STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2013 to 2016

Approved: January 25, 2013
Amended: August 21, 2014

PREPARED BY THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION
Bureau of Planning & Community Assistance
Federal Aid & Regionally Significant Projects
This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.
Mr. Christopher D. Clement, Sr.
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

RE: New Hampshire’s 2013-2016 Statewide Transportation Improvement Program (STIP)
Amendment 6

Dear Commissioner Clement:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of New Hampshire’s FY 2013-2016 STIP Amendment 6 and the accompanying air quality and financial constraint documentation that was transmitted to our agencies by the New Hampshire Department of Transportation (NHDOT) on August 5, 2014. The New Hampshire Department of Environmental Services (NHDES) by letter dated August 4, 2014 concurs with the Nashua Regional Planning Commission (NRPC) positive metropolitan TIP conformity determination for the City of Nashua Carbon Monoxide (CO) attainment area with a current maintenance plan.

The Region I office of the Environmental Protection Agency (EPA), by letter dated July 21, 2014 has also concurred with the positive metropolitan TIP conformity determination as submitted, noting that the addition of the Nashua-Merrimack-Bedford Project # 13761 (the F.E. Everett Turnpike widening from exit 8 in Nashua to the I-293 interchange in Bedford), to STIP Amendment Number 6, while triggering the need for a new air quality conformity determination for the City of Nashua, does not require a regional carbon monoxide air quality analysis in accordance with 40 CFR 93.109(e) "Areas with limited maintenance plans". Because of the EPA-approved limited maintenance plan, the NRPC MPO after April 8, 2014 no longer needs to complete regional emissions analyses for CO pursuant to 40 CFR 93.109(e) – “Areas with limited maintenance plans”.

In accordance with the 1990 Clean Air Act Amendments (CAA) and 23 CFR 450.328, the FHWA and the FTA must complete a joint air quality conformity determination. Based on our evaluation of the material submitted and coordination with the EPA, and with input from New Hampshire’s interagency consultation process, we have determined that the metropolitan TIPs conform with the 1990 CAAA and 40 CFR Part 51.

This positive conformity determination is made in accordance with 40 CFR Section 93.122 (g) of the Transportation Conformity Rule - Reliance on previous regional emissions analysis, and applies to the following area:

- The Nashua carbon monoxide attainment area, with a limited maintenance plan.
Furthermore, we are making the following determinations:

- Projects in the 2013-2016 STIP are based on a planning process that substantially meets the requirements of Title 23, USC, the Federal Transit Act and Subparts A, B, and C of 23 CFR 450.
- The metropolitan TIPs are based on a continuing, comprehensive transportation planning process carried on cooperatively by the State, Metropolitan Planning Organizations (MPOs), and transit operators in accordance with the provisions of 23 USC 134 and 135 and 49 USC Sections 5303-5305.

FHWA and FTA have jointly determined that 2013-2016 STIP Amendment 6 substantially meets requirements and is hereby approved. This approval action for New Hampshire’s STIP is not an eligibility determination for use of Federal-aid funded projects that are included in the STIP.

A copy of this letter is being provided to the executive director of each MPO and RPC in New Hampshire. If you have any questions, please contact Leigh Levine, FHWA at (603) 410-4844 or Nicolas Garcia, FTA at (617) 494-3940.

Sincerely,

Mary Beth Mello
Regional Administrator
Federal Transit Administration
Region I

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

CC: MPO/RPC Directors
    William Watson, NHDOT
    Paul Lockwood, NHDES
    Don Cooke, EPA
New Hampshire
Statewide Transportation Improvement Program
2013 - 2016

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Introduction

Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 6, 2012. MAP-21 builds upon previous legislation, outlining and restructuring funding categories as well as the associated requirements of the Federal-aid program for transportation. Those requirements, as codified in title 23 part 135 and 49 part 5305 of the United States Code (USC), stipulate that each state will develop a continuing, cooperative, and comprehensive statewide multimodal transportation planning process, including the development of a statewide transportation improvement program (STIP). In New Hampshire the STIP is updated every two years and is developed through a coordinated statewide and metropolitan planning process.

The metropolitan planning process, as defined in 23 USC part 134 and 49 USC part 5303, is carried out by the four metropolitan planning organizations (MPOs) in New Hampshire: Nashua Regional Planning Commission, Rockingham Planning Commission, Southern NH Planning Commission, and Strafford Regional Planning Commission. Following the 2010 Census the Nashua Regional Planning Commission was also designated as a transportation management area (TMA). Each of the MPOs has adopted a metropolitan transportation plan (MTP) and a Transportation Improvement Program (TIP). The MTPs were developed and approved in accordance with 23 part 450.322 of the Code of Federal Regulations (CFR) and include a financially constrained program of transportation projects within their regions.

The MPO TIPs are consistent with the regulations outlined in 23 CFR §450.324, including requirements related to financial constraint, and have been incorporated into the 2013-2016 NH STIP. As there are nonattainment areas for ozone and carbon monoxide within the MPO boundaries, applicable findings of conformity to the NH State Implementation Plan of all MPO TIPs and MTPs have been made and documented through a process consistent with the requirements of 23 CFR part 450 and 40 CFR part 93. Summary tables for the criteria pollutants are available in Appendix C.

In the Fall of 2004, the Community Advisory Committee (CAC), a diverse group of individuals, businesses, and other interested parties, was created at the request of the NHDOT. This group held many public meetings to identify how changes in NH impact transportation in the state and what could be done to meet the challenges. In June of 2006, the CAC produced a Long Range Plan outlining a vision of transportation in NH. In 2010 the CAC Vision was refined and distilled to produce a new Long Range Transportation Plan for NH, 2010-2030. The Plan was developed in accordance with the requirements outlined in 23 USC part 134.

Every two years the State of NH prepares and adopts a Ten Year Transportation Improvement Plan (10-Year Plan). The recently approved 10-Year Plan (June 2012) was developed to be consistent with the framework established in the LRTP and
includes a list of projects for the ten-year period from 2013-2022. The process to develop the 10-Year Plan involves substantial input from the public, elected officials, transit operators, state agencies, planning commissions, and MPOs. With the most recent update, the emphasis on fiscal responsibility continued ensuring that the list of projects remains in line with reasonably anticipated revenue estimates.

The 2013-2016 NH STIP has been developed through a coordinated statewide and metropolitan planning process that is consistent with the requirements of 23 CFR §450.216. All projects designated as regionally significant by the MPOs and through Interagency Consultation (IAC), regardless of the funding source, are included in the STIP. All surface transportation projects that utilize resources from programs funded under title 23 USC and title 49 USC part 53, with the exception of the programs identified in 23 CFR §450.216(g), are included in the STIP. The STIP has been constrained to the available financial resources for 2013 through 2014 and the resources that are reasonably anticipated to be available for 2015 through 2016. To more accurately depict the financial status of the STIP, inflation at a rate of 3.2% is included for projects, satisfying the year of expenditure requirement in 23 CFR §450.216(l).

In accordance with the NH STIP Revision Procedures and the MPO TIP Revision Procedures, a series of minor revisions to the NH 2011-2014 STIP have been approved during the development of the 2013-2016 NH STIP and MPO TIPs. Through an agreement with FHWA NH Division, the MPOs, and other Interagency Consultation Partners, those minor revisions will be incorporated into the 2013-2016 STIP.

Financial Plan

The STIP Financial Plan has been prepared to satisfy the requirements of 23 CFR §450.216 and to provide transparent information to the public. According to federal regulations, the STIP shall include projects, or identified phases of projects, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. Additionally, in the first two years of the STIP, 2013 and 2014, funds for projects located in the nonattainment or maintenance areas of NH must be committed or available.

This Program ensures that funding is available for all projects through the use of a variety of resources, including, but not limited to, federal resources, with appropriate match amounts, state resources from the Highway Trust Fund and those provided in the budget of the State of NH, turnpike revenue, and local and private revenue sources. The NHDOT STIP Financial Constraint process is based on the following principles:
All Federal funds obligated will be appropriately matched and the matching funds are indicated in the constraint analysis and at the project level;
Federal apportionments for federal fiscal years 2013 and 2014 are based figures published by FHWA
Federal apportionments for federal fiscal years 2015 and 2016 are estimated based on 2014 levels with annual growth of 3.2%;
All projects funded in the STIP are included in the analysis of STIP financial constraint;
State match budgeted for FY 2013-2016 will be as submitted in NHDOT’s requested operating budget;
Matching funds provided by municipalities and other sources will be committed by those entities before any work may begin on the project;
Advance Construction (AC) may be used at the State’s discretion in accordance with Title 23, Section 115;
Turnpike Toll Credits may be used to provide the non-federal match requirements of a project provided that credits are available.
GARVEE bonds or other bonding mechanisms may be used to fund specific projects within the STIP where those funds can be considered to be reasonably anticipated to be available or are available.
To estimate year of expenditure dollars for future years in the STIP, an annual inflation rate of 3.2% is applied for each year beyond the current.
The STIP will be constrained by year to estimated or actual apportionment levels.
By funding category, apportionment balances from previous years as well as the transfer flexibility inherent within SAFETEA-LU will be utilized as necessary.

Working with the FHWA Resource Center, the NHDOT developed an annual estimated rate of inflation of 3.2%. That rate is based on historical trends over a 20-year period as published in the FHWA report *Price Trends for Federal-aid Highway Construction*. The 3.2% annual rate was used by the NHDOT in the development of the 2013-2022 10-Year Plan to help account for the effects of inflation on the overall program. Similarly, in the 2013-2016 STIP that rate is applied to all projects beginning in 2013 and compounded annually for 2015 and 2016. For projects planned as advance construction, the entire construction cost is inflated in the year of advertising and not compounded in each year of anticipated conversion.

**Federal Resources**

The majority of federal resources are allocated to the states through annual apportionments outlined in the active transportation bill, MAP-21. In addition to the apportionment, the federal government establishes, on an annual basis and in accordance with Public Law 112-141, a “limit on obligations” that functions as a ceiling on the amount of funds that may be requested in a fiscal
year. **Figure 1** outlines the trend over recent years for both apportionments and limitation on obligations for NH in the core apportioned programs.

![Figure 1 – Trends in NH’s Apportionment & Limit on Obligations](image)

In addition to annual apportionments, states may receive federal resources for transportation projects through other programs. Funding from these programs is typically contingent upon successful application for a specific project or projects. As there can be no reasonable assumption made that an application will be successful, FHWA guidance indicates that these funding sources should not be considered “available” or “committed” for purposes of financial constraint. The 2013-2016 NH STIP has been developed to be consistent with the guidance and does not include any revenue assumptions for such programs.

A third source of revenue for projects from the federal government is made available through congressional earmarks. Earmark funds are not subject to many of the limitations that normal apportionments are and may be moved between fiscal years based on availability and project schedule without adherence to the limitation on obligations. As such, the 2013-2016
STIP was developed with the assumption that earmark funds that have already been designated will be available for the identified project when the project is ready to move forward. Federal guidance also specifies that future earmarks that have not yet been approved by Congress may not be assumed as revenue in a STIP. Consistent with that guidance, the NH STIP includes only approved and designated earmark funds.

**State Resources**

Per RSA 9:4, it is required that every state agency submits to the Commissioner of Administrative Services two budgets biennially for consideration:

On or before October 1 (of all even years -October 2012), an operating budget that shows maintenance expenditures necessary for the agency. Maintenance expenditures are defined as “the cost of providing the same level of service authorized and funded in the preceding fiscal year, incorporating changes in the population, economic conditions, and other factors outside the control of the accounting unit”.

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

1. An estimate for a reduced level of expenditure for the first year of the next biennium that is 10 percent, not including debt service, less than the actual expenses of the first year of the current biennium.
2. An estimate for a reduced level of expenditure for the second year of the next biennium that is 10 percent, not including debt service, less than the budget and any footnote adjustments or subsequent appropriations, additions, or reductions, implemented in the second year of the current biennium.

By June 30 of the following odd numbered year, the Governor and Legislature make the final recommendations and approvals of the agency budgets, based on their reviews, and the normal legislative process.

Agency budgets are to be built from the bottom-up using a zero-based budgeting approach. With this zero-based budgeting approach, it is ensured agencies review all program areas. This should aid in prioritization, determining the effectiveness of programs, and identifying areas where efficiencies can be achieved.
For STIP planning purposes, the 2013-2015 budget contains the best information NHDOT has available as to anticipated state revenue, as well as total expenditures that are planned as part of the budget. If there were changes in the budgeted amounts within NHDOT’s budget for Federal-aid projects, then it would be appropriate for the STIP Financial Constraint to be updated, adjusting project schedules to meet the projected resources. Any project changes in the STIP would require appropriate amendments, including coordination with MPO’s, FHWA, FTA, EPA and other agencies as required.

Toll Credits

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

To receive these toll credits, a State shall show that it has maintained its non-Federal transportation capital expenditures in accordance with the given requirements. NHDOT has shown that they have met these requirements in the past, and has utilized toll credits to match federal funds. Consistent with existing practices, the 2013-2016 STIP identifies the use of toll credits by project and accounts for the use as part of the financial constraint information.

In 2011 NH had a balance of toll credits in the amount of $198m. Identified at the project level in the STIP, NHDOT may coordinate with FHWA to use toll credits on a case by case basis in any of the STIP years. The use of this matching mechanism will be documented in the STIP as Amendments are published.

Advance Construction

Under the provisions of 23 USC part 115(a) and as further outlined in 23 CFR §630, the State may utilize Advance Construction (AC) on Federal-aid projects with the approval of FHWA. Guidance from the FHWA Resource Center has indicated that the cumulative amount of AC should remain below 1½ times the annual apportionment of federal funds for FHWA programs. Advance construction is subject to approval from FHWA and will be tracked as normal Federal-aid projects are in the federal Financial Management Information System.

Projects have been identified in the 2013-2016 STIP that are anticipated to utilize the flexibility of AC. Additionally, the conversion of the anticipated AC to normal Federal-aid has been listed for each project by fiscal year and is included in
the financial constraint analysis. The NHDOT has assumed a conservative approach for AC with a standing goal to ensure that conversions to Federal-aid remain ahead of actual project expenditures. The STIP must remain financially constrained if there are any modifications to the anticipated AC conversion schedules of projects.

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

Pursuant to 23 CFR §450.216(h) a STIP must contain all regionally significant projects regardless of funding source. On the turnpike system most capacity related improvements or system expansions qualify as regionally significant as defined in federal regulations. The determination of regional significance is made at the MPO level, or by the DOT in rural areas, with input through Interagency Consultation. As the 2013-2016 STIP contains all projects that have been identified as regionally significant, several projects on the turnpike system are listed.

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

Bonds

The State of NH, through action of the legislature, has the ability to issue and utilize Grant Anticipation Revenue Vehicles (GARVEE) up to an amount equal to $445,000,000 for construction associated with the improvement and expansion of Interstate 93 from Salem to Manchester. A GARVEE is essentially a bond issued by the state with the presumption that federal funds will continue to be available to pay for debt service in the future. GARVEE bonds provide a short-term influx of funding to advance projects that may otherwise take many years to construct. GARVEE bonds may only be issued with the concurrence of FHWA.

A memorandum of agreement is issued between the NHDOT, NH Treasurer, and FHWA to facilitate each bond issuance. In November of 2010 the first bonds were issued for the Salem to Manchester project totaling nearly $80m. Since then an additional $115m of GARVEE bonds has been issued for the I-93 project. With a proven track-record of GARVEE bond issuance and management, additional bond funds are assumed for various portions of the I-93 Salem to Manchester project in the 2013-2016 STIP. The financial constraint information reflects the anticipated use of GARVEE funds for the I-93 projects, including the applicable debt service costs. The project list identifies the construction cost of each project as well as the relative share of interest costs.
The NHDOT strives to meet the financial challenges of the State’s transportation system, all potential revenue sources will continue to be evaluated. In the event that new financing techniques are used to meet the funding requirements of any Federal-aid projects, the STIP will be updated accordingly.

**Operations & Maintenance**

As outlined in 23 CFR §450.216(m), the STIP must include financial information on revenues and expenditures to adequately operate and maintain Federal-aid highways. To satisfy that requirement, system-level estimates for operations and maintenance of the Federal-aid system are provided in the Financial Constraint Analysis Summary tables for each year of the STIP. The estimates provided include funds for all anticipated needs for the regular maintenance and operation of the Federal-aid system in NH. The NHDOT asserts that the Federal-aid system in NH is adequately maintained through the maintenance and operations budget of the Department and through the more substantial maintenance and preservation projects funded through specific state and Federal-aid categories.

**Other Resources**

The 2013-2016 NH STIP documents the amount of funds contributed by other sources to match Federal-aid funds for every project. Other sources of funds to match Federal-aid dollars are typically municipalities, but also include private entities, other public entities, and other states. Other sources of funds for projects in nonattainment or maintenance areas in the first two years of the STIP will be listed only if funding has been committed.
Public Involvement

The continual and coordinated planning process in NH involves substantial public involvement throughout the entire process. Beginning with the development of the statewide LRTP and the regional MTPs, public outreach and input serves as the basis to create the overall framework for transportation planning in the State. For the development of the 10-Year Plan more than 30 public hearings were held throughout the State that were attended by over 800 members of the public. Following the approval of the 10-Year Plan, the MPOs continued public outreach efforts, consistent with federal regulations, for the development of each MPOs TIP.

The development of the NH STIP is the last step in the continuing transportation planning process. A public comment period for the 2013-2016 NH STIP was held during the months of September and October of 2012. The notice was posted in a statewide newspaper, on the internet and through each of the nine regional planning commissions.
STIP Revisions
In March of 2008 the NHDOT adopted and both FHWA and FTA approved STIP Revision Procedures (Appendix A) for the NH STIP. Those procedures outline thresholds and protocols for revisions to the STIP in the form of both minor revisions and major revisions. The Procedures also established an Expedited Project Selection Procedure, to advance or delay projects, for the non-MPO areas of NH. Subsequent to the development of these procedures at the statewide level, each of the 4 MPOs adopted similar procedures resulting in improved consistency and coordination between STIP and TIP revisions.

Major Revisions to the STIP and TIPs in the form of Amendments will be processed as outlined in Figure 3. The dates listed indicate when the proposed Amendments will be ready for public comment.

Figure 3 – Amendment Schedule

1 January, 2013
2 April, 2013
3 July, 2013
4 October, 2013
5 January, 2014
6 April, 2014
Statewide Transportation Improvement Program (STIP)  
2013 to 2016  
Financial Constraint Summary  

May 15, 2014  

Prepared by the New Hampshire Department of Transportation
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5/15/2014
### Financial Constraint Documentation

#### FISCAL CONSTRAINT - ANTICIPATED REVENUES WITH MATCH VERSUS PROGRAMMED FUNDING FOR PROJECTS WITHIN THE STIP

**Dollars in Millions**

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<td>Other Fund Sources</td>
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<td>Non-Participating Funds (other states, municipalities, private sources)</td>
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<tr>
<td>TOTAL ALL PROGRAMS</td>
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## NH STIP 2013-2016: Financial Constraint Documentation

### FISCAL CONSTRAINT - ANTICIPATED REVENUES WITH MATCH VERSUS PROGRAMMED FUNDING FOR PROJECTS WITHIN THE STIP

**Dollars in Millions**

<table>
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<th>2016</th>
<th>2017</th>
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<tr>
<th>FHWA - Federal-aid w/ Match</th>
<th>Federal Resources</th>
<th>State Resources</th>
<th>Local/Other Resources</th>
<th>Total Resources</th>
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**FHWA FEDERAL-AID TOTAL**                              | $168,515,965       | $-              | $7,277,029            | $175,792,994    | $169,363,842     | $174,236,902      | $-              | $2,961,981           | $177,198,884    | $167,102,946     |
### NH STIP 2013-2016:
Financial Constraint Documentation

FISCAL CONSTRAINT - ANTICIPATED REVENUES WITH MATCH VERSUS PROGRAMMED FUNDING FOR PROJECTS WITHIN THE STIP

Dollars in Millions

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<tr>
<td><strong>Total Programmed</strong></td>
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<tr>
<td><strong>State Resources</strong></td>
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<tr>
<td><strong>Local/Other Resources</strong></td>
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<td><strong>Federal Resources</strong></td>
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<td><strong>Local/Other Resources</strong></td>
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<td><strong>Total</strong></td>
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#### FTA - Federal-aid w/ Match

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<td>FTA 5307 Capital and Operating Program</td>
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<td>FTA 5316 JARC</td>
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<td>FTA 5339 Bus and Facility Program</td>
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#### FHWA/FTA FEDERAL-AID TOTAL

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#### Total Innovative Financing

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<td>GARVEE Bonds</td>
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#### State Fund Sources (State Funded Projects Only)

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#### Other Fund Sources

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<tr>
<td>Non-Participating Funds (other states, municipalities, private)</td>
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#### TOTAL ALL PROGRAMS

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#### Statewide Operations & Maintenance

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5/15/2014
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<td>Fiscal Year    Fed-I$  DOT-I$  Other-I$  Tot-I$  TpkC$  Funding Category</td>
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<td>Phase: P - Preliminary Engineering  R - Right of Way  C - Construction</td>
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<td>Fiscal Year    Fed-I$  DOT-I$  Other-I$  Tot-I$  TpkC$  Funding Category</td>
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### Notes:
- **Phase:**
  - P - Preliminary Engineering
  - R - Right of Way
  - C - Construction

**Print Date:** 02-Sep-14

**NH Statewide Transportation Improvement Program 2013-2016 With Amendments 1, 2, 3, 4, 5 and 6**
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**Phase:** P - Preliminary Engineering  R - Right of Way  C - Construction

Print Date: 02-Sep-14

NH Statewide Transportation Improvement Program 2013-2016 With Amendments 1, 2, 3, 4, 5 and 6
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**Phase:** P - Preliminary Engineering  R - Right of Way  C - Construction
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Phase: P - Preliminary Engineering       R - Right of Way       C - Construction
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**Fiscal Year Phase**

- **P** - Preliminary Engineering
- **R** - Right of Way
- **C** - Construction

**Adv Const Payback**

- **Fed-I$**
- **DOT-I$**
- **Other-I$**
- **Tot-I$**
- **TpkC$**

**Funding Category**

- National Historic Covered Bridge Preservation (NHCBP)
- Non Participating
- STP-Non Urban Areas Under 5K

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**Fiscal Year Phase**

- **P** - Preliminary Engineering
- **R** - Right of Way
- **C** - Construction

**Adv Const Payback**

- **Fed-I$**
- **DOT-I$**
- **Other-I$**
- **Tot-I$**
- **TpkC$**

**Funding Category**

- National Historic Covered Bridge Preservation (NHCBP)
- Non Participating
- STP-Non Urban Areas Under 5K

**Print Date:** 02-Sep-14

**NH Statewide Transportation Improvement Program 2013-2016 With Amendments 1, 2, 3, 4, 5 and 6**

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Phase: P - Preliminary Engineering  R - Right of Way  C - Construction
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**Grouped / Parent**
- FRANCONIA - LITTLETON
- FRANKLIN
- GILFORD

**Phase**
- P - Preliminary Engineering
- R - Right of Way
- C - Construction

**Fiscal Year**
- 2013
- 2014
- 2015

**Fed-I$**
- 2.314
- 2.843
- 1.710
- 1.762
- 1.752
- 0.55
- 0.09
- 0.00

**DOT-I$**
- 0.00
- 0.00
- 0.00
- 0.00
- 0.433
- 0.00
- 0.00
- 0.017

**Other-I$**
- 0.00
- 0.00
- 0.00
- 0.00
- 0.400
- 0.00
- 0.00
- 0.017

**Tot-I$**
- 2.314
- 2.843
- 1.710
- 1.762
- 1.752
- 0.55
- 0.09
- 0.00

**TpkC$**
- 0.231
- 0.284
- 0.331
- 0.438
- 2.190
- 0.111
- 0.111
- 0.083

**Funding Category**
- Interstate Maintenance
- STP-Flexible

Print Date: 02-Sep-14

NH Statewide Transportation Improvement Program 2013-2016 With Amendments 1, 2, 3, 4, 5 and 6

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P - Preliminary Engineering  
R - Right of Way  
C - Construction  

Print Date: 02-Sep-14  

NH Statewide Transportation Improvement Program 2013-2016 With Amendments 1, 2, 3, 4, 5 and 6
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### Funding Category

- **Fed-I$**
- **DOT-I$**
- **Other-I$**
- **Tot-I$**
- **TpkC$**

### Phase

- **P** - Preliminary Engineering
- **R** - Right of Way
- **C** - Construction

**Print Date:** 02-Sep-14  
**NH Statewide Transportation Improvement Program 2013-2016 With Amendments 1, 2, 3, 4, 5 and 6**  
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Phase: P - Preliminary Engineering  R - Right of Way  C - Construction

Print Date: 02-Sep-14

NH Statewide Transportation Improvement Program 2013-2016 With Amendments 1, 2, 3, 4, 5 and 6
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Phase: P - Preliminary Engineering       R - Right of Way       C - Construction

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NH Statewide Transportation Improvement Program 2013-2016 With Amendments 1, 2, 3, 4, 5 and 6

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**Phase:** P - Preliminary Engineering  R - Right of Way  C - Construction
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- **R** - Right of Way
- **C** - Construction
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Phase: P - Preliminary Engineering    R - Right of Way    C - Construction

Print Date: 02-Sep-14

NH Statewide Transportation Improvement Program 2013-2016 With Amendments 1, 2, 3, 4, 5 and 6
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**Phase:**
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R - Right of Way  
C - Construction
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### Phase: P - Preliminary Engineering  
### Phase: R - Right of Way  
### Phase: C - Construction
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### Phase Details

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| Regionally Significant | 66 |

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Print Date: 02-Sep-14

NH Statewide Transportation Improvement Program 2013-2016 With Amendments 1, 2, 3, 4, 5 and 6
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| SPRINGFIELD                | GEORGES MILLS ROAD 20509 | .924                    | REHAB OR REPLACE TWIN 5' DIA. CULVERTS CARRYING STARK LAKE OUTLET AT INTERSECTION OF FISHER CORNER RD - 091/048 [Red List] | ATT      |                                        |                                               |
| P 2013                    | .040 .000 .000       | .040                     |                        |          | STP-Flexible                            |                                               |
| 2014                       | .050 .000 .000       | .050                     |                        |          |                                        |                                               |
| 2015                       | .041 .010 .000       | .051                     |                        |          |                                        |                                               |
| 2016                       | .005 .001 .000       | .006                     |                        |          |                                        |                                               |
| R 2013                    | .005 .000 .000       | .005                     |                        |          |                                        |                                               |
| 2014                       | .006 .000 .000       | .006                     |                        |          |                                        |                                               |
| 2015                       | .005 .001 .000       | .006                     |                        |          |                                        |                                               |
| C 2016                    | .609 .152 .000       | .761                     |                        |          |                                        |                                               |
| Totals                    | .759 .165 .000       | .924                     |                        |          | .009                                   |                                               |

<p>| STARK                      | NORTHSIDE ROAD 20224   | 1.518                    | BRIDGE REHABILITATION OVER UPPER AMMONOOSUC RIVER - 115/091 {Red List} - STARK COVERED BRIDGE. NHCBP(NH COVERED BRIDGE PRESERVATION) [SAB*4216] {State Aid Bridge Program} | ATT      | Partially funded by TOWN OF STARK Specific project from Statewide program, Local Administration. |                                               |
| P 2013                    | .000 .024 .006       | .030                     |                        |          | State Aid Bridge                        |                                               |
| 2014                       | .000 .002 .000       | .002                     |                        |          |                                        |                                               |
| 2014                       | .000 .001 .000       | .001                     |                        |          |                                        |                                               |
| R 2013                    | .666 .166 .000       | .832                     |                        |          | National Historic Covered Bridge Preservation (NHCBP) |                                               |
| 2013                       | .000 .166 .042       | .208                     |                        |          | State Aid Bridge                        |                                               |
| 2013                       | .000 .284 .071       | .355                     |                        |          |                                        |                                               |
| Totals                    | .666 .643 .119       | 1.428                    |                        |          |                                        |                                               |</p>
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# Statewide Transportation Improvement Program 2013-2016 With Amendments 1, 2, 3, 4, 5 and 6

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**Phase:** P - Preliminary Engineering  R - Right of Way  C - Construction

**Print Date:** 02-Sep-14

**NH Statewide Transportation Improvement Program 2013-2016 With Amendments 1, 2, 3, 4, 5 and 6**
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### Municipal Owned Bridge Rehabilitation & Replacement Projects (MOBRR)

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Phase: P - Preliminary Engineering, R - Right of Way, C - Construction
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### PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Resurfacing Program)

**CAA Code**: E-10

Federal Resurfacing program. $16 million annually for preservation needs.

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### PAVEMENT MARKING (Annual Project)

**CAA Code**: E-11

Annual pavement striping program funding.

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<p>| <strong>STATEWIDE</strong> |        |       |             |        |         |          |        |       | <strong>SAFE ROUTES TO SCHOOL PROGRAM</strong> [Parent] [SRTS] [Safe Routes To School Program] |
| SRTS   | 6002   |       |             |        |         |          |        |       | E-33  Federal program under SAFETEA-LU. |
| <strong>VARIOUS</strong> | (Annual) |       |             |        |         |          |        |       |            |
| P 2013 | .120   | .000  | .000        | .120   | Safe Routes to School |
| 2014   | .045   | .000  | .000        | .045   |            |
| 2014   | .175   | .000  | .000        | .175   |            |
| 2015   | .045   | .000  | .000        | .045   |            |
| 2015   | .175   | .000  | .000        | .175   |            |
| 2016   | .045   | .000  | .000        | .045   |            |
| 2016   | .175   | .000  | .000        | .175   |            |
| R 2013 | .025   | .000  | .000        | .025   |            |
| 2014   | .050   | .000  | .000        | .050   |            |
| 2015   | .050   | .000  | .000        | .050   |            |
| 2016   | .050   | .000  | .000        | .050   |            |
| C 2013 | .687   | .000  | .000        | .687   |            |
| 2014   | .228   | .000  | .000        | .228   |            |
| 2014   | .825   | .000  | .000        | .825   |            |
| 2015   | .075   | .000  | .000        | .075   |            |
| 2015   | .825   | .000  | .000        | .825   |            |
| 2016   | .075   | .000  | .000        | .075   |            |
| 2016   | .825   | .000  | .000        | .825   |            |
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Phase:  P - Preliminary Engineering  R - Right of Way  C - Construction

Print Date: 02-Sep-14

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**Phase:** P - Preliminary Engineering  R - Right of Way  C - Construction

**Comment:**

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  - IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE SERVICES PROGRAM: "DBE"
  - COMPLIANCE MONITORING (Annual Program)
  - **Grouped**

- **STW-LTAP**
  - Annual
  - TECHNICAL ASSISTANCE PROGRAM TO RURAL COMMUNITIES AND ORGANIZATIONS THROUGH-OUT THE STATE - (LTAP*10344) (Annual Project)
  - **Grouped**

- **STW-TRAC**
  - Annual
  - IMPLEMENT AND PARTICIPATE IN AASHTO TRAC PROGRAM IN LOCAL HIGH SCHOOLS TO ENCOURAGE STUDENTS TO EXPLORE OPPORTUNITIES IN TRANSPORTATION CAREERS (Annual Program)
  - **Grouped**

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| STRATHAM | 27771 | RTE 33/RTE 108 | .516 | This Project will install sidewalks, curbing, solar light fixtures and delineation of bike paths along NH RTE 33 & NH RTE 108 through Stratham's town center. [TE] | ATT |
| Phase | Year | Adv Const | Payback | Fed-I$ | DOT-I$ | Other-I$ | Tot-I$ | Funding Category |
| P 2014 | .040 | .010 | .000 | .050 | STP-Enhancement |
| R 2014 | .033 | .008 | .000 | .041 |
| C 2015 | .340 | .085 | .000 | .425 |
| Totals | .413 | .103 | .000 | .516 |

| SUMMER YOUTH LANDSCAPE PROGRAM SMRLN | (Annual) | ADMINISTRATION | ESTABLISHMENT OF SUMMER LANDSCAPING YOUTH PROGRAM TO PERFORM MAINTENANCE & OTHER RELATED WORK STATEWIDE [Annual Project] | ATT |
| Phase | Year | Adv Const | Payback | Fed-I$ | DOT-I$ | Other-I$ | Tot-I$ | STP-Flexible |
| C 2013 | .057 | .000 | .000 | .057 | .011 |
| 2014 | .046 | .011 | .000 | .057 |
| 2015 | .046 | .011 | .000 | .057 |
| 2016 | .046 | .011 | .000 | .057 |
| Totals | .194 | .034 | .000 | .228 | .011 |

<p>| SWANZEY | 23737 | SAWYERS CROSSING | .355 | BRIDGE REHABILITATION OVER ASHUELOT RIVER - SCOUR PROTECTION FOR ABUTMENTS AND PIER - 136/143 [NATIONAL HISTORIC COVERED BRIDGE PRESERVATION PROGRAM] | ATT |
| Phase | Year | Adv Const | Payback | Fed-I$ | DOT-I$ | Other-I$ | Tot-I$ | National Historic Covered Bridge Preservation (NHCBP) |
| P 2013 | .044 | .000 | .011 | .055 |
| 2014 | .240 | .000 | .060 | .300 |
| Totals | .284 | .000 | .071 | .355 |</p>
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NH Statewide Transportation Improvement Program 2013-2016 With Amendments 1, 2, 3, 4, 5 and 6
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| Totals | | .167 | .000 | .012 | .179 | .033 |

| WARNER | NH 127 | 2.774 | BRIDGE REPLACEMENT OVER WARNER RIVER - 254/180 {Red List} | ATT | 2011 Bridge Priority #76 |

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| Totals | | .085 | .000 | .000 | .085 | .017 |

| WHITEFIELD | US 3 | .153 | PROJECT INVOLVES IMPROVING PEDESTRIAN ACCESS TO TOWN CENTER VIA POTENTIAL SIDEWALKS, LIGHTING AND ADA RELATED UPGRADES (TE Program) [04-66TE] & [09-50TE] | ATT | Partially funded by WHITEFIELD |

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| Totals | | .122 | .000 | .030 | .153 | | |

| WILTON | NH 31 | 1.533 | BRIDGE DECK REPLACEMENT OVER SOUHEGAN RIVER -129/126 (Red List) | ATT | 2011 Bridge Priority #36 |

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<td>Umbagog - new box culv. Potter Farm Rd. Replace pipe culverts at 5 sites at Silvio O’Conte NWR.</td>
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## Portsmouth, NH-Kittery, ME

Bridge Replacement & Paint over Piscataqua River-251/108  
(Sarah Mildred Long Bridge)(Red List)

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* NHDOT anticipates the use of Advance Construction. Construction costs reflect the estimated conversion of AC by year to federal funds.