

Transportation Improvement Program

Amendment #3

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
November 28, 2023**

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SNHPC FY 2023-2026 TIP AMENDMENT #3 PUBLIC NOTICE

PUBLIC NOTICE

CONTACT:

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



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

Amendment #3 to the FY 2023-2026 Transportation Improvement Program and FY 2021-2045 Metropolitan Transportation Plan

The Southern New Hampshire Planning Commission (SNHPC), as the designated Metropolitan Planning Organization for the southern New Hampshire region, announces its intention to adopt Amendment #3 to the FY 2023-2026 SNHPC Transportation Improvement Program (TIP) and the SNHPC FY 2021-2045 Metropolitan Transportation Plan (MTP).

A ten (10) day public comment period for Amendment #3 to the TIP and MTP begins on Monday, November 6, 2023 and ends on Friday, November 17, 2023. During this period, Amendment #3 to the TIP and MTP will be available for public review on the SNHPC website (www.snhpc.org) and physical copies can be provided upon request to David Tilton, Transportation Planner at dtilton@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 Amendment #3 to the TIP and MTP. The public hearing has been scheduled for Tuesday, November 28, 2023 at 11:30 AM.

Those wishing to participate in the November 28, 2023 public hearing in-person may do so at the SNHPC Office, 438 Dubuque St., Manchester, NH.

Those wishing to participate in the November 28, 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 Amendment #3 to the TIP and MTP should be submitted in writing to the SNHPC during the comment period, or verbally at the public hearing. Comments on Amendment #3 to the TIP and MTP will be considered for incorporation into the final document, as directed by the SNHPC Policy Committee following the public hearing.

Comments on Amendment #3 to the TIP and MTP should be submitted to David Tilton, Transportation Planner by regular mail at 438 Dubuque St., Manchester, NH 03102 or by e-mail at dtilton@snhpc.org.

At the November 28, 2023 public hearing, information about Amendment #3 to the TIP and MTP 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:

Administrador de Oficina
Comisión de Planificación del Sur de Nuevo Hampshire
(603) 669-4664
LMoore-O'Brien@snhpc.org



Aviso de Período de Comentarios y Audiencia Públicos Comisión de Planificación del Sur de Nuevo Hampshire

Enmienda No. 3 al Programa de Mejora del Transporte para los años fiscales 2023-2026 y al Plan de Transporte Metropolitano para el período 2021-2045.

La Comisión de Planificación del Sur de Nuevo Hampshire (SNHPC, por sus siglas en inglés), en calidad de Organización de Planificación Metropolitana designada para la región del sur de Nuevo Hampshire, anuncia su intención de adoptar la Enmienda No. 3 al Programa de Mejora del Transporte (TIP) del SNHPC para los años fiscales 2023-2026 y el Plan de Transporte Metropolitano (MTP) del SNHPC para el período 2021-2045.

Un período de comentarios públicos de diez (10) días para la Enmienda No. 3 al TIP y al MTP comienza el lunes 6 de noviembre de 2023 y finaliza el viernes 17 de noviembre de 2023. Durante este período, la Enmienda No. 3 al TIP y al MTP estará disponible para su revisión pública en el sitio web de SNHPC (www.snhpc.org) y se pueden proporcionar copias físicas previa solicitud a David Tilton, Planificador de Transporte, en dtilton@snhpc.org.

Después del período de comentarios públicos y de conformidad con el Plan de Participación Pública de SNHPC, el Comité de Política de la Organización de Planificación Metropolitana (MPO) de SNHPC celebrará una audiencia pública para revisar los comentarios, solicitar comentarios finales del público y considerar la adopción de la Enmienda No. 3 al TIP y al MTP. La audiencia pública está programada para el martes 28 de noviembre de 2023 a las 11:30 AM.

Quienes deseen participar en la audiencia pública del 28 de noviembre de 2023 en persona pueden hacerlo en la Oficina de SNHPC, ubicada en 438 Dubuque St., Manchester, NH.

Aquellos que deseen participar en la audiencia pública del 28 de noviembre de 2023 de forma electrónica o por teléfono pueden hacerlo de la siguiente manera:

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

Las agencias que reciben fondos de la Administración Federal de Tránsito (FTA) están obligadas a cumplir con ciertos requisitos de participación pública, incluyendo aquellos especificados con relación a las Subvenciones de Área Urbanizada conforme a la Sección 5307 de la FTA. Para los proveedores de servicios de tránsito que operan en la Región de SNHPC, el proceso de SNHPC para la revisión, participación y comentarios públicos sobre el TIP sirve como el proceso de participación pública con

respecto al programa de proyectos para dichos proveedores. Estos proveedores incluyen, pero no se limitan necesariamente a, la Autoridad de Tránsito de Manchester (MTA, por sus siglas en inglés).

El 20 de julio de 2013, todo Nuevo Hampshire pasó a ser inclasificable/cumplimiento para el Estándar Nacional de Calidad del Aire Ambiental (NAAQS, por sus siglas en inglés) de Ozono de 8 Horas de 2008. El 6 de abril de 2015, el NAAQS de Ozono de 8 Horas de 1997 fue revocado para todos los propósitos, incluyendo la conformidad del transporte, aliviando así al área de Boston-Manchester-Portsmouth (SE) NH de la necesidad de demostrar la conformidad de los planes de transporte. Sin embargo, debido a una decisión del Tribunal de Apelaciones de los Estados Unidos para el Circuito del Distrito de Columbia (Distrito de Gestión de la Calidad del Aire de la Costa Sur contra la Agencia de Protección Ambiental), a partir del 16 de febrero de 2019, nuevamente se aplica la conformidad del transporte para el NAAQS de Ozono de 1997 en el "Área Huérfana" de Boston-Manchester-Portsmouth (SE) NH. Por lo tanto, el SNHPC está obligado a demostrar la conformidad para el NAAQS de Ozono de 1997 en cualquier plan aprobado después del 16 de febrero de 2019.

Los comentarios sobre la Enmienda No. 3 al TIP y MTP deben ser presentados por escrito al SNHPC durante el período de comentarios, o verbalmente en la audiencia pública. Los comentarios sobre la Enmienda No. 3 al TIP y MTP serán considerados para su incorporación en el documento final, según lo indique el Comité de Política del SNHPC después de la audiencia pública.

Los comentarios sobre la Enmienda No. 3 al TIP y MTP deben ser enviados a David Tilton, Planificador de Transporte, por correo regular a la dirección 438 Dubuque St., Manchester, NH 03102 o por correo electrónico a dtilton@snhpc.org.

En la audiencia pública del 28 de noviembre de 2023, se presentará información sobre la Enmienda No. 3 al TIP y MTP utilizando la plataforma de software Microsoft Powerpoint.

Las personas que requieran asistencia o arreglos especiales para asistir a la audiencia pública deben ponerse en contacto con Linda Moore-O'Brien, Administradora de la Oficina del SNHPC, al (603) 669-4664.

(FIN)

AVIS PUBLIC

CONTACT :

Administrateur de Bureau
Commission de planification du sud du New Hampshire
(603) 669-4664
LMoore-O'Brien@snhpc.org



Avis de Période de Commentaires et d'audience publiques Commission de Planification du Sud du New Hampshire

Amendement n°3 au Programme d'amélioration des transports pour la période 2023-2026 et au Plan de transport métropolitain pour la période 2021-2045

La Commission de planification du sud du New Hampshire (SNHPC), en tant qu'organisme désigné pour la planification métropolitaine de la région du sud du New Hampshire, annonce son intention d'adopter l'amendement n°3 au Programme d'amélioration des transports (TIP) de la SNHPC pour la période 2023-2026 et au Plan de transport métropolitain (MTP) de la SNHPC pour la période 2021-2045.

Une période de commentaires publics de dix (10) jours pour l'amendement n°3 au TIP et au MTP débutera le lundi 6 novembre 2023 et se terminera le vendredi 17 novembre 2023. Pendant cette période, l'amendement n°3 au TIP et au MTP sera disponible pour examen public sur le site web de la SNHPC (www.snhpc.org) et des copies physiques peuvent être fournies sur demande à David Tilton, planificateur des transports, à l'adresse dtilton@snhpc.org.

À la suite de la période de commentaires publics, et conformément au Plan de participation publique de la SNHPC, le Comité des politiques de la MPO de la SNHPC tiendra une audience publique pour examiner les commentaires, solliciter les derniers commentaires du public et envisager l'adoption de l'amendement n°3 au TIP et au MTP. L'audience publique est prévue pour le mardi 28 novembre 2023 à 11h30.

Ceux qui souhaitent participer à l'audience publique du 28 novembre 2023 en personne peuvent le faire au bureau de la SNHPC, 438 Dubuque St., Manchester, NH.

Ceux qui souhaitent participer à l'audience publique du 28 novembre 2023 en ligne ou par téléphone uniquement peuvent le faire comme suit :

- Accès en ligne : <https://us02web.zoom.us/j/89378680014>
- Accès en téléphone uniquement : Appelez (646) 558-8656 avec ID Réunion 893 7868 0014

Les organismes recevant des fonds de l'Administration fédérale des transports en commun (FTA) sont tenus de respecter certaines exigences de participation du public, notamment celles spécifiées en ce qui concerne les subventions de formule pour les zones urbanisées accordées en vertu de l'article 5307 de la FTA. Pour les fournisseurs de transport en commun opérant dans la région de la SNHPC, le processus de la SNHPC pour l'examen public, la participation et les commentaires sur le TIP sert de processus de

participation publique concernant le programme de projets de ces fournisseurs. Ces fournisseurs incluent, sans s'y limiter, l'Autorité des transports de Manchester (MTA).

Le 20 juillet 2013, l'ensemble du New Hampshire est devenu conforme à la Norme Nationale de Qualité de l'Air Ambiant de 8 heures pour l'ozone (NAAQS) de 2008. Le 6 avril 2015, la NAAQS sur l'Ozone de 8 heures de 1997 a été révoquée à toutes fins, y compris la conformité des transports, évitant ainsi à la région NH de Boston-Manchester-Portsmouth (SE) d'avoir à démontrer la conformité des plans de transport. Cependant, en raison d'une décision de la Cour d'appel des États-Unis pour le circuit du district de Columbia (District de Gestion de la Qualité de l'Air de la Côte Sud c. EPA), en date du 16 février 2019, la conformité des transports pour la NAAQS 1997 sur l'ozone s'applique à nouveau dans la "Zone orpheline" de Boston-Manchester-Portsmouth (SE) NH. Par conséquent, le SNHPC est tenu de démontrer la conformité aux NAAQS 1997 sur l'ozone pour tout plan approuvé après le 16 février 2019.

Les commentaires sur l'amendement n°3 au TIP et au MTP doivent être soumis par écrit à la SNHPC pendant la période de commentaires, ou verbalement lors de l'audience publique. Les commentaires sur l'amendement n°3 au TIP et au MTP seront pris en compte pour être intégrés dans le document final, comme le décidera le Comité des politiques de la SNHPC à la suite de l'audience publique.

Les commentaires sur l'amendement n°3 au TIP et au MTP doivent être adressés à David Tilton, planificateur des transports, par courrier ordinaire à l'adresse 438 Dubuque St., Manchester, NH 03102 ou par courrier électronique à l'adresse dtilton@snhpc.org.

Lors de l'audience publique du 28 novembre 2023, des informations sur l'amendement n°3 au TIP et au MTP seront présentées à l'aide de la plateforme logicielle Microsoft Powerpoint.

Les personnes ayant besoin d'une assistance ou de dispositions spéciales pour assister à l'audience publique doivent contacter Linda Moore-O'Brien, administratrice du bureau de la SNHPC, au (603) 669-4664.

(FIN)

SNHPC FY 2023-2026 TIP AMENDMENT #3 PROJECT CHANGES

Approved						
AUBURN (29316)						
Road/Entity: Griffin Mill Rd. over Maple Falls Brook			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				
Proposed (Project Removed from TIP)						
AUBURN (29316)						
Road/Entity: Griffin Mill Rd. over Maple Falls Brook			Total Project Cost:		\$868,793	
Scope: Bridge Rehabilitation- Griffin Mill Rd. over Maple Falls Brook (Bridge #095/127)						
Phase	Year	Federal	State	Other	Total	Funding
		\$0	\$0	\$0	\$0	
		\$0	\$0	\$0	\$0	
Regionally Significant:		No		CAA Code:	E-19	
Managed By:		Muni/Local				

Approved						
BEDFORD (40664)						
Road/Entity: US 3			Total Project Cost:		\$26,005,168	
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	\$298,691	\$0	\$0	\$298,691	STBG-50 to 200K, Toll Credit
ROW	2026	\$3,259,322	\$0	\$0	\$3,259,322	STBG-50 to 200K, Toll Credit
Construction	2026	\$5,101,989	\$0	\$0	\$5,101,989	STBG-50 to 200K, Toll Credit
		\$10,200,002	\$0	\$0	\$10,200,002	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				
Proposed						
BEDFORD (40664)						
Road/Entity: US 3			Total Project Cost:		\$26,768,557	
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	\$298,691	\$0	\$0	\$298,691	STBG-50 to 200K, Toll Credit
ROW	2026	\$3,259,322	\$0	\$0	\$3,259,322	STBG-50 to 200K, Toll Credit
		\$5,098,013	\$0	\$0	\$5,098,013	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

Approved						
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				
Proposed						
BEDFORD - MERRIMACK (16100)						
Road/Entity: F.E. Everett Turnpike			Total Project Cost:		\$17,184,861	
Scope: Improvement to Bedford Mainline Toll Plaza to Institute All				Electronic Tolling		
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$950,000	\$0	\$950,000	Turnpike Capital
PE	2024	\$0	\$530,250	\$0	\$530,250	Turnpike Capital
Construction	2024	\$0	\$7,800,000	\$0	\$7,800,000	Turnpike Capital
Construction	2025	\$0	\$6,740,500	\$0	\$6,740,500	Turnpike Capital
Construction	2026	\$0	\$24,733	\$0	\$24,733	Turnpike Capital
		\$0	\$16,045,483	\$0	\$16,045,483	
Regionally Significant:		Yes		CAA Code:	E-7	
Managed By:		NHDOT				

Approved						
DERRY - LONDONDERRY (13065C)						
Road/Entity: Tsienneto Rd.			Total Project Cost:		\$23,914,026	
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	\$14,695,028	\$0	\$0	\$14,695,028	BRGBIL, STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
Construction	2026	\$6,069,437	\$0	\$0	\$6,069,437	STBG-State Flexible, Toll Credit
		\$22,372,346	\$0	\$0	\$22,372,346	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				
Proposed						
DERRY - LONDONDERRY (13065C)						
Road/Entity: Tsienneto Rd.			Total Project Cost:		\$24,451,320	
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	\$9,032,870	\$0	\$0	\$9,032,870	BRGBIL, STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
Construction	2026	\$3,081,796	\$0	\$0	\$3,081,796	STBG-State Flexible, Toll Credit
		\$13,722,548	\$0	\$0	\$13,722,548	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

Proposed (New Project in TIP)						
GOFFSTOWN (41597)						
Road/Entity: Center Street over Harry Brook			Total Project Cost:		\$4,680,291	
Scope: Bridge Replacement- Center Street over Harry Brook (Bridge #129/116)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$336,236	\$84,059	\$420,295	SB367-4Cents, Towns
ROW	2025	\$0	\$8,296	\$2,074	\$10,370	SB367-4Cents, Towns
Construction	2025	\$3,111,830	\$0	\$1,137,796	\$4,249,626	Non Par Other, STBG-State Flexible, Towns
		\$3,111,830	\$344,532	\$1,223,929	\$4,680,291	
Regionally Significant:		No		CAA Code:	E-19	
Managed By:		Muni/Local				

Approved						
HOOKSETT (29611)						
Road/Entity: US 3 / NH 28				Total Project Cost:		\$21,529,338
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	\$165,000	\$0	\$0	\$165,000	National Highway Performance, Toll Credit
PE	2024	\$1,498,692	\$0	\$0	\$1,498,692	National Highway Performance, Toll Credit
ROW	2024	\$2,861,680	\$0	\$0	\$2,861,680	National Highway Performance, Toll Credit
Construction	2026	\$1,947,797	\$0	\$0	\$1,947,797	National Highway Performance, Toll Credit
		\$6,473,169	\$0	\$0	\$6,473,169	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				
Proposed						
HOOKSETT (29611)						
Road/Entity: US 3 / NH 28				Total Project Cost:		\$22,374,522
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	\$165,000	\$0	\$0	\$165,000	National Highway Performance, Toll Credit
PE	2024	\$1,498,692	\$0	\$0	\$1,498,692	National Highway Performance, Toll Credit
ROW	2024	\$2,861,680	\$0	\$0	\$2,861,680	National Highway Performance, Toll Credit
		\$4,525,371	\$0	\$0	\$4,525,371	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

Approved						
MANCHESTER (16099)						
Road/Entity: I-293/F.E. Everett Turnpike			Total Project Cost:		\$20,338,842	
Scope: Preliminary Engineering & ROW for Reconstruction of the F.E. Everett Turnpike at Exits 6 & 7						
Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$1,337,739	\$0	\$1,337,739	Turnpike Capital
ROW	2024	\$0	\$3,060,318	\$0	\$3,060,318	Turnpike Capital
ROW	2025	\$0	\$3,041,847	\$0	\$3,041,847	Turnpike Capital
ROW	2026	\$0	\$4,039,149	\$0	\$4,039,149	Turnpike Capital
		\$0	\$11,479,053	\$0	\$11,479,053	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				
Proposed						
MANCHESTER (16099)						
Road/Entity: I-293/F.E. Everett Turnpike			Total Project Cost:		\$26,773,614	
Scope: Preliminary Engineering & ROW for Reconstruction of the F.E. Everett Turnpike at Exits 6 & 7						
Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$1,337,739	\$0	\$1,337,739	Turnpike Capital
PE	2025	\$0	\$3,111,000	\$0	\$3,111,000	Turnpike Capital
PE	2026	\$0	\$3,226,107	\$0	\$3,226,107	Turnpike Capital
ROW	2024	\$0	\$3,060,318	\$0	\$3,060,318	Turnpike Capital
ROW	2025	\$0	\$3,068,478	\$0	\$3,068,478	Turnpike Capital
ROW	2026	\$0	\$4,110,183	\$0	\$4,110,183	Turnpike Capital
		\$0	\$17,913,825	\$0	\$17,913,825	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

Approved						
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				
Proposed						
NASHUA - MERRIMACK - BEDFORD (13761)						
Road/Entity: F. E. Everett Turnpike			Total Project Cost:		\$26,383,899	
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	\$2,938,859	\$0	\$2,938,859	Turnpike Capital
PE	2024	\$0	\$3,500,000	\$0	\$3,500,000	Turnpike Capital
PE	2025	\$0	\$3,111,000	\$0	\$3,111,000	Turnpike Capital
PE	2026	\$0	\$2,150,738	\$0	\$2,150,738	Turnpike Capital
ROW	2023	\$0	\$25,549	\$0	\$25,549	Turnpike Capital
ROW	2024	\$0	\$2,000,000	\$0	\$2,000,000	Turnpike Capital
ROW	2025	\$0	\$2,074,000	\$0	\$2,074,000	Turnpike Capital
ROW	2026	\$0	\$2,150,738	\$0	\$2,150,738	Turnpike Capital
		\$0	\$17,950,885	\$0	\$17,950,885	
Regionally Significant:		Yes		CAA Code:	N/E	
Managed By:		NHDOT				

Approved						
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				

Proposed (Project Removed from TIP)						
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
		\$0	\$0	\$0	\$0	
		\$0	\$0	\$0	\$0	
Regionally Significant:		No		CAA Code:	ALL	
Managed By:		NHDOT				

<i>Proposed (New Project in TIP)</i>						
PROGRAM (EV_INFRA)						
Road/Entity:	Various			Total Project Cost:		\$17,300,000
Scope:	Electric Vehicle Infrastructure Program					
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$346,000	\$0	\$0	\$346,000	NEVI, Toll Credit
PE	2024	\$346,000	\$0	\$0	\$346,000	NEVI, Toll Credit
PE	2025	\$346,000	\$0	\$0	\$346,000	NEVI, Toll Credit
PE	2026	\$346,000	\$0	\$0	\$346,000	NEVI, Toll Credit
Construction	2023	\$3,114,000	\$0	\$0	\$3,114,000	NEVI, Toll Credit
Construction	2024	\$3,114,000	\$0	\$0	\$3,114,000	NEVI, Toll Credit
Construction	2025	\$3,114,000	\$0	\$0	\$3,114,000	NEVI, Toll Credit
Construction	2026	\$3,114,000	\$0	\$0	\$3,114,000	NEVI, Toll Credit
		\$13,840,000	\$0	\$0	\$13,840,000	
Regionally Significant:	No			CAA Code:	ATT	
Managed By:	Muni/Local					

<i>Approved</i>						
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					
<i>Proposed</i>						
PROGRAM (FLAP)						
Road/Entity:	Various			Total Project Cost:	\$8,120,000	
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	\$70,000	\$0	\$0	\$70,000	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	\$525,000	\$0	\$0	\$525,000	Forest Highways
Construction	2026	\$352,000	\$0	\$0	\$352,000	Forest Highways
Other	2024	\$200,000	\$0	\$0	\$200,000	Forest Highways
		\$2,101,000	\$0	\$0	\$2,101,000	
Regionally Significant:	No			CAA Code:	ALL	
Managed By:	NHDOT					

<i>Approved</i>						
PROGRAM (FTA5307)						
Road/Entity:	Various			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					
<i>Proposed</i>						
PROGRAM (FTA5307)						
Road/Entity:	Various			Total Project Cost:		\$85,728,722
Scope:	FTA Section 5307 Apportioned Funds for NHDOT-programmed Projects Only					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$447,225	\$0	\$111,806	\$559,031	FTA 5307 Capital and Operating Program, Other
Other	2024	\$600,000	\$0	\$0	\$600,000	FTA 5307 Capital and Operating Program, Toll Credit
Other	2025	\$700,000	\$0	\$0	\$700,000	FTA 5307 Capital and Operating Program, Toll Credit
		\$1,747,225	\$0	\$111,806	\$1,859,031	
Regionally Significant:	No			CAA Code:	E-21	
Managed By:	NHDOT					

<i>Approved</i>						
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					
<i>Proposed</i>						
PROGRAM (FTA5310)						
Road/Entity:	Various			Total Project Cost:	\$95,476,885	
Scope:	Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$4,033,375	\$0	\$1,008,344	\$5,041,719	FTA 5310 Capital Program, Other
Other	2024	\$3,674,059	\$0	\$918,514	\$4,592,573	FTA 5310 Capital Program, Other, Toll Credit
Other	2025	\$3,316,017	\$0	\$829,004	\$4,145,021	FTA 5310 Capital Program, Other
Other	2026	\$3,382,338	\$0	\$845,584	\$4,227,922	FTA 5310 Capital Program, Other
		\$14,405,789	\$0	\$3,601,446	\$18,007,235	
Regionally Significant:	No			CAA Code:	E-30	
Managed By:	NHDOT					

Approved						
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				
Proposed						
PROGRAM (FTA5339)						
Road/Entity: Various			Total Project Cost:		\$149,602,823	
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	\$7,483,518	\$935,440	\$935,440	\$9,354,397	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2025	\$7,577,438	\$947,180	\$947,180	\$9,471,797	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2026	\$4,885,720	\$610,715	\$610,715	\$6,107,150	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
		\$27,977,154	\$3,497,144	\$3,497,144	\$34,971,443	
Regionally Significant:		No		CAA Code:	E-30	
Managed By:		NHDOT				

<i>Approved</i>						
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					
<i>Proposed</i>						
PROGRAM (STBG-FTA)						
Road/Entity:	Various			Total Project Cost:	\$52,512,500	
Scope:	Funds Transferred from STBG to FTA to Supplement Public/Human Services Transportation Statewide					
Phase	Year	Federal	State	Other	Total	Funding
Other	2024	\$3,000,000	\$0	\$612,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2025	\$3,000,000	\$0	\$612,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2026	\$3,000,000	\$0	\$612,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
		\$9,000,000	\$0	\$1,837,500	\$10,837,500	
Regionally Significant:	No			CAA Code:	E-o	
Managed By:	Muni/Local					

Approved						
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					

Proposed						
PROGRAM (TA)						
Road/Entity:	Various			Total Project Cost:		\$110,363,849
Scope:	Transportation Alternatives Program					
Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$800,000	\$0	\$220,000	\$1,020,000	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	\$1,200,000	\$0	\$320,000	\$1,520,000	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	\$800,000	\$0	\$220,000	\$1,020,000	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	\$800,000	\$0	\$220,000	\$1,020,000	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
ROW	2023	\$120,000	\$0	\$40,000	\$160,000	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
ROW	2024	\$120,000	\$0	\$40,000	\$160,000	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
ROW	2025	\$120,000	\$0	\$40,000	\$160,000	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
ROW	2026	\$120,000	\$0	\$40,000	\$160,000	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
Construction	2023	\$4,388,864	\$0	\$1,197,216	\$5,586,080	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	\$4,095,042	\$0	\$1,123,760	\$5,218,802	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	\$4,603,342	\$0	\$1,250,835	\$5,854,178	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	\$4,713,810	\$0	\$1,278,452	\$5,992,261	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
		\$21,881,058	\$0	\$5,990,263	\$27,871,320	
Regionally Significant:	No		CAA Code:	E-33		
Managed By:	Muni/Local					

<i>Proposed (New Project in TIP)</i>						
PROGRAM (TRAFMON)						
Road/Entity:	Various			Total Project Cost:		\$24,000,000
Scope:	TRAFMON Parent Programmatic					
Phase	Year	Federal	State	Other	Total	Funding
Other	2024	\$2,000,000	\$0	\$0	\$2,000,000	STBG-State Flexible, Toll Credit
Other	2025	\$2,000,000	\$0	\$0	\$2,000,000	STBG-State Flexible, Toll Credit
Other	2026	\$2,000,000	\$0	\$0	\$2,000,000	STBG-State Flexible, Toll Credit
		\$6,000,000	\$0	\$0	\$6,000,000	
Regionally Significant:	No			CAA Code:	ATT	
Managed By:	NHDOT					

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

<i>Proposed</i>						
PROGRAM (TRAIN)						
Road/Entity:	Training			Total Project Cost:		\$13,480,262
Scope:	Annual Training Program (Annual Project)					
Phase	Year	Federal	State	Other	Total	Funding
Other	2023	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2024	\$800,000	\$0	\$0	\$800,000	STBG-State Flexible, Toll Credit
Other	2025	\$1,000,000	\$0	\$0	\$1,000,000	STBG-State Flexible, Toll Credit
Other	2026	\$1,000,000	\$0	\$0	\$1,000,000	STBG-State Flexible, Toll Credit
		\$3,050,000	\$0	\$0	\$3,050,000	
Regionally Significant:	No			CAA Code:	E-o	
Managed By:	NHDOT					

<i>Proposed (New Project in TIP)</i>						
STATEWIDE 4R PROJECTS (44518)						
Road/Entity:	Various			Total Project Cost:		\$210,215,152
Scope:	4R Pavement Rehab/Reconstruct on the NHS					
Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$1,182,906	\$0	\$0	\$1,182,906	STBG-State Flexible, Toll Credit
ROW	2026	\$59,145	\$0	\$0	\$59,145	STBG-State Flexible, Toll Credit
		\$1,242,051	\$0	\$0	\$1,242,051	
Regionally Significant:	No			CAA Code:	ATT	
Managed By:	NHDOT					

Proposed (New Project in TIP)						
WEARE (14338)						
Road/Entity: River Rd. over Piscataquog River			Total Project Cost:		\$2,630,869	
Scope: Bridge Replacement- River Road Bridge over Piscataquog River (Bridge #110/150)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$373,320	\$93,330	\$466,650	SB367-4Cents, Towns
ROW	2025	\$0	\$41,480	\$10,370	\$51,850	SB367-4Cents, Towns
Construction	2025	\$829,600	\$0	\$207,400	\$1,037,000	STBG-Off System Bridge, Towns
Construction	2026	\$860,295	\$0	\$215,074	\$1,075,369	STBG-Off System Bridge, Towns
		\$1,689,895	\$414,800	\$526,174	\$2,630,869	
Regionally Significant:		No		CAA Code:	ATT	
Managed By:		Muni/Local				

		Proposed (New Project in TIP)				
WINDHAM (40663)						
Road/Entity: NH m				Total Project Cost:		\$809,133
Scope: NH m Corridor Engineering Study from Wall St. to Ledge Rd./London Bridge Rd.						
Phase	Year	Federal	State	Other	Total	Funding
Other	2024	\$330,000	\$0	\$0	\$330,000	STBG-State Flexible, Toll Credit
Other	2025	\$161,008	\$0	\$0	\$161,008	STBG-State Flexible, Toll Credit
		\$491,008	\$0	\$0	\$491,008	
Regionally Significant:		No		CAA Code:	E-34	
Managed By:		NHDOT				

SNHPC FY 2023-2026 TIP AMENDMENT #3 CONFORMITY DETERMINATION

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).

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 and TIP Amendment #3 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).

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 and TIP Amendment #3 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 has utilized available traffic counts, travel time data, and other factors as necessary to determine travel demand.
- The SNHPC has provided 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.

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 and TIP Amendment #3 was conducted consistent with the provisions of the New Hampshire SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450 and the SNHPC Public Participation Plan. FY 2023-2026 TIP Amendment #3 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 the first section of this document. Presentations of FY 2023-2026 TIP Amendment #3 were made at the following public meetings: October 19, 2023 SNHPC Technical Advisory Committee (TAC)

meeting, October 24, 2023 SNHPC MPO Policy Committee Meeting, November 16, 2023 SNHPC Technical Advisory Committee (TAC) meeting, and November 28, 2023 SNHPC MPO Policy Committee Meeting.

A 10-day public comment period to consider the draft FY 2023-2026 TIP Amendment #3 was opened on November 6, 2023 and concluded on November 17, 2023. The SNHPC MPO Policy Committee held a public hearing to adopt FY 2023-2026 TIP Amendment #3 on November 28, 2023.

Timely Implementation of TCMs

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

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. FY 2023-2026 TIP Amendment #3 is fiscally constrained as demonstrated in the following section of this document.

Conclusion and Determination of Conformity

The conformity determination process completed for SNHPC FY 2023-2026 TIP Amendment #3 demonstrates that the amendment meets the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

SNHPC FY 2023-2026 TIP AMENDMENT #3 FISCAL CONSTRAINT

2023 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	\$ 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 Program Flex	\$ 1,828,020	\$ -	\$ -		\$ 1,828,020	\$ 1,828,000
Congestion Mitigation and Air Quality Program	\$ 11,271,809	\$ -	\$ 907,628		\$ 12,179,437	\$ 5,431,063
Highway Safety Improvement Program (HSIP)	\$ 12,179,350	\$ -	\$ -		\$ 12,179,350	\$ 9,436,989
National Highway Freight	\$ 5,727,735	\$ -	\$ -		\$ 5,727,735	\$ 5,727,733
National Highway Performance	\$ 115,343,246	\$ -	\$ -		\$ 115,343,246	\$ 58,886,764
PROTECT Program	\$ 5,820,049	\$ -	\$ -		\$ 5,820,049	\$ 6,000,000
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816		\$ 1,569,081	\$ 1,255,265
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -		\$ 1,225,000	\$ 1,180,000
Safe Routes to School	\$ -	\$ -	\$ -		\$ -	\$ 18,707
STBG-5 to 49,999	\$ 2,867,863	\$ -	\$ 456,029		\$ 3,323,892	\$ 2,000,116
STBG-50 to 200K	\$ 6,604,937	\$ -	\$ 107,000		\$ 6,711,937	\$ 7,132,646
STBG-Areas Over 200K	\$ 6,627,700	\$ -	\$ 1,002,131		\$ 7,629,831	\$ 4,977,578
STBG-Non Urban Areas Under 5K	\$ 11,854,032	\$ -	\$ -		\$ 11,854,032	\$ 9,581,511
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 212,631		\$ 5,109,754	\$ 1,574,035
STBG-State Flexible	\$ 20,506,101	\$ -	\$ 618,619		\$ 21,124,720	\$ 83,267,750
TAP-50K to 200K	\$ 740,065	\$ -	\$ 165,000		\$ 905,065	\$ 660,000
TAP-5K to 49,999	\$ 321,336	\$ -	\$ 60,000		\$ 381,336	\$ 240,000
TAP-Areas Over 200K	\$ 742,616	\$ -	\$ 165,000		\$ 907,616	\$ 660,000
TAP-Flex	\$ 2,176,634	\$ -	\$ 193,848		\$ 2,370,482	\$ 775,392
TAP-Non Urban Areas Under 5K	\$ 1,328,213	\$ -	\$ -		\$ 1,328,213	\$ 900,000
State Planning and Research	\$ 6,302,230	\$ -	\$ 390,000		\$ 6,692,230	\$ 6,058,614
Total	\$ 223,014,217	\$ -	\$ 4,591,702		\$ 227,605,919	\$ 207,592,161
Surplus/Deficit						\$ 20,013,758

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	\$ 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 Program Flex	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -
Congestion Mitigation and Air Quality Program	\$ 8,605,990	\$ -	\$ 1,205,674	\$ 9,811,664	\$ 6,707,697
Highway Safety Improvement Program (HSIP)	\$ 12,671,396	\$ -	\$ -	\$ 12,671,396	\$ 11,076,257
National Highway Freight	\$ 5,959,135	\$ -	\$ -	\$ 5,959,135	\$ 1,760,831
National Highway Performance	\$ 93,993,113	\$ -	\$ 50,000	\$ 94,043,113	\$ 80,248,138
PROTECT	\$ 6,055,179	\$ -	\$ -	\$ 6,055,179	\$ 2,772,528
Recreational Trails	\$ 1,305,978	\$ -	\$ 313,816	\$ 1,619,794	\$ 1,255,265
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -	\$ 1,274,490	\$ 685,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 2,983,725	\$ -	\$ 492,922	\$ 3,476,647	\$ 2,059,690
STBG-50 to 200K	\$ 6,871,776	\$ -	\$ 126,567	\$ 6,998,344	\$ 6,140,235
STBG-Areas Over 200K	\$ 6,895,459	\$ -	\$ 600,200	\$ 7,495,659	\$ 6,046,176
STBG-Non Urban Areas Under 5K	\$ 12,332,935	\$ -	\$ 676,997	\$ 13,009,932	\$ 11,765,459
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ 412,061	\$ 5,507,028	\$ 5,076,429
STBG-State Flexible	\$ 50,892,172	\$ -	\$ 15,814,310	\$ 66,706,482	\$ 90,444,133
TAP-50K to 200K	\$ 769,964	\$ -	\$ 188,717	\$ 958,680	\$ 754,866
TAP-5K to 49,999	\$ 334,318	\$ -	\$ 81,941	\$ 416,259	\$ 327,763
TAP-Areas Over 200K	\$ 772,618	\$ -	\$ 189,367	\$ 961,985	\$ 757,469
TAP-Flex	\$ 2,264,570	\$ -	\$ 555,042	\$ 2,819,612	\$ 2,220,166
TAP-Non Urban Areas Under 5K	\$ 1,381,873	\$ -	\$ 338,694	\$ 1,720,567	\$ 1,354,777
State Planning and Research	\$ 6,162,583	\$ -	\$ 390,000	\$ 6,552,583	\$ 6,043,865
	\$ 232,056,159	\$ -	\$ 21,436,309	\$ 253,492,468	\$ 237,496,743
Surplus/(Deficit)					\$ 15,995,725

2025 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 Program Flex	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 8,778,110	\$ -	\$ 2,677,405	\$ 11,455,515	\$ 6,707,697
Highway Safety Improvement Program (HSIP)	\$ 12,924,824	\$ -	\$ -	\$ 12,924,824	\$ 11,076,257
National Highway Freight	\$ 6,078,318	\$ -	\$ -	\$ 6,078,318	\$ 1,760,831
National Highway Performance	\$ 95,872,975	\$ -	\$ 90,484	\$ 95,963,460	\$ 80,248,138
PROTECT	\$ 6,176,283	\$ -	\$ -	\$ 6,176,283	\$ 2,772,528
Recreational Trails	\$ 1,332,097	\$ -	\$ 313,816	\$ 1,645,913	\$ 1,255,265
RL - Rail Highway	\$ 1,299,980	\$ -	\$ -	\$ 1,299,980	\$ 685,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,043,399	\$ -	\$ 717,197	\$ 3,760,596	\$ 2,059,690
STBG-50 to 200K	\$ 7,009,212	\$ -	\$ 893,620	\$ 7,902,832	\$ 6,140,235
STBG-Areas Over 200K	\$ 7,033,368	\$ -	\$ 6,978	\$ 7,040,346	\$ 6,046,176
STBG-Non Urban Areas Under 5K	\$ 12,579,594	\$ -	\$ 66,223	\$ 12,645,816	\$ 11,765,459
STBG-Off System Bridge	\$ 5,196,866	\$ -	\$ 646,928	\$ 5,843,795	\$ 5,076,429
STBG-State Flexible	\$ 52,660,015	\$ -	\$ 1,892,655	\$ 54,552,670	\$ 90,444,133
TAP-50K to 200K	\$ 785,363	\$ -	\$ 192,491	\$ 977,854	\$ 754,866
TAP-5K to 49,999	\$ 341,004	\$ -	\$ 83,579	\$ 424,584	\$ 327,763
TAP-Areas Over 200K	\$ 788,070	\$ -	\$ 193,154	\$ 981,224	\$ 757,469
TAP-Flex	\$ 2,309,861	\$ -	\$ 566,143	\$ 2,876,004	\$ 2,220,166
TAP-Non Urban Areas Under 5K	\$ 1,409,510.26	\$ -	\$ 345,468	\$ 1,754,978.46	\$ 1,354,777
State Planning and Research	\$ 6,285,834.40	\$ -	\$ 390,000	\$ 6,675,834.40	\$ 6,043,865
	\$ 237,447,281	\$ -	\$ 9,076,142	\$ 246,523,423	\$ 237,496,743
Surplus/Deficit					\$ 9,026,680

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	\$ 376,993	\$ -	\$ -	\$ 376,993	\$ -
Carbon Reduction Program Under 5k	\$ 1,558,263	\$ -	\$ -	\$ 1,558,263	\$ -
Carbon Reduction Program>200k	\$ 871,239	\$ -	\$ -	\$ 871,239	\$ -
Carbon Reduction 50k- 200K	\$ 868,247	\$ -	\$ -	\$ 868,247	\$ -
Carbon Reduction Program Flex	\$ 1,978,708	\$ -	\$ -	\$ 1,978,708	\$ -
Congestion Mitigation and Air Quality Program	\$ 8,953,672	\$ -	\$ 1,814,897	\$ 10,768,569	\$ 7,259,587
Highway Safety Improvement Program (HSIP)	\$ 13,183,320	\$ -	\$ -	\$ 13,183,320	\$ 12,029,350
National Highway Freight	\$ 6,199,885	\$ -	\$ -	\$ 6,199,885	\$ -
National Highway Performance	\$ 97,790,435	\$ -	\$ 14,466	\$ 97,804,901	\$ 87,362,951
PROTECT Program	\$ 6,299,808	\$ -	\$ -	\$ 6,299,808	\$ -
Recreational Trails	\$ 1,358,739	\$ -	\$ 313,816	\$ 1,672,555	\$ 1,255,265
RL - Rail Highway	\$ 1,325,979	\$ -	\$ -	\$ 1,325,979	\$ 685,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,104,267	\$ -	\$ 356,600	\$ 3,460,867	\$ 5,317,686
STBG-50 to 200K	\$ 7,149,396	\$ -	\$ 508,426	\$ 7,657,822	\$ 9,194,862
STBG-Areas Over 200K	\$ 7,174,036	\$ -	\$ 5,970	\$ 7,180,006	\$ 5,074,427
STBG-Non Urban Areas Under 5K	\$ 12,831,185	\$ -	\$ 271,558	\$ 13,102,743	\$ 16,857,240
STBG-Off System Bridge	\$ 5,300,803	\$ -	\$ 602,207	\$ 5,903,010	\$ 6,930,510
STBG-State Flexible	\$ 54,463,215	\$ -	\$ 119,199	\$ 54,582,414	\$ 73,841,235
TAP-50K to 200K	\$ 801,070	\$ -	\$ 196,341	\$ 997,411	\$ 785,363
TAP-5K to 49,999	\$ 347,824	\$ -	\$ 85,251	\$ 433,076	\$ 341,004
TAP-Areas Over 200K	\$ 803,831	\$ -	\$ 197,018	\$ 1,000,849	\$ 788,070
TAP-Flex	\$ 2,356,059	\$ -	\$ 577,465	\$ 2,933,524	\$ 2,309,862
TAP-Non Urban Areas Under 5K	\$ 1,437,700	\$ -	\$ 352,378	\$ 1,790,078	\$ 1,409,510
State Planning and Research	\$ 6,411,551	\$ -	\$ 462,058	\$ 6,873,609	\$ 6,433,486
	\$ 242,946,227	\$ -	\$ 5,877,648	\$ 248,823,875	\$ 237,875,409
Surplus/Deficit					\$ 10,948,466

General Notes

* Federal Apportionment is estimated based on FFY2023 apportionment + (2% increase by funding category)

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

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

Federal Highway Formula and Match Funding for 2024

Financially Constrained by Funding Category

Funding Category	Federal Apportionment* (A)	Proposed Transfers	Federal Available Balance ** (B)	Federal Total (C) = (A + B)	State Match (D)	Local/Other Match (E)	Total Resources Available (F) = (C + D + E)	Total Programmed	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	\$ 362,354		\$ 689,737	\$ 1,052,091	\$ -	\$ -	\$ 1,052,091	\$ -	\$ 1,052,091
Carbon Reduction Program Under 5k	\$ 1,497,754		\$ 2,850,961	\$ 4,348,715	\$ -	\$ -	\$ 4,348,715	\$ -	\$ 4,348,715
Carbon Reduction Program>200k	\$ 837,408		\$ 1,593,998	\$ 2,431,406	\$ -	\$ -	\$ 2,431,406	\$ -	\$ 2,431,406
Carbon Reduction 50k- 200K	\$ 834,532		\$ 808,832	\$ 1,643,364	\$ -	\$ -	\$ 1,643,364	\$ -	\$ 1,643,364
Carbon Reduction Program Flex	\$ 1,901,872		\$ -	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -	\$ 1,901,872
Congestion Mitigation and Air Quality Program	\$ 8,605,990		\$ -	\$ 8,605,990	\$ -	\$ 1,205,674	\$ 9,811,664	\$ 6,707,697	\$ 3,103,967
Highway Safety Improvement Program (HSIP)	\$ 12,671,396		\$ 279,360	\$ 12,950,756	\$ -	\$ -	\$ 12,950,756	\$ 11,076,257	\$ 1,874,499
National Highway Freight	\$ 5,959,135		\$ 2	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ 1,760,831	\$ 4,198,306
National Highway Performance ***	\$ 112,993,113	\$ (20,000,000)	\$ -	\$ 92,993,113	\$ -	\$ 50,000	\$ 93,043,113	\$ 80,248,138	\$ 12,794,975
PROTECT	\$ 6,055,179		\$ -	\$ 6,055,179	\$ -	\$ -	\$ 6,055,179	\$ 2,772,528	\$ 3,282,651
Recreational Trails	\$ 1,305,978		\$ 3,191,317	\$ 4,497,294	\$ -	\$ 313,816	\$ 4,811,111	\$ 1,255,265	\$ 3,555,846
RL - Rail Highway	\$ 1,274,490		\$ 3,340,104	\$ 4,614,594	\$ -	\$ -	\$ 4,614,594	\$ 685,000	\$ 3,929,594
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 2,983,725		\$ 52,406	\$ 3,036,130	\$ -	\$ 492,922	\$ 3,529,053	\$ 2,059,690	\$ 1,469,363
STBG-50 to 200K	\$ 6,871,776		\$ -	\$ 6,871,776	\$ -	\$ 126,567	\$ 6,998,344	\$ 6,140,235	\$ 858,109
STBG-Areas Over 200K	\$ 6,895,459		\$ 1,786,236	\$ 8,681,695	\$ -	\$ 600,200	\$ 9,281,895	\$ 6,046,176	\$ 3,235,720
STBG-Non Urban Areas Under 5K	\$ 12,332,935		\$ -	\$ 12,332,935	\$ -	\$ 676,997	\$ 13,009,932	\$ 11,765,459	\$ 1,244,474
STBG-Off System Bridge	\$ 5,094,967		\$ 10,997,339	\$ 16,092,306	\$ -	\$ 412,061	\$ 16,504,367	\$ 5,076,429	\$ 11,427,938
STBG-State Flexible	\$ 50,892,172	\$ 20,000,000	\$ 4,703,005	\$ 75,595,177	\$ -	\$ 15,814,310	\$ 91,409,487	\$ 90,994,133	\$ 415,354
TAP-50K to 200K	\$ 769,964		\$ 368,012	\$ 1,137,976	\$ -	\$ 188,717	\$ 1,326,692	\$ 754,866	\$ 571,826
TAP-5K to 49,999	\$ 334,318		\$ 355,626	\$ 689,944	\$ -	\$ 81,941	\$ 771,885	\$ 327,763	\$ 444,122
TAP-Areas Over 200K	\$ 772,618		\$ 1,810,371	\$ 2,582,989	\$ -	\$ 189,367	\$ 2,772,356	\$ 757,469	\$ 2,014,888
TAP-Flex	\$ 2,264,570		\$ 3,889,237	\$ 6,153,807	\$ -	\$ 555,042	\$ 6,708,849	\$ 2,220,166	\$ 4,488,683
TAP-Non Urban Areas Under 5K	\$ 1,381,873		\$ 2,282,293	\$ 3,664,166	\$ -	\$ 338,694	\$ 4,002,860	\$ 1,354,777	\$ 2,648,082
State Planning and Research	\$ 6,162,583		\$ 1,301,363	\$ 7,463,946	\$ -	\$ 390,000	\$ 7,853,946	\$ 6,043,865	\$ 1,810,081
Total	\$ 251,056,159	\$ -	\$ 40,300,200	\$ 291,356,359	\$ 0	\$ 21,436,309	\$ 312,792,668	\$ 238,046,742	\$ 74,745,926

* Federal Apportionment is estimated based on FFY2023 apportionment + (2% increase by funding category)

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

Federal Highway Non-Formula Funds

2023	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 4,519,554	\$ -	\$ -	\$ 4,519,554	\$ 4,519,554
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 3,701,445	\$ -	\$ 925,361	\$ 4,626,806	\$ 4,626,806
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 24,897,597	\$ -	\$ -	\$ 24,897,597	\$ 24,897,597
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ 4,424,825	\$ -	\$ -	\$ 4,424,825	\$ 4,424,825
NEVI	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 737,430	\$ -	\$ 390,000	\$ 1,127,430	\$ 1,127,430
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 384,000	\$ -	\$ -	\$ 384,000	\$ 384,000
Scenic Byways (Enfield 44286)	\$ 734,417	\$ -	\$ 183,604	\$ 918,021	\$ 918,021
TOTAL	\$ 43,011,751	\$ 25,000	\$ 1,315,361	\$ 45,270,134	\$ 44,352,112
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 17,019,154	\$ -	\$ 1,313,212	\$ 18,332,366	\$ 18,332,366
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 5,097,012	\$ -	\$ 1,274,253	\$ 6,371,265	\$ 6,371,265
Forest Highways	\$ 917,000	\$ -	\$ -	\$ 917,000	\$ 917,000
Highway Infrastructure Exempt Funds	\$ 30,323,423	\$ -	\$ -	\$ 30,323,423	\$ 30,323,423
Local Tech Assistance Program	\$ 333,000	\$ -	\$ -	\$ 333,000	\$ 333,000
MOBIL	\$ 29,732,469	\$ -	\$ -	\$ 29,732,469	\$ 29,732,469
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 50,000	\$ 2,550,000	\$ 2,550,000
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ -	\$ -
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 390,000	\$ 1,142,179	\$ 1,142,179
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 90,374,538	\$ 25,000	\$ 3,027,465	\$ 89,967,003	\$ 89,967,003
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 74,167,974	\$ -	\$ 7,677,897	\$ 81,845,871	\$ 81,845,871
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 4,583,955	\$ -	\$ 1,145,989	\$ 5,729,943	\$ 5,729,943
Forest Highways	\$ 1,149,610	\$ -	\$ -	\$ 1,149,610	\$ 1,149,610
Highway Infrastructure Exempt Funds	\$ 18,724,090	\$ -	\$ -	\$ 18,724,090	\$ 18,724,090
Local Tech Assistance Program	\$ 338,550	\$ -	\$ -	\$ 338,550	\$ 338,550
MOBIL	\$ 31,345,509	\$ -	\$ -	\$ 31,345,509	\$ 31,345,509
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 90,484	\$ 2,590,484	\$ 2,590,484
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 767,223	\$ -	\$ 390,000	\$ 1,157,223	\$ 1,157,223
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 137,279,431	\$ 25,000	\$ 9,304,370	\$ 146,608,801	\$ 146,608,801
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 41,150,475	\$ -	\$ 5,028,259	\$ 46,178,734	\$ 46,178,734
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 4,773,629	\$ -	\$ -	\$ 4,773,629	\$ 4,773,629
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 14,466	\$ 2,514,466	\$ 2,514,466
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 650,790	\$ -	\$ 462,058	\$ 1,112,847	\$ 1,112,847
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 53,389,697	\$ 25,000	\$ 5,504,782	\$ 58,919,479	\$ 58,919,479

Federal Transit Administration Funding

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

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
BETTERMENT-State Funded	\$ -	\$ 45,741,696.39	\$ -	\$ 45,741,696	\$ 45,741,696
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 5,425,963.25	\$ -	\$ 1,043,578.75	\$ 6,469,542	\$ 6,469,542
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 45,458,341.41	\$ 3,612,930.86	\$ 49,071,272	\$ 49,071,272
Turnpike Capital	\$ -	\$ 44,485,556.25	\$ -	\$ 44,485,556	\$ 44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 45,785,444.96	\$ -	\$ 45,785,445	\$ 45,785,445
TOTAL	\$ 5,425,963	\$ 181,471,039	\$ 4,656,510	\$ 191,553,512	\$ 191,553,512
2024					
BETTERMENT-State Funded	\$ 43,766,988.91	\$ -	\$ -	\$ 43,766,989	\$ 43,766,989
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ -	\$ 10,724,586.15	\$ 2,071,447.85	\$ 12,796,034	\$ 12,796,034
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 691,720.02	\$ 691,720	\$ 691,720
State Aid Bridge (SAB)	\$ 8,224.00	\$ -	\$ 2,056.00	\$ 10,280	\$ 10,280
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ 68,458,000.34	\$ -	\$ 7,473,222.63	\$ 75,931,223	\$ 75,931,223
Turnpike Capital	\$ 45,032,072.85	\$ -	\$ -	\$ 45,032,073	\$ 45,032,073
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ 48,959,359.99	\$ -	\$ -	\$ 48,959,360	\$ 48,959,360
TOTAL	\$ 206,224,646	\$ 10,724,586	\$ 10,238,447	\$ 227,187,679	\$ 227,187,679
2025					
BETTERMENT-State Funded	\$ -	\$ 36,349,745.42	\$ -	\$ 36,349,745	\$ 36,349,745
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 4,823,206.35	\$ -	\$ 877,131.58	\$ 5,700,338	\$ 5,700,338
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 357,390.19	\$ 357,390	\$ 357,390
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 67,919,237.59	\$ 5,106,171.29	\$ 73,025,409	\$ 73,025,409
Turnpike Capital	\$ -	\$ 40,580,356.96	\$ -	\$ 40,580,357	\$ 40,580,357
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 35,631,233.71	\$ -	\$ 35,631,234	\$ 35,631,234
TOTAL	\$ 4,823,206	\$ 180,480,574	\$ 6,340,693	\$ 191,644,473	\$ 191,644,473
2026					
BETTERMENT-State Funded	\$ -	\$ 30,336,971.54	\$ -	\$ 30,336,972	\$ 30,336,972
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 3,453,332.64	\$ -	\$ 634,974.60	\$ 4,088,307	\$ 4,088,307
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 34,716,460.60	\$ 2,412,004.76	\$ 37,128,465	\$ 37,128,465
Turnpike Capital	\$ -	\$ 52,148,787.42	\$ -	\$ 52,148,787	\$ 52,148,787
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 33,147,471.51	\$ -	\$ 33,147,472	\$ 33,147,472
TOTAL	\$ 3,453,333	\$ 150,349,691	\$ 3,046,979	\$ 156,850,003	\$ 156,850,003

SNHPC FY 2023-2026 TIP AMENDMENT #3 ADOPTION RESOLUTION

RESOLUTION

ADOPTION OF AMENDMENT #3 TO THE FY 2023–2026 TRANSPORTATION IMPROVEMENT PROGRAM AND FY 2021-2045 METROPOLITAN TRANSPORTATION PLAN FOR THE SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION

WHEREAS, the New Hampshire Department of Transportation (NHDOT) has requested that certain changes be made to the Southern New Hampshire Planning Commission (SNHPC) FY 2023-2026 Transportation Improvement Program (TIP) and FY 2021-2045 Metropolitan Transportation Plan (Plan); and

WHEREAS, such changes involve, a) advance/delay in project phases, b) funding adjustments in multiple years, c) amendments to project costs and scope, and/or d) addition of new projects and/or project phases; and

WHEREAS, the SNHPC, in consultation with the NHDOT, NH Department of Environmental Services (NHDES), U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the other NH Metropolitan Planning Organizations (MPOs), has determined that the changes made by Amendment #3 in the SNHPC region are in conformity with prevailing air quality regulations; and

WHEREAS, with the above-referenced changes to the TIP and Plan, the TIP and Plan will remain fiscally-constrained; and

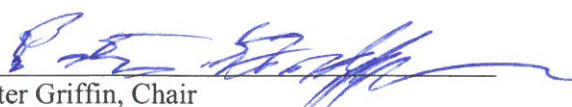
WHEREAS, the SNHPC MPO has involved the public and interested stakeholders in an open and transparent process to review Amendment #3 as guided by the MPO's Public Participation Plan, including a public comment period and a duly noticed public hearing.

NOW THEREFORE, BE IT RESOLVED THAT:

1. The Southern New Hampshire Planning Commission, in its capacity as the Metropolitan Planning Organization (MPO), approves Amendment #3 to the FY 2023–2026 Transportation Improvement Program and FY 2021–2045 Metropolitan Transportation Plan.
2. Sylvia von Aulock, Executive Director of the SNHPC MPO forwards this Resolution to the NHDOT for its action.

The undersigned duly qualified Chair of the Southern New Hampshire Planning Commission hereby certifies that the foregoing is a true and correct copy of the Resolution, adopted at a legally convened meeting of the Southern New Hampshire Planning Commission, acting in its capacity as the Metropolitan Planning Organization, held on November 28, 2023.

Dated


Peter Griffin, Chair
Southern NH Planning Commission

SNHPC FY 2023-2026 TIP AMENDMENT #3 PUBLIC COMMENTS

During the 10-day public comment period for FY 2023-2026 TIP Amendment #3, the SNHPC received one public comment, which was submitted by the New Hampshire Department of Transportation (NHDOT). The SNHPC addressed this comment as detailed below.

Comment #1

A funding adjustment should be applied to the statewide training program [**Program (TRAIN)**] to program additional funding in FY 2024-2026 to accommodate statewide transportation workforce development needs. The funding should increase from \$250,000 per year to \$800,000 in FY 2024, \$1,000,000 in FY 2025, and \$1,000,000 in FY 2026 utilizing STBG State Flexible funds available to the NHDOT. The NHDOT confirmed that this request would be fiscally constrained.

*The SNHPC MPO concurred with this comment and the requested changes to the statewide training program [**Program (TRAIN)**] have been included in TIP Amendment #3.*