Toll Credit
ROW	2020	\$150,000	\$0	\$0	\$150,000	HSIP, Toll Credit
ROW	2021	\$150,000	\$0	\$0	\$150,000	HSIP, Toll Credit
ROW	2022	\$150,000	\$0	\$0	\$150,000	HSIP, Toll Credit
Construction	2019	\$8,362,151	\$0	\$0	\$8,362,151	HSIP, Toll Credit
Construction	2020	\$9,059,081	\$0	\$0	\$9,059,081	HSIP, Toll Credit
Construction	2021	\$8,809,081	\$0	\$0	\$8,809,081	HSIP, Toll Credit
Construction	2022	\$9,059,081	\$0	\$0	\$9,059,081	HSIP, Toll Credit
Other	2019	\$200,000	\$0	\$0	\$200,000	HSIP, Toll Credit
Other	2020	\$200,000	\$0	\$0	\$200,000	HSIP, Toll Credit
Other	2021	\$200,000	\$0	\$0	\$200,000	HSIP, Toll Credit
Other	2022	\$200,000	\$0	\$0	\$200,000	HSIP, Toll Credit
		\$39,439,394	\$0	\$0	\$39,439,394	
Regionally Significant:		No	CAA Code:		E-6	
Managed By:		NHDOT				

PROGRAM (LTAP)						
Route/Road/Entity: <b>LTAP</b>		Total Project Cost:			<b>\$2,500,000</b>	
Scope: <b>Local Techonolgy Assistance Program (LTAP) Administered by the UNH Tech. Transfer Center</b>						
Phase	Year	Federal	State	Other	Total	Funding
SPR	2019	\$150,000	\$0	\$0	\$150,000	Local Tech Assistance Program
SPR	2020	\$150,000	\$0	\$0	\$150,000	Local Tech Assistance Program
SPR	2021	\$150,000	\$0	\$0	\$150,000	Local Tech Assistance Program
SPR	2022	\$150,000	\$0	\$0	\$150,000	Local Tech Assistance Program
		<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>	
Regionally Significant:		<b>No</b>	CAA Code:	<b>E-35</b>		
Managed By:		<b>NHDOT</b>				

PROGRAM (MOBRR)						
Route/Road/Entity: Various		Total Project Cost:			\$60,175,000	
Scope: Municipal-owned Bridge Rehabilitation and Replacement Projects						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$80,000	\$0	\$20,000	\$100,000	Other, STP-State Flexible
PE	2020	\$80,000	\$0	\$20,000	\$100,000	Other, STP-State Flexible
PE	2021	\$80,000	\$0	\$20,000	\$100,000	Other, STP-State Flexible
PE	2022	\$80,000	\$0	\$20,000	\$100,000	Other, STP-State Flexible
ROW	2019	\$20,000	\$0	\$5,000	\$25,000	Other, STP-State Flexible
ROW	2020	\$20,000	\$0	\$5,000	\$25,000	Other, STP-State Flexible
ROW	2021	\$20,000	\$0	\$5,000	\$25,000	Other, STP-State Flexible
ROW	2022	\$20,000	\$0	\$5,000	\$25,000	Other, STP-State Flexible
Construction	2019	\$3,600,000	\$0	\$900,000	\$4,500,000	Other, STP-State Flexible
Construction	2020	\$3,600,000	\$0	\$900,000	\$4,500,000	Other, STP-State Flexible
Construction	2021	\$3,600,000	\$0	\$900,000	\$4,500,000	Other, STP-State Flexible
Construction	2022	\$3,600,000	\$0	\$900,000	\$4,500,000	Other, STP-State Flexible
		\$14,800,000	\$0	\$3,700,000	\$18,500,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

PROGRAM (MTA5307)						
Route/Road/Entity:	Various		Total Project Cost:			\$51,268,589
Scope:		MTA operating, ADA, capital preventive maintenance, planning utilizing FTA Section 5307 funds.				
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$2,351,037	\$0	\$1,211,141	\$3,562,178	FTA 5307 Capital and Operating Program, Other
Other	2020	\$2,398,059	\$0	\$1,235,363	\$3,633,422	FTA 5307 Capital and Operating Program, Other
Other	2021	\$2,446,019	\$0	\$1,260,071	\$3,706,090	FTA 5307 Capital and Operating Program, Other
Other	2022	\$2,494,940	\$0	\$1,285,272	\$3,780,212	FTA 5307 Capital and Operating Program, Other
		\$9,690,055	\$0	\$4,991,847	\$14,681,902	
Regionally Significant:		No	CAA Code:		E-21	
Managed By:		Muni/Local				

PROGRAM (OJT/SS)						
Route/Road/Entity: OJT/SS		Total Project Cost:			\$450,000	
Scope: On the Job training for minority and women in the construction industry.						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$30,000	\$0	\$0	\$30,000	STP-DBE
Other	2020	\$30,000	\$0	\$0	\$30,000	STP-DBE
Other	2021	\$30,000	\$0	\$0	\$30,000	STP-DBE
Other	2022	\$30,000	\$0	\$0	\$30,000	STP-DBE
		\$120,000	\$0	\$0	\$120,000	
Regionally Significant:		No	CAA Code:	E-35		
Managed By:		NHDOT				

<b>PROGRAM (PAVE-T1-RESURF)</b>						
Route/Road/Entity:	<b>Tier 1 Highways</b>			Total Project Cost:	<b>\$158,250,000</b>	
Scope:	<b>Resurface Tier 1 Highways</b>					
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
PE	2020	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
PE	2021	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
PE	2022	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
Construction	2019	\$12,000,000	\$0	\$0	\$12,000,000	STP-State Flexible, Toll Credit
Construction	2020	\$12,250,000	\$0	\$0	\$12,250,000	STP-State Flexible, Toll Credit
Construction	2021	\$12,250,000	\$0	\$0	\$12,250,000	STP-State Flexible, Toll Credit
Construction	2022	\$12,250,000	\$0	\$0	\$12,250,000	STP-State Flexible, Toll Credit
		<b>\$49,950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$49,950,000</b>	
Regionally Significant:	<b>No</b>		CAA Code:	<b>E-10</b>		
Managed By:	<b>NHDOT</b>					

<b>PROGRAM (PAVE-T2-REHAB)</b>						
Route/Road/Entity:	<b>Tier 2 Highways</b>			Total Project Cost:	<b>\$63,155,179</b>	
Scope:	<b>Rehab of Tier 2 roads.</b>					
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$3,300,000	\$0	\$0	\$3,300,000	STP-State Flexible, Toll Credit
Construction	2020	\$2,500,000	\$0	\$0	\$2,500,000	STP-State Flexible, Toll Credit
Construction	2021	\$2,500,000	\$0	\$0	\$2,500,000	STP-State Flexible, Toll Credit
Construction	2022	\$2,500,000	\$0	\$0	\$2,500,000	STP-State Flexible, Toll Credit
		<b>\$10,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,800,000</b>	
Regionally Significant:	<b>No</b>		CAA Code:	<b>E-10</b>		
Managed By:	<b>NHDOT</b>					

<b>PROGRAM (PAVE-T2-RESURF)</b>						
Route/Road/Entity:	<b>Tier 2 Highways</b>			Total Project Cost:	<b>\$284,175,000</b>	
Scope:	<b>Resurfacing Tier 2 Roadways</b>					
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
PE	2020	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
PE	2021	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
PE	2022	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
ROW	2019	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2020	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2021	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2022	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
Construction	2019	\$9,525,000	\$6,000,000	\$0	\$15,525,000	Betterment, STP-State Flexible, Toll Credit
Construction	2020	\$9,525,000	\$6,000,000	\$0	\$15,525,000	Betterment, STP-State Flexible, Toll Credit
Construction	2021	\$14,400,000	\$6,000,000	\$0	\$20,400,000	Betterment, STP-State Flexible, Toll Credit
Construction	2022	\$14,400,000	\$6,000,000	\$0	\$20,400,000	Betterment, STP-State Flexible, Toll Credit
		<b>\$49,150,000</b>	<b>\$24,000,000</b>	<b>\$0</b>	<b>\$73,150,000</b>	
Regionally Significant:	<b>No</b>		CAA Code:	<b>E-10</b>		
Managed By:	<b>NHDOT</b>					



PROGRAM (PVMRK)						
Route/Road/Entity: Various				Total Project Cost:		\$58,900,000
Scope: Statewide Pavement Marking Annual Project						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
PE	2020	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
PE	2021	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
PE	2022	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
Construction	2019	\$3,095,000	\$0	\$0	\$3,095,000	STP-State Flexible, Toll Credit
Construction	2020	\$3,095,000	\$0	\$0	\$3,095,000	STP-State Flexible, Toll Credit
Construction	2021	\$3,095,000	\$0	\$0	\$3,095,000	STP-State Flexible, Toll Credit
Construction	2022	\$3,095,000	\$0	\$0	\$3,095,000	STP-State Flexible, Toll Credit
		\$12,400,000	\$0	\$0	\$12,400,000	
Regionally Significant:		No	CAA Code:	E-11		
Managed By:		NHDOT				

PROGRAM (RCTRL)						
Route/Road/Entity: Various				Total Project Cost:		\$26,028,645
Scope: Recreational Trails Fund- Projects Selected Annually						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$1,250,000	\$0	\$312,500	\$1,562,500	DRED, Recreational Trails
Other	2020	\$1,250,000	\$0	\$312,500	\$1,562,500	DRED, Recreational Trails
Other	2021	\$1,250,000	\$0	\$312,500	\$1,562,500	DRED, Recreational Trails
Other	2022	\$1,250,000	\$0	\$312,500	\$1,562,500	DRED, Recreational Trails
		\$5,000,000	\$0	\$1,250,000	\$6,250,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		Other				

PROGRAM (RRRCS)						
Route/Road/Entity:		Statewide Railroad Crossings		Total Project Cost:		\$24,079,511
Scope: Reconstruction of Crossings, Signals, and Related Work (Annual Project)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$259,646	\$0	\$0	\$259,646	RL - Rail Highway, Toll Credit
PE	2020	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2021	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2022	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
ROW	2019	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
ROW	2020	\$5,000	\$0	\$0	\$5,000	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
Construction	2019	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Construction	2020	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Construction	2021	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Construction	2022	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Other	2019	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2020	\$5,000	\$0	\$0	\$5,000	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
		\$4,749,646	\$0	\$0	\$4,749,646	
Regionally Significant:		No	CAA Code:		E-1	
Managed By:		NHDOT				

PROGRAM (SRTS)						
Route/Road/Entity: Various				Total Project Cost:		\$8,007,473
Scope: Safe Routes to School Program						
Phase	Year	Federal	State	Other	Total	Funding
ROW	2019	\$500	\$0	\$0	\$500	Safe Routes to School
Construction	2019	\$769,758	\$0	\$0	\$769,758	Safe Routes to School
Other	2019	\$21,375	\$0	\$0	\$21,375	Safe Routes to School
		\$791,633	\$0	\$0	\$791,633	
Regionally Significant:		No	CAA Code:		E-6	
Managed By:		NHDOT				

PROGRAM (STIC)						
Route/Road/Entity: <b>Varies</b>				Total Project Cost:		<b>\$1,625,000</b>
Scope: <b>STIC Incentives</b>						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$100,000	\$25,000	\$0	\$125,000	NHDOT Operating Budget, STIC Funding
Other	2020	\$100,000	\$25,000	\$0	\$125,000	NHDOT Operating Budget, STIC 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
		<b>\$400,000</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$500,000</b>	
Regionally Significant:		<b>No</b>	CAA Code:		<b>E-o</b>	
Managed By:		<b>NHDOT</b>				

<b>PROGRAM (TA)</b>						
Route/Road/Entity:	Various			Total Project Cost:		\$45,903,489
Scope:	Transportation Alternatives Program					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
PE	2019	\$252,760	\$0	\$63,190	\$315,950	Other, TAP - Transportation Alternatives
PE	2020	\$252,760	\$0	\$63,190	\$315,950	Other, TAP - Transportation Alternatives
PE	2021	\$252,760	\$0	\$63,190	\$315,950	Other, TAP - Transportation Alternatives
PE	2022	\$252,760	\$0	\$63,190	\$315,950	Other, TAP - Transportation Alternatives
ROW	2019	\$102,120	\$0	\$25,530	\$127,650	Other, TAP - Transportation Alternatives
ROW	2020	\$102,120	\$0	\$25,530	\$127,650	Other, TAP - Transportation Alternatives
ROW	2021	\$102,120	\$0	\$25,530	\$127,650	Other, TAP - Transportation Alternatives
ROW	2022	\$102,120	\$0	\$25,530	\$127,650	Other, TAP - Transportation Alternatives
Construction	2019	\$2,158,720	\$0	\$539,680	\$2,698,400	Other, TAP - Transportation Alternatives
Construction	2020	\$2,158,720	\$0	\$539,680	\$2,698,400	Other, TAP - Transportation Alternatives
Construction	2021	\$2,158,720	\$0	\$539,680	\$2,698,400	Other, TAP - Transportation Alternatives
Construction	2022	\$2,158,720	\$0	\$539,680	\$2,698,400	Other, TAP - Transportation Alternatives
Other	2019	\$40,000	\$0	\$10,000	\$50,000	Other, TAP - Transportation Alternatives
Other	2020	\$40,000	\$0	\$10,000	\$50,000	Other, TAP - Transportation Alternatives
Other	2021	\$40,000	\$0	\$10,000	\$50,000	Other, TAP - Transportation Alternatives
Other	2022	\$40,000	\$0	\$10,000	\$50,000	Other, TAP - Transportation Alternatives
		<b>\$10,214,400</b>	<b>\$0</b>	<b>\$2,553,600</b>	<b>\$12,768,000</b>	
Regionally Significant:	No	CAA Code:		E-33		
Managed By:	NHDOT					

<b>PROGRAM (TRAC)</b>						
Route/Road/Entity:	TRAC Program			Total Project Cost:		\$396,000
Scope:	Implement and participate in AASHTO TRAC program in local high schools.					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
Other	2019	\$22,000	\$0	\$0	\$22,000	STP-State Flexible, Toll Credit
Other	2020	\$22,000	\$0	\$0	\$22,000	STP-State Flexible, Toll Credit
Other	2021	\$22,000	\$0	\$0	\$22,000	STP-State Flexible, Toll Credit
Other	2022	\$22,000	\$0	\$0	\$22,000	STP-State Flexible, Toll Credit
		<b>\$88,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$88,000</b>	
Regionally Significant:	No	CAA Code:		E-o		
Managed By:	NHDOT					

<b>PROGRAM (TRCK-WGHT-SFTY)</b>						
Route/Road/Entity:	Various			Total Project Cost:		\$1,400,000
Scope:	Truck weight safety inspection & maintenance program					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
Other	2019	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
Other	2020	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
Other	2021	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
Other	2022	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
		<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>	
Regionally Significant:	No	CAA Code:		E-6		
Managed By:	NHDOT					

<b>PROGRAM (TSMO)</b>						
Route/Road/Entity:	TSMO			Total Project Cost:	\$6,675,000	
Scope:	Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
Other	2019	\$350,000	\$0	\$0	\$350,000	STP-State Flexible, Toll Credit
Other	2020	\$350,000	\$0	\$0	\$350,000	STP-State Flexible, Toll Credit
Other	2021	\$350,000	\$0	\$0	\$350,000	STP-State Flexible, Toll Credit
Other	2022	\$350,000	\$0	\$0	\$350,000	STP-State Flexible, Toll Credit
		<b>\$1,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400,000</b>	
Regionally Significant:	No	CAA Code:		E-7		
Managed By:	NHDOT					

<b>PROGRAM (UBI)</b>						
Route/Road/Entity:	Various			Total Project Cost:	\$1,233,500	
Scope:	Underwater Bridge Inspection (Annual Project)					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
Other	2019	\$60,000	\$0	\$0	\$60,000	STP-State Flexible, Toll Credit
Other	2020	\$60,000	\$0	\$0	\$60,000	STP-State Flexible, Toll Credit
Other	2021	\$50,000	\$0	\$0	\$50,000	STP-State Flexible, Toll Credit
Other	2022	\$50,000	\$0	\$0	\$50,000	STP-State Flexible, Toll Credit
		<b>\$220,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$220,000</b>	
Regionally Significant:	No	CAA Code:		E-38		
Managed By:	NHDOT					

<b>PROGRAM (USSS)</b>						
Route/Road/Entity:	Various			Total Project Cost:	\$8,540,000	
Scope:	Project to update signing on state system					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
PE	2019	\$30,000	\$0	\$0	\$30,000	STP-State Flexible, Toll Credit
PE	2020	\$30,000	\$0	\$0	\$30,000	STP-State Flexible, Toll Credit
PE	2021	\$30,000	\$0	\$0	\$30,000	STP-State Flexible, Toll Credit
PE	2022	\$30,000	\$0	\$0	\$30,000	STP-State Flexible, Toll Credit
Construction	2019	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit
Construction	2020	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit
Construction	2021	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit
Construction	2022	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit
		<b>\$2,120,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,120,000</b>	
Regionally Significant:	No	CAA Code:		E-44		
Managed By:	NHDOT					

SALEM TO MANCHESTER (10418T)						
Route/Road/Entity: I-93			Total Project Cost:		\$1,097,352	
Scope: Corridor Service Patrol						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$93,500	\$0	\$0	\$93,500	National Highway System, Toll Credit
Other	2020	\$11,000	\$0	\$0	\$11,000	National Highway System, Toll Credit
		\$104,500	\$0	\$0	\$104,500	
Regionally Significant:		No	CAA Code:	E-6		
Managed By:		NHDOT				

SALEM TO MANCHESTER (10418W)						
Route/Road/Entity: I-93				Total Project Cost:		\$5,040,000
Scope: Chloride Reduction Efforts						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$1,014,408	\$0	\$17,592	\$1,032,000	FHWA Earmarks, Other, STP-State Flexible, Toll Credit
		\$1,014,408	\$0	\$17,592	\$1,032,000	
Regionally Significant:		No	CAA Code:		E-38	
Managed By:		NHDOT				

SALEM TO MANCHESTER (10418X)						
Route/Road/Entity: I-93			Total Project Cost:		\$8,942,092	
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	2019	\$362,840	\$0	\$0	\$362,840	STP-Areas Over 200K, Toll Credit
PE	2020	\$297,564	\$0	\$0	\$297,564	STP-Areas Over 200K, Toll Credit
PE	2021	\$167,738	\$0	\$0	\$167,738	STP-Areas Over 200K, Toll Credit
Other	2019	\$27,183	\$2,242	\$1,500	\$30,925	Non Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program
		\$855,325	\$2,242	\$1,500	\$859,067	
Regionally Significant:		No	CAA Code:		N/E	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14633)						
Route/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	2019	\$0	\$1,348,693	\$0	\$1,348,693	SB367-4-Cents
Construction	2020	\$0	\$1,864,483	\$0	\$1,864,483	SB367-4-Cents
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
		\$0	\$7,555,283	\$0	\$7,555,283	
Regionally Significant:		Yes	CAA Code:		E-o	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14633B)						
Route/Road/Entity: I-93		Total Project Cost:			\$54,700,254	
Scope: NB & SB Mainline, Weigh Station to Kendall Pond Rd (Windham & Derry)						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$698,744	\$0	\$0	\$698,744	National Highway System, Toll Credit
		\$698,744	\$0	\$0	\$698,744	
Regionally Significant:		No	CAA Code:		E-55	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14633D)						
Route/Road/Entity: I-93		Total Project Cost:			\$67,539,766	
Scope: Exit 4 Interchange, NB & SB Mainline & NH 102 approach work						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$1,584,643	\$0	\$0	\$1,584,643	FHWA Earmarks, National Highway System, Toll Credit
Construction	2020	\$885,680	\$0	\$0	\$885,680	
		\$2,470,323	\$0	\$0	\$2,470,323	National Highway System, Toll Credit
Regionally Significant:		No	CAA Code:		N/E	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14633H)						
Route/Road/Entity: I-93			Total Project Cost:		\$49,107,877	
Scope: I-93 NB & SB mainline reconstruction, Exit 5 to I-293 split (Londonderry & Manchester)						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$426,990	\$0	\$0	\$426,990	National Highway System, Toll Credit
		\$426,990	\$0	\$0	\$426,990	
Regionally Significant:		No	CAA Code:		N/E	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14633I)						
Route/Road/Entity: I-93			Total Project Cost:			\$36,677,690
Scope: NB & SB mainline between Exits 4 and 5 (Londonderry)						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$575,152	\$0	\$0	\$575,152	National Highway System, Toll Credit
		\$575,152	\$0	\$0	\$575,152	
Regionally Significant:		No	CAA Code:		N/E	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14633J)						
Route/Road/Entity: I-93			Total Project Cost:		\$11,935,000	
Scope: Exit 1 to Exit 5 - Construct 4th lane northbound and southbound						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$11,096,787	\$0	\$0	\$11,096,787	National Highway System, Toll Credit
Construction	2020	\$453,213	\$0	\$0	\$453,213	National Highway System, Toll Credit
		\$11,550,000	\$0	\$0	\$11,550,000	
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14800B)						
Route/Road/Entity: I-93			Total Project Cost:		\$56,173,764	
Scope: I-93 Exit 5 Interchange Reconstruction (Londonderry) - Debt Service for Project 14633F						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$1,537,706	\$0	\$0	\$1,537,706	National Highway System, RZED Subsidy, Toll Credit
Construction	2020	\$3,315,438	\$0	\$0	\$3,315,438	National Highway System, RZED Subsidy, Toll Credit
Construction	2021	\$7,562,852	\$0	\$0	\$7,562,852	National Highway System, RZED Subsidy, Toll Credit
Construction	2022	\$7,475,956	\$0	\$0	\$7,475,956	National Highway System, RZED Subsidy, Toll Credit
		\$19,891,952	\$0	\$0	\$19,891,952	
Regionally Significant:		No	CAA Code:		E-o	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14800C)						
Route/Road/Entity: I-93		Total Project Cost:			\$18,268,809	
Scope: Exit 3 area, GARVEE Bond Debt Service Attributable to Project 13933N						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$207,672	\$0	\$0	\$207,672	RZED Subsidy
Construction	2020	\$1,129,056	\$0	\$0	\$1,129,056	National Highway System, RZED Subsidy, Toll Credit
Construction	2021	\$2,575,491	\$0	\$0	\$2,575,491	National Highway System, RZED Subsidy, Toll Credit
Construction	2022	\$2,545,899	\$0	\$0	\$2,545,899	National Highway System, RZED Subsidy, Toll Credit
		\$6,458,118	\$0	\$0	\$6,458,118	
Regionally Significant:		No	CAA Code:		E-o	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14800D)						
Route/Road/Entity: I-93				Total Project Cost:		\$36,315,703
Scope: I-93 Exit 3 area - Reconstruct SB ML, NH m & SB on ramp - debt service project for 13933I						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2020	\$3,109,511	\$0	\$0	\$3,109,511	National Highway System, Toll Credit
		\$3,109,511	\$0	\$0	\$3,109,511	
Regionally Significant:		No	CAA Code:		E-o	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14800F)						
Route/Road/Entity: I-93				Total Project Cost:		\$35,721,247
Scope: I-93 Exit 3 area -NB ML connections, NB Ramps & NH 11A relocation -debt service for 13933H						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$2,748,546	\$0	\$0	\$2,748,546	National Highway System, RZED Subsidy, Toll Credit
Construction	2020	\$3,326,890	\$0	\$0	\$3,326,890	National Highway System, RZED Subsidy, Toll Credit
Construction	2021	\$778,823	\$0	\$0	\$778,823	National Highway System, RZED Subsidy, Toll Credit
Construction	2022	\$769,875	\$0	\$0	\$769,875	National Highway System, RZED Subsidy, Toll Credit
		\$7,624,134	\$0	\$0	\$7,624,134	
Regionally Significant:		No	CAA Code:		E-o	
Managed By:		NHDOT				

SALEM TO MANCHESTER (14800H)						
Route/Road/Entity: I-93				Total Project Cost:		\$11,556,495
Scope: Final Design Services for PE & ROW - Debt service for 10418V						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$1,247,177	\$0	\$0	\$1,247,177	National Highway System, Toll Credit
PE	2020	\$933,538	\$0	\$0	\$933,538	National Highway System, Toll Credit
ROW	2019	\$209,256	\$0	\$0	\$209,256	National Highway System, Toll Credit
ROW	2020	\$156,632	\$0	\$0	\$156,632	National Highway System, Toll Credit
		\$2,546,603	\$0	\$0	\$2,546,603	
Regionally Significant:		No	CAA Code:		E-o	
Managed By:		NHDOT				



STATEWIDE (41374)						
Route/Road/Entity: Various				Total Project Cost:		\$249,476
Scope: Underwater Bridge Inspection for years 2018 to 2020						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$60,000	\$12,500	\$0	\$72,500	Betterment, STP-State Flexible, Toll Credit, Turnpike Renewal & Replacement
Other	2020	\$61,530	\$17,946	\$0	\$79,476	Betterment, STP-State Flexible, Toll Credit, Turnpike Renewal & Replacement
		\$121,530	\$30,446	\$0	\$151,976	
Regionally Significant:		Yes	CAA Code:		ATT	
Managed By:		NHDOT				

STATEWIDE (41756)						
Route/Road/Entity: Various				Total Project Cost:		\$335,049
Scope: Evaluate 61+ traffic control signals and develop&implement signal timings to improve traffic flow						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$132,000	\$0	\$0	\$132,000	CMAQ Program, Toll Credit
PE	2020	\$90,244	\$0	\$0	\$90,244	CMAQ Program, Toll Credit
Construction	2020	\$112,805	\$0	\$0	\$112,805	CMAQ Program, Toll Credit
		\$335,049	\$0	\$0	\$335,049	
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

STATEWIDE (42248)						
Route/Road/Entity: Various				Total Project Cost:		\$500,000
Scope: Surface Transportation System Funding Alternatives Grant-Phase 1 Study. (Illustrative)						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$0	\$500,000	\$0	\$500,000	NHDOT Operating Budget
		\$0	\$500,000	\$0	\$500,000	
Regionally Significant:		Yes	CAA Code:		ALL	
Managed By:		NHDOT				

STATEWIDE-RWIS (25198)						
Route/Road/Entity: Various				Total Project Cost:		\$935,155
Scope: To install Road and Weather systems around the State. Ad date set for April 23, 2019						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$431,200	\$392,000	\$0	\$823,200	STP-State Flexible, Toll Credit, Turnpike Capital
		\$431,200	\$392,000	\$0	\$823,200	
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

<b>WEARE (41471)</b>						
Route/Road/Entity:	NH 77			Total Project Cost:	\$4,197,545	
Scope:	Address bridge carrying NH 77 over Canal 2 Choate Brook in the Town of Weare (159/178)					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
PE	2022	\$97,325	\$24,331	\$0	\$121,656	Betterment, Bridge On/Off System
		\$97,325	\$24,331	\$0	\$121,656	
Regionally Significant:	No	CAA Code:		ATT		
Managed By:	NHDOT					

<b>WILTON - MILFORD - AMHERST - BEDFORD (13692)</b>						
Route/Road/Entity:	NH 101			Total Project Cost:	\$1,122,252	
Scope:	PE and ROW for corridor improvements from NH 31 in Wilton to Wallace Rd in Bedford					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
PE	2019	\$275,000	\$0	\$0	\$275,000	National Highway System, Toll Credit
		\$275,000	\$0	\$0	\$275,000	
Regionally Significant:	No	CAA Code:		E-2		
Managed By:	NHDOT					

<b>WILTON - MILFORD - AMHERST - BEDFORD (13692D)</b>						
Route/Road/Entity:	NH 101			Total Project Cost:	\$8,673,852	
Scope:	Traffic and safety improvements consistent with the intent of the 2002 corridor study					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
PE	2019	\$165,000	\$0	\$0	\$165,000	STP-State Flexible, Toll Credit
PE	2020	\$495,000	\$0	\$0	\$495,000	STP-State Flexible, Toll Credit
ROW	2019	\$275,000	\$0	\$0	\$275,000	STP-State Flexible, Toll Credit
Construction	2021	\$2,809,998	\$0	\$0	\$2,809,998	STP-State Flexible, Toll Credit
Construction	2022	\$4,048,853	\$0	\$0	\$4,048,853	STP-State Flexible, Toll Credit
		\$7,793,851	\$0	\$0	\$7,793,851	
Regionally Significant:	No	CAA Code:		E-51		
Managed By:	NHDOT					

<b>WINDHAM (40663)</b>						
Route/Road/Entity:	NH 111			Total Project Cost:	\$318,124	
Scope:	NH 111 Corridor Engineering Study from Wall St intersection to Ledge Rd/London Br. Rd					
<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Funding</b>
Other	2020	\$318,124	\$0	\$0	\$318,124	STP-State Flexible, Toll Credit
		\$318,124	\$0	\$0	\$318,124	
Regionally Significant:	No	CAA Code:		E-34		
Managed By:	NHDOT					

## **FY 2019 – FY 2022 TIP**

### **APPENDIX A- MPO SELF-CERTIFICATION RESOLUTION**

## **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 26, 2019.

**ATTEST:**



Sylvia von Aulock, Executive Director  
Southern New Hampshire Planning Commission



Victoria Sheehan, Commissioner  
New Hampshire Department of Transportation

## **FY 2019 – FY 2022 TIP**

### **APPENDIX B- NHDOT FY 2019 – FY 2022 STIP FISCAL CONSTRAINT SUMMARY**

	2019 Improvement Program					2020 Improvement Program				
FUNDING SOURCES	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid)										
Bridge Off System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,389,903
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 282,013	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 22,910,574	\$ 5,156	\$ 2,501,708	\$ 25,417,439	\$ 10,512,525	\$ 23,458,137	\$ 5,414	\$ 3,439,809	\$ 26,903,360	\$ 8,762,028
Highway Safety Improvement Program (HSIP)	\$ 13,334,358	\$ -	\$ 137,349	\$ 13,471,707	\$ 10,678,640	\$ 13,653,049	\$ -	\$ -	\$ 13,653,049	\$ 9,909,081
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 8,620,759	\$ -	\$ -	\$ 8,620,759	\$ -	\$ 8,826,795	\$ -	\$ -	\$ 8,826,795	\$ -
National Highway System	\$ 94,860,599	\$ -	\$ 3,000	\$ 94,863,599	\$ 52,715,152	\$ 97,127,767	\$ -	\$ -	\$ 97,127,767	\$ 38,961,050
Recreational Trails	\$ 3,594,348	\$ -	\$ 312,500	\$ 3,906,848	\$ 1,562,500	\$ 3,680,253	\$ -	\$ 312,500	\$ 3,992,753	\$ 1,562,500
Redistribution	\$ 792,271	\$ -	\$ -	\$ 792,271	\$ -	\$ 811,206	\$ -	\$ -	\$ 811,206	\$ -
RL - Rail Highway	\$ 5,070,691	\$ -	\$ 156,750	\$ 5,227,441	\$ 1,194,646	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000
Safe Routes to School	\$ 588,392	\$ -	\$ -	\$ 588,392	\$ 791,633	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ -
STP-5 to 200K	\$ 8,205,751	\$ -	\$ 1,079,128	\$ 9,284,879	\$ 20,811,469	\$ 8,401,868	\$ -	\$ 977,330	\$ 9,379,198	\$ 14,210,298
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,995,955	\$ -	\$ 1,030,000	\$ 7,025,955	\$ 8,161,822	\$ 6,139,258	\$ -	\$ 300,000	\$ 6,439,258	\$ 12,352,370
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ 212,612	\$ -	\$ 111,818	\$ 324,430	\$ -	\$ 217,693	\$ -	\$ 92,583	\$ 310,276	\$ -
STP-Hazard Elimination	\$ 24,070	\$ -	\$ -	\$ 24,070	\$ -	\$ 24,645	\$ -	\$ -	\$ 24,645	\$ -
STP-Non Urban Areas Under 5K	\$ 10,268,477	\$ -	\$ 15,000	\$ 10,283,477	\$ 9,637,593	\$ 10,513,894	\$ -	\$ 19,724	\$ 10,533,618	\$ 7,409,326
STP-Off System Bridge	\$ 10,501,549	\$ -	\$ -	\$ 10,501,549	\$ 264,000	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ 84,604
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 200,000	\$ 64,038	\$ -	\$ -	\$ 64,038	\$ 200,000
STP-State Flexible	\$ 14,037,797	\$ -	\$ 1,575,890	\$ 15,613,687	\$ 68,691,000	\$ 14,373,300	\$ -	\$ 2,457,574	\$ 16,830,874	\$ 83,286,874
TAP - Transportation Alternatives	\$ 7,975,325	\$ -	\$ 1,643,508	\$ 9,618,833	\$ 4,082,620	\$ 8,165,935	\$ -	\$ 1,088,237	\$ 9,254,173	\$ 3,227,893
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>GRAND TOTAL</b>	<b>\$ 207,056,069</b>	<b>\$ 5,156</b>	<b>\$ 8,566,651</b>	<b>\$ 215,627,877</b>	<b>\$ 189,680,611</b>	<b>\$ 212,004,709</b>	<b>\$ 5,414</b>	<b>\$ 8,687,757</b>	<b>\$ 220,697,880</b>	<b>\$ 184,635,927</b>

<b>ADJUSTMENTS</b>										
NHPP Exempt	\$ 2,512,299			\$ 2,512,299	\$ -	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -
Recovered Obligations				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment****										
(Total Resource- FAST ACT Apportionment)	\$ (28,358,456)			\$ (28,358,456)	\$ -	\$ (29,027,379)	\$ -	\$ -	\$ (29,027,379)	\$ -
<b>ADJUSTED TOTAL</b>	<b>\$ 181,209,912</b>	<b>\$ 5,156</b>	<b>\$ 8,566,651</b>	<b>\$ 189,781,719</b>	<b>\$ 189,680,611</b>	<b>\$ 185,489,629</b>	<b>\$ 5,414</b>	<b>\$ 8,687,757</b>	<b>\$ 194,182,800</b>	<b>\$ 184,635,927</b>

<b>FHWA (Other Funds)</b>										
TIFIA	\$ -	\$ 13,728,870	\$ -	\$ 13,728,870	\$ 13,728,870	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ 13,750,000	\$ -	\$ 13,750,000	\$ 13,750,000	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 244,116		\$ 61,029	\$ 305,145	\$ 305,145	\$ -	\$ -	\$ -	\$ -	\$ -
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
FHWA Earmarks	\$ 1,057,736	\$ -	\$ 44,747	\$ 1,102,483	\$ 1,102,483	\$ 607,623	\$ -	\$ 202,541	\$ 810,164	\$ 810,164
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>GRAND TOTAL</b>	<b>\$ 1,571,852</b>	<b>\$ 27,503,870</b>	<b>\$ 105,776</b>	<b>\$ 29,181,499</b>	<b>\$ 29,181,499</b>	<b>\$ 877,623</b>	<b>\$ 25,000</b>	<b>\$ 202,541</b>	<b>\$ 1,105,164</b>	<b>\$ 1,105,164</b>

<b>All FHWA FUNDS TOTAL</b>	<b>\$ 182,781,764</b>	<b>\$ 27,509,027</b>	<b>\$ 8,672,427</b>	<b>\$ 218,963,218</b>	<b>\$ 218,862,110</b>	<b>\$ 186,367,252</b>	<b>\$ 30,414</b>	<b>\$ 8,890,298</b>	<b>\$ 195,287,964</b>	<b>\$ 185,741,092</b>
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<b>FTA (Federal-Aid with Match)***</b>										
FTA5307	\$ 6,861,150	\$ -	\$ 1,904,805	\$ 8,765,955	\$ 6,463,289	\$ 6,182,373	\$ -	\$ 1,940,237	\$ 8,122,610	\$ 6,475,324
FTA5307_NHDOT	\$ 2,860,098	\$ -	\$ 350,398	\$ 3,210,496	\$ 2,845,453	\$ 2,917,300	\$ -	\$ 108,512	\$ 3,025,812	\$ 2,942,655
FTA5307_NHDOT (Prior Year Carry Over)*****	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -
FTA5310 (includes future STP-Flex transfers)	\$ 1,958,089	\$ -	\$ 351,153	\$ 2,309,242	\$ 660,760	\$ 1,848,968	\$ -	\$ 300,062	\$ 2,149,030	\$ 457,515
FTA5311	\$ 4,497,598	\$ -	\$ 4,421,635	\$ 8,919,232	\$ 4,421,635	\$ 4,380,931	\$ -	\$ 4,380,931	\$ 8,761,862	\$ 4,380,931
FTA5339	\$ 4,264,909	\$ -	\$ 1,092,712	\$ 5,357,621	\$ 4,584,464	\$ 4,350,207	\$ -	\$ 1,091,108	\$ 5,441,315	\$ 4,568,095
FTA5339 (Prior Year Carry Over)	\$ 105,940	\$ -	\$ -	\$ 105,940	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>GRAND TOTAL</b>	<b>\$ 21,393,139</b>	<b>\$ -</b>	<b>\$ 8,120,703</b>	<b>\$ 29,513,841</b>	<b>\$ 18,975,601</b>	<b>\$ 20,525,134</b>	<b>\$ -</b>	<b>\$ 7,820,850</b>	<b>\$ 28,345,983</b>	<b>\$ 18,824,520</b>

<b>FHWA/FTA FUNDS TOTAL</b>	<b>\$ 204,174,903</b>	<b>\$ 27,509,027</b>	<b>\$ 16,793,130</b>	<b>\$ 248,477,059</b>	<b>\$ 237,837,711</b>	<b>\$ 206,892,386</b>	<b>\$ 30,414</b>	<b>\$ 16,711,148</b>	<b>\$ 223,633,947</b>	<b>\$ 204,565,612</b>
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<b>INNOVATED FINANCING</b>										
GARVEE Bond Funds (Est)	\$ -	\$ 8,800,000	\$ -	\$ 8,800,000	\$ 8,800,000	\$ -	\$ 12,774,038	\$ -	\$ 12,774,038	\$ 12,774,038
<b>State Fund Sources</b>										
Turnpike Capital	\$ -	\$ 27,091,978	\$ 27,091,978	\$ 54,183,956	\$ 26,263,104	\$ -	\$ 58,594,650	\$ -	\$ 58,594,650	\$ 46,077,460
Turnpike Program	\$ -	\$ 2,242	\$ 2,242	\$ 4,484	\$ 2,242	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 16,898,622	\$ 16,898,622	\$ 33,797,244	\$ 6,230,000	\$ -	\$ 23,035,633	\$ -	\$ 23,035,633	\$ 5,900,000
<b>GRAND TOTAL</b>	<b>\$ -</b>	<b>\$ 43,992,842</b>	<b>\$ 43,992,842</b>	<b>\$ 87,985,684</b>	<b>\$ 32,495,346</b>	<b>\$ -</b>	<b>\$ 81,630,282</b>	<b>\$ -</b>	<b>\$ 81,630,282</b>	<b>\$ 51,977,460</b>

<b>ALL FUNDING SOURCES TOTAL</b>	<b>\$ 204,174,903</b>	<b>\$ 71,501,868</b>	<b>\$ 60,785,971</b>	<b>\$ 336,462,743</b>	<b>\$ 270,333,057</b>	<b>\$ 206,892,386</b>	<b>\$ 81,660,696</b>	<b>\$ 16,711,148</b>	<b>\$ 305,264,230</b>	<b>\$ 256,543,071</b>
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\* Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 11/6/2018.

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239

FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation plan

\*\* Constraint Limits

\*\*\* FTA Current Year Available funds and prior grant funds.

\*\*\*\* Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$178,697,613 -\$207,056,069) = -\$28,358,456

\*\*\*\*\* Adj for Program & Unob - Adjustments for amounts programmed but not obligated.

\*\*\*\*\*includes CMAQ funds transferred to FTA

Redistribution is based on monthly reporting by NHDOT Bureau of Finance

<b>FAST ACT Apportionment</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>
	\$178,697,613	\$182,977,330	\$182,977,330	\$182,977,330

	2021 Improvement Program					2022 Improvement Program				
FUNDING SOURCES	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
FHWA (Federal-Aid)	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
Bridge Off System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 6,825,831	\$ -	\$ 24,442	\$ 111	\$ 24,552	\$ 121,657
Congestion Mitigation and Air Quality Program	\$ 23,458,137	\$ -	\$ 3,455,348	\$ 26,913,485	\$ 6,342,047	\$ 23,458,137	\$ -	\$ 2,231,382	\$ 25,689,519	\$ 700,000
Highway Safety Improvement Program (HSIP)	\$ 13,653,049	\$ -	\$ -	\$ 13,653,049	\$ 9,909,081	\$ 13,653,049	\$ -	\$ -	\$ 13,653,049	\$ 9,909,081
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 8,826,795	\$ -	\$ -	\$ 8,826,795	\$ -	\$ 8,826,795	\$ 18,248	\$ -	\$ 8,845,043	\$ -
National Highway System	\$ 97,127,767	\$ 5,932	\$ -	\$ 97,133,699	\$ 43,362,698	\$ 97,127,767	\$ -	\$ 312,500	\$ 97,440,267	\$ 48,202,193
Recreational Trails	\$ 3,680,253	\$ -	\$ 312,500	\$ 3,992,753	\$ 1,562,500	\$ 3,680,253	\$ -	\$ -	\$ 3,680,253	\$ 1,562,500
Redistribution	\$ 811,206	\$ -	\$ -	\$ 811,206	\$ -	\$ 811,206	\$ -	\$ -	\$ 811,206	\$ -
RL - Rail Highway	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000
Safe Routes to School	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ -	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ -
STP-5 to 200K	\$ 8,401,868	\$ -	\$ 683,543	\$ 9,085,412	\$ 8,131,990	\$ 8,401,868	\$ -	\$ 114,261	\$ 8,516,129	\$ 8,429,459
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 6,139,258	\$ -	\$ 291,186	\$ 6,430,445	\$ 6,673,497	\$ 6,139,258	\$ -	\$ 995,371	\$ 7,134,630	\$ -
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ 217,693	\$ -	\$ -	\$ 217,693	\$ -	\$ 217,693	\$ -	\$ -	\$ 217,693	\$ -
STP-Hazard Elimination	\$ 24,645	\$ -	\$ -	\$ 24,645	\$ -	\$ 24,645	\$ -	\$ -	\$ 24,645	\$ -
STP-Non Urban Areas Under 5K	\$ 10,513,894	\$ -	\$ 306,021	\$ 10,819,914	\$ 7,057,022	\$ 10,513,894	\$ -	\$ -	\$ 10,513,894	\$ 20,523,204
STP-Off System Bridge	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ 925,452	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 64,038	\$ -	\$ -	\$ 64,038	\$ 205,100	\$ 64,038	\$ -	\$ -	\$ 64,038	\$ 210,330
STP-State Flexible	\$ 14,373,300	\$ -	\$ 1,162,079	\$ 15,535,380	\$ 85,572,446	\$ 14,373,300	\$ -	\$ 1,125,000	\$ 15,498,300	\$ 85,436,708
TAP - Transportation Alternatives	\$ 8,165,935	\$ -	\$ 1,425,260	\$ 9,591,195	\$ 4,734,771	\$ 8,165,935	\$ -	\$ 638,400	\$ 8,804,335	\$ 3,192,000
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>GRAND TOTAL</b>	<b>\$ 212,004,709</b>	<b>\$ 5,932</b>	<b>\$ 7,635,937</b>	<b>\$ 219,646,578</b>	<b>\$ 182,582,436</b>	<b>\$ 212,004,709</b>	<b>\$ 42,690</b>	<b>\$ 5,417,025</b>	<b>\$ 217,464,424</b>	<b>\$ 179,567,132</b>

<b>ADJUSTMENTS</b>										
NHPP Exempt	\$ 2,512,299	\$ 0	\$ 0	\$ 2,512,299	\$ -	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment****										
(Total Resource- FAST ACT Apportionment)	\$ (29,027,379)	\$ -	\$ -	\$ (29,027,379)	\$ -	\$ (29,027,379)	\$ -	\$ -	\$ (29,027,379)	\$ -
<b>ADJUSTED TOTAL</b>	<b>\$ 185,489,629</b>	<b>\$ 5,932</b>	<b>\$ 7,635,937</b>	<b>\$ 193,131,498</b>	<b>\$ 182,582,436</b>	<b>\$ 185,489,629</b>	<b>\$ 42,690</b>	<b>\$ 5,417,025</b>	<b>\$ 190,949,344</b>	<b>\$ 179,567,132</b>

<b>FHWA (Other Funds)</b>										
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NTSI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
FHWA Earmarks	\$ -	\$ -	\$ 741,368	\$ 741,368	\$ 741,368	\$ -	\$ -	\$ -	\$ -	\$ -
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>GRAND TOTAL</b>	<b>\$ 270,000</b>	<b>\$ 25,000</b>	<b>\$ 741,368</b>	<b>\$ 1,036,368</b>	<b>\$ 1,036,368</b>	<b>\$ 270,000</b>	<b>\$ 25,000</b>	<b>\$ -</b>	<b>\$ 295,000</b>	<b>\$ 295,000</b>

<b>All FHWA FUNDS TOTAL</b>	<b>\$ 185,759,629</b>	<b>\$ 30,932</b>	<b>\$ 8,377,305</b>	<b>\$ 194,167,866</b>	<b>\$ 183,618,803</b>	<b>\$ 185,759,629</b>	<b>\$ 67,690</b>	<b>\$ 5,417,025</b>	<b>\$ 191,244,344</b>	<b>\$ 179,862,132</b>
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<b>FTA (Federal-Aid with Match)***</b>										
FTAS307	\$ 6,306,021	\$ -	\$ 1,979,237	\$ 8,285,258	\$ 6,395,353	\$ 6,432,141	\$ -	\$ 2,025,003	\$ 8,457,144	\$ 6,591,850
FTAS307_NHDOT	\$ 2,975,646	\$ -	\$ -	\$ 2,975,646	\$ 3,001,001	\$ 3,035,159	\$ -	\$ -	\$ 3,035,159	\$ -
FTAS307_NHDOT (Prior Year Carry Over)*****	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -
FTAS310 (includes future STP-Flex transfers)	\$ 1,869,947	\$ -	\$ 310,063	\$ 2,180,010	\$ 498,665	\$ 1,891,346	\$ -	\$ 320,264	\$ 2,211,610	\$ 540,638
FTAS311	\$ 4,468,550	\$ -	\$ 4,468,550	\$ 8,937,099	\$ 4,468,550	\$ 4,557,920	\$ -	\$ 4,557,920	\$ 9,115,841	\$ 4,557,920
FTAS339	\$ 4,437,211	\$ -	\$ 1,109,303	\$ 5,546,514	\$ 4,659,456	\$ 4,525,955	\$ -	\$ 1,135,189	\$ 5,661,144	\$ 4,752,646
FTAS339 (Prior Year Carry Over)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>GRAND TOTAL</b>	<b>\$ 20,902,729</b>	<b>\$ -</b>	<b>\$ 7,867,152</b>	<b>\$ 28,769,882</b>	<b>\$ 19,023,025</b>	<b>\$ 21,287,877</b>	<b>\$ -</b>	<b>\$ 8,038,376</b>	<b>\$ 29,326,253</b>	<b>\$ 16,443,054</b>

<b>FHWA/FTA FUNDS TOTAL</b>	<b>\$ 206,662,358</b>	<b>\$ 30,932</b>	<b>\$ 16,244,457</b>	<b>\$ 222,937,747</b>	<b>\$ 202,641,828</b>	<b>\$ 207,047,506</b>	<b>\$ 67,690</b>	<b>\$ 13,455,401</b>	<b>\$ 220,570,597</b>	<b>\$ 196,305,186</b>
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<b>INNOVATED FINANCING</b>										
GARVEE Bond Funds (Est)	\$ -	\$ 15,180,887	\$ -	\$ 15,180,887	\$ 15,180,887	\$ -	\$ -	\$ -	\$ -	\$ -
<b>State Fund Sources</b>										
Turnpike Capital	\$ -	\$ 55,858,125	\$ -	\$ 55,858,125	\$ 55,858,125	\$ -	\$ 48,625,123	\$ -	\$ 48,625,123	\$ 39,674,855
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 23,035,633	\$ -	\$ 23,035,633	\$ 1,743,350	\$ -	\$ 15,098,881	\$ -	\$ 15,098,881	\$ -
<b>GRAND TOTAL</b>	<b>\$ -</b>	<b>\$ 78,893,757</b>	<b>\$ -</b>	<b>\$ 78,893,757</b>	<b>\$ 57,601,475</b>	<b>\$ -</b>	<b>\$ 63,724,004</b>	<b>\$ -</b>	<b>\$ 63,724,004</b>	<b>\$ 39,674,855</b>

<b>ALL FUNDING SOURCES TOTAL</b>	<b>\$ 206,662,358</b>	<b>\$ 78,924,689</b>	<b>\$ 16,244,457</b>	<b>\$ 301,831,504</b>	<b>\$ 260,243,303</b>	<b>\$ 207,047,506</b>	<b>\$ 63,791,695</b>	<b>\$ 13,455,401</b>	<b>\$ 284,294,602</b>	<b>\$ 235,980,041</b>
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\* Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 11/6/2018.

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239

FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation plan

\*\* Constraint Limits

\*\*\* FTA Current Year Available funds and prior grant funds.

\*\*\*\* Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$178,697,613 -\$207,056,069) = - \$28,358,456

\*\*\*\*\* Adj for Program & Unob - Adjustments for amounts programmed but not obligated.

\*\*\*\*\*Includes CMAQ funds transferred to FTA

Redistribution is based on monthly reporting by NHDOT Bureau of Finance

<b>FAST ACT Apportionment</b>	FY2019 \$178,697,613	FY2020 \$182,977,330	FY2021 \$182,977,330	FY2022 \$182,977,330
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## **FY 2019 – FY 2022 TIP**

### **APPENDIX C- FY 2019-2022 SNHPC TIP PUBLIC NOTICE**



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



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

**FY 2019-2022 Transportation Improvement Program and  
FY 2019-2040 Metropolitan Transportation Plan Update**

The Southern New Hampshire Planning Commission (SNHPC), as the designated Metropolitan Planning Organization for the southern New Hampshire region, announces a public comment period on the draft FY 2019-2022 SNHPC Transportation Improvement Program (TIP) and FY 2019-2040 SNHPC Metropolitan Transportation Plan Update.

A thirty (30) day public comment period for the TIP and Plan Update begins on January 25, 2019 and runs through February 25, 2019. During this period, the TIP and Plan Update will be available for public review on the SNHPC website ([www.snhpc.org](http://www.snhpc.org)) and at the SNHPC offices on regular business days, Monday - Friday, 8:00 AM - 4:30 PM.

Following the 30-day public comment period, and pursuant to the SNHPC Public Involvement Process, a public hearing to review comments, solicit final public feedback, and consider adoption of the TIP and Plan Update has been scheduled for **February 26, 2019 at 11:30 AM** at the SNHPC office, at 438 Dubuque Street, Manchester, NH.

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 and Plan 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) and the Greater Derry-Salem Cooperative Alliance for Regional Transportation (CART).

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 will be 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 TIP and Plan Update meet all applicable requirements under the conformity rule.

Comments on the TIP and Plan Update should be submitted in writing to the SNHPC during the comment period, or at the public hearing. Comments on the TIP and Plan Update will be considered for incorporation into the final documents, as directed by the SNHPC Policy Committee following the public hearing. Comments on the TIP and Plan Update should be submitted to Nathan Miller, AICP, Deputy Executive Director by regular mail at 438 Dubuque Street, Manchester, NH or by e-mail at [nmiller@snhpc.org](mailto:nmiller@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)