

Transportation Improvement Program

FY 2023 – FY 2026

Southern New Hampshire Planning Commission



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

**Adopted
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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 2023 – FY 2026 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 Infrastructure Investment and Jobs Act (IIJA), the TIP is updated at least once every four years. The TIP is updated by the SNHPC MPO in accordance with federal metropolitan planning regulations, 23 CFR 450, issued by the U.S. Department of Transportation.

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

- The TIP must cover a period of no less than four years, be updated every four years, and be approved by the MPO and the Governor;
- The TIP must, through reasonable efforts, be made available to all interested parties that may wish to provide comment;
- The TIP must describe the anticipated effect of the TIP's implementation toward achieving the MPO's transportation performance targets;
- The TIP must include all applicable 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); and
- The TIP must be financially constrained in relation to reasonably expected public and private revenue sources.

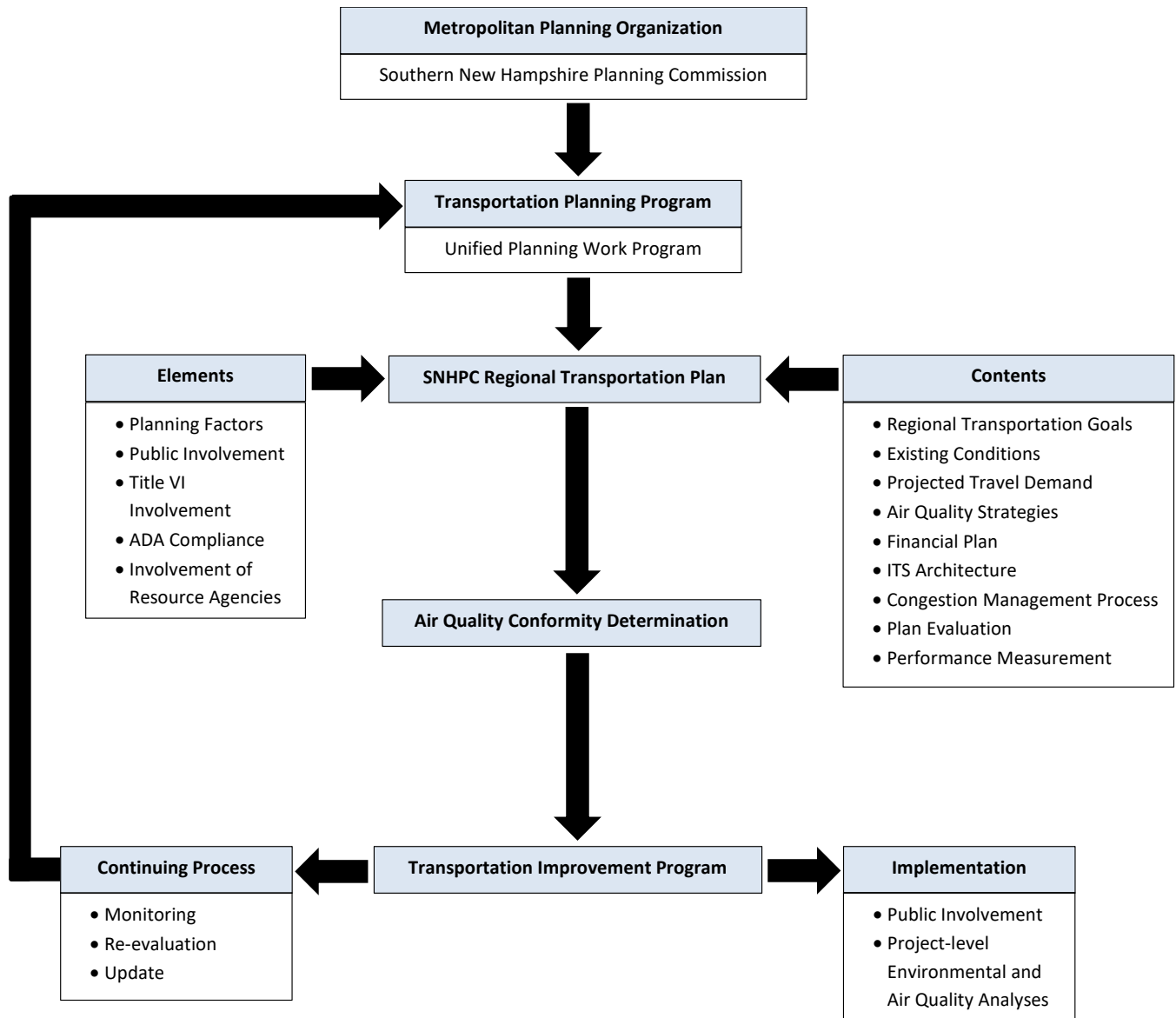
The TIP serves as the short-range, project-specific component of the long-range plan for the region, which is called the Metropolitan Transportation Plan (MTP) for the Southern New Hampshire Planning Commission. The MTP, which addresses all modes of surface transportation used in the fourteen municipalities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

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. The IIJA provides surface transportation funding certainty for federal fiscal years 2022 through 2026. The IIJA continues the federal emphasis on the seven National Highway Performance Goals originally established in the Moving Ahead for Progress in the 21st Century Act (and codified as 23 USC 150), including:

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

The SNHPC MPO Transportation Planning Process is summarized in **Figure 1** below.

Figure 1- The SNHPC MPO Transportation Planning Process



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

In collaboration 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 in 2008 and updated in November 2015 and January 2020 respectively, have been incorporated into the SNHPC metropolitan transportation planning process. Additionally, the SNHPC MPO is required to certify that its transportation planning process is conducted in conformance with applicable legislation. The SNHPC MPO self-certification resolution is contained in **Appendix A** of this document.

1.1 Inclusion of all Manchester Urbanized Area Transportation Projects

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

1.2 Effect of the Nashua Transportation Management Area

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

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

1. Surface Transportation Block Grant (STBG) funds for urbanized areas with population over 200,000 sub-allocated to the Nashua UZA shall be allocated to the Nashua RPC and SNHPC based on a formula comprised of each MPO's relative share of population and federal-aid eligible lane miles within the Nashua UZA. The formula shall be as calculated as follows: 50% population within the Nashua UZA and 50% federal-aid eligible lane miles within the Nashua UZA.
2. STBG funds allocated to the Nashua RPC and SNHPC shall be programmed by each MPO utilizing their normal Metropolitan Transportation 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 Metropolitan Transportation 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 MPO(s) 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 2023-2026 Transportation Improvement Program references the following transportation plans.

New Hampshire Long Range Transportation Plan

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

New Hampshire Ten-Year Transportation Improvement Plan

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

New Hampshire Statewide Transportation Improvement Program

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

SNHPC Metropolitan Transportation Plan

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

2. EFFECT OF TIP ON REGIONAL TRANSPORTATION PERFORMANCE

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

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

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

Pursuant to federal requirements, the SNHPC MPO has adopted performance targets for the following areas: 1) Safety; 2) Infrastructure Condition; 3) System Performance; 4) Transit Asset Management; 5) Public Transportation Safety; and 6) Carbon Monoxide Emissions Reductions (which is no longer applicable to the SNHPC region as the CO Limited Maintenance Plan area designation for the City of Manchester, New Hampshire expired on January 29, 2021).

Additionally, in accordance with the requirements of 23 CFR 450.326, 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 SNHPC’s FY 2023-2026 TIP makes progress towards achieving the region’s performance targets and describe the anticipated effect of the TIP towards achieving the region’s performance targets.

2.1 Effect of the TIP on Regional Safety Performance

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

Figure 3- National Safety Performance Measures

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

Prior to MPOs establishing targets, states (including New Hampshire) are required to establish safety performance targets and report them for the upcoming calendar year. In New Hampshire, the process used to develop the required safety targets involves coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well the four MPOs in the state. The most recent available fatality, serious injury, and volume data were analyzed to establish trends. Five-year rolling averages were developed from these values and were used as the basis for 2023 target setting.

Concurrent with the adoption of the FY 2023-2026 TIP, the SNHPC MPO Policy Committee adopted 2023 regional safety performance targets as detailed in **Figure 4** below.

Figure 4- SNHPC Regional Safety Performance Targets

SNHPC Regional Safety Performance Targets				
	SNHPC Regional Performance		State of NH	SNHPC Region
	2016-2020 Moving Average	2017-2021 Moving Average	Adopted 2023 Targets	
Number of Fatalities	18.2	18.8	115.2	Support State Target
Rate of Fatalities	0.681	0.706	0.861	0.750
Number of Serious Injuries	101.6	95.0	472.7	Support State Target
Rate of Serious Injuries	3.784	3.548	3.559	Support State Target
Number of Non-Motorized Fatalities and Non-motorized Serious Injuries	12.0	12.0	33.2	Support State Target

As detailed in **Figure 4** above, the SNHPC has supported the State-level targets in four of the five safety performance categories. The SNHPC has adopted a region-specific target for Rate of Fatalities. Nationwide, the fatality rate per 100 million VMT is 1.7 times higher in rural areas than in urban areas¹. This trend is also reflected in New Hampshire and is the result of a variety of factors including behavioral differences (e.g. urban vs. rural differences in seat belt use and alcohol use). As the City of Manchester is the largest urban center in New Hampshire, the SNHPC region's fatality rate has been consistently below the State as a whole and this dynamic is not expected to change in the coming years. Accordingly, the SNHPC MPO has adopted a target for Rate of Fatalities that more closely reflects the SNHPC region's performance than the State-level target.

The SNHPC FY 2023-2026 TIP includes both region-specific and statewide safety investments as detailed in **Figure 5A** and **Figure 5B** below.

Figure 5A- SNHPC FY 2023-2026 TIP Safety Investments (Regional Projects)

Regional Safety Projects				
Location	Project	Scope	Anticipated Safety Countermeasures	FY 2023-2026 TIP Funding
Bow	29641	NH Route 3A Corridor Safety Improvements	Intersection Reconfiguration to Modify Conflict Points and Improve Sight Distance	\$3,822,018
Candia	41592	Safety and Operational Improvements on NH Route 27, NH Route 43, and Raymond Road	Intersection Reconfiguration to Modify Conflict Points and Reduce Vehicle Speeds	\$544,864
Hooksett	43851	Reconstruct Intersections of NH 3A/Hackett Hill Road and NH 3A/Main Street	Intersection Reconfiguration to Modify Conflict Points or Convert to Roundabout	\$4,000,000
Londonderry	41593	Safety and Operational Improvements at the Intersection of NH Route 28/NH Route 128	Intersection Reconfigurations to Eliminate Conflict Points	\$1,348,911
Manchester	43850	Eddy Road/Exit 6 On-Ramp Intersection Safety Improvements	Reconfiguration of Interstate Ramps to Modify Conflict Points	\$2,684,224
Wilton-Milford-Amherst-Bedford	13692D	Traffic and Safety Improvements Consistent with the Intent of the 2002 Corridor Study of NH Route 101	Traffic Calming, Access Management, Intersection Reconfiguration to Modify Conflict Points	\$9,037,942
Wilton-Milford-Amherst-Bedford	13692E	Traffic and Safety Improvements Based on the 2002 NH 101 Corridor Study	Traffic Calming, Access Management, Intersection Reconfiguration to Modify Conflict Points	\$7,213,018
Windham	40665	Intersection Improvements at NH Route 28/Roulston Road	Intersection Reconfiguration to Modify Conflict Points and Improve Sight Distance	\$1,772,970
				\$30,423,947

¹ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813336>

Figure 5B- SNHPC FY 2023-2026 TIP Safety Investments (Statewide Projects/Programs)

Statewide Safety Projects/Programs				
Location	Project	Scope	Anticipated Benefits to the SNHPC Region	FY 2023-2026 TIP Funding
Statewide Program	ADA	Upgrades to Sidewalks, Curb Ramps, and Signals to be Compliant with ADA Laws	Improved ADA Facilities Constructed in Conjunction with State Pavement Preservation	\$900,000
Statewide Program	GRR	Guardrail Replacement Program	Improved Guardrail Constructed in Conjunction with State Pavement Preservation	\$8,840,000
Statewide Program	HSIP	Highway Safety Improvement Program	Improvements to NH 102/121 Intersection in Chester, Improvements to Sheffield Road Intersection in Manchester	\$47,542,782
Statewide Program	PVMRK	Statewide Pavement Marking Program	Improved Pavement Markings on State Facilities	\$11,877,727
Statewide Program	RRRCS	Reconstruction of Railroad Crossings, Signals, and Related Work	Improved Railway-Highway Crossings on Active Railroads	\$4,735,000
Statewide Program	SRTS	Safe Routes to School Program	Availability of Bicycle Safety Events/Bicycle Rodeos Targeted to the Student Population	\$25,000
Statewide Program	TRCK-WGHT-SFTY	Truck Weight Safety Inspection and Maintenance Program	Improved Compliance with Truck Weight and Safety Regulations	\$400,000
Statewide Program	USSS	Update Signing on the State Highway System	Improved Signage that Meets Retroreflectivity Guidelines	\$2,664,500
Statewide Project	43934	Replacement and Upgrade of Enhanced Reference Location Signs (Mile Markers)	Improved Mile Markers on NH 101, I-93, I-293 and the F.E. Everett Turnpike	\$377,352
Statewide Project	43993	Replacement of NCHRP-350 Terminals with MASH Terminals in the Southern Portion of the State	Improvements to Obsolete Guardrail Infrastructure	\$907,500
				\$78,269,861

As demonstrated in in **Figure 5A** and **Figure 5B** above, the SNHPC FY 2023-2026 TIP includes more than \$30 million in regional safety project investments. Additionally, the TIP includes more than \$78 million in funding for statewide safety projects and programs which are anticipated to directly or indirectly benefit the SNHPC region.

2.2 Effect of the TIP on Infrastructure Condition

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

Figure 6- National Infrastructure Condition Performance Measures

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

States were required to establish 2-year and 4-year targets for Pavement Condition and Bridge Condition reporting progress on a biennial basis beginning in 2018. MPOs, including the SNHPC, were required to establish 4-year targets for those same measures within 180 days of the State target setting. MPOs have the option to support the statewide targets or to establish their own for each of the pavement and bridge measures.

In December 2022, the New Hampshire Department of Transportation submitted new Pavement and Bridge Condition targets, which in turn began the 180-day clock for New Hampshire's MPOs (including the SNHPC) to set their respective targets. Concurrent with the adoption of the FY 2023-2026 TIP, the SNHPC MPO Policy Committee adopted updated regional infrastructure condition performance 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 (4-Year)	Adopted Target
Interstate Pavement (Good Condition)	63.8%	57.0%	Support State Target
Interstate Pavement (Poor Condition)	0.0%	0.5%	Support State Target
Non-Interstate NHS Pavement (Good Condition)	39.4%	35%	Support State Target
Non-Interstate NHS Pavement (Poor Condition)	3.6%	7%	Support State Target
NHS Bridge Percentage (Good Condition)	58.4%	57.0%	Support State Target
NHS Bridge Percentage (Poor Condition)	4.3%	5.0%	Support State Target

The SNHPC FY 2023-2026 TIP includes both region-specific and statewide infrastructure condition investments as detailed in **Figure 8A** and **Figure 8B** below.

**Figure 8A- SNHPC FY 2023-2026 TIP Infrastructure Condition Investments
(Regional Projects)**

Regional Infrastructure Condition Projects			
Location	Project	Scope	FY 2023-2026 TIP Funding
Auburn	29316	Bridge Rehabilitation- Griffin Mill Road over Maple Falls Brook (Bridge #095/127)	\$805,952
Bedford	24217	Bridge Replacement- Beals Road over Baboosic Brook (Bridge #105/055)	\$1,150,803
Francestown	42709	Rehabilitation/Replacement of Bridge- Old County Road North over Collins Brook (Bridge #091/142)	\$1,140,693
Manchester	15837	Bridge Rehabilitation- U.S. Route 3 (Elm Street) over B&M Railroad (Bridge #144/075)	\$5,737,274
Manchester	24212	Amoskeag Eastbound- Salmon Street over Road, Railroad, and Merrimack River (Bridge #107/072) and Adjacent Ramp "E" (Bridge #107/071)	\$12,940,003
New Boston	14771	Bridge Replacement- Gregg Mill Road over S. Branch Piscataquog River (Bridge #132/138)	\$1,379,103
New Boston	15505	Bridge Replacement- Tucker Mill Road over Mid. Branch Piscataquog River (Bridge #087/150)	\$1,220,586
Weare	41471	Address Bridge Carrying NH 77 over Canal 2 of Choate Brook in the Town of Weare (Bridge #159/178)	\$232,581
			\$24,606,995

**Figure 8B- SNHPC FY 2023-2026 TIP Infrastructure Condition Investments
(Statewide Projects/Programs)**

Statewide Infrastructure Condition Projects/Programs				
Location	Project	Scope	Anticipated Benefits to the SNHPC Region	FY 2023-2026 TIP Funding
Statewide Program	BRDG-HIB-M&P	Maintenance and Preservation Efforts for High Investment Bridges	Preservation on Five (5) Bridges in Manchester and Hooksett on I-93 Northbound	\$12,880,000
Statewide Program	BRDG-T1/2-M&P	Maintenance and Preservation of Tier 1 & 2 Bridges	Implementation of Painting and Scour Protection on Tier 1 and 2 Bridges	\$34,400,000
Statewide Program	BRDG-T3/4-M&P	Maintenance and Preservation of Tier 3 & 4 Bridges	Preservation of a 2-Span Bridge Carrying Donati Drive over I-93 in Hooksett	\$14,815,000
Statewide Program	CBI	Complex Bridge Inspection	Inspections of Complex Bridge Structures	\$1,080,000
Statewide Program	CRDR	Culvert Replacement/Rehabilitation and Drainage Repairs	Rehabilitation of a 72" CMP Carrying Bowman Brook under NH Route 114 in Bedford	\$16,743,300
Statewide Program	FLAP	Improvements to Facilities that Access Federal Lands within NH	Improved Transportation Facilities Accessing Federal Properties	\$1,708,000
Statewide Program	MOBIL	Municipal Bridge Rehabilitation and Replacement Projects	Advancement of Local Bridge Projects: Auburn (29316), Bedford (24217), Francestown (42709), New Boston (14771), and New Boston (15505)	\$27,000,000
Statewide Program	MOBRR	Municipal-owned Bridge Rehabilitation and Replacement Projects	Enhanced Support for Municipal-owned Bridge Rehab. and Replacement Projects	\$18,925,000
Statewide Program	PAVE-T1-RESURF	Resurface Tier 1 Highways	Resurfacing of NH Route 101 in Candia, Resurfacing of I-93 in Manchester and Hooksett	\$42,350,000
Statewide Program	PAVE-T2-REHAB	Rehabilitation of Tier 2 Roads	Enhanced Support Pavement Rehabilitation on Tier 2 Roads	\$7,470,000
Statewide Program	PAVE-T2-RESURF	Resurfacing Tier 2 Roadways	Resurfacing Activities in NHDOT Maintenance District 5	\$91,350,000
Statewide Program	UBI	Underwater Bridge Inspections	Completion of Underwater Inspections of Bridge Structures	\$221,000
Statewide Project	43104	Underwater Bridge Inspection for Years from 2021 to 2023	Completion of Underwater Inspections of Bridge Structures	\$68,810
				\$269,011,110

As demonstrated in in **Figure 8A** and **Figure 8B** above, the SNHPC FY 2023-2026 TIP includes more than \$24 million in regional infrastructure condition projects. However, the large majority of infrastructure condition projects are developed and programmed at the State-level. Thus, the TIP includes nearly \$270 million in funding for statewide infrastructure condition projects and programs which are anticipated to directly or indirectly benefit the SNHPC region.

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 system performance measures were applicable to the SNHPC Region as detailed in **Figure 9** below.

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

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

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

In December 2022, the New Hampshire Department of Transportation submitted new System Performance targets, which in turn began the 180-day clock for New Hampshire’s MPOs (including the SNHPC) to set their respective targets. Concurrent with the adoption of the FY 2023-2026 TIP, the SNHPC MPO Policy Committee adopted updated System Performance targets as detailed in **Figure 10** below.

Figure 10- SNHPC Regional System Performance Targets

SNHPC Regional System Performance Targets			
Performance Measure	State of New Hampshire		SNHPC Region
	Baseline	Adopted Target	Adopted Target
Interstate (Reliable Person Miles Traveled)	99.5%	95%	Support State Target
Non-Interstate NHS (Reliable Person Miles Traveled)	96.3%	85%	Support State Target
Interstate (Truck Travel Time Reliability)	1.29	1.5	Support State Target

The SNHPC FY 2023-2026 TIP includes both region-specific and statewide system performance investments as detailed in **Figure 11A** and **Figure 11B** below.

**Figure 11A- SNHPC FY 2023-2026 TIP System Performance Investments
(Regional Projects)**

Regional System Performance Projects			
Location	Project	Scope	FY 2023-2026 TIP Funding
Bedford	40664	U.S. Route 3 Widening from Hawthorne Drive to Manchester Airport Access Road	\$10,052,906
Bedford-Merrimack	16100	Improvement to Bedford Mainline Toll Plaza to Institute All Electronic Tolling	\$11,250,021
Derry-Londonderry	13065A	I-93 Exit 4A - Final Design & Construction of a New Interchange and Connecting Roadway	\$17,159,128
Derry-Londonderry	13065B	Construction of a Connecting Roadway from the I-93 Exit 4A Project #13065A East	\$33,493,733
Derry-Londonderry	13065C	Construction of Tsienneto Road from Project #13065B Easterly to the NH Route 102 Intersection	\$22,139,915
Derry-Londonderry	13065E	I-93 Exit 4A - Building Demolitions for Construction of Exit 4A	\$533,500
Hooksett	29611	Reconstruction and Widening of U.S. Route 3 from NH 27/Whitehall Rd/Martin's Ferry Rd to W. Alice Ave/Alice Ave	\$6,439,506
Londonderry	41715	Operational and Capacity Improvements at the Intersection of NH Route 28/Stonehenge Road	\$4,787,000
Manchester	16099	Preliminary Engineering & ROW for Reconstruction of the F.E. Everett Turnpike at Exits 6 and 7	\$11,432,879
Manchester	41594	Operational Improvements at the I-293 Exit 1 Interchange	\$433,435
Manchester	42881	Construct a NB Right Turn Lane and Modify Lane Utilization at Willow Street/Weston Road	\$902,302
Manchester	42886	Construct a Roundabout at River Road/Bicentennial Drive Intersection	\$201,960
Manchester	43826	Manchester Millyard Projects Funded by a RAISE Grant	\$27,463,899
Nashua-Merrimack-Bedford	13761	F.E.E. Turnpike Widening of 2-lane Sections from Exit 8 (Nashua) to I-293 (Bedford)	\$6,000,000
Nashua-Merrimack-Bedford	13761E	F.E.E. Turnpike Widening in Merrimack of a 2-lane Section from Bedford Road to South of Exit 13	\$19,272,752
			\$171,562,936

**Figure 11B- SNHPC FY 2023-2026 TIP System Performance Investments
(Statewide Projects/Programs)**

Statewide System Performance Projects/Programs				
Location	Project	Scope	Anticipated Benefits to the SNHPC Region	FY 2023-2026 TIP Funding
Statewide Program	CORRST	Corridor Studies Statewide	Corridor Study of NH 114 from NH 101 in Bedford to Henry Bridge Road in Goffstown	\$2,800,000
Statewide Program	STIC	State Transportation Innovation Council (STIC) Incentives	Implementation of Innovative Technologies to Improve System Performance	\$610,000
Statewide Program	TSMO	Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info	Implementation of the New England Compass Transportation Management and Traveler Information System	\$13,210,042
Statewide Project	41756	Evaluate Signalized Intersections and Develop and Implement Signal Timings to Improve Traffic Flow	Improved Timings at State-owned Signalized Intersections	\$25,000
Statewide Project	43932	Construct Vehicle Classification Stations and Vehicle Count Stations for Traffic Data Collection	Improved Monitoring of Transportation System Performance	\$2,667,612
				\$19,312,654

As demonstrated in in **Figure 11A** above, the SNHPC FY 2023-2026 TIP includes more than \$171 million in regional system performance projects. In part, this level of investment is the result of a series of large projects occurring concurrently in the region, including:

- Construction of the I-93 Exit 4A Interchange and Connecting Roadway;
- Reconstruction of I-293 (F.E. Everett Turnpike) at Exits 6 and 7;
- Widening of the F.E. Everett Turnpike from Exit 8 (Nashua) to I-293 (Bedford); and
- Construction of Manchester Millyard Projects Funded by a RAISE Grant.

Additional information about each of these projects can be found in **Section 6** of this document.

As demonstrated in **Figure 11B** above, in addition to the regional system performance projects, the SNHPC FY 2023-2026 TIP includes more than \$19 million in funding for statewide system performance projects and programs which are anticipated to directly or indirectly benefit the SNHPC region.

2.4 Effect of the TIP on Transit Asset Management

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

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

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

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

1. The Manchester Transit Authority (MTA), which includes the Greater Derry-Salem Cooperative Alliance for Regional Transportation (CART) as a separately branded program; and
2. Boston Express.

As it relates to the transit equipment performance measure, MTA has 5 qualifying pieces of equipment, comprised of a loader, a dump truck, a van, and two supervisory vehicles. Boston Express has three pickup trucks.

Concurrent with the adoption of the FY 2023-2026 TIP, the SNHPC MPO Policy Committee adopted regional Transit Equipment performance targets 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	Regional Target
MTA	5	2	40%	25%
Boston Express	3	0	0%	State TAM Plan
SNHPC Region	8	2	25%	25%

As it relates to the rolling stock performance measure, MTA has a fleet of 32 revenue vehicles, comprised of three (3) vans, twelve (12) cutaway vehicles, and seventeen (17) buses. Boston Express has a fleet of 24 vehicles, comprised entirely of coach buses.

Concurrent with the adoption of the FY 2023-2026 TIP, the SNHPC MPO Policy Committee adopted regional Transit Rolling Stock performance targets as 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	Van	3	0	0%	10%
SNHPC Region	Van	3	0	0%	10%
MTA	Cutaway	12	1	8%	10%
SNHPC Region	Cutaway	12	1	8%	10%
MTA	Bus	17	3	18%	10%
SNHPC Region	Bus	17	3	18%	10%
Boston Express	Coach Bus	24	0	0%	State TAM Plan
SNHPC Region	Coach Bus	24	0	0%	0%

As it relates to the facilities performance measure, the only known 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 47 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.

Concurrent with the adoption of the FY 2023-2026 TIP, the SNHPC MPO Policy Committee adopted regional Transit Facility performance targets as 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%	1%
SNHPC Region	1	0	0%	0%

The Transit Asset Management planning and target setting process has assisted the SNHPC Region's transit providers, including the MTA, in identifying replacement vehicle needs and schedules. The SNHPC FY 2023-2026 TIP includes both region-specific and statewide transit investments as detailed in **Figure 16A** and **Figure 16B** below.

**Figure 16A- SNHPC FY 2023-2026 TIP Transit Asset Management Investments
(Regional Projects)**

Regional Transit Projects		
Project	Scope	FY 2023-2026 TIP Funding
MTA5307	MTA Operating, ADA, Capital Preventive Maintenance, and Planning Utilizing FTA Section 5307 Funds, Includes CART Service Area	\$22,717,518
MTA 5310	Funding for Seniors and Individuals with Disabilities, Annual FTA Section 5310 Apportionment for CART Service Area	\$646,281
MTA5339	Funding for Capital Vehicles and Equipment for CART Service Area, Annual FTA Section 5339 Apportionment	\$208,490
		\$23,572,289

**Figure 16B- SNHPC FY 2023-2026 TIP Transit Asset Management Investments
(Statewide Projects/Programs)**

Statewide Transit Projects			
Project	Scope	Anticipated Benefits to the SNHPC Region	FY 2023-2026 TIP Funding
FTA5307	Boston Urbanized Area (UZA) FTA Section 5307 Apportioned Funds for NHDOT Transit Projects	Operating Assistance for Boston Express Service on I-93 and F.E. Everett Turnpike, Design and Environmental Review Phase of Capitol Corridor Commuter Rail Project	\$30,012,928
FTA5310	Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program	Regional Coordinating Council Funding to Support Community Transportation Services in the Manchester and Greater Derry-Salem Areas	\$14,288,231
FTA5339	Capital Bus and Bus Facilities - FTA 5339 Program for Statewide Public Transportation	Enhanced Support for Capital Needs of Transit Providers in the SNHPC Region	\$27,024,978
STBG-FTA	Funds Transferred from CMAQ to FTA (Statewide)	Operating Assistance for MTA, Funding Support for Regional Mobility Management Initiatives	\$14,450,000
			\$85,776,137

As demonstrated in in **Figure 16A** and **Figure 16B** above, the SNHPC FY 2023-2026 TIP includes more than \$23 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 \$85 million in funding for statewide transit programs which are anticipated to directly or indirectly benefit the SNHPC region.

2.5 Effect of the TIP on Public Transportation Safety

On July 19, 2018, the Federal Transit Administration (FTA) published the final rule on Public Transportation Agency Safety. Within that rule, seven performance measures are applicable to the SNHPC Region as detailed in **Figure 17** below.

Figure 17- Public Transportation Safety Measures Applicable in the SNHPC Region

Public Transportation Safety Measures Applicable in the SNHPC Region	
Number of Fatalities	The total number of fatalities reported to the National Transit Database (NTD).
Rate of Fatalities	The ratio of the total number of fatalities reported to the NTD to total vehicle revenue miles.
Number of Injuries	The total number of injuries ¹ reported to the NTD.
Rate of Injuries	The ratio of the total number of injuries reported to the NTD to total vehicle revenue miles.
Number of Safety Events	The total number of safety events reported to the NTD.
Rate of Safety Events	The ratio of the total number of safety events reported to the NTD to total vehicle revenue miles.
System Reliability	The mean distance (number of miles) between major mechanical failures.

In the SNHPC region, the final rule on Public Transportation Agency Safety applies to two public transportation providers:

1. The Manchester Transit Authority (MTA), which includes the Greater Derry-Salem Cooperative Alliance for Regional Transportation (CART) as a separately branded program; and
2. Boston Express.

Public transportation safety targets are adopted by the mode of transit service. In the SNHPC Region, the Manchester Transit Authority provides fixed route and demand response service and Boston Express provides longer-distance commuter and intercity transit service. Concurrent with the adoption of the FY 2023-2026 TIP, the SNHPC MPO Policy Committee adopted regional Public Transportation Safety performance targets as detailed in **Figure 18** below.

Figure 18- SNHPC Regional Public Transportation Safety Performance Targets

SNHPC Public Transportation Safety Performance Targets							
Mode of Bus Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Miles)
Fixed Route	0	0	2	1.6	17	13.85	30,460
Demand Response	0	0	1	2.75	7	19.55	13,764
Commuter/Intercity Transit	0	0	5	2.4	9	4.3	32,658

As previously demonstrated in in **Figure 16A** and **Figure 16B** above, the SNHPC FY 2023-2026 TIP includes more than \$23 million for region-specific transit operations, maintenance, and capital investments, and more than \$85 million in funding for statewide transit programs which are anticipated to directly or indirectly benefit the SNHPC region. These same regional and statewide transit investments will help transit providers in the SNHPC region achieve public transportation safety targets.

2.6 Effect of the TIP on Carbon Monoxide Emissions

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

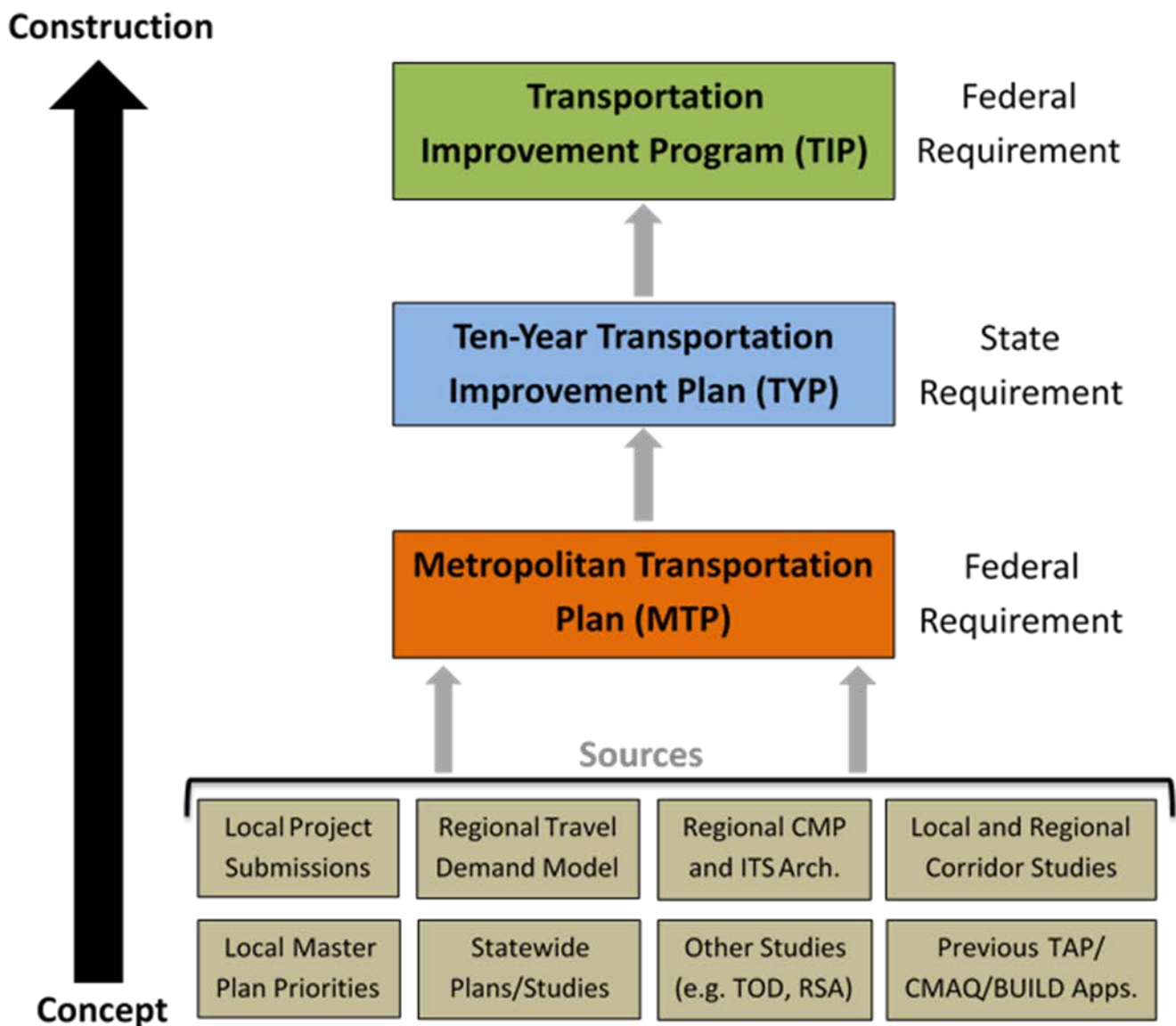
The City of Manchester's designation as a Limited Maintenance Plan area for CO ended on January 29, 2021. Accordingly, this performance measure no longer applies to the SNHPC region and the SNHPC no longer maintains targets for this measure.

3. REGIONAL PROJECT SELECTION PROCESS

The development of the FY 2023 – FY 2026 TIP actually began in 2020, when SNHPC transportation planning staff initiated meetings with stakeholders to discuss the statewide FY 2023-2032 Ten-Year Transportation Improvement Plan update process. Discussions held with the SNHPC region's fourteen municipalities and the Manchester Transit Authority (MTA) were used to highlight the importance of the Ten-Year Transportation Improvement Plan update process as a means to: 1) Establish and document local priorities for transportation improvements; and 2) Communicate these priorities to the New Hampshire Department of Transportation.

The SNHPC's regional project selection process is summarized in **Figure 19** below.

Figure 19- SNHPC Regional Project Selection Process



In the summer of 2020, formal project solicitation letters were sent to member communities and principal stakeholders of the SNHPC, including transit agencies and the NHDOT. In response to the project solicitation letters, the SNHPC received new project proposals as well as recommendations to advance existing projects in the SNHPC Metropolitan Transportation Plan.

In July 2020, 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 20** and the performance measures and regional performance targets described in **Section 2** of this document.

Figure 20- 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, as detailed in **Figure 21** and **Figure 22** on the following page, included ten project evaluation criteria in seven categories and a weighting system designed to emphasize regional priorities.

Figure 21- SNHPC Regional Project Evaluation Criteria

SNHPC Regional Project Evaluation Criteria		
Category	Criterion	Definition
Economic Development	Local and Regional Economic Dev.	The degree to which a project supports economic development needs and opportunities at the local and regional level.
	Freight Movement	The degree to which the project impacts the movement of goods.
Equity, Environmental Justice, and Accessibility	Equity and Environmental Justice	The degree to which a project benefits traditionally-underserved populations.
	Accessibility	The degree to which a project ensures accessibility by all potential users.
Mobility	Mobility Need and Performance	A historical analysis of the mobility need and performance (e.g. level of congestion, delay, etc.) of a location for all modes.
	Mobility Intervention	A forward-looking analysis of how interventions proposed as part of a project would improve the mobility performance for all modes.
Natural Hazard Resiliency	Hazard Risk	An analysis of the natural hazard risks (i.e. flood history) to a transportation facility.
	Hazard Mitigation	A forward-looking analysis of how the natural hazard mitigation measures proposed as part of a project would reduce hazard risks.
Network Significance	Traffic Volume	The extent to which transportation infrastructure is currently utilized by vehicles, bicycles, and pedestrians.
	Facility Importance	The importance of the facility to the local and the regional transportation system (e.g. availability of alternate routes, etc.).
Safety	Safety Performance	A historical analysis of the safety performance (i.e. crash history) of a location over the past five (5) year period for all modes.
	Safety Measures	A forward-looking analysis of how the countermeasures proposed as part of a project would improve safety performance for all modes.
State of Repair	State of Repair	The degree to which the project improves infrastructure condition in the project area (e.g. pavement condition, bridge condition, etc.).
	Maintenance	The degree to which the project impacts NHDOT and/or municipal maintenance requirements.
Support	Support	The degree of documented support for the project at the local, regional, or statewide level.

Figure 22- Regional Project Evaluation Criteria Weightings

SNHPC Regional Project Evaluation Criteria			
Category	Category Weight	Criterion	Criterion Weight
Economic Development	12.02%	Local and Regional Economic Dev.	6.29%
		Freight Movement	5.73%
Equity, Environmental Justice, and Accessibility	11.71%	Equity and Environmental Justice	4.26%
		Accessibility	7.44%
Mobility	14.08%	Mobility Need and Performance	7.44%
		Mobility Intervention	6.63%
Natural Hazard Resiliency	11.24%	Hazard Risk	5.41%
		Hazard Mitigation	5.82%
Network Significance	16.85%	Traffic Volume	8.79%
		Facility Importance	8.05%
Safety	17.25%	Safety Performance	7.44%
		Safety Measures	9.81%
State of Repair	12.53%	State of Repair	8.34%
		Maintenance	4.20%
Support	4.33%	Support	4.33%

At their March 23, 2021 meeting, the SNHPC MPO Policy Committee approved a prioritized list of projects recommended for inclusion in the FY 2023-2032 Ten-Year Transportation Improvement Plan, and it is this program of projects which forms the basis of the FY 2023-2026 SNHPC TIP.

4. AIR QUALITY CONFORMITY

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

The City of Manchester was designated nonattainment by the U.S. Environmental Protection Agency (EPA) for Carbon Monoxide (CO) on March 3, 1978 and in 1999. Following monitoring that indicated that the National Ambient Air Quality Standard for CO had been achieved, New Hampshire submitted a formal re-designation request. Effective January 29, 2001, EPA re-designated the City of Manchester from nonattainment to attainment and approved the State’s CO maintenance plan.

New Hampshire’s redesignation request, approved in the November 29, 2000 direct final rule, also included a maintenance demonstration and contingency plans which outlined New Hampshire’s control strategy for maintenance of the CO National Ambient Air Quality Standards (NAAQS). The maintenance plan provisions under section 175A of the Clean Air Act (CAA) require that the maintenance of the relevant NAAQS must be provided for at least 10 years after the redesignation, followed by an additional 10-year maintenance period.

The 20-year maintenance period for the City of Manchester CO maintenance area expired on January 29, 2021. Therefore, the SNHPC is no longer required to demonstrate transportation conformity for the City of Manchester CO maintenance area. The rest of the maintenance plan requirements, however, continue to apply, in accordance with the New Hampshire State Implementation Plan (SIP).

4.1 Transportation Conformity Requirements

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

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

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an

area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the FY 2023-2026 SNHPC TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. Planning assumptions utilized in the development of the SNHPC FY 2023-2026 TIP include the following:

- Population projections were developed by the State of New Hampshire Department of Business and Economic Affairs (NHBEA) in 2022 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 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 the Manchester Transit Authority (MTA) and current transit operations and ridership trends are documented in the SNHPC FY 2021-2045 Metropolitan Transportation Plan.

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with NH Department of Transportation, NH Department of Environmental Services Air Resources Division Mobile Source Program, the four New Hampshire MPOs (NRPC, RPC, SNHPC, and SRPC) as well as the five rural Regional Planning Commissions (CNHRPC, LRPC, NCC, SWRPC, and UVLSRPC), FHWA, FTA, and EPA. Interagency Consultation consists of monthly conference calls and periodic in-person meetings that discuss TIP/STIP, Metropolitan Transportation Plan, and air quality conformity related topics and issues. Interagency consultation for the FY 2023-2026 SNHPC TIP was conducted consistent with the New Hampshire SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450 and the SNHPC Public Participation Plan. The draft FY 2023-2026 TIP was posted on the SNHPC MPO website and a public notice was published in the New Hampshire Union Leader. The public notice can be found in **Appendix C** of this document. Presentations of the draft FY 2023-2026 TIP were made at the following

public meetings: January 19, 2023 SNHPC Technical Advisory Committee (TAC) meeting, January 24, 2023 SNHPC MPO Policy Committee Meeting, February 16, 2023 SNHPC Technical Advisory Committee (TAC) meeting, and February 21, 2023 SNHPC MPO Policy Committee Meeting.

A 30-day public comment period to consider the draft FY 2023-2026 TIP was opened on January 19, 2023 and concluded on February 20, 2023. The SNHPC MPO Policy Committee held a public hearing to adopt the FY 2023-2026 TIP on February 21, 2023.

4.4 Timely Implementation of TCMs

The New Hampshire SIP does not include any Transportation Control Measures (TCMs).

4.5 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 require that transportation plans and TIPs must be fiscally constrained consistent with USDOT's metropolitan planning regulations at 23 CFR part 450. The SNHPC's FY 2023-2026 TIP is fiscally constrained as demonstrated in **Section 6** of this document.

4.6 Conclusion and Determination of Conformity

The conformity determination process completed for the SNHPC FY 2023-2026 TIP demonstrates that the amendment meets the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

5. PUBLIC INVOLVEMENT IN THE DEVELOPMENT OF THE TIP

Federal regulations require that the process to develop the TIP shall provide stakeholders with “a reasonable opportunity to comment on the proposed program.”

As described in **Section 3** of this document, development of the FY 2023 – FY 2026 TIP actually began in the summer of 2020 when the SNHPC initiated meetings with stakeholders to discuss the statewide FY 2023-2032 Ten-Year Transportation Improvement Plan update process. The project selection process was completed in April 2021 when project priorities were formally approved by the SNHPC MPO. Following the adoption of regional project priorities, public input on the first draft of the FY 2023-2032 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 2021. The SNHPC participated in these hearings, and following their completion, a draft FY 2023-2032 Ten-Year Plan was submitted to the Governor and subsequently to the State Legislature for adoption. **Figure 23** below shows important dates in the development of the FY 2023–FY 2026 SNHPC TIP.

Figure 23- Key Dates in the SNHPC FY 2023-2026 TIP Development Process

Key Dates in the SNHPC FY 2023-2026 TIP Development Process	
Date	Activity
July 2020	SNHPC Sends Project Solicitation Correspondence to Regional Stakeholders
July 2020	SNHPC TAC Approves Project Prioritization Methodology/Weighting
March 2021	SNHPC MPO Adopts Regional Project Priorities
August 2021	NHDOT Submits Draft Ten-Year Plan to GACIT
September 2021	GACIT Public Hearing in Londonderry
September 2021	GACIT Public Hearing in Manchester
October 2021	GACIT Public Hearing in Derry
December 2021	GACIT Approves the FY 2023-2032 Ten-Year Plan and Submits to Governor
January 2022	Governor Approves the FY 2023-2032 Ten-Year Plan and Submits to Legislature
July 22, 2022	Governor Signs FY 2023-2032 Ten-Year Plan
January 19, 2023	SNHPC Opens Public Comment Period on Draft FY 2023-2026 TIP
February 21, 2023	SNHPC MPO Public Hearing to Adopt FY 2023-2026 TIP

Projects included in the FY 2023-2032 Ten-Year Transportation Improvement Plan form the basis for the SNHPC FY 2023-2026 TIP. The draft FY 2023-2026 TIP was posted on the SNHPC MPO website and a public notice was published in the New Hampshire Union Leader. The public notice can be found in **Appendix C** of this document. Presentations of the draft FY 2023-2026 TIP were made at the following public meetings: January 19, 2023 SNHPC Technical Advisory Committee (TAC) meeting, January 24, 2023 SNHPC MPO Policy Committee Meeting, February 16, 2023 SNHPC Technical Advisory Committee (TAC) meeting, and February 21, 2023 SNHPC MPO Policy Committee Meeting.

The 30-day public comment period was opened on January 19, 2023 and concluded on February 20, 2023. The SNHPC MPO Policy Committee held a public hearing to adopt the TIP on February 21, 2023.

6. FINANCIAL PLAN

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

Based on the fiscal constraint information provided by the NHDOT, and presented in **Appendix B** of this document, it is assumed the FY 2023-2026 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 2023-2026 Statewide Transportation Improvement Program.

Figures 24 and 25 present a fiscal constraint summary which estimates anticipated revenues for both highway and transit projects compared with programmed funding costs for the TIP program years. These tables were developed through the use of fiscal constraint estimates and project cost information provided by the NHDOT. Statewide FHWA funding and local match for highway projects was derived from the NHDOT STIP Fiscal Constraint Summary.

The assumptions used in developing the fiscal constraint analysis are detailed immediately below the tables in **Figures 24 and 25**.

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

Figure 24- Fiscal Constraint Analysis (Highway Projects)

		Federal Funding			State Funding			Local Funding	Toll Credits	Fiscal Constraint Summary		
	Fiscal Year	Statewide FHWA Funding ¹	Est. SNHPC FHWA Allocation ²	RAISE Grant Funding	Statewide Turnpike Improvement Funding ³	Est. Turnpike Improvement Funding in the SNHPC Region ⁴	State-supported I-93 Debt Service (SB 367)	Est. Local Match (Cash)	Est. Toll Credits Used in the SNHPC Region (Non-Cash Match) ⁵	Total Regional Revenues	SNHPC Project Expenses	Balance
FY 2023-2026 TIP	2023	\$ 287,956,200	\$ 50,075,583	\$ 5,093,140	\$ 40,672,193	\$ 18,215,853	\$ 2,195,000	\$ 2,722,142	\$ 12,518,896	\$ 78,301,719	\$ 66,646,884	\$ 11,654,835
	2024	\$ 293,594,614	\$ 53,979,678	\$ 10,232,731	\$ 61,669,061	\$ 23,442,428	\$ 2,197,986	\$ 5,005,192	\$ 13,494,920	\$ 94,858,016	\$ 94,858,016	\$ -
	2025	\$ 299,466,506	\$ 55,314,726	\$ 4,385,868	\$ 44,119,381	\$ 6,297,371	\$ 2,192,014	\$ 2,248,625	\$ 13,828,681	\$ 70,438,603	\$ 70,438,603	\$ -
	2026	\$ 305,455,837	\$ 53,118,770	\$ 3,175,026	\$ 38,215,654	\$ -	\$ 23,405,706	\$ 2,468,704	\$ 13,279,693	\$ 82,168,206	\$ 76,483,762	\$ 5,684,443
	Totals	\$ 1,186,473,157	\$ 212,488,757	\$ 22,886,765	\$ 184,676,289	\$ 47,955,652	\$ 29,990,706	\$ 12,444,664	\$ 53,122,189	\$ 325,766,544	\$ 308,427,265	\$ 17,339,279
Notes:												

- 1) Statewide FHWA funding based on NHDOT FY 2023-2026 STIP Fiscal Constraint Analysis.
- 2) SNHPC allocation of FHWA funding assumed to be 17.39% of statewide funding based on the SNHPC region's share of statewide population and federal-aid eligible lane miles plus supplemental allocation of FHWA resources in FY 2024 and 2025 to support the construction of the I-93 Exit 4A project.
- 3) Statewide Turnpike Improvement funding based on NHDOT FY 2023-2026 STIP Fiscal Constraint Analysis.
- 4) SNHPC allocation of Turnpike Improvement funding for FY 2023-2026 based on Turnpike capitial projects programmed in NHDOT FY 2023-2026 STIP.
- 5) State-managed federally-funded projects in the SNHPC region are assumed to be matched with (non-cash) Turnpike Toll Credits. This information is included for illustrative purposes only.

Figure 25- Fiscal Constraint Analysis (Transit Projects)

		FTA Section 5307			FTA Section 5310			FTA Section 5339		State Funding	Local Funding	Toll Credits	Fiscal Constraint Summary		
	Fiscal Year	Regional (Direct) FTA Section 5307 Apportionments (MTA/CART)	Regional Share of Statewide FTA Section 5307 Apportionment ¹	Regional Share of Statewide Transfer from CMAQ to FTA Section 5307 ²	Regional (Direct) FTA Section 5310 Apportionments (MTA/CART)	Regional Share of Statewide FTA Section 5310 Apportionment ³	Regional Share of Statewide Transfer from CMAQ to FTA Section 5310 ⁴	Regional (Direct) FTA Section 5339 Apportionments (MTA/CART)	Regional Share of Statewide FTA Section 5339 Apportionment ⁵	State Transit Capital Support ⁶	Local Match (Cash)	Est. Toll Credits Used in the SNHPC Region (Non-Cash Match)	Total Regional Transit Revenues	SNHPC Regional Transit Project Expenses	Annual Balance
FY 2023-2026 TIP	2023	\$ 3,640,007	\$ 700,000	\$ 250,000	\$ 125,442	\$ 514,464	\$ 65,000	\$ 42,776	\$ 234,003	\$ 33,024	\$ 1,939,540	\$ 716,250	\$ 7,544,257	\$ 7,327,873	\$ 216,384
	2024	\$ 3,711,307	\$ 719,600	\$ 250,000	\$ 127,951	\$ 524,753	\$ 65,000	\$ 43,632	\$ 238,683	\$ 33,685	\$ 1,977,559	\$ 735,850	\$ 7,692,171	\$ 7,477,759	\$ 214,412
	2025	\$ 3,784,033	\$ 739,749	\$ 250,000	\$ 130,510	\$ 535,248	\$ 65,000	\$ 44,505	\$ 243,457	\$ 34,359	\$ 2,016,338	\$ 755,999	\$ 7,843,199	\$ 7,630,799	\$ 212,400
	2026	\$ 3,858,214	\$ 760,462	\$ 250,000	\$ 133,121	\$ 545,953	\$ 65,000	\$ 46,303	\$ 248,326	\$ 35,127	\$ 2,055,972	\$ 776,712	\$ 7,998,477	\$ 7,788,129	\$ 210,348
	Totals	\$ 14,993,561	\$ 2,919,811	\$ 1,000,000	\$ 517,024	\$ 2,120,419	\$ 260,000	\$ 177,216	\$ 964,469	\$ 136,196	\$ 7,989,410	\$ 2,984,811	\$ 31,078,104	\$ 30,224,561	\$ 853,544
Notes:															

- 1) Regional share based on State-level use of FTA Section 5307 Boston UZA funding for Boston Express commuter services on the F.E. Everett Turnpike and I-93 Corridor.
- 2) Assumes that MTA/CART receives \$250,000 per year of the statewide transfer from STBG to FTA Section 5307 activities. No growth is assumed in the amount of the statewide STBG transfer.
- 3) Regional Share based on actual Region 8 (Greater Manchester and Greater Derry-Salem) distributions for FY 2023.
- 4) Assumes that the Region 8 RCC receives \$65,000 per year of the statewide transfer from STBG to FTA Section 5310 activities. No growth is assumed in the amount of the statewide STBG transfer.
- 5) Assumes that MTA receives 50% of the NHDOT Section 5339 set-aside for small urban transit providers increasing at 2% per year from FY 2023 levels.
- 6) Assumes that State support will be available for a portion of the required match on Section 5339 funding in the region, and that State operating assistance will not be available.

Additionally, it is important to note that there are four Regionally Significant projects that advance to construction during the FY 2023-2026 TIP period and may require financial resources in years beyond the TIP period.

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

The SNHPC's FY 2023-2026 TIP includes engineering and right-of-way costs related to the I-293 Exit 6 and 7 reconstruction project, which emerged from an in-depth engineering study of I-293 north of Exit 5 in the City of Manchester. Federal and State stakeholders are now evaluating design alternatives as required under the National Environmental Policy Act (NEPA). The preferred alternative for the project involves widening the I-293 mainline to three lanes in each direction, reconstructing Exit 6 as a Single Point Urban Interchange (SPUI), and reconstructing Exit 7 as a full access interchange north of its current location.

The Exit 6 reconstruction portion of the project is currently scheduled for construction from FY 2029-2032 at a total project cost of \$106.3 Million. The Exit 7 reconstruction portion of the project is currently scheduled for construction from FY 2027-2029 at a total project cost of \$53.1 Million.

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

The SNHPC's FY 2023-2026 TIP includes the widening of two-lane sections of the F.E. Everett Turnpike to three lanes from Exit 13 to the I-293 interchange in Bedford. This is one component of a larger expansion from Nashua to Bedford, which involves not only mainline widening, but bridge replacements (to accommodate the widening) in five locations, stormwater treatment improvements, and construction of noise barriers.

Funding for the construction phases of this project is included in the SNHPC's FY 2023-2026 TIP. It is anticipated that all work in the SNHPC region related to this project will be completed within this TIP horizon. However, portions of the project in the Town of Merrimack (in the Nashua RPC region) are anticipated to continue through FY 2028.

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

The SNHPC's FY 2023-2026 TIP includes the construction of I-93 Exit 4A in Derry and Londonderry. The development of this project has been a longstanding cooperative effort between the towns of Derry and Londonderry, the New Hampshire Department of Transportation, and the Federal Highway Administration. The project includes the construction of a new diamond interchange on I-93 north of the existing Exit 4 interchange, which will provide access east of I-93 via a 1-mile connector road connecting I-93 with Folsom Road, Tsienneto Road, and ultimately NH Route 102.

Funding for this project is included in the SNHPC's FY 2023-2026 TIP. The project is now scheduled to be completed in phases (see Projects 13065A, B, C, and E in Section 8 of this document for additional details). It is anticipated that the project will be completed within this TIP horizon.

- City of Manchester RAISE Project

In 2021, the City of Manchester, New Hampshire was awarded a \$25 Million discretionary grant through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program.

In its capacity as an MPO, the SNHPC was a partner to the City of Manchester throughout the development of the RAISE project. The City of Manchester's RAISE project includes the following elements

- A pedestrian bridge over Granite Street to connect Commercial and South Commercial streets.
- An extension of South Commercial Street and a bridge over the CSX railroad tracks to improve connectivity between the east and west sides of the tracks, alleviate traffic congestion on Granite Street during peak times and provide alternative access to Elm Street. The new bridge will include a bicycle and pedestrian path.
- An extension of Gas Street to Willow Street. As part of this effort, the former Manchester-Lawrence railroad right-of-way will be converted to a paved rail trail for bicycle and pedestrian use.
- A dual roundabout system at the South Willow Street/Queen City Avenue intersection, which will replace a signalized intersection to improve mobility and safety at this location.

The SNHPC FY 2023-2026 TIP programs engineering, right-of-way, and construction phase funding for this project. It is anticipated that a portion of the construction phase of the project will occur in FY 2027, beyond the horizon of this TIP.

Regulations included in 23 CFR Part 450.326(j) state that *“For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways [...]”* **Figure 26** and **Figure 27** provide estimates of maintenance and operations needs for the both the federal-aid highway system and the transit network in the SNHPC region for the period of FY 2023 to FY 2026. The estimates are based on NHDOT figures from the STIP Financial Constraint Summary and an analysis of federal-aid eligible roadways in the SNHPC region.

Figure 26- Fiscal Constraint Analysis (Federal-aid Highway Maintenance and Operations)

	Fiscal Year	NHDOT Statewide O&M Budget for Federal-Aid Highways ¹	Est. SNHPC Allocation of NHDOT O&M Budget For Federal-Aid Highways ²	Statewide Turnpike Renewal and Replacement Funding ³	Est. SNHPC Allocation of Turnpike Renewal and Replacement Funding ⁴	Est. Revenues Supporting O&M for Federal-aid Highways in the SNHPC Region	Statewide O&M Cost per Lane Mile	Est. SNHPC Region O&M Costs for Federal-aid Highways ⁵
FY 2023-2026 TIP	2023	\$ 168,114,322	\$ 24,427,011	\$ 3,100,000	\$ 509,020	\$ 24,936,031	\$ 19,941	\$ 24,886,498
	2024	\$ 169,795,465	\$ 24,671,281	\$ 650,000	\$ 106,730	\$ 24,778,011	\$ 19,852	\$ 24,774,743
	2025	\$ 171,493,420	\$ 24,917,994	\$ 3,500,000	\$ 574,700	\$ 25,492,694	\$ 20,381	\$ 25,435,801
	2026	\$ 173,208,354	\$ 25,167,174	\$ 3,000,000	\$ 492,600	\$ 25,659,774	\$ 20,523	\$ 25,612,395
	Totals	\$ 682,611,561	\$ 99,183,460	\$ 10,250,000	\$ 1,683,050	\$ 100,866,510	\$ 80,697	\$ 100,709,437
Notes:								
1) Statewide O&M Budget for Federal-Aid Highways for FY 2023 derived from adopted FY 2021-2024 STIP. Figures for FY 2024-2026 assume a 1% annual								
2) SNHPC allocation of Statewide O&M Budget for Federal-Aid Highways estimated to be 14.53% of total based on the region's proportional share of Federal-aid eligible lane miles.								
3) Statewide Turnpike Renewal and Replacement funding for FY 2023-2026 based on NHDOT STIP Fiscal Constraint Analysis.								
4) SNHPC estimated allocation of Turnpike Renewal and Replacement funding for FY 2023-2026 totals 16.42% of statewide funding based on the region's proportional share of the overall NH Turnpike System.								
5) Based on the SNHPC region having approximately 1,248 lane miles of Federal-aid eligible roadways.								

Figure 27- Fiscal Constraint Analysis (Transit Maintenance and Operations)

	Fiscal Year	FTA Section 5307		FTA Section 5310		Local Funding	Total Funding	Regional Transit O&M Needs		
		Total Section 5307 Funding Available ¹	Total FTA Section 5307 Funding Allocable to Regional O&M Needs ²	Total Section 5310 Funding Available ³	Total FTA Section 5310 Funding Allocable to Regional O&M Needs ⁴	Local Funding Allocable to Regional O&M Needs	Total Regional Funding Available to Support Regional O&M Needs	Regional Transit Operations Needs ⁵	Regional Transit Preventative Maintenance Needs ⁶	Total Regional Transit O&M Expenses
FY 2023-2026 TIP	2023	\$ 4,590,007	\$ 3,695,507	\$ 704,906	\$ 94,082	\$ 1,811,000	\$ 5,600,588	\$ 4,734,704	\$ 838,500	\$ 5,573,204
	2024	\$ 4,680,907	\$ 3,763,242	\$ 717,704	\$ 95,963	\$ 1,846,680	\$ 5,705,885	\$ 4,829,398	\$ 855,270	\$ 5,684,668
	2025	\$ 4,773,782	\$ 3,832,331	\$ 730,758	\$ 97,883	\$ 1,882,880	\$ 5,813,094	\$ 4,925,986	\$ 872,375	\$ 5,798,361
	2026	\$ 4,868,676	\$ 3,902,803	\$ 744,074	\$ 99,841	\$ 1,919,803	\$ 5,922,447	\$ 5,024,506	\$ 889,823	\$ 5,914,329
	Totals	\$ 18,913,372	\$ 15,193,883	\$ 2,897,442	\$ 387,768	\$ 7,460,363	\$ 23,042,014	#####	\$ 3,455,968	\$ 22,970,562

Notes:

- 1) Derived from the transit fiscal constraint analysis in the SNHPC FY 2023-2026 TIP.
- 2) Estimated based on 95% of the direct Section 5307 MTA/CART allocation and STBG transfer to Section 5307 allocable to the region.
- 3) Derived from the transit fiscal constraint analysis in the SNHPC FY 2023-2026 TIP.
- 4) Estimated based on 75% of the direct Section 5310 MTA/CART allocation.
- 5) Regional transit operations expenses assumed to grow at 2% per year from FY 2023 level.
- 6) Regional transit preventative maintenance expenses assumed to grow at 2% per year from FY 2023 level.

7. MONITORING PROCESS

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

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

The most recent (FY 2022) Annual Listing of Obligated Projects for the SNHPC region is available for review at the SNHPC Office and on the SNHPC website at www.snhpc.org.

8. PROJECT LISTING

The next section of this document includes a listing of the projects included in the SNHPC FY 2023-2026 TIP. Each project listed includes the following information:

- **Project Name & Number-** Typically this is the Town/City (or Towns/Cities) where the project will occur followed by the NHDOT's five-digit project number.
- **Route/Entity-** The roadway, route, or trail where the project is occurring. In the case of transit projects, the applicable transit agency will be listed.
- **Total Project Cost-** The total cost of the project, including funds spent before the TIP period and funds programmed after the TIP period.
- **Scope-** A description of the anticipated scope of work for the project.
- **Phase-** The phase of work being programmed. PE is engineering phase work, ROW is right-of-way phase work, and Construction is construction phase work. If a project is not leading to construction (e.g. transit projects, etc.), the phase will typically be listed as OTHER.
- **Year and Funding-** Projects are broken out by year of expenditure and the federal, state, and other sources of funding.
- **Regional Significance-** A "regionally significant" project is defined in 23 CFR 450.104 as "*a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.*"
- **Responsible Party-** The entity managing the project (typically the NHDOT, a municipality, or a transit agency).
- **CAA Code-** A code that defines the status (exempt or non-exempt) of the project in relation to the Clean Air Act. A list of Clean Air Act codes used in the SNHPC FY 2023-2026 TIP is included in **Appendix E** of this document.

AUBURN (29316)						
Road/Entity:		Griffin Mill Rd. over Maple Falls Brk.		Total Project Cost:		\$805,952
Scope:		Bridge Rehabilitation- Griffin Mill Rd. over Maple Falls Brook (Bridge #095/127)				
Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$109,379	\$27,345	\$136,724	SB367-4Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4Cents, Towns
Construction	2024	\$664,088	\$0	\$0	\$664,088	MOBIL
		\$664,088	\$113,491	\$28,373	\$805,952	
Regionally Significant:		No		CAA Code:	E-19	
Managed By:		Muni/Local				

BEDFORD (24217)						
Road/Entity: Beals Rd. over Baboosic Brook			Total Project Cost:		\$1,150,803	
Scope: Bridge Replacement- Beals Rd. over Baboosic Brook (Bridge #105/055)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$124,294	\$31,074	\$155,368	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$990,295	\$0	\$0	\$990,295	MOBIL
		\$990,295	\$128,406	\$32,102	\$1,150,803	
Regionally Significant:		No		CAA Code:	E-19	
Managed By:		Muni/Local				

BEDFORD (40664)						
Road/Entity: US 3				Total Project Cost:		\$25,311,570
Scope: US 3 Widening from Hawthorne Drive North to Manchester Airport Access Road						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,320,000	\$0	\$0	\$1,320,000	STBG-50 to 200K, Toll Credit
PE	2024	\$220,000	\$0	\$0	\$220,000	STBG-50 to 200K, Toll Credit
ROW	2025	\$296,099	\$0	\$0	\$296,099	STBG-50 to 200K, Toll Credit
ROW	2026	\$3,202,993	\$0	\$0	\$3,202,993	STBG-50 to 200K, Toll Credit
Construction	2026	\$5,013,814	\$0	\$0	\$5,013,814	STBG-50 to 200K, Toll Credit
		\$10,052,906	\$0	\$0	\$10,052,906	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

BEDFORD - MERRIMACK (16100)						
Road/Entity: F.E. Everett Turnpike				Total Project Cost:	\$13,455,021	
Scope: Improvement to Bedford Mainline Toll Plaza to Institute All Electronic Tolling						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	0	\$2,056,000	0	\$2,056,000	Turnpike Capital
Construction	2024	\$0	\$9,194,021	\$0	\$9,194,021	Turnpike Capital
		\$0	\$11,250,021	\$0	\$11,250,021	
Regionally Significant:		Yes		CAA Code:	E-7	
Managed By:		NHDOT				

BOW (29641)						
Road/Entity:	NH 3A			Total Project Cost:		\$4,372,018
Scope:	NH Route 3A Corridor Safety Improvements from Hooksett TL to I-89/NH3A Intersection (~ 4.93m)					
Phase	Year	Federal	State	Other	Total	Funding
ROW	2023	\$550,000	\$0	\$0	\$550,000	STBG-State Flexible, Toll Credit
Construction	2024	\$3,272,018	\$0	\$0	\$3,272,018	STBG-State Flexible, Toll Credit
		\$3,822,018	\$0	\$0	\$3,822,018	
Regionally Significant:		No		CAA Code:	ATT	
Managed By:		NHDOT				

CANDIA (41592)						
Road/Entity: NH 43/NH 27/Raymond Rd.			Total Project Cost:		\$5,922,900	
Scope: Safety & Operational Improvements to Intersections of NH 27; NH 43 & Raymond Road (~. 1m)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$223,850	\$0	\$0	\$223,850	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2026	\$194,727	\$0	\$0	\$194,727	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	\$126,286	\$0	\$0	\$126,286	STBG-State Flexible, Toll Credit
		\$544,864	\$0	\$0	\$544,864	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		NHDOT				

CANDIA-RAYMOND (43839)						
Road/Entity: NH Route 101		Total Project Cost:			\$23,726,393	
Scope: Rehabilitation/Reconstruction of a Section of NH Route 101						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$550,000	\$0	\$0	\$550,000	STBG-State Flexible, Toll Credit
PE	2024	\$110,000	\$0	\$0	\$110,000	STBG-State Flexible, Toll Credit
ROW	2024	\$55,000	\$0	\$0	\$55,000	STBG-State Flexible, Toll Credit
Construction	2024	\$550,000	\$0	\$0	\$550,000	STBG-State Flexible, Toll Credit
Construction	2025	\$11,308,000	\$0	\$0	\$11,308,000	STBG-State Flexible, Toll Credit
Construction	2026	\$11,043,393	\$0	\$0	\$11,043,393	STBG-State Flexible, Toll Credit
		\$23,616,393	\$0	\$0	\$23,616,393	
Regionally Significant:		No		CAA Code:	E-10	
Managed By:		NHDOT				

DERRY - LONDONDERRY (13065A)						
Road/Entity: I-93			Total Project Cost:		\$67,740,149	
Scope: I-93 Exit 4A - Final Design & Construction of a New Interchange and Connecting Roadway						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$15,481,240	\$0	\$0	\$15,481,240	BRGBIL, National Highway Freight, STBG-State Flexible, Toll Credit
Construction	2024	\$1,677,888	\$0	\$0	\$1,677,888	BRGBIL, National Highway Freight, Toll Credit
		\$17,159,128	\$0	\$0	\$17,159,128	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

DERRY - LONDONDERRY (13065B)						
Road/Entity: Folsom Road				Total Project Cost:		\$35,188,406
Scope:		Construction of a New Connecting Roadway from the I-93 Exit 4A 13065A Project East (~ .4m)				
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,305,185	0	0	\$1,305,185	STBG-State Flexible, Toll Credits
Construction	2024	\$19,254,175	\$0	\$744,066	\$19,998,241	BRGBIL, Non Par Other, STBG-State Flexible, Toll Credit
Construction	2025	\$10,811,789	\$0	\$0	\$10,811,789	PROTECT Program, STBG-State Flexible, Toll Credit
Construction	2026	\$1,378,518	\$0	\$0	\$1,378,518	PROTECT Program, Toll Credit
		\$32,749,667	\$0	\$744,066	\$33,493,733	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

DERRY - LONDONDERRY (13065C)						
Road/Entity: Tsienneto Rd.				Total Project Cost:		\$23,681,595
Scope:		Construction of Tsienneto Road from 13065B easterly to the NH Route 102 intersection				
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,607,882	\$0	\$0	\$1,607,882	STBG-State Flexible, Toll Credit
Construction	2025	\$14,567,491	\$0	\$0	\$14,567,491	BRGBIL, STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
Construction	2026	\$5,964,542	\$0	\$0	\$5,964,542	STBG-State Flexible, Toll Credit
		\$22,139,915	\$0	\$0	\$22,139,915	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

DERRY - LONDONDERRY (13065E)						
Road/Entity: Folsom Road			Total Project Cost:			\$533,500
Scope: I-93 Exit 4A, Building Demolitions for construction of Exit 4A						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$533,500	\$0	\$0	\$533,500	STBG-State Flexible, Toll Credit
		\$533,500	\$0	\$0	\$533,500	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

FRANCESTOWN (42709)						
Road/Entity: Old County Road North			Total Project Cost:		\$1,140,693	
Scope: Rehabilitation/Replacement of Bridge- Old County Rd. North over Collins Brook (Bridge #091/142)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$126,019	\$31,505	\$157,524	SB367-4-Cents, Towns
ROW	2026	\$0	\$4,346	\$1,086	\$5,432	SB367-4-Cents, Towns
Construction	2026	\$977,737	\$0	\$0	\$977,737	MOBIL
		\$977,737	\$130,365	\$32,591	\$1,140,693	
Regionally Significant:		No		CAA Code:	ATT	
Managed By:		Muni/Local				

HOOKSETT (29611)						
Road/Entity: US 3 / NH 28				Total Project Cost:		\$21,129,770
Scope:		Reconstruction and widening from NH 27/Whitehall Rd./Martin's Ferry Rd. to W. Alice Ave./Alice Ave.				
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,275,850	\$0	\$0	\$1,275,850	National Highway Performance, Toll Credit
PE	2024	\$387,841	\$0	\$0	\$387,841	National Highway Performance, Toll Credit
ROW	2024	\$2,861,680	\$0	\$0	\$2,861,680	National Highway Performance, Toll Credit
Construction	2026	\$1,914,135	\$0	\$0	\$1,914,135	National Highway Performance, Toll Credit
		\$6,439,506	\$0	\$0	\$6,439,506	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

HOOKSETT (43851)						
Road/Entity: NH 3A at Hackett Hill Rd. & Main St.		Total Project Cost:		\$4,000,000		
Scope: Reconstruct two intersections: NH 3A/Hackett Hill Rd. and NH 3A/Main St.						
Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$837,500	\$412,500	\$1,250,000	State Aid Hwy, Towns
ROW	2026	\$0	\$33,500	\$16,500	\$50,000	State Aid Hwy, Towns
Construction	2026	\$2,430,000	\$0	\$270,000	\$2,700,000	STBG-50 to 200K, Toll Credit, Towns
		\$2,430,000	\$871,000	\$699,000	\$4,000,000	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		Muni/Local				

LONDONDERRY (41593)						
Road/Entity: NH 28/NH 128			Total Project Cost:		\$7,370,673	
Scope: Safety and Operational Improvements at the Intersection of NH 28/NH 128						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$715,000	\$0	\$0	\$715,000	STBG-Areas over \$200K, Toll Credit
PE	2024	\$169,620	\$0	\$0	\$169,620	STBG-Areas over \$200K, Toll Credit
PE	2026	\$215,102	\$0	\$0	\$215,102	STBG-Areas over \$200K, Toll Credit
ROW	2026	\$249,189	\$0	\$0	\$249,189	STBG-Areas over \$200K, Toll Credit
		\$1,348,911	\$0	\$0	\$1,348,911	
Regionally Significant:		No		CAA Code:	E-52	
Managed By:		NHDOT				

LONDONDERRY (41715)						
Road/Entity: NH 28/Stonehenge Rd.			Total Project Cost:			\$4,963,000
Scope: Operational and Capacity Improvements at the Intersection of NH 28/Stonehenge Road						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$261,250	\$0	\$261,250	\$522,500	STBG-State Flexible, Towns
PE	2024	\$68,750	\$0	\$68,750	\$137,500	STBG-State Flexible, Towns
ROW	2023	\$45,000	\$0	\$45,000	\$90,000	STBG-Areas Over 200K, Towns
ROW	2024	\$55,000	\$0	\$55,000	\$110,000	STBG-Areas Over 200K, Towns
Construction	2024	\$569,800	\$0	\$530,200	\$1,100,000	STBG-Areas Over 200K, Toll Credit, Towns
Construction	2025	\$2,827,000	\$0	\$0	\$2,827,000	STBG-Areas Over 200K, Toll Credit
		\$3,826,800	\$0	\$960,200	\$4,787,000	
Regionally Significant:		No		CAA Code:	N/E	
Managed By:		NHDOT				

MANCHESTER (15837)						
Road/Entity:		US Route 3 (Elm Street)		Total Project Cost:		\$5,737,274
Scope:		Bridge Rehabilitation-US 3 (Elm St.) over B&M RR (Bridge #144/075)				
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$417,360	\$104,340	\$521,699	SB367-4-Cents, Towns
ROW	2025	\$0	\$24,265	\$6,066	\$30,332	SB367-4-Cents, Towns
Construction	2025	\$4,148,194	\$0	\$1,037,049	\$5,185,243	STBG-50 to 200K, Towns
		\$4,148,194	\$441,625	\$1,147,455	\$5,737,274	
Regionally Significant:		No		CAA Code:	E-19	
Managed By:		Muni/Local				

MANCHESTER (16099)						
Road/Entity: I-293/F.E. Everett Turnpike			Total Project Cost:		\$20,292,688	
Scope:		Preliminary Engineering & ROW for Reconstruction of the F.E. Everett Turnpike at Exits 6 & 7				
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$1,337,739	\$0	\$1,337,739	Turnpike Capital
ROW	2023	\$0	\$3,822,114	\$0	\$3,822,114	Turnpike Capital
ROW	2024	\$0	\$3,146,007	\$0	\$3,146,007	Turnpike Capital
ROW	2025	\$0	\$3,127,019	\$0	\$3,127,019	Turnpike Capital
		\$0	\$11,432,879	\$0	\$11,432,879	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

MANCHESTER (24212)						
Road/Entity:	Salmon Street EB over Rd., BMRR, Merrimack River and Ramp			Total Project Cost:		\$12,940,003
Scope:	Amoskeag Eastbound - Salmon St. over Road, RR, and Merrimack River (Bridge #107/072) and Adjacent Ramp "E" (Bridge #107/071)					
Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$916,376	\$229,094	\$1,145,471	SB367-4-Cents, Towns
ROW	2024	\$0	\$8,224	\$2,056	\$10,280	State Aid Bridge, Towns
Construction	2024	\$5,018,847	\$0	\$1,254,712	\$6,273,559	BRGBIL, Towns
Construction	2026	\$4,408,555	\$0	\$1,102,139	\$5,510,693	BRGBIL, Towns
		\$9,427,402	\$924,600	\$2,588,001	\$12,940,003	
Regionally Significant:		No		CAA Code:	E-19	
Managed By:		Muni/Local				

MANCHESTER (41594)						
Road/Entity: I-293		Total Project Cost:			\$2,212,629	
Scope: Operational Improvements at the I-293 Exit 1 Interchange (South Willow St.)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$179,252	\$0	\$0	\$179,252	National Highway Performance, Toll Credit
PE	2026	\$189,430	\$0	\$0	\$189,430	National Highway Performance, Toll Credit
ROW	2026	\$64,753	\$0	\$0	\$64,753	National Highway Performance, Toll Credit
		\$433,435	\$0	\$0	\$433,435	
Regionally Significant:		No	CAA Code:		E-52	
Managed By:		NHDOT				

MANCHESTER (42881)						
Road/Entity: Willow St./Weston Rd.				Total Project Cost:		\$1,083,983
Scope: Construct a NB Right Turn Lane and Modify Lane Utilization at Willow St./Weston Rd.						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$50,042	\$0	\$12,511	\$62,553	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$80,000	\$0	\$20,000	\$100,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2025	\$591,799	\$0	\$147,950	\$739,749	Congestion Mitigation and Air Quality Program, Towns
		\$721,841	\$0	\$180,460	\$902,302	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		Muni/Local				

MANCHESTER (42886)						
Road/Entity: River Road/Bicentennial Drive			Total Project Cost:		\$2,064,803	
Scope: Construct a Roundabout at River Road/Bicentennial Drive Intersection						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$104,000	\$0	\$26,000	\$130,000	Congestion Mitigation and Air Quality Program, Towns
PE	2024	\$57,568	\$0	\$14,392	\$71,960	Congestion Mitigation and Air Quality Program, Towns
		\$161,568	\$0	\$40,392	\$201,960	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		Muni/Local				

MANCHESTER (43826)						
Road/Entity: Various			Total Project Cost:		\$30,000,000	
Scope: Manch. Millyard Projects Funded by RAISE Grant (Intrsect Improvs/Bike/Ped Path/Roadway Improvs)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,662,708	\$0	\$332,526	\$1,995,234	RAISE GRANT, Towns
PE	2024	\$180,640	\$0	\$36,126	\$216,766	RAISE GRANT, Towns
ROW	2023	\$3,430,432	\$0	\$686,053	\$4,116,485	RAISE GRANT, Towns
ROW	2024	\$958,341	\$0	\$191,659	\$1,150,000	RAISE GRANT, Towns
Construction	2024	\$9,093,750	\$0	\$1,818,663	\$10,912,413	RAISE GRANT, Towns
Construction	2025	\$4,385,868	\$0	\$877,132	\$5,263,000	RAISE GRANT, Towns
Construction	2026	\$3,175,026	\$0	\$634,975	\$3,810,000	RAISE GRANT, Towns
		\$22,886,765	\$0	\$4,577,133	\$27,463,899	
Regionally Significant:		Yes		CAA Code:	E-33	
Managed By:		Other				

MANCHESTER (43850)						
Road/Entity: Eddy Rd. /I-293				Total Project Cost:		\$2,684,224
Scope: Eddy Rd./Exit 6 SB On-ramp Intersection Safety Improvements (Fed-aid)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$350,000	\$0	\$0	\$350,000	National Highway Performance, Toll Credit
ROW	2025	\$52,839	\$0	\$0	\$52,839	National Highway Performance, Toll Credit
Construction	2026	\$2,281,385	\$0	\$0	\$2,281,385	National Highway Performance, Toll Credit
		\$2,684,224	\$0	\$0	\$2,684,224	
Regionally Significant:		No		CAA Code:	E-53	
Managed By:		NHDOT				

NASHUA - MERRIMACK - BEDFORD (13761)						
Road/Entity: F. E. Everett Turnpike			Total Project Cost:		\$25,800,000	
Scope: F.E.E. Turnpike Widening of 2-lane Sections from Exit 8 (Nashua) to I-293 (Bedford)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$6,000,000	\$0	\$6,000,000	Turnpike Capital
		\$0	\$6,000,000	\$0	\$6,000,000	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

NASHUA - MERRIMACK - BEDFORD (13761E)						
Road/Entity:		F. E. Everett Turnpike		Total Project Cost:		\$19,272,752
Scope:		F.E.E. Turnpike Widening in Merrimack of a 2-lane Section from Bedford Road to South of Exit 13				
Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$0	\$5,000,000	\$0	\$5,000,000	Turnpike Capital
Construction	2024	\$0	\$11,102,400	\$0	\$11,102,400	Turnpike Capital
Construction	2025	\$0	\$3,170,352	\$0	\$3,170,352	Turnpike Capital
		\$0	\$19,272,752	\$0	\$19,272,752	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

NEVI PROGRAM CHARGING (44093)						
Road/Entity: Statewide			Total Project Cost:		\$7,574,012	
Scope: Administer NEVI funds to develop direct current fast charging stations along AFCs						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$880,000	\$0	\$0	\$880,000	NEVI, Toll Credit
Construction	2023	\$5,355,210	\$0	\$1,338,803	\$6,694,012	NEVI, Non Par Other
		\$6,235,210	\$0	\$1,338,803	\$7,574,012	
Regionally Significant:		No		CAA Code:	ALL	
Managed By:		NHDOT				

NEW BOSTON (14771)						
Road/Entity:	Gregg Mill Rd.			Total Project Cost:		\$1,379,103
Scope:	Bridge Replacement - Gregg Mill Rd. over South Branch Piscataquog River (Bridge #132/138)					
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$147,950	\$36,987	\$184,937	SB367-4-Cents, Towns
ROW	2025	\$0	\$4,227	\$1,057	\$5,284	SB367-4-Cents, Towns
Construction	2025	\$1,188,882	\$0	\$0	\$1,188,882	MOBIL
		\$1,188,882	\$152,177	\$38,044	\$1,379,103	
Regionally Significant:		No		CAA Code:	E-19	
Managed By:		Muni/Local				

NEW BOSTON (15505)						
Road/Entity:	Tucker Mill Rd.		Total Project Cost:			\$1,220,586
Scope:	Bridge Replacement - Tucker Mill Road over Middle Branch Piscataquog River (Bridge #087/150)					
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$147,950	\$36,987	\$184,937	SB367-4-Cents, Towns
ROW	2025	\$0	\$4,227	\$1,057	\$5,284	SB367-4-Cents, Towns
Construction	2025	\$1,030,364	\$0	\$0	\$1,030,364	MOBIL
		\$1,030,364	\$152,177	\$38,044	\$1,220,586	
Regionally Significant:		No		CAA Code:	E-19	
Managed By:	Muni/Local					

PROGRAM (ADA)						
Road/Entity: Various			Total Project Cost:			\$3,540,000
Scope: Upgrades to sidewalks, curb ramps, and signals to be compliant with ADA laws						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$85,000	\$0	\$0	\$85,000	STBG-State Flexible, Toll Credit
PE	2025	\$85,000	\$0	\$0	\$85,000	STBG-State Flexible, Toll Credit
ROW	2023	\$10,000	\$0	\$0	\$10,000	STBG-State Flexible, Toll Credit
ROW	2025	\$10,000	\$0	\$0	\$10,000	STBG-State Flexible, Toll Credit
Construction	2024	\$355,000	\$0	\$0	\$355,000	STBG-State Flexible, Toll Credit
Construction	2026	\$355,000	\$0	\$0	\$355,000	STBG-State Flexible, Toll Credit
		\$900,000	\$0	\$0	\$900,000	
Regionally Significant:		No		CAA Code:	E-33	
Managed By:		NHDOT				

PROGRAM (BRDG-HIB-M&P)						
Road/Entity: Various			Total Project Cost:			\$57,612,632
Scope: Maintenance and Preservation Efforts for High Investment Bridges						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
PE	2025	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
PE	2026	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
ROW	2023	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2024	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2025	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2026	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
Construction	2023	\$3,100,000	\$0	\$0	\$3,100,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
Construction	2024	\$3,100,000	\$0	\$0	\$3,100,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
Construction	2025	\$3,100,000	\$0	\$0	\$3,100,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
Construction	2026	\$3,100,000	\$0	\$0	\$3,100,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
		\$12,880,000	\$0	\$0	\$12,880,000	
Regionally Significant:		No		CAA Code:	ALL	
Managed By:		NHDOT				

PROGRAM (BRDG-T1/2-M&P)						
Road/Entity: Tier 1-2 Bridges			Total Project Cost:			\$184,432,000
Scope: Maintenance and Preservation of Tier 1 & 2 Bridges						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$650,000	\$0	\$0	\$650,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$8,600,000	\$0	\$0	\$8,600,000	National Highway Performance, STBG State Flexible, Toll Credit
Construction	2024	\$7,550,000	\$0	\$0	\$7,550,000	National Highway Performance, Toll Credit
Construction	2025	\$8,600,000	\$0	\$0	\$8,600,000	National Highway Performance, STBG Non-Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2026	\$8,600,000	\$0	\$0	\$8,600,000	National Highway Performance, STBG Non-Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		\$34,400,000	\$0	\$0	\$34,400,000	
Regionally Significant:		No		CAA Code:	ALL	
Managed By:		NHDOT				

PROGRAM (BRDG-T3/4-M&P)						
Road/Entity: Tier 3-4 Bridges			Total Project Cost:			\$70,922,000
Scope: Maintenance and Preservation of Tier 3 & 4 Bridges						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$300,000	\$0	\$0	\$300,000	National Highway Performance, Toll Credit
PE	2024	\$50,000	\$0	\$0	\$50,000	National Highway Performance, STBG State Flexible, Toll Credit
PE	2025	\$50,000	\$0	\$0	\$50,000	National Highway Performance, STBG State Flexible, Toll Credit
PE	2026	\$50,000	\$0	\$0	\$50,000	National Highway Performance, STBG State Flexible, Toll Credit
ROW	2023	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG State Flexible, Toll Credit
ROW	2024	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG State Flexible, Toll Credit
ROW	2025	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG State Flexible, Toll Credit
ROW	2026	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG State Flexible, Toll Credit
Construction	2023	\$3,875,000	\$0	\$0	\$3,875,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2024	\$2,650,000	\$0	\$0	\$2,650,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2025	\$3,900,000	\$0	\$0	\$3,900,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2026	\$3,900,000	\$0	\$0	\$3,900,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		\$14,815,000	\$0	\$0	\$14,815,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

PROGRAM (CBI)						
Road/Entity: Various				Total Project Cost:		\$8,457,276
Scope: Complex Bridge Inspection (PARENT)						
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$270,000	\$0	\$0	\$270,000	STBG-State Flexible, Toll Credit
Other	2024	\$270,000	\$0	\$0	\$270,000	STBG-State Flexible, Toll Credit
Other	2025	\$270,000	\$0	\$0	\$270,000	STBG-State Flexible, Toll Credit
Other	2026	\$270,000	\$0	\$0	\$270,000	STBG-State Flexible, Toll Credit
		\$1,080,000	\$0	\$0	\$1,080,000	
Regionally Significant:		No		CAA Code:	E-38	
Managed By:		NHDOT				

PROGRAM (CORRST)						
Road/Entity:	Various			Total Project Cost:		\$8,400,000
Scope:	Corridor Studies Statewide					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$700,000	\$0	\$0	\$700,000	Congestion Mitigation and Air Quality Program, Toll Credit
Other	2024	\$700,000	\$0	\$0	\$700,000	Congestion Mitigation and Air Quality Program, Toll Credit
Other	2025	\$700,000	\$0	\$0	\$700,000	Congestion Mitigation and Air Quality Program, Toll Credit
Other	2026	\$700,000	\$0	\$0	\$700,000	Congestion Mitigation and Air Quality Program, Toll Credit
		\$2,800,000	\$0	\$0	\$2,800,000	
Regionally Significant:	No			CAA Code:	E-34	
Managed By:	NHDOT					

PROGRAM (CRDR)						
Road/Entity:	Various			Total Project Cost:		\$82,096,666
Scope:	Culvert Replacement/Rehabilitation & Drainage Repairs (Annual Project)					
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$500,000	\$0	\$0	\$500,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$200,000	\$0	\$0	\$200,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$54,100	\$0	\$0	\$54,100	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$2,715,000	\$0	\$0	\$2,715,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$3,413,170	\$0	\$0	\$3,413,170	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$4,120,000	\$0	\$0	\$4,120,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$5,436,030	\$0	\$0	\$5,436,030	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2023	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2024	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2025	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2026	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$16,743,300	\$0	\$0	\$16,743,300	
Regionally Significant:	No			CAA Code:	ALL	
Managed By:	NHDOT					

PROGRAM (DBE)						
Road/Entity:		Disadvantaged Business Enterprise		Total Project Cost:		\$1,699,707
Scope:		In-House Admin. of the FHWA Supportive Program "DBE Compliance Monitoring" (Annual Program)				
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$79,300	\$0	\$0	\$79,300	DBE
Other	2024	\$79,300	\$0	\$0	\$79,300	DBE
Other	2025	\$79,300	\$0	\$0	\$79,300	DBE
Other	2026	\$79,300	\$0	\$0	\$79,300	DBE
		\$317,200	\$0	\$0	\$317,200	
Regionally Significant:		No		CAA Code:	E-o	
Managed By:		NHDOT				

PROGRAM (ENV-POST-CON)						
Road/Entity: Statewide		Total Project Cost:			\$1,784,813	
Scope: Environmental Commitments for Post-construction Obligations						
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$200,000	\$0	\$0	\$200,000	STBG-State Flexible, Toll Credit
Other	2024	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2025	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2026	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
		\$500,000	\$0	\$0	\$500,000	
Regionally Significant:		No		CAA Code:	ALL	
Managed By:		NHDOT				

PROGRAM (FLAP)						
Road/Entity: Various			Total Project Cost:			\$6,806,200
Scope: Improvements to Transportation Facilities that Access Federal Lands within NH						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$50,000	\$0	\$0	\$50,000	Forest Highways
PE	2024	\$50,000	\$0	\$0	\$50,000	Forest Highways
PE	2025	\$50,000	\$0	\$0	\$50,000	Forest Highways
PE	2026	\$50,000	\$0	\$0	\$50,000	Forest Highways
ROW	2023	\$25,000	\$0	\$0	\$25,000	Forest Highways
ROW	2024	\$25,000	\$0	\$0	\$25,000	Forest Highways
ROW	2025	\$25,000	\$0	\$0	\$25,000	Forest Highways
ROW	2026	\$25,000	\$0	\$0	\$25,000	Forest Highways
Construction	2023	\$352,000	\$0	\$0	\$352,000	Forest Highways
Construction	2024	\$352,000	\$0	\$0	\$352,000	Forest Highways
Construction	2025	\$352,000	\$0	\$0	\$352,000	Forest Highways
Construction	2026	\$352,000	\$0	\$0	\$352,000	Forest Highways
		\$1,708,000	\$0	\$0	\$1,708,000	
Regionally Significant:		No		CAA Code:	ALL	
Managed By:		NHDOT				

PROGRAM (FTA5307)						
Road/Entity: Boston Urbanized Area (UZA)			Total Project Cost:		\$100,250,367	
Scope: Boston Urbanized Area (UZA) FTA Section 5307 Apportioned Funds for NHDOT Transit Projects						
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$9,624,123	\$0	\$0	\$9,624,123	FTA 5307 Capital and Operating Program, Toll Credit
Other	2024	\$6,719,372	\$0	\$0	\$6,719,372	FTA 5307 Capital and Operating Program, Toll Credit
Other	2025	\$6,795,759	\$0	\$0	\$6,795,759	FTA 5307 Capital and Operating Program, Toll Credit
Other	2026	\$6,873,674	\$0	\$0	\$6,873,674	FTA 5307 Capital and Operating Program, Toll Credit
		\$30,012,928	\$0	\$0	\$30,012,928	
Regionally Significant:		No		CAA Code:	E-21	
Managed By:		NHDOT				

PROGRAM (FTA5310)						
Road/Entity: Various				Total Project Cost:		\$67,209,596
Scope: Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program						
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$3,138,558	\$0	\$784,639	\$3,923,197	FTA 5310 Capital Program, Other
Other	2024	\$2,709,459	\$0	\$677,364	\$3,386,823	FTA 5310 Capital Program, Other, Toll Credit
Other	2025	\$2,763,648	\$0	\$690,912	\$3,454,560	FTA 5310 Capital Program, Other
Other	2026	\$2,818,921	\$0	\$704,730	\$3,523,651	FTA 5310 Capital Program, Other
		\$11,430,585	\$0	\$2,857,646	\$14,288,231	
Regionally Significant:		No		CAA Code:	E-30	
Managed By:		NHDOT				

PROGRAM (FTA5339)						
Road/Entity: Various			Total Project Cost:			\$137,944,254
Scope:		Capital Bus and Bus Facilities - FTA 5339 Program for Statewide Public Transportation				
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$8,030,479	\$1,003,810	\$1,003,810	\$10,038,099	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2024	\$4,440,434	\$555,054	\$555,054	\$5,550,542	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2025	\$4,529,242	\$566,155	\$566,155	\$5,661,553	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2026	\$4,619,827	\$577,478	\$577,478	\$5,774,784	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
		\$21,619,982	\$2,702,498	\$2,702,498	\$27,024,978	
Regionally Significant:		No		CAA Code:	E-30	
Managed By:		NHDOT				

PROGRAM (GRR)						
Road/Entity: Various			Total Project Cost:			\$36,592,685
Scope: Guardrail Replacement [Federal Aid Guardrail Improvement Program] (Annual Project)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$2,055,000	\$0	\$0	\$2,055,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$2,055,000	\$0	\$0	\$2,055,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$2,055,000	\$0	\$0	\$2,055,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$2,055,000	\$0	\$0	\$2,055,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$8,840,000	\$0	\$0	\$8,840,000	
Regionally Significant:		No		CAA Code:	E-9	
Managed By:		NHDOT				

PROGRAM (HSIP)						
Road/Entity: Various			Total Project Cost:			\$244,467,602
Scope: Highway Safety Improvement Program (HSIP)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,200,000	\$0	\$0	\$1,200,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2024	\$500,000	\$0	\$0	\$500,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2025	\$500,000	\$0	\$0	\$500,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2026	\$500,000	\$0	\$0	\$500,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2023	\$300,000	\$0	\$0	\$300,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2024	\$150,000	\$0	\$0	\$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2025	\$150,000	\$0	\$0	\$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2026	\$150,000	\$0	\$0	\$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2023	\$7,836,989	\$0	\$0	\$7,836,989	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2024	\$11,596,257	\$0	\$0	\$11,596,257	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2025	\$11,880,072	\$0	\$0	\$11,880,072	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2026	\$12,164,464	\$0	\$0	\$12,164,464	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2023	\$200,000	\$0	\$0	\$200,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2024	\$175,000	\$0	\$0	\$175,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2025	\$140,000	\$0	\$0	\$140,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2026	\$100,000	\$0	\$0	\$100,000	Highway Safety Improvement Program (HSIP), Toll Credit
		\$47,542,782	\$0	\$0	\$47,542,782	
Regionally Significant:		No	CAA Code:		E-6	
Managed By:	NHDOT					

PROGRAM (LTAP)						
Road/Entity: Local Technology Asst. Program			Total Project Cost:		\$3,133,000	
Scope: Local Technology Assistance Program (LTAP) Administered by the Technology Transfer Center at UNH						
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
Other	2024	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
Other	2025	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
Other	2026	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
		\$732,000	\$0	\$0	\$732,000	
Regionally Significant:		No		CAA Code:	E-35	
Managed By:		NHDOT				

PROGRAM (MOBIL)						
Road/Entity:	Various			Total Project Cost:		\$33,750,000
Scope:	Municipal Bridge Rehabilitation and Replace Projects					
Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$6,750,000	\$0	\$0	\$6,750,000	MOBIL
Construction	2024	\$6,750,000	\$0	\$0	\$6,750,000	MOBIL
Construction	2025	\$6,750,000	\$0	\$0	\$6,750,000	MOBIL
Construction	2026	\$6,750,000	\$0	\$0	\$6,750,000	MOBIL
		\$27,000,000	\$0	\$0	\$27,000,000	
Regionally Significant:	No			CAA Code:	ALL	
Managed By:	Muni/Local					

PROGRAM (MOBRR)						
Road/Entity:	Various			Total Project Cost:		\$85,341,233
Scope:	Municipal-owned Bridge Rehabilitation and Replacement Projects (MOBRR Program)					
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$400,000	\$0	\$100,000	\$500,000	Non Par Other, Other, STBG-Off System Bridge, STBG-State Flexible
PE	2024	\$400,000	\$0	\$100,000	\$500,000	Other, STBG-State Flexible
PE	2025	\$400,000	\$0	\$100,000	\$500,000	Other, STBG-State Flexible
PE	2026	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
ROW	2023	\$80,000	\$0	\$20,000	\$100,000	Non Par Other, Other, STBG-Off System Bridge, STBG-State Flexible
ROW	2024	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
ROW	2025	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
ROW	2026	\$20,000	\$0	\$5,000	\$25,000	Other, STBG-State Flexible
Construction	2023	\$1,600,000	\$0	\$400,000	\$2,000,000	Non Par Other, Other, STBG-Off System Bridge, STBG-State Flexible
Construction	2024	\$1,600,000	\$0	\$400,000	\$2,000,000	Other, STBG-State Flexible
Construction	2025	\$4,800,000	\$0	\$1,200,000	\$6,000,000	MOBIL, Non Par Other, Other, STBG-State Flexible
Construction	2026	\$5,600,000	\$0	\$1,400,000	\$7,000,000	MOBIL, Non Par Other, Other, STBG-State Flexible
		\$15,140,000	\$0	\$3,785,000	\$18,925,000	
Regionally Significant:	No			CAA Code:	ALL	
Managed By:	Muni/Local					

PROGRAM (MTA5307)						
Road/Entity:	Manchester Transit Authority			Total Project Cost:		\$81,593,639
Scope:	MTA Operating, ADA, Capital PM, Planning Utilizing FTA Section 5307 Funds. Includes CART Area.					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$3,640,007	\$0	\$1,875,155	\$5,515,162	FTA 5307 Capital and Operating Program, Other
Other	2024	\$3,711,307	\$0	\$1,911,886	\$5,623,193	FTA 5307 Capital and Operating Program, Other
Other	2025	\$3,784,033	\$0	\$1,949,351	\$5,733,384	FTA 5307 Capital and Operating Program, Other
Other	2026	\$3,858,214	\$0	\$1,987,565	\$5,845,779	FTA 5307 Capital and Operating Program, Other
		\$14,993,562	\$0	\$7,723,956	\$22,717,518	
Regionally Significant:	No			CAA Code:	E-21	
Managed By:	Muni/Local					

PROGRAM (MTA5310)						
Road/Entity: Manchester Transit Authority			Total Project Cost:		\$2,598,405	
Scope: Funding for Seniors and Individuals w/Disabilities. Annual FTA Section 5310 apportionment - CART.						
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$125,442	\$0	\$31,361	\$156,803	FTA 5310 Capital Program, Other
Other	2024	\$127,951	\$0	\$31,988	\$159,939	FTA 5310 Capital Program, Other
Other	2025	\$130,510	\$0	\$32,628	\$163,138	FTA 5310 Capital Program, Other
Other	2026	\$133,121	\$0	\$33,280	\$166,401	FTA 5310 Capital Program, Other
		\$517,025	\$0	\$129,256	\$646,281	
Regionally Significant:		No		CAA Code:	E-30	
Managed By:		Muni/Local				

PROGRAM (MTA5339)						
Road/Entity: Manchester Transit Authority			Total Project Cost:		\$750,615	
Scope: Funding for Capital Vehicles and Equipment for CART Area. Annual FTA Section 5339 Apportionment.						
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$42,776	\$3,774	\$3,774	\$50,325	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
Other	2024	\$43,632	\$3,850	\$3,850	\$51,332	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
Other	2025	\$44,505	\$3,927	\$3,927	\$52,359	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
Other	2026	\$46,303	\$4,086	\$4,086	\$54,474	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
		\$177,217	\$15,637	\$15,637	\$208,490	
Regionally Significant:		No		CAA Code:	E-30	
Managed By:		Muni/Local				

PROGRAM (NSTI)						
Road/Entity: National Summer Trans. Institute			Total Project Cost:		\$926,000	
Scope:		Programmatic Project as a Cooperative Project Agreement (CPA) with the University of New Hampshire				
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$61,000	\$0	\$0	\$61,000	National Summer Transportation Institute
Other	2024	\$61,000	\$0	\$0	\$61,000	National Summer Transportation Institute
Other	2025	\$61,000	\$0	\$0	\$61,000	National Summer Transportation Institute
Other	2026	\$61,000	\$0	\$0	\$61,000	National Summer Transportation Institute
		\$244,000	\$0	\$0	\$244,000	
Regionally Significant:		No		CAA Code:	E-o	
Managed By:		Other				

PROGRAM (OJT/SS)						
Road/Entity: OJT/SS				Total Project Cost:		\$576,600
Scope:		On the job training for minority and women to reach journeyman status in the construction industry				
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$36,600	\$0	\$0	\$36,600	Skills Training
Other	2024	\$36,600	\$0	\$0	\$36,600	Skills Training
Other	2025	\$36,600	\$0	\$0	\$36,600	Skills Training
Other	2026	\$36,600	\$0	\$0	\$36,600	Skills Training
		\$146,400	\$0	\$0	\$146,400	
Regionally Significant:		No		CAA Code:	E-35	
Managed By:		NHDOT				

PROGRAM (PAVE-T1-RESURF)						
Road/Entity: Tier 1 Highways				Total Project Cost:		\$217,382,690
Scope: Resurface Tier 1 Highways						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$450,000	\$0	\$0	\$450,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$13,000,000	\$0	\$0	\$13,000,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$13,000,000	\$0	\$0	\$13,000,000	National Highway Performance, Toll Credit
Construction	2025	\$8,000,000	\$0	\$0	\$8,000,000	National Highway Performance, Toll Credit
Construction	2026	\$7,000,000	\$0	\$0	\$7,000,000	National Highway Performance, Toll Credit
		\$42,350,000	\$0	\$0	\$42,350,000	
Regionally Significant:		No		CAA Code:	E-10	
Managed By:		NHDOT				

PROGRAM (PAVE-T2-REHAB)						
Road/Entity:	Tier 2 Highways		Total Project Cost:		\$81,974,179	
Scope:	Rehabilitation of Tier 2 Roads					
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$750,000	\$0	\$0	\$750,000	STBG-State Flexible, Toll Credit
Construction	2024	\$500,000	\$0	\$0	\$500,000	National Highway Performance, Toll Credit
Construction	2025	\$2,800,000	\$0	\$0	\$2,800,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$2,800,000	\$0	\$0	\$2,800,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$7,470,000	\$0	\$0	\$7,470,000	
Regionally Significant:	No		CAA Code:		E-10	
Managed By:	NHDOT					

PROGRAM (PAVE-T2-RESURF)						
Road/Entity: Tier 2 Highways				Total Project Cost:		\$512,875,000
Scope: Resurfacing Tier 2 Roadways						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,000,000	\$0	\$0	\$1,000,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$1,000,000	\$0	\$0	\$1,000,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$14,650,000	\$6,000,000	\$0	\$20,650,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$5,650,000	\$6,000,000	\$0	\$11,650,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$23,784,218	\$4,390,782		\$28,175,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$23,784,218	\$4,390,782	\$0	\$28,175,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
		\$70,568,436	\$20,781,564	\$0	\$91,350,000	
Regionally Significant:		No		CAA Code:	E-10	
Managed By:		NHDOT				

PROGRAM (PVMRK)						
Road/Entity: Various				Total Project Cost:		\$70,052,228
Scope: Statewide Pavement Marking Annual Project						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
PE	2024	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
PE	2025	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
PE	2026	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
Construction	2023	\$1,826,727	\$0	\$0	\$1,826,727	STBG-State Flexible, Toll Credit
Construction	2024	\$3,349,000	\$0	\$0	\$3,349,000	STBG-State Flexible, Toll Credit
Construction	2025	\$3,349,000	\$0	\$0	\$3,349,000	STBG-State Flexible, Toll Credit
Construction	2026	\$3,349,000	\$0	\$0	\$3,349,000	STBG-State Flexible, Toll Credit
		\$11,877,727	\$0	\$0	\$11,877,727	
Regionally Significant:		No		CAA Code:	E-11	
Managed By:		NHDOT				

PROGRAM (RCTRL)						
Road/Entity:	Various			Total Project Cost:		\$29,233,536
Scope:	Recreational Trails Fund Act- Projects Selected Annually					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$1,255,265	\$0	\$313,816	\$1,569,081	DNCR, Recreational Trails
Other	2024	\$1,255,265	\$0	\$313,816	\$1,569,081	DNCR, Recreational Trails
Other	2025	\$1,255,265	\$0	\$313,816	\$1,569,081	DNCR, Recreational Trails
Other	2026	\$1,255,265	\$0	\$313,816	\$1,569,081	DNCR, Recreational Trails
		\$5,021,059	\$0	\$1,255,265	\$6,276,324	
Regionally Significant:	No			CAA Code:	ALL	
Managed By:	Other					

PROGRAM (RRRCS)						
Road/Entity:	Statewide Railroad Crossings			Total Project Cost:		\$28,813,761
Scope:	Reconstruction of Crossings, Signals, and Related Work (Annual Project)					
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2024	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2025	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2026	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
ROW	2024	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
ROW	2025	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
ROW	2026	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Construction	2023	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Construction	2024	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Construction	2025	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Construction	2026	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Other	2023	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2024	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2025	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2026	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
		\$4,735,000	\$0	\$0	\$4,735,000	
Regionally Significant:	No			CAA Code:	E-1	
Managed By:	NHDOT					

PROGRAM (SRTS)						
Road/Entity:	Various			Total Project Cost:		\$8,032,473
Scope:	Safe Routes to School Program					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$25,000	\$0	\$0	\$25,000	Safe Routes to School
		\$25,000	\$0	\$0	\$25,000	
Regionally Significant:	No			CAA Code:	E-6	
Managed By:	NHDOT					

PROGRAM (STBG-FTA)						
Road/Entity:	Various			Total Project Cost:		\$36,125,000
Scope:	Funds transferred from STBG to FTA to supplement public/human services transportation statewide					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$3,200,000	\$0	\$412,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2024	\$3,200,000	\$0	\$412,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2025	\$3,200,000	\$0	\$412,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2026	\$3,200,000	\$0	\$412,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
		\$12,800,000	\$0	\$1,650,000	\$14,450,000	
Regionally Significant:	No			CAA Code:	E-o	
Managed By:	Muni/Local					

PROGRAM (STIC)						
Road/Entity:	Varies			Total Project Cost:		\$2,190,000
Scope:	STIC Incentives					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$122,000	\$30,500	\$0	\$152,500	NHDOT Operating Budget, Other Fed, STIC Funding
Other	2024	\$122,000	\$30,500	\$0	\$152,500	NHDOT Operating Budget, Other Fed, STIC Funding
Other	2025	\$122,000	\$30,500	\$0	\$152,500	NHDOT Operating Budget, Other Fed, STIC Funding
Other	2026	\$122,000	\$30,500	\$0	\$152,500	NHDOT Operating Budget, Other Fed, STIC Funding
		\$488,000	\$122,000	\$0	\$610,000	
Regionally Significant:	No			CAA Code:	E-o	
Managed By:	NHDOT					

PROGRAM (TA)						
Road/Entity:	Various			Total Project Cost:		\$70,253,967
Scope:	Transportation Alternatives Program					
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$680,000	\$0	\$190,000	\$870,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
PE	2024	\$400,000	\$0	\$120,000	\$520,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
PE	2025	\$400,000	\$0	\$120,000	\$520,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
PE	2026	\$252,760	\$0	\$83,190	\$335,950	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2023	\$102,120	\$0	\$35,530	\$137,650	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2024	\$102,120	\$0	\$35,530	\$137,650	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2025	\$102,120	\$0	\$35,530	\$137,650	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2026	\$102,120	\$0	\$35,530	\$137,650	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2023	\$2,453,272	\$0	\$713,318	\$3,166,590	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2024	\$2,613,272	\$0	\$753,318	\$3,366,590	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2025	\$2,613,272	\$0	\$753,318	\$3,366,590	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2026	\$2,760,512	\$0	\$790,128	\$3,550,640	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
		\$12,581,568	\$0	\$3,665,392	\$16,246,960	
Regionally Significant:	No		CAA Code:		E-33	
Managed By:	Muni/Local					

PROGRAM (TRAC)						
Road/Entity:	Transp. and Civil Eng. Program			Total Project Cost:		\$440,000
Scope:	Implement and Participate in AASHTO TRAC Program in Local High Schools					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
Other	2024	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
Other	2025	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
Other	2026	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
		\$88,000	\$0	\$0	\$88,000	
Regionally Significant:	No		CAA Code:		E-o	
Managed By:	NHDOT					

PROGRAM (TRAIN)						
Road/Entity:	Training			Total Project Cost:		\$4,930,262
Scope:	Annual Training Program					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2024	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2025	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2026	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
		\$1,000,000	\$0	\$0	\$1,000,000	
Regionally Significant:	No			CAA Code:	E-o	
Managed By:	NHDOT					

PROGRAM (TRCK-WGHT-SFTY)						
Road/Entity:	Various			Total Project Cost:		\$1,600,000
Scope:	Truck Weight Safety Inspection & Maintenance Program					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$175,000	\$0	\$0	\$175,000	STBG-State Flexible, Toll Credit
Other	2024	\$25,000	\$0	\$0	\$25,000	STBG-State Flexible, Toll Credit
Other	2025	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2026	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
		\$400,000	\$0	\$0	\$400,000	
Regionally Significant:	No			CAA Code:	E-6	
Managed By:	NHDOT					

PROGRAM (TSMO)						
Road/Entity:	Transp. Sys. Mgmt. and Operations			Total Project Cost:		\$26,902,631
Scope:	Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$2,050,000	\$0	\$1,904,042	\$3,954,042	Maine, National Highway Performance, Toll Credit, Vermont
Other	2024	\$2,000,000	\$0	\$1,785,308	\$3,785,308	Maine, National Highway Performance, Toll Credit, Vermont
Other	2025	\$2,000,000	\$0	\$1,184,773	\$3,184,773	Maine, National Highway Performance, Toll Credit, Vermont
Other	2026	\$2,000,000	\$0	\$285,919	\$2,285,919	Maine, National Highway Performance, Toll Credit, Vermont
		\$8,050,000	\$0	\$5,160,042	\$13,210,042	
Regionally Significant:	No			CAA Code:	E-7	
Managed By:	NHDOT					

PROGRAM (UBI)						
Road/Entity:	Various			Total Project Cost:		\$1,433,500
Scope:	Underwater Bridge Inspection (Annual Project)					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$38,000	\$0	\$0	\$38,000	STBG-State Flexible, Toll Credit
Other	2024	\$55,000	\$0	\$0	\$55,000	STBG-State Flexible, Toll Credit
Other	2025	\$64,000	\$0	\$0	\$64,000	STBG-State Flexible, Toll Credit
Other	2026	\$64,000	\$0	\$0	\$64,000	STBG-State Flexible, Toll Credit
		\$221,000	\$0	\$0	\$221,000	
Regionally Significant:	No			CAA Code:	E-38	
Managed By:	NHDOT					

PROGRAM (USSS)						
Road/Entity:	Various			Total Project Cost:		\$13,395,400
Scope:	Project to Update Signing on State System					
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$924,500	\$0	\$0	\$924,500	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$2,664,500	\$0	\$0	\$2,664,500	
Regionally Significant:	No			CAA Code:	E-44	
Managed By:	NHDOT					

SALEM TO MANCHESTER (14633)						
Road/Entity:	I-93			Total Project Cost:		\$226,110,017
Scope:	Debt Service Project for I-93 Capacity Improvements - Northern Projects					
Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$0	\$2,195,000	\$0	\$2,195,000	SB367-4-Cents
Construction	2024	\$0	\$2,197,986	\$0	\$2,197,986	SB367-4-Cents
Construction	2025	\$0	\$2,192,014	\$0	\$2,192,014	SB367-4-Cents
Construction	2026	\$0	\$23,405,706	\$0	\$23,405,706	SB367-4-Cents
		\$0	\$29,990,706	\$0	\$29,990,706	
Regionally Significant:	No			CAA Code:	E-o	
Managed By:	NHDOT					

SALEM TO MANCHESTER (14800B)						
Road/Entity:	I-93			Total Project Cost:		\$55,947,210
Scope:	I-93 Exit 5 Interchange Reconstruction (Londonderry) - Debt Service for Project 14633F					
Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	\$7,220,696	\$0	\$0	\$7,220,696	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2025	\$7,077,716	\$0	\$0	\$7,077,716	National Highway Performance, RZED Subsidy, Toll Credit
		\$14,298,412	\$0	\$0	\$14,298,412	
Regionally Significant:	No			CAA Code:	E-o	
Managed By:	NHDOT					

SALEM TO MANCHESTER (14800C)						
Road/Entity:	I-93			Total Project Cost:		\$18,268,809
Scope:	Exit 3 Area, Project Initiated to Track GARVEE Bond Debt Service Attributable to Project 13933N					
Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	\$2,460,099	\$0	\$0	\$2,460,099	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2025	\$2,411,386	\$0	\$0	\$2,411,386	National Highway Performance, RZED Subsidy, Toll Credit
		\$4,871,485	\$0	\$0	\$4,871,485	
Regionally Significant:	No			CAA Code:	E-o	
Managed By:	NHDOT					

SALEM TO MANCHESTER (14800F)						
Road/Entity:	I-93			Total Project Cost:		\$34,434,855
Scope:	Exit 3 Area -NB ML Connections, NB Ramps & NH 111A Relocation - Debt Service Project for 13933H					
Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	\$748,603	\$0	\$0	\$748,603	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2025	\$733,780	\$0	\$0	\$733,780	National Highway Performance, RZED Subsidy, Toll Credit
		\$1,482,383	\$0	\$0	\$1,482,383	
Regionally Significant:	No			CAA Code:	E-o	
Managed By:	NHDOT					

STATEWIDE (41756)						
Road/Entity:	Various			Total Project Cost:		\$300,000
Scope:	Evaluate Signalized Intersections and Develop & Implement Signal Timings to Improve Traffic Flow					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$25,000	\$0	\$0	\$25,000	Congestion Mitigation and Air Quality Program, Toll Credit
		\$25,000	\$0	\$0	\$25,000	
Regionally Significant:	No			CAA Code:	E-52	
Managed By:	NHDOT					

STATEWIDE (43104)						
Road/Entity:	Various			Total Project Cost:		\$219,880
Scope:	Underwater Bridge Inspection for Years from 2021 to 2023					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$38,000	\$30,810	\$0	\$68,810	Betterment, STBG-State Flexible, Toll Credit, Turnpike Renewal & Replacement
		\$38,000	\$30,810	\$0	\$68,810	
Regionally Significant:	No			CAA Code:	ALL	
Managed By:	NHDOT					

STATEWIDE (43932)						
Road/Entity:	Various			Total Project Cost:		\$2,688,732
Scope:	Construct Vehicle Classification Stations and Vehicle Count Stations for Traffic Data Collection					
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$5,104	\$15,000	\$0	\$20,104	Non Par DOT, STBG-State Flexible, Toll Credit
Construction	2023	\$2,647,508	\$0	\$0	\$2,647,508	Carbon Reduction Program Flex, Toll Credit
		\$2,652,612	\$15,000	\$0	\$2,667,612	
Regionally Significant:	No			CAA Code:	ALL	
Managed By:	NHDOT					

STATEWIDE SIGNS (43934)						
Road/Entity:	Various			Total Project Cost:		\$1,961,451
Scope:	Replacement and Upgrade of Enhanced Reference Location Signs (Mile Markers)					
Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$241,464	\$135,888	\$0	\$377,352	STBG-State Flexible, Toll Credit, Turnpike Renewal & Replacement
		\$241,464	\$135,888	\$0	\$377,352	
Regionally Significant:	No			CAA Code:	ALL	
Managed By:	NHDOT					

STATEWIDE SOUTH GUARDRAIL (43993)						
Road/Entity:	Various			Total Project Cost:		\$962,500
Scope:	Replacement of NCHRP-350 terminals with MASH terminals in the southern portion of the state					
Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$687,500	\$220,000	\$0	\$907,500	Highway Safety Improvement Program (HSIP), Toll Credit, Turnpike Renewal & Replacement
		\$687,500	\$220,000	\$0	\$907,500	
Regionally Significant:	No			CAA Code:	ATT	
Managed By:	NHDOT					

WEARE (41471)						
Road/Entity: NH 77				Total Project Cost:		\$3,745,448
Scope: Address Bridge Carrying NH 77 over Canal 2 Choate Brook in the Town of Weare (Bridge #159/178)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$113,080	\$0	\$0	\$113,080	STBG-Off System Bridge, Toll Credit
PE	2026	\$119,501	\$0	\$0	\$119,501	STBG-Off System Bridge, Toll Credit
		\$232,581	\$0	\$0	\$232,581	
Regionally Significant:		No		CAA Code:	E-19	
Managed By:		NHDOT				

WILTON - MILFORD - AMHERST - BEDFORD (13692D)						
Road/Entity:	NH 101			Total Project Cost:	\$9,917,942	
Scope:	Ops. and Safety Improvements Consistent with 2002 Corridor Study (Improve Poor LOS) (~18.81m)					
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$698,603	\$0	\$0	\$698,603	National Highway Performance, Toll Credit
ROW	2023	\$275,000	\$0	\$0	\$275,000	National Highway Performance, Toll Credit
Construction	2023	\$5,225,537	\$0	\$0	\$5,225,537	National Highway Performance, Toll Credit
Construction	2024	\$2,838,801	\$0	\$0	\$2,838,801	National Highway Performance, Toll Credit
		\$9,037,942	\$0	\$0	\$9,037,942	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		NHDOT				

WILTON - MILFORD - AMHERST - BEDFORD (13692E)						
Road/Entity: NH 101			Total Project Cost:		\$7,213,018	
Scope:		Imprv. NH 101 Sfty. to Imp. Projects ID'd by 2021 Priority Study in Milford, Amherst, and Bedford (~2.7m)				
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$880,000	\$0	\$0	\$880,000	National Highway Performance, Toll Credit
PE	2024	\$550,000	\$0	\$0	\$550,000	National Highway Performance, Toll Credit
ROW	2025	\$508,860	\$0	\$0	\$508,860	National Highway Performance, Toll Credit
Construction	2026	\$5,274,158	\$0	\$0	\$5,274,158	National Highway Performance, Toll Credit
		\$7,213,018	\$0	\$0	\$7,213,018	
Regionally Significant:		No		CAA Code:	ATT	
Managed By:		NHDOT				

WINDHAM (40665)						
Road/Entity: NH 28 and Roulston Road			Total Project Cost:		\$1,855,470	
Scope: Intersection Improvements, Roulston Road and NH Route 28 (Rockingham Road)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$137,500	\$0	\$0	\$137,500	STBG-Areas Over 200K, Toll Credit
PE	2024	\$113,080	\$0	\$0	\$113,080	STBG-Areas Over 200K, Toll Credit
ROW	2025	\$11,360	\$0	\$0	\$11,360	STBG-Areas Over 200K, Toll Credit
Construction	2026	\$1,511,030	\$0	\$0	\$1,511,030	STBG-Areas Over 200K, Toll Credit
		\$1,772,970	\$0	\$0	\$1,772,970	
Regionally Significant:		No		CAA Code:	E-51	
Managed By:		NHDOT				

FY 2023 – FY 2026 TIP

APPENDIX A- MPO SELF-CERTIFICATION RESOLUTION

SELF-CERTIFICATION RESOLUTION

SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION MPO

WHEREAS the Infrastructure Investment and Jobs Act requires the SNHPC 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; 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 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) is financially constrained as required by 23 CFR part 450.326, 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) 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 21, 2023.

ATTEST:



Sylvia von Aulock, Executive Director
Southern New Hampshire Planning Commission



William Cass, Commissioner
New Hampshire Department of Transportation

FY 2023 – FY 2026 TIP

APPENDIX B- NHDOT FY 2023 – FY 2026 STIP FISCAL CONSTRAINT SUMMARY

2023 Federal Highway Formula and Match Funding

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

2024 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 355,249	\$ -	\$ -	\$ 355,249	\$ -
Carbon Reduction Program Under 5k	\$ 1,468,386	\$ -	\$ -	\$ 1,468,386	\$ -
Carbon Reduction Program>200k	\$ 820,988	\$ -	\$ -	\$ 820,988	\$ -
Carbon Reduction 50k- 200K	\$ 818,169	\$ -	\$ -	\$ 818,169	\$ -
Carbon Reduction Flex	\$ 1,864,580	\$ -	\$ -	\$ 1,864,580	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 606,159	\$ 12,103,404	\$ 4,535,796
Highway Safety Improvement Program (HSIP)	\$ 12,422,937	\$ -	\$ -	\$ 12,422,937	\$ 12,421,257
National Highway Freight	\$ 5,842,290	\$ -	\$ -	\$ 5,842,290	\$ 2,445,363
National Highway Performance	\$ 117,650,111	\$ -	\$ 37,522	\$ 117,687,633	\$ 95,502,295
PROTECT Program	\$ 6,057,603	\$ -	\$ -	\$ 6,057,603	\$ -
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,569,081
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 1,185,000
STBG-5 to 49,999	\$ 2,925,220	\$ -	\$ 173,500	\$ 3,098,720	\$ 867,500
STBG-50 to 200K	\$ 6,737,036	\$ -	\$ 68,241	\$ 6,805,277	\$ 4,138,064
STBG-Areas Over 200K	\$ 6,760,254	\$ -	\$ 1,980,000	\$ 8,740,254	\$ 5,715,906
STBG-Non Urban Areas Under 5K	\$ 12,091,113	\$ -	\$ 15,133	\$ 12,106,246	\$ 11,986,792
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ -	\$ 4,995,065	\$ 2,364,616
STBG-State Flexible	\$ 86,915,183	\$ -	\$ 633,033	\$ 87,548,216	\$ 46,986,195
TAP-50K to 200K	\$ 754,866	\$ -	\$ 145,000	\$ 899,866	\$ 725,000
TAP-5K to 49,999	\$ 327,763	\$ -	\$ 55,000	\$ 382,763	\$ 275,000
TAP-Areas Over 200K	\$ 757,468	\$ -	\$ 145,000	\$ 902,468	\$ 725,000
TAP-Flex	\$ 2,220,167	\$ -	\$ 208,318	\$ 2,428,485	\$ 1,041,590
TAP-Non Urban Areas Under 5K	\$ 1,354,777	\$ -	\$ 225,530	\$ 1,580,307	\$ 1,127,650
State Planning and Research & Metro Planning	\$ 6,428,275	\$ -	\$ 297,821	\$ 6,726,096	\$ 6,433,865
Total	\$ 293,594,614	\$ -	\$ 4,904,073	\$ 298,498,688	\$ 200,045,970
Surplus/Deficit					\$ 98,452,717

2025 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total Resources	Total Programmed
	Available	State Available	Available			
Carbon Reduction Program 5k to 49,999	\$ 362,354	\$ -	\$ -		\$ 362,354	\$ -
Carbon Reduction Program Under 5k	\$ 1,497,754	\$ -	\$ -		\$ 1,497,754	\$ -
Carbon Reduction Program>200k	\$ 837,408	\$ -	\$ -		\$ 837,408	\$ -
Carbon Reduction 50k- 200K	\$ 834,532	\$ -	\$ -		\$ 834,532	\$ -
Carbon Reduction Flex	\$ 1,901,872	\$ -	\$ -		\$ 1,901,872	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 531,943		\$ 12,259,133	\$ 4,285,848
Highway Safety Improvement Program (HSIP)	\$ 12,671,396	\$ -	\$ -		\$ 12,671,396	\$ 12,670,072
National Highway Freight	\$ 5,959,135	\$ -	\$ -		\$ 5,959,135	\$ 1,726,792
National Highway Performance	\$ 120,003,113	\$ -	\$ 655,734		\$ 120,658,848	\$ 79,466,254
PROTECT Program	\$ 6,178,755	\$ -	\$ -		\$ 6,178,755	\$ 2,460,589
Recreational Trails	\$ 1,305,978	\$ -	\$ 313,816		\$ 1,619,794	\$ 1,569,081
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -		\$ 1,274,490	\$ 1,185,000
STBG-5 to 49,999	\$ 2,983,725	\$ -	\$ 729,880		\$ 3,713,605	\$ 3,649,400
STBG-50 to 200K	\$ 6,871,776	\$ -	\$ 114,875		\$ 6,986,651	\$ 6,814,650
STBG-Areas Over 200K	\$ 6,895,459	\$ -	\$ -		\$ 6,895,459	\$ 6,243,548
STBG-Non Urban Areas Under 5K	\$ 12,332,935	\$ -	\$ 223,020		\$ 12,555,955	\$ 12,494,341
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ -		\$ 5,094,967	\$ 537,755
STBG-State Flexible	\$ 88,653,487	\$ -	\$ 1,564,917		\$ 90,218,404	\$ 82,027,289
TAP-50K to 200K	\$ 769,964	\$ -	\$ 145,000		\$ 914,964	\$ 725,000
TAP-5K to 49,999	\$ 334,318	\$ -	\$ 55,000		\$ 389,318	\$ 275,000
TAP-Areas Over 200K	\$ 772,618	\$ -	\$ 145,000		\$ 917,618	\$ 725,000
TAP-Flex	\$ 2,264,570	\$ -	\$ 208,318		\$ 2,472,888	\$ 1,041,590
TAP-Non Urban Areas Under 5K	\$ 1,381,873	\$ -	\$ 225,530		\$ 1,607,403	\$ 1,127,650
State Planning and Research & Metro Planning	\$ 6,556,840.09	\$ -	\$ 297,821.00		\$ 6,854,661.09	\$ 6,418,821
Total	\$ 299,466,506		\$ 5,210,854		\$ 304,677,361	\$ 225,443,680
Surplus/Deficit						\$ 79,233,681

2026 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 369,601	\$ -	\$ -	\$ 369,601	\$ -
Carbon Reduction Program Under 5k	\$ 1,527,709	\$ -	\$ -	\$ 1,527,709	\$ -
Carbon Reduction Program>200k	\$ 854,156	\$ -	\$ -	\$ 854,156	\$ -
Carbon Reduction 50k- 200K	\$ 851,223	\$ -	\$ -	\$ 851,223	\$ -
Carbon Reduction Flex	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 472,572	\$ 12,434,306	\$ 2,220,922
Highway Safety Improvement Program (HSIP)	\$ 12,924,824	\$ -	\$ -	\$ 12,924,824	\$ 12,914,464
National Highway Freight	\$ 6,078,318	\$ -	\$ -	\$ 6,078,318	\$ 8,675,593
National Highway Performance	\$ 122,403,175	\$ -	\$ 12,229	\$ 122,415,404	\$ 88,528,342
Protect Program	\$ 6,302,330	\$ -	\$ -	\$ 6,302,330	\$ 1,378,518
Recreational Trails	\$ 1,332,097	\$ -	\$ 313,816	\$ 1,645,913	\$ 1,569,081
RL - Rail Highway	\$ 1,299,980	\$ -	\$ -	\$ 1,299,980	\$ 1,185,000
STBG-5 to 49,999	\$ 3,043,399	\$ -	\$ -	\$ 3,043,399	\$ -
STBG-50 to 200K	\$ 7,009,212	\$ -	\$ 971,768	\$ 7,980,980	\$ 7,625,291
STBG-Areas Over 200K	\$ 7,033,368	\$ -	\$ -	\$ 7,033,368	\$ 3,208,755
STBG-Non Urban Areas Under 5K	\$ 12,579,594	\$ -	\$ 31,181	\$ 12,610,774	\$ 12,610,706
STBG-Off System Bridge	\$ 5,196,866	\$ -	\$ -	\$ 5,196,866	\$ 4,971,964
STBG-State Flexible	\$ 90,426,556	\$ -	\$ 858,624	\$ 91,285,180	\$ 76,554,124
TAP-50K to 200K	\$ 785,363	\$ -	\$ 137,000	\$ 922,363	\$ 685,000
TAP-5K to 49,999	\$ 341,004	\$ -	\$ 47,000	\$ 388,004	\$ 235,000
TAP-Areas Over 200K	\$ 788,070	\$ -	\$ 137,000	\$ 925,070	\$ 685,000
TAP-Flex	\$ 2,309,861	\$ -	\$ 237,128	\$ 2,546,989	\$ 1,185,640
TAP-Non Urban Areas Under 5K	\$ 1,409,510	\$ -	\$ 220,720	\$ 1,630,230	\$ 1,103,600
State Planning and Research & Metro Planning	\$ 6,687,977	\$ -	\$ 368,634	\$ 7,056,611	\$ 6,889,317
Total	\$ 305,455,837		\$ 3,807,672	\$ 309,263,509	\$ 232,226,316
Surplus/Deficit					\$ 77,037,193

General Notes

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

2023 & 2024 STBG Flex Programmed shows Conway Bypass Payback.

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

Overprogramming in Freight 2026 will use 2025 carryover.

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

Federal Highway Non-Formula Funds

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 12,885,957.29	\$ -	\$ 1,280,600.00	\$ 14,166,557	\$ 14,166,557
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ 4,173,041	\$ -	\$ 1,043,260	\$ 5,216,301	\$ 5,216,301
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 23,890,909	\$ -	\$ -	\$ 23,890,909	\$ 23,890,909
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,790,000	\$ -	\$ 10,000	\$ 6,800,000	\$ 6,800,000
National Highway Performance Exempt	\$ 4,424,825	\$ -	\$ 123,800.00	\$ 4,548,625	\$ 4,548,625
NEVI	\$ 5,508,373	\$ -	\$ 1,217,093	\$ 6,725,466	\$ 6,725,466
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 737,430	\$ -	\$ 92,179	\$ 829,609	\$ 829,609
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 384,000	\$ -	\$ 96,000	\$ 480,000	\$ 480,000
TOTAL	\$ 63,141,435	\$ 25,000	\$ 3,862,932	\$ 67,029,367	\$ 67,029,367
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 25,328,965.61		\$ 2,220,536.77	\$ 27,549,502	\$ 27,549,502
Disadvantaged Business Enterprise (DBE)	\$ 79,300			\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000			\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks				\$ -	
Forest Highways	\$ 427,000			\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 10,234,648			\$ 10,234,648	\$ 10,234,648
Local Tech Assistance Program	\$ 183,000.00			\$ 183,000	\$ 183,000
MOBIL	\$ 6,750,000.00			\$ 6,750,000	\$ 6,750,000
National Highway Performance Exempt	\$ 3,843,874		\$ 36,500	\$ 3,880,374	\$ 3,880,374
National Summer Transportation Institute (NSTI)	\$ 61,000			\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600			\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 752,179		\$ 92,179	\$ 844,358	\$ 844,358
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000		\$ 125,000	\$ 125,000
TOTAL	\$ 51,256,567	\$ 25,000	\$ 2,349,216	\$ 53,630,783	\$ 53,630,783
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 38,387,852		\$ 2,113,449	\$ 40,501,301	\$ 40,501,301
Disadvantaged Business Enterprise (DBE)	\$ 79,300			\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000			\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ 560,045		\$ 140,011	\$ 700,056	\$ 700,056
Forest Highways	\$ 427,000			\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 18,103,643			\$ 18,103,643	\$ 18,103,643
Local Tech Assistance Program	\$ 183,000			\$ 183,000	\$ 183,000
MOBIL	\$ 7,331,953		\$ 145,488	\$ 7,477,441	\$ 7,477,441
National Highway Performance Exempt	\$ 3,859,152		\$ 620,500	\$ 4,479,652	\$ 4,479,652
National Summer Transportation Institute (NSTI)	\$ 61,000			\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600			\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 767,223		\$ 92,179	\$ 859,402	\$ 859,402
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000		\$ 125,000	\$ 125,000
TOTAL	\$ 73,356,768	\$ 25,000	\$ 3,111,628	\$ 76,493,395	\$ 76,493,395
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 25,791,935.95	\$ -	\$ 3,127,961	\$ 28,919,897	\$ 28,919,897
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -		\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -		\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ -	\$ -		\$ -	
Forest Highways	\$ 427,000	\$ -		\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 1,542,000	\$ -		\$ 1,542,000	\$ 1,542,000
Local Tech Assistance Program	\$ 183,000	\$ -		\$ 183,000	\$ 183,000
MOBIL	\$ 9,349,479	\$ -	\$ 649,870	\$ 9,999,349	\$ 9,999,349
National Highway Performance Exempt	\$ 3,874,735	\$ 10,950		\$ 3,885,685	\$ 3,885,685
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -		\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -		\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 650,790	\$ -	\$ 92,179	\$ 742,968	\$ 742,968
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000		\$ 125,000	\$ 125,000
TOTAL	\$ 45,555,840	\$ 35,950	\$ 3,870,010	\$ 49,461,799	\$ 49,461,799

Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
FTA Section 5307 - Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 17,650,835	\$ -	\$ 4,255,279	\$ 21,906,114	\$ 21,906,114
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,493,135	\$ -	\$ 873,284	\$ 4,366,419	\$ 4,366,419
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,426,068	\$ -	\$ 6,426,068	\$ 12,852,136	\$ 12,852,136
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 8,208,985	\$ -	\$ 2,049,101	\$ 10,258,086	\$ 10,258,086
TOTAL	\$ 35,779,024	\$ -	\$ 13,603,731	\$ 49,382,755	\$ 49,382,755
2024					
FTA Section 5307 - Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 14,911,412	\$ -	\$ 4,341,185	\$ 19,252,597	\$ 19,252,597
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,071,127	\$ -	\$ 767,782	\$ 3,838,909	\$ 3,838,909
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,089,700	\$ -	\$ 6,089,700	\$ 12,179,399	\$ 12,179,399
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 4,622,510	\$ -	\$ 1,152,419	\$ 5,774,929	\$ 5,774,929
TOTAL	\$ 28,694,748	\$ -	\$ 12,351,086	\$ 41,045,834	\$ 41,045,834
2025					
FTA Section 5307 - Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 15,156,558	\$ -	\$ 4,428,840	\$ 19,585,398	\$ 19,585,398
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,132,550	\$ -	\$ 783,138	\$ 3,915,688	\$ 3,915,688
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,211,494	\$ -	\$ 6,211,494	\$ 12,422,987	\$ 12,422,987
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 4,714,960	\$ -	\$ 1,175,468	\$ 5,890,428	\$ 5,890,428
TOTAL	\$ 29,215,562	\$ -	\$ 12,598,939	\$ 41,814,501	\$ 41,814,501
2026					
FTA Section 5307 - Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 15,406,736	\$ -	\$ 4,518,281	\$ 19,925,017	\$ 19,925,017
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,195,202	\$ -	\$ 798,800	\$ 3,994,002	\$ 3,994,002
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,335,724	\$ -	\$ 6,335,724	\$ 12,671,447	\$ 12,671,447
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 4,810,167	\$ -	\$ 1,199,137	\$ 6,009,304	\$ 6,009,304
TOTAL	\$ 29,747,828	\$ -	\$ 12,851,942	\$ 42,599,770	\$ 42,599,770

Innovative and State Funding

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

FY 2023 – FY 2026 TIP

APPENDIX C- FY 2023-2026 SNHPC TIP PUBLIC NOTICE

PUBLIC NOTICE

CONTACT:

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



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

FY 2023-2026 Transportation Improvement Program and Metropolitan Transportation Plan Amendment

The Southern New Hampshire Planning Commission (SNHPC), as the designated Metropolitan Planning Organization for the southern New Hampshire region, announces its intention to adopt an updated FY 2023-2026 SNHPC Transportation Improvement Program (TIP). The updated TIP is also considered an amendment to the SNHPC FY 2021-2045 Metropolitan Transportation Plan.

A thirty (30) day public comment period for the proposed TIP begins on Thursday, January 19, 2023 and runs through Monday, February 20, 2023. During this period, the proposed TIP will be available for public review on the SNHPC website (www.snhpc.org) and physical copies can be provided upon request to Nathan Miller, Deputy Executive Director at nmiller@snhpc.org.

Following the public comment period, and pursuant to the SNHPC Public Participation Plan, the SNHPC MPO Policy Committee will hold a public hearing to review comments, solicit final public feedback, and consider adoption of the proposed FY 2023-2026 TIP. The public hearing has been scheduled for Tuesday, February 21, 2023 at 11:30 AM.

Those wishing to participate in the February 21, 2023 public hearing in-person may do so at the SNHPC Office, 438 Dubuque St., Manchester, NH 03102.

Those wishing to participate in the February 21, 2023 public hearing electronically or by telephone-only may do so as follows:

- Online Access: <https://us02web.zoom.us/j/89378680014>
- Telephone-only Access: Dial (646) 558-8656 with Meeting ID 893 7868 0014

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

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

Comments on the proposed FY 2023-2026 TIP should be submitted in writing to the SNHPC during the comment period, or verbally at the public hearing. Comments on the proposed FY 2023-2026 TIP will be considered for incorporation into the final document, as directed by the SNHPC MPO Policy Committee following the public hearing.

Comments on the proposed FY 2023-2026 TIP should be submitted to Nathan Miller, Deputy Executive Director by regular mail at 438 Dubuque St., Manchester, NH or by e-mail at nmiller@snhpc.org.

At the February 21, 2023 public hearing, information about the proposed FY 2023-2026 TIP will be presented using the Microsoft Powerpoint software platform.

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)

AVISO PÚBLICO

CONTACTO:

Oficina del administrador
Comisión de Planificación de Southern New Hampshire
(603) 669-4664
LMoore@snhpc.org



Aviso de Período de Audiencias Públicas Comisión de Planificación de Southern New Hampshire

Año fiscal 2023-2026 Programa de Mejora del Transporte y Modificación del Plan de transporte Metropolitano

La Comisión de Planificación de Southern New Hampshire (SNHPC, por sus siglas en inglés), como Organización de Planificación Metropolitana designada para la región de Southern New Hampshire, anuncia su intención de adoptar un Programa de Mejora del Transporte (TIP, por sus siglas en inglés) de la SNHPC actualizado para el año fiscal 2023-2026. El TIP actualizado también se considera una modificación al Plan de Transporte Metropolitano de la SNHPC del año fiscal 2021-2045.

Un período de audiencias públicas de treinta (30) días para el TIP propuesto comienza el jueves 19 de enero de 2023 y termina el lunes 20 de febrero de 2023. Durante este período, el TIP propuesto estará disponible para revisión pública en el sitio web de la SNHPC (www.snhpc.org) y se pueden proporcionar copias físicas con previa solicitud a Nathan Miller, director ejecutivo adjunto a nmiller@snhpc.org.

Después del período de las audiencias públicas, y de conformidad con el Plan de Participación Pública de la SNHPC, el Comité de Políticas de la Organización de Planificación Metropolitana de la SNHPC llevará a cabo una audiencia pública para revisar los comentarios, solicitar comentarios públicos finales y considerar la adopción del TIP propuesto para el año fiscal 2023-2026. La audiencia pública ha sido programada para el martes 21 de febrero de 2023 a las 11:30 a.m.

Aquellos que deseen participar en persona en la audiencia pública del 21 de febrero de 2023 pueden hacerlo en la oficina de la SNHPC, 438 Dubuque St., Manchester, NH 03102.

Aquellos que deseen participar en la audiencia pública del 21 de febrero de 2023 de forma electrónica o únicamente por teléfono pueden hacerlo de la siguiente manera:

- Acceso en línea: <https://us02web.zoom.us/j/89378680014>
- Acceso únicamente por teléfono: Marque (646) 558-8656 con ID de reunión 893 7868 0014

Las agencias que reciben fondos de la Administración Federal de Tránsito (FTA, por sus siglas en inglés) deben cumplir con ciertos requisitos de participación pública, incluidos los especificados con respecto a las Subvenciones de Fórmula de Área Urbanizada realizadas de conformidad con la Sección 5307 de la FTA. Para los proveedores de transporte que operan en la Región la SNHPC, el proceso de la SNHPC para la revisión, participación y comentarios públicos sobre el TIP sirve como proceso de

participación pública con respecto al programa de proyectos para dichos proveedores. Estos proveedores incluyen, entre otros, a la Autoridad de Tránsito de Manchester (MTA, por sus siglas en inglés).

El 20 de julio de 2013, todo New Hampshire se volvió sin clasificación/cumplimiento del Estándar Nacional de Calidad del Aire Ambiental de Ozono de 8 horas de 2008 (NAAQS, por sus siglas en inglés). El 6 de abril de 2015, el NAAQS de ozono de 8 horas de 1997 fue revocado para todos los propósitos, incluida la conformidad del transporte, aliviando así el área de New Hampshire de Boston-Manchester-Portsmouth (SE) de tener que demostrar la conformidad de los planes de transporte. Sin embargo, debido a una decisión de la Corte de Apelaciones de los EE. UU. para el Circuito del Distrito de Columbia (Distrito de Gestión de la Calidad del Aire de la Costa Sur v. EPA), a partir del 16 de febrero de 2019, la conformidad de transporte para las NAAQS de ozono de 1997 se aplica nuevamente en la “Orphan Area” de New Hampshire de Boston-Manchester-Portsmouth (SE). Por lo tanto, la SNHPC debe demostrar conformidad con el NAAQS de ozono de 1997 para cualquier plan aprobado después del 16 de febrero de 2019.

Los comentarios sobre el TIP propuesto para el año fiscal 2023-2026 deben enviarse por escrito a la SNHPC durante el período de comentarios, o expresarse verbalmente en la audiencia pública. Los comentarios sobre el TIP propuesto para el año fiscal 2023-2026 se considerarán para su incorporación en el documento final, según lo indique el Comité de políticas de la Organización de Planificación Metropolitana de la SNHPC después de la audiencia pública.

Los comentarios sobre el TIP propuesto para el año fiscal 2023-2026 deben enviarse a Nathan Miller, director ejecutivo adjunto, por correo postal a 438 Dubuque St., Manchester, NH o por correo electrónico a nmiller@snhpc.org.

En la audiencia pública del 21 de febrero de 2023, se presentará información sobre el TIP propuesto para el año fiscal 2023-2026 utilizando la plataforma de software Microsoft PowerPoint.

Las personas que requieran asistencia o arreglos especiales para asistir a la audiencia pública deben comunicarse con Linda Moore-O'Brien, administradora de la oficina de la SNHPC, al (603) 669-4664.

(FIN)

FY 2023 – FY 2026 TIP

APPENDIX D- FY 2023-2026 SNHPC TIP CHILD PROJECT SUMMARY

Much of the funding in the SNHPC FY 2023-2026 TIP is encompassed in statewide programs, where many projects around the state are grouped together into a single listing. The Project List presented in **Section 8** of this document identifies each of these grouped projects under the listing of “PROGRAM” with a description of the scope and statewide funding for each program.

In some cases, the “child” projects to be conducted under each “parent” program during the TIP period are known. For transparency, this appendix disaggregates these statewide programs to identify child projects that are planned in the SNHPC region.

Statewide Program (Parent)	Anticipated Projects in the SNHPC Region (Children)			
	Project Number	Location	Scope	FY 2023-2026 Funding
ADA	N/A	N/A	N/A	N/A
BRDG-HIB-M&P	42753	Manchester-Hooksett	Address Preservation Needs on 5 Bridges in Manchester & Hooksett on I-93 NB	\$7,897,219
BRDG-T1/2-M&P	42753	Manchester-Hooksett	Address Preservation Needs on 5 Bridges in Manchester & Hooksett on I-93 NB (Co-funded with BRDG-HIB-M&P Program)	\$2,447,500
BRDG-T3/4-M&P	44098	Hooksett	Preservation Efforts on 2-span Bridge (Bridge #092/059) Carrying Donati Drive over I-93	\$1,188,000
CBI	N/A	N/A	N/A	N/A
CORRST	41859	Bedford-Goffstown	Corridor Study of NH 114 from the NH 101 Intersection in Bedford to Henry Bridge Road in Goffstown	\$385,000
CRDR	N/A	N/A	N/A	N/A
DBE	N/A	N/A	N/A	N/A
ENV-POST-CON	N/A	N/A	N/A	N/A
FLAP	N/A	N/A	N/A	N/A
FTA5307	68093O	Boston-Manchester	Boston Express - Operating Expenses for F.E. Everett Turnpike Commuter Service	\$208,558
	68093P	Boston-Manchester	Boston Express - Operating Expenses for I-93 Commuter Service	\$2,711,253
FTA5310	N/A	N/A	N/A	N/A
FTA5339	N/A	N/A	N/A	N/A
GRR	N/A	N/A	N/A	N/A
HSIP	41848	Chester	NH 102 / NH 121 Intersection Safety Improvements	\$2,396,020
	43960	Manchester	Sheffield Rd Intersection Safety Improvements	\$1,498,709
LTAP	N/A	N/A	N/A	N/A

Statewide Program (Parent)	Anticipated Projects in the SNHPC Region (Children)			
	Project Number	Location	Scope	FY 2023-2026 Funding
MOBIL	29316	Auburn	Bridge Rehabilitation- Griffin Mill Rd. over Maple Falls Brook (Bridge #095/127)	\$664,088
	24217	Bedford	Bridge Replacement- Beals Rd. over Baboosic Brook (Bridge #105/055)	\$990,295
	42709	Francestown	Rehabilitation/Replacement of Bridge- Old County Rd. North over Collins Brook (Bridge #091/142)	\$977,737
	14771	New Boston	Bridge Replacement - Gregg Mill Rd. over South Branch Piscataquog River (Bridge #132/138)	\$1,188,882
	15505	New Boston	Bridge Replacement - Tucker Mill Road over Middle Branch Piscataquog River (Bridge #087/150)	\$1,030,364
MOBRR	N/A	N/A	N/A	N/A
NSTI	N/A	N/A	N/A	N/A
OJT/SS	N/A	N/A	N/A	N/A
PAVE-T1-RESURF	43071A	Manchester-Hooksett	Resurfacing NB I-93 from Exit 6 Northerly to I-293, Includes Interchanges 6, 7, 8, 9, 10, and I-293	\$5,791,322
PAVE-T2-REHAB	N/A	N/A	N/A	N/A
PAVE-T2-RESURF	44030	Bedford	Resurfacing of Tier 2 Roadway in District 5 (Boynton Street)	\$1,034,000
	44031	Bedford-Londonderry	Resurfacing Tier 2 Roadway in District 5 (Manchester Airport Access Road)	\$3,492,500
	16165	District 5	Resurfacing various Tier 2, 3, and 4 Roadways in District 5	\$2,360,862
	44028	Salem-Derry	Resurfacing of NH Route 28 in District 5	\$2,805,000
PVMRK	N/A	N/A	N/A	N/A
RCTRL	N/A	N/A	N/A	N/A
RRRCS	N/A	N/A	N/A	N/A
SRTS	N/A	N/A	N/A	N/A
STBG-FTA	N/A	N/A	N/A	N/A
STIC	N/A	N/A	N/A	N/A

Statewide Program (Parent)	Anticipated Projects in the SNHPC Region (Children)			
	Project Number	Location	Scope	FY 2023-2026 Funding
TA	43736	Derry	Const. 1,900 LF of Rail Trail Improvements from the Existing Derry Rail Trail to the Londonderry Town Line	\$124,621
	42508	Londonderry	Construct a 1-Mile Multi-use Path along the side of Harvey Rd. Webster Rd, and Grenier Field Rd.	\$1,110,406
	40428	Manchester	Construct Multi-use path along Baker St, Brown Ave, Dubisz St, and Sundial Ave.	\$689,753
	42509	Manchester	Const. ADA Compliant Pedestrian-Bicycle Trail along Perimeter Rd., South Willow St. and Harvey Rd.	\$677,567
	43730	Manchester	Const. 4,800 LF of Multi-use Path along Canal Street.	\$258,578
TRAC	N/A	N/A	N/A	N/A
TRAIN	N/A	N/A	N/A	N/A
TRCK-WGHT-SFTY	N/A	N/A	N/A	N/A
TSMO	N/A	N/A	N/A	N/A
UBI	N/A	N/A	N/A	N/A
USSS	43934	N/A	Replacement and Upgrade of Enhanced Reference Location Signs (Mile Markers) on I-93, I-89, I-293, I-393, NH 101	\$445,020

FY 2023 – FY 2026 TIP

APPENDIX E- CLEAN AIR ACT CODES USED IN THE FY 2023-2026 SNHPC TIP

PROJECTS EXEMPT FROM CONFORMITY

SAFETY

- E-1 Railroad/highway crossing.
- E-2 Hazard elimination program.
- E-3 Safer non-Federal Aid system roads.
- E-4 Shoulder improvements.
- E-5 Increasing sight distance.
- E-6 Safety improvement program.
- E-7 Traffic control devices and operating assistance other than signalization projects.
- E-8 Railroad/highway crossing warning devices.
- E-9 Guardrails, median barriers, crash cushions.
- E-10 Pavement resurfacing and/or rehabilitation.
- E-11 Pavement marking demonstration.
- E-12 Emergency relief (23 U.S.C. 125).
- E-13 Fencing.
- E-14 Skid treatments.
- E-15 Safety roadside rest areas.
- E-16 Adding medians.
- E-17 Truck climbing lanes outside the urbanized area.
- E-18 Lighting improvements.
- E-19 Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- E-20 Emergency truck pullovers.

MASS TRANSIT

- E-21 Operating assistance to transit agencies.
- E-22 Purchase of support vehicles.
- E-23 Rehabilitation of transit vehicles.{1}
- E-24 Purchase of office, shop, and operating equipment for existing facilities.
- E-25 Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
- E-26 Construction or renovation of power, signal, communications systems.
- E-27 Construction of small passenger shelters and information kiosks.
- E-28 Construction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- E-29 Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way.
- E-30 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.{1}
- E-31 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

AIR QUALITY

- E-32 Continuation of ride-sharing and van-pooling promotion activities at current levels.
- E-33 Bicycle and pedestrian facilities.

OTHER

Specific activities which do not involve or lead directly to construction, such as:

- E-34 Planning and technical studies.
 - E-35 Grants for training and research programs.
 - E-36 Planning activities conducted pursuant to titles 23 and 49 U.S.C.
 - E-37 Federal-aid systems revisions.
 - E-38 Engineering to assess social, economic, and environmental effects of the proposed action to alternatives to that action.
 - E-39 Noise attenuation.
 - E-40 Advance land acquisitions (23 CFR part 712 or 23 CFR part 771).
 - E-41 Acquisition of scenic easements.
 - E-42 Plantings, landscaping, etc.
 - E-43 Sign removal.
 - E-44 Directional and informational signs.
 - E-45 Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures or facilities).
 - E-46 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, exempt projects involving substantial functional, locational or capacity changes.
 - E-0 Other specific activities which do not involve or lead directly to construction.
- ALL Statewide or Programmatic exempt projects for the entire state.
- ATT Project is located in attainment area and, therefore, not subject to conformity.

PROJECTS EXEMPT FROM REGIONAL EMISSIONS ANALYSES

- E-51 Intersection channelization projects.
- E-52 Intersection signalization projects at individual intersections.
- E-53 Interchange reconfiguration projects.
- E-54 Changes in vertical and horizontal alignment.
- E-55 Truck size and weight inspection stations.
- E-56 Bus terminals and transfer points.

NON EXEMPT CODES

- N/E Project is not exempt.
- LMP Limited Maintenance Plan.

FY 2023 – FY 2026 TIP

APPENDIX F- INCORPORATION OF PUBLIC COMMENTS

During the 30-day public comment period for the FY 2023-2026, the SNHPC received three public comments, all of which were submitted by the New Hampshire Department of Transportation. The SNHPC addressed these comments as detailed below.

Comment #1

Candia-Raymond Project #43839 should be separately listed to incorporate additional funding outside of the PAVE-T1-RESURF program as necessary to advance the project. (As part of this comment, NHDOT supplied recommended financial figures and confirmed that the requested change would not affect statewide fiscal constraint.)

The SNHPC MPO concurred with this comment and Candia-Raymond Project #43839 has been individually listed in Section 8 with funding programmed as requested.

Comment #2

A funding adjustment should be applied to the PAVE-T1-RESURF program as necessary to accommodate the advancement of Candia-Raymond Project #43839. (As part of this comment, NHDOT supplied recommended financial figures and confirmed that the requested change would not affect statewide fiscal constraint.)

The SNHPC MPO concurred with this comment and the PAVE-T1-RESURF program funding has been adjusted as requested.

Comment #3

Non-substantive technical corrections should be applied to six projects to conform with FHWA requirements. (As part of this comment, NHDOT supplied recommended scope descriptions.)

- Bow #29641
- Candia #41592
- Derry-Londonderry #13065B
- Manchester #43826
- Wilton-Milford-Amherst-Bedford #13692D
- Wilton-Milford-Amherst-Bedford #13692E

The SNHPC MPO concurred with this comment and the scopes were adjusted as recommended.