



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM 2019-2022

**Approved: April 24, 2019
Amended: January 13, 2020**

Prepared by the New Hampshire Department of Transportation
Bureau of Planning & Community Assistance
Includes September to December Minors



U.S. Department
of Transportation

Federal Transit Administration
Region I
55 Broadway Suite 920
Cambridge, MA 02142-1093
617-494-2055
617-494-2865 (fax)

Federal Highway Administration
New Hampshire Division
53 Pleasant Street
Concord, NH 03301
603-228-0417
603-228-2829 (fax)

January 13, 2020

Ms. Victoria Sheehan
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

**RE: New Hampshire FY 2019-2022 Statewide Transportation Improvement Program
(STIP) Amendment #2**

Dear Commissioner Sheehan:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of New Hampshire's FY 2019-2022 STIP Amendment 2 and supporting documentation submitted on December 19, 2019. We have received a copy of a letter from the New Hampshire Department of Environmental Services (NHDES) to the New Hampshire Department of Transportation (NHDOT) dated December 16, 2019 in concurrence with the determination that this STIP Amendment conforms to the State Implementation Plan as required by 40 CFR 93. We have also received a message from the United States Environmental Protection Agency (EPA) dated Monday, January 6, 2020 providing EPA concurrence with NHDES for a positive conformity determination, indicating that the MPOs have satisfied all applicable conformity requirements under the Conformity Rule.

As of July 20, 2013, all New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard, and as of April 6, 2015, the 1997 8-Hour Ozone NAAQS (the 1997 ozone standard) is revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area.

On November 29, 2018, the 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can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for metropolitan transportation plans (MTPs) and transportation improvement programs (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 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 case upheld the revocation. As no regional emission analysis is required for conformity determinations in the Boston-Manchester-Portsmouth (SE), NH area, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

On March 10, 2014, EPA approved maintenance plans, known as "limited maintenance plans," for the City of Manchester and City of Nashua. These limited maintenance plans have a 2021 horizon year, (the second ten-year carbon monoxide (CO) maintenance period terminates on January 29, 2021). Because of the approved limited maintenance plans, the Southern New Hampshire Planning Commission (SNHPC) and Nashua Regional Planning Commission (NRPC) Metropolitan Planning Organizations (MPOs) do not have to complete a regional emissions analysis for the City of Manchester (SNHPC) or City of Nashua (NRPC) for carbon monoxide pursuant to 40 CFR 93.109(e) "Areas with limited maintenance plans."

We are making the following determinations:

- Projects in the 2019-2022 STIP are based on a planning process that substantially meets the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and Subparts A, B, and C of 23 CFR 450, and other applicable requirements.
- 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 49 USC Sections 5303, and subparts A, B, and C of 23 CFR 450.
- As of the date of this letter, the NRPC, SNHPC, RPC and SRPC MPO TIPs are found to be in conformity with the goals of the State Implementation Plan (SIP) and are consistent with the Clean Air Act and the EPA conformity regulations in accordance with 40 CFR Parts 51 and 93. The conformity determinations of the TIPs will remain in effect until a new determination is required by 40 CFR 93.104.

Findings:

The federal agencies appreciate that NHDOT continues to include a status report on Findings and Recommendations from our April 24, 2019 2019-2022 STIP approval action, and we request that you continue providing this status report information with subsequent 2019-2022 STIP Amendments. We also note that the Department has included documentation in STIP

Amendment 2 addressing performance based planning and programming requirements, including New Hampshire's State Biennial Performance Report. Matrices indicating which projects support performance measures related to Safety, Pavement Condition, Bridge Condition, Congestion/Air Quality and Transit performance measures are also helpful.

On January 9, 2020, FHWA and FTA provided final approval of New Hampshire's November 18, 2019 STIP Revision Procedures update, which responds to our recommendation to incorporate documentation of proper sequencing of MPO TIP and STIP approval actions and public comment periods, consistent with codified requirements.

While we acknowledge federal aid eligibility and transfer flexibilities, and bottom line annual financial constraint by year in New Hampshire's STIP and TIPs, FHWA and FTA continue to request that the Department and MPO planning partners develop and demonstrate annual financial constraint by funding category. We find that the financial plan documentation submitted with this Amendment continues to display apparent over-programming by year in certain specific funding categories, including STP (now STBG), Bridge On/Off System, and 5339 for example.

We note that NHDOT is in progress with addressing these concerns via use of Computation Tables provided by FHWA for demonstrating financial constraint of the STIP and TIPs, and that funding categories are being updated, with the use of current funding categories for programming of estimates ongoing. The federal agencies look forward to further progress and continue to offer our assistance as needed.

The May 15, 2015 Stewardship and Oversight Agreement (SOA) between the Department and FHWA includes various performance indicators with reporting frequencies and targets. One of the performance indicators is STIP Performance, documented as the percent of construction projects listed in the baseline STIP that advanced in the expected federal fiscal year. As noted in the FHWA and FTA 2019-2022 STIP approval action, values for the years 2016 and 2017 have been reported as 59% (2016) and 65% (2017). In the SOA, the reporting frequency for this indicator is listed as semi-annual with a target value of 80%. FHWA and FTA request that the Department provide us the year-end values for the years 2018 and 2019 as soon as practical, but no later than the Department's next STIP Amendment request for approval.

Conclusion:

FHWA and FTA have jointly determined that FY 2019-2022 STIP Amendment 2 substantially meets requirements and is hereby approved. This approval action for New Hampshire's STIP is not an eligibility determination for use of Congestion Mitigation and Air Quality Improvement (CMAQ) funds or other federal-aid funded projects that are included in the STIP.

The federal agencies remind NHDOT and New Hampshire's MPOs that consistent with 23 CFR 450.210 and 23 CFR 450.316, they must demonstrate explicit consideration and response to public input during the development of their various statewide and metropolitan

planning products, and seek out and consider the needs of the traditionally underserved, such as low-income and minority households.

FHWA and FTA continue to request that all New Hampshire's MPOs post their updated TIPs, MTPs and Public Participation Plans on their websites, and likewise request that the State of New Hampshire post the approved STIP, statewide long-range transportation plan, and their updated Public Involvement Procedures and documentation of their Non-Metropolitan Local Officials Consultation Procedures on the NHDOT website.

A copy of this letter is being provided to the Executive Director of each MPO and rural RPC in New Hampshire. If you have any questions, or for further assistance, please contact Leigh Levine, FHWA at (603) 410-4844 or Leah Sirmin, FTA at (617) 494-2459.

Sincerely,

**PETER S
BUTLER**

Digitally signed by PETER
S BUTLER
Date: 2020.01.13
14:44:18 -05'00'

Peter Butler
Regional Administrator
Federal Transit Administration
Region I

**PATRICK A
BAUER**

Digitally signed by
PATRICK A BAUER
Date: 2020.01.14 11:32:07
-05'00'

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

cc: MPO/RPC Directors
William Watson, NHDOT
Tim White, NHDES
Eric Rackauskas, EPA

Table of Contents

| | |
|--|-----------|
| Introduction | 1 |
| Financial Plan | 2 |
| Federal Resources | 3 |
| State Resources | 5 |
| Turnpike Toll Credits | 6 |
| Advance Construction | 6 |
| Turnpike Authority | 7 |
| Bonds | 8 |
| Transportation Infrastructure Finance and Innovation (TIFIA) | 8 |
| Operations & Maintenance | 9 |
| Other Resources | 9 |
| Public Involvement | 9 |
| STIP Revisions | 10 |
| Amendment Schedule | 10 |
| Performance Based Planning | 11 |
| STIP Corrective Actions & Findings | 18 |
| Financial Constraint | 19 |
| STIP Amendment 2 Projects | 21 |
| Appendix A: State Biennial Performance Report | |

Introduction

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015. The FAST Act builds on the program structure and reforms of MAP-21. The 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 Parts 134 and 49 USC Parts 5303, is carried out by the four Metropolitan Planning Organizations (MPOs) in New Hampshire: Nashua Regional Planning Commission (NRPC), Rockingham Planning Commission (RPC), Southern NH Planning Commission (SNHPC), and Strafford Regional Planning Commission (SRPC). Each of the MPOs has adopted a Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP), and with each TIP amendment the MPOs amend their MTP for consistency. 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 2019-2022 NH STIP.

Following the 2010 Census the Nashua Regional Planning Commission was also designated as a Transportation Management Area (TMA). NHDOT and the three MPOs included in the Nashua Transportation Management Area (TMA) and Boston Urbanized Area (UZA) are collaborating to develop agreements and policies to ensure compliance with the federal requirements for planning and programming of projects. The three MPOs included in this collaboration include NRPC, SNHPC and RPC.

As of March 6, 2015, the Environmental Protection Agency (EPA) published a final rule (80 CFR 12264) which included the act of revoking the 1997 Ozone NAAQS (for transportation only) resulting in the elimination of nonattainment/maintenance status for that standard. This ruling re-designated the Boston-Manchester-Portsmouth, NH area to "attainment" status. The cities of Nashua and Manchester are still maintenance areas for carbon monoxide. Any 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.

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 (July 2018) includes a list of projects for the ten-year period from 2019-2028. Every Ten Year Plan is developed to be consistent with the framework established in the NH Long Range Transportation Plan (LRTP) 2010-2030. The LRTP outlines a broad strategic direction for the State and for the Department of Transportation for a 20 year time period. The LRTP was developed in accordance with the requirements of 23 USC, Part 134 and is a federally approved plan.

Building upon the LRTP, the Ten-Year Plan process further defines and identifies specific transportation projects which will be funded with various funding sources. The process to develop the 10-Year Plan involves substantial input from the public, elected officials, transit operators, state agencies, regional planning commissions, and MPOs. Critical to the TIP and the TYP process, is the acknowledgement and documentation to show that

transportation projects reflect reasonably anticipated revenue estimates to funding the proposed projects. Demonstrating fiscal responsibility is required, and further demonstrates the importance of addressing national and state priorities, performance measures and meeting all applicable federal requirements.

The 2019-2022 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 2019 and the resources that are reasonably anticipated to be available through 2022. To more accurately depict the financial status of the STIP, inflation at a rate of 2.55% is included for projects, satisfying the year of expenditure requirement in 23 CFR §450.216(l).

In accordance with the NH STIP Revision and the MPO TIP Revision Procedures, a series of minor revisions to the NH 2019-2022 STIP and MPO's TIPs have been approved during the development of Amendment 2. Through an agreement with Federal Highway Administration (FHWA) NH Division, Federal Transit Administration (FTA), the MPOs, and other Interagency Consultation Partners, those minor revisions will be incorporated into the final Amendment 2 Report.

Financial Plan

The STIP Financial Plan has been prepared to satisfy the requirements of 23 CFR §450.218. Pursuant to these 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 current and the next future years of the STIP, funds for projects located in the nonattainment or maintenance areas of NH must be committed or available.

The financial plan outlines funding sources and other relevant information about the specific projects or programs. The STIP Financial Plan serves to convey relevant information about the projects, so that the public process is transparent and provides the public an opportunity to understand the financial resources required for the projects identified for funding.

As 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 mechanism are introduced or used to meet the funding requirements of any Federal-aid projects, the STIP will be updated accordingly.

The STIP documents the various sources of funding to be utilized which may include but is not limited to federal dollars, 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 2019 through 2022 are based on figures in the Status of Funds published by FHWA at the time the STIP action is drafted.
- All projects funded in the STIP are included in the analysis of STIP financial constraint;
- Stand-alone projects with funding authorization under a Programmatic (Grouped projects) are made available to RPCs for inclusion in their TIP. Grouped projects have similar function, work type, or area; and are selected using competitive selection, inspection, or data decision process.
- State match budgeted for FY 2019-2022 (as discussed and agreed to by NHDOT and FHWA) primarily in the form of Turnpike Toll Credits;
- 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.
- Grant Anticipation Revenue Vehicle (GARVEE) bonds. 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 2.55% is applied for each year beyond the current. The NHDOT developed an annual estimated rate of inflation of 2.55% with the concurrence of the FHWA Division Office. That rate is a rolling rate based on historical trends over a 10-year period. Similarly, in the 2019-2022 STIP that rate is applied to all projects two fiscal years starting with the current estimate and is compounded annually. 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.
- By funding category, apportionment balances from previous years as well as the transfer flexibility inherent within SAFETEA-LU and continued with the FAST Act will be utilized as necessary.

Federal Resources

There are two primary federal sources of revenues. These include apportionments/obligational limits and congressional earmarks. Each is briefly described below.

The majority of federal resources are allocated to the states through annual apportionments outlined in the most current federal transportation bill, which currently is the FAST Act. 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.

Annual apportionments are designated to stand-alone projects and through programmatic projects. Typically these funding sources are used for a specific type purpose or program. 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 2019-2022 NH STIP has been developed to be consistent with the guidance and does not include any revenue assumptions for such programs.

The second 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. In fiscal year 2016, NHDOT, working with FHWA, reviewed Earmarks for repurposing. Earmarks signed into law prior to September 30, 2005, and had no funds expended or the project was complete would be eligible for repurposing to another project within 50 miles of the Earmark project as long as the Earmark funds were not replacing obligated funds. As such, the 2019-2022 STIP was developed with the assumption that earmark funds that have already been designated or repurposed 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.

Figure 1 – Apportionment & Obligation Limit



State Resources

The state budget process and legislative process is important to the development of the NHDOT Ten Year Plan, and the planning of transportation improvement projects.

The State budgeting process is outlined in the NH Revised Statutes Annotated (RSA). The state budgeting process outlines submittal dates for submitting budgets. A brief explanation of the deadlines of the state budgeting process is discussed below.

RSA 9:4 states that every state agency submits to the Commissioner of Administrative Services two budgets biennially for consideration: 1) an operating budget and 2) a reduction level expenditure estimate. For STIP planning purposes, the Fiscal Years 2019 - 2022 budget contains the best information NHDOT has available regarding anticipated state revenue, as well as total expenditures that are planned as part of the budget. If there are changes in the budgeted amounts within NHDOT’s budget for Federal-aid projects, then it will 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.

The NH Legislative process affords opportunities to introduce proposed language for new laws regarding a variety of subjects, including funding. In 2014, New Hampshire Senate Bill (SB) 367 was signed into law. As a result of this legislative action the gas tax in New Hampshire was increased. SB 367 increased the gas tax and allowed for the issuance and payment of general obligation bonds (currently a repayment of a TIFIA direct loan) to widen I-93, and to provide additional funding for the district rehabilitation program, the district resurfacing program; the state bridge aid program; and the highway and bridge betterment program. The estimated revenue from SB 367 is shown below.

Estimated Revenue per Senate Bill (SB) 367

| 2019 | 2020 | 2021 | 2022 |
|---------------------|---------------------|---------------------|---------------------|
| Total Resources | Total Resources | Total Resources | Total Resources |
| Available | Available | Available | Available |
| \$34,479,900 | \$35,519,531 | \$36,093,750 | \$36,093,750 |

The NH budgeting process has three important transmittal dates. Each is briefly discussed below. On or before October 1st of all even years (October 2020 for the purpose of this STIP), an operating budget must be developed 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”.

On or before November 15th 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.

By June 30th 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.

Turnpike 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 the federal-aid eligible portion of the transportation system with non-Federal transportation capital expenditures in accordance with the given requirements. NHDOT has shown that it has met these requirements in the past, and has utilized toll credits to match federal funds. Consistent with existing practices, the 2019-2022 STIP identifies the use of toll credits by project and accounts for the use as part of the financial constraint information.

At the end of federal fiscal year 2018 NH had a balance of toll credits in the amount of \$236M; this amount far exceeds the 20% match required of the State. The total amount of toll credits for all four years of the STIP is \$137M. 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.

Federal Toll Credits

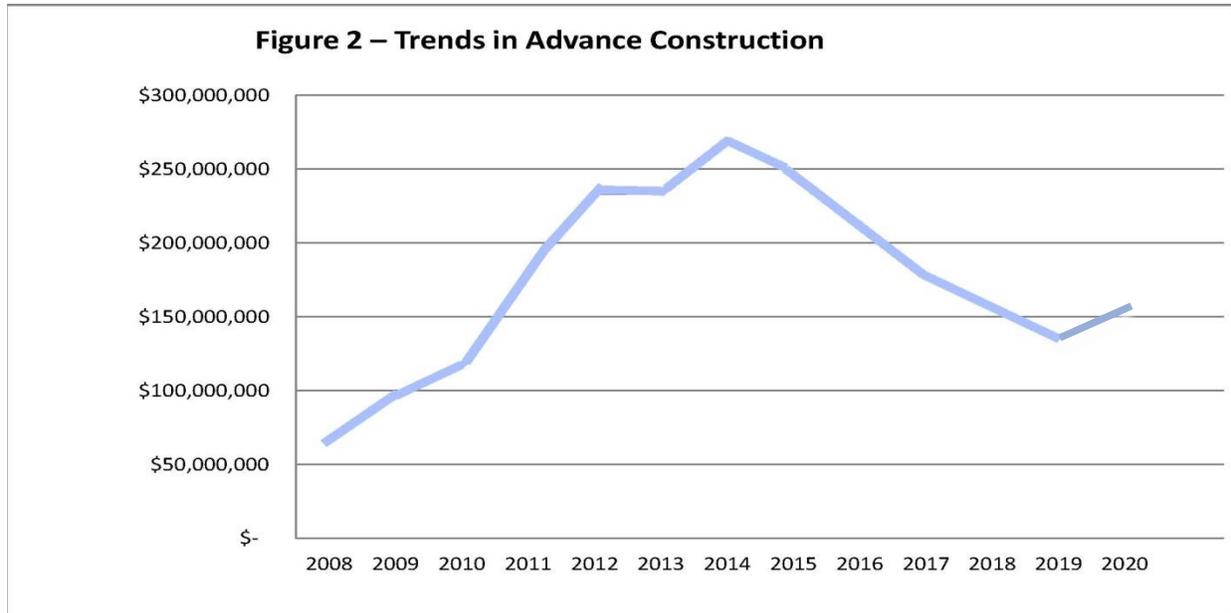
| 2019 | | 2020 | | 2021 | | 2022 | |
|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| State Resources | Total Programmed |
| Available | Programmed | Available | Programmed | Available | Programmed | Available | Programmed |
| \$33,023,637 | \$33,023,637 | \$34,578,718 | \$34,578,718 | \$36,045,982 | \$36,045,982 | \$33,885,222 | \$33,885,222 |

Advance Construction (AC)

Advance Construction is a funding management tool which allows for accelerated project work time. NHDOT can incur costs on a project as long as it has been Advanced Constructed and submit the funds later to be federally reimbursed. The STIP must remain financially constrained if there are any modifications to the anticipated AC conversion schedules of projects.

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. If planned Federal funding fails to become available, NHDOT would have to use non-Federal funds or suspend work on the project, which is why NHDOT has reduced Advance Construction totals in recent years. Figure 2 below shows NHDOT trends in using the AC management tool. 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.

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.



Turnpike Authority

On the turnpike system most capacity related improvements or system expansions qualify as regionally significant as defined in federal regulations. Pursuant to 23 CFR §450.218(h) a STIP must contain all regionally significant projects regardless of funding source. 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 2019-2022 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.

Statewide Maintenance and Operating Budget (Turnpike)

| 2019 | 2020 | 2021 | 2022 |
|------------------------|------------------------|------------------------|------------------------|
| Total Resources | Total Resources | Total Resources | Total Resources |
| Available | Available | Available | Available |
| \$136,629,570 | \$157,802,661 | \$175,391,360 | \$175,391,360 |

Bonds

Bonding is one of several financial strategies used by the State of NH to finance transportation improvements. The State of New Hampshire, through action of the NH Legislature, has the ability to issue and utilize Grant Anticipation Revenue Vehicle (GARVEE) bonds. A GARVEE bond is 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 (MOA) is issued between the NHDOT, NH Treasurer, and FHWA to facilitate each bond issuance. GARVEE bonds have been issued for several transportation projects in NH. The State of New Hampshire has the ability to issue and use GARVEE bonds up to an amount of \$490M for construction associated with the improvement and expansion of Interstate 93 from Salem to Manchester, the replacement of the Sarah Mildred Long Bridge and any other federally aided highway project authorized by legislature. The NHDOT will be requesting authorization to use GARVEE bonds for construction of selected bridges over the Connecticut River.

The first GARVEE bond was issued in November of 2010 for the I-93 Corridor Projects totaling \$80M. An additional \$115M of GARVEE bonds were issued in 2012 for the I-93 Corridor Projects. The financial constraint information reflects the anticipated use of GARVEE funds for the I-93 Corridor 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.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Transportation Infrastructure Finance and Innovation Act is a Federal credit program for major transportation investments. TIFIA was enacted in 1998 as part of the federal legislation (TEA-21). In subsequent legislation, substantial changes were made in the TIFIA credit program by expanding eligibility to include related projects that were grouped together. The goal of this program is to leverage limited federal resources and stimulate private capital investment in transportation infrastructure by providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to projects of national or regional significance.

The State of New Hampshire applied and was approved for a TIFIA direct loan for the I-93 Corridor Projects in the spring of 2016. By using the TIFIA loan the Department will be able to pledge approximately \$19 - 20M in funds per year, for nine years, for resurfacing and the rehabilitation of rural state roads and red-listed bridges by deferring principal payments on the loan until 2026. Debt service for the TIFIA loan will be paid with proceeds from the gas tax increase in SB 367.

Operations & Maintenance for Federal-Aid Highways

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. The estimates provided below represent all available funds to address regular maintenance and operation needs 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.

NHDOT Statewide Maintenance and Operating Budget Source Agency Budget Submission 2020-2021

| 2019 | 2020 | 2021 | 2022 |
|------------------------|------------------------|------------------------|------------------------|
| Total Resources | Total Resources | Total Resources | Total Resources |
| Available | Available | Available | Available |
| \$135,033,845 | \$148,227,241 | \$154,075,826 | * |

Other Resources

The 2019-2022 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 foundation of the transportation planning process is public involvement and the continuing, comprehensive and cooperative involvement of MPOs, Federal and State agencies and other stakeholders in the process. The MPOs and RPCs serve to facilitate public involvement at the local and regional levels, which augments the statewide transportation public involvement processes.

In NH the development of the Ten Year Plan (TYP), the LRTP and other planning documents are based on input from extensive public involvement efforts. The NH 2019-2028 Ten Year Plan included conducting twenty-six (26) which were attended by over 524 members of the public. The MPOs and RPC participated in these meetings and facilitated input from interested parties in their respective regions. Following the approval of the 10-Year Plan, the MPOs continue public outreach efforts, consistent with federal regulations, for the development of each MPOs TIP. The projects included in the first 4 years of the MPO TIP documents, collectively represent the projects included in the STIP. Each MPO conducted a public hearing and solicited public comments consistent

with federal requirements. The NHDOT State STIP document was developed in conjunction with the MPO and further includes opportunity for public involvement and public comments. The STIP was subject to public review and comment, and public comment period was posted, a notice was posted in a statewide newspaper, on the internet and through each of the nine regional planning commissions.

STIP Revisions

In November, 2015 the NHDOT adopted STIP Revision Procedures (Appendix A). The STIP Revisions procedures were developed in coordination with the MPOs, and were approved by FHWA and FTA. Those procedures outline thresholds and protocols for revisions to the STIP as amendments or administrative modifications. The STIP Revision Procedures will be revised on a periodic basis per changes in federal and state requirements, or at the request from the Interagency partners. Figure 3 below shows the anticipated STIP revision schedule for the calendar years 2019-2021.

Figure 3 – STIP Amendment Schedule

| | | | |
|------------|---------------------|------------|---------------------|
| A01 | April 2019 | A05 | July 2020 |
| A02 | October 2019 | A06 | October 2020 |
| A03 | January 2020 | A07 | January 2021 |
| A04 | April 2020 | A08 | |

Performance Based Planning & Programming

The NHDOT's long range transportation plan (LRTP), ten year plan (TYP), Statewide Transportation Improvement Program (STIP), and Asset Management Plan have always supported the performance based planning focus areas identified in MAP-21/FAST Act. Specifically pavement condition, bridge condition, traffic congestion, reliability, and air quality have always been focus areas for programming funding. The newly developed targets will provide a more consistent way to discuss and compare performance across the country, but they represent very little change for NHDOT other than reinforcing and clarifying expectations. As future versions of these Plans are developed, NHDOT will work to make explicit connections between projects and programs to the performance areas and targets that they are expected to impact. In those same plans, targets will be utilized to identify and discuss gaps between desired and observed performance.

This 2019-2022 STIP includes a summary chart that details how the projects identified in this STIP support the required performance categories outlined below:

Safety

- Number of fatalities
- Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million Vehicle Miles Travelled (VMT)
- Number of non-motorized fatalities and non-motorized serious injuries

Pavement Condition

- Percentage of Pavements of the Interstate System in Good Condition
- Percentage of Pavements of the Interstate System in Poor Condition
- Percentage of Pavements of the Non-Interstate NHS in Good Condition
- Percentage of Pavements of the Non-Interstate NHS in Poor Condition

Bridge Condition

- Percentage of NHS Bridges Classified as in Good Condition
- Percentage of NHS Bridges Classified as in Poor Condition

Reliability/Congestion/Air Quality

- Percent of the Person-Miles Traveled on the Interstate That Are Reliable
- Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
- Truck Travel Time Reliability (TTTR) Index

- Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1
- Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1
- Total Emission Reductions: CO

Transit

- Percentage of revenue vehicles exceeding Useful Life Benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding Useful Life Benchmark (ULB)
- Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale
- Percentage of track segments under performance restriction

The performance areas of Safety, Pavement conditions, Bridge condition, Reliability/Congestion/Air Quality and Transit represent the relevant performance category groupings. All projects in the STIP have been associated with a *predominant* performance planning category that best meets with the project's intent, though the identified performance planning category associations do not represent the *only* performance planning benefits accrued by the projects identified.

More information regarding the performance targets identified and other NHDOT related performance based planning details are provided in the Transportation Performance Management State Biennial Performance Report for Performance Period 2018-2021 for New Hampshire, which is included in Appendix A.

Performance Measures

STIP 2019-2022

| Project Name | Project Number | Safety | Pavement Condition | Bridge Condition | Congestion/Air Quality | Transit |
|------------------------------------|----------------|--------|--------------------|------------------|------------------------|---------|
| ALBANY | 29597 | X | X | | | |
| ALTON | 40624 | | | X | | |
| ALTON-GILFORD | 40634 | | | X | | |
| AMHERST | 41413 | | | X | | |
| ANDOVER | 20650 | | | X | | |
| ANDOVER | 40392 | | | X | | |
| ASHLAND | 41370 | X | | | | |
| ASHLAND - BRIDGEWATER | 24904 | | | X | | |
| BARNSTEAD-ALTON | 14121 | X | | | | |
| BARRINGTON | 41415 | | | X | | |
| BEDFORD | 40664 | X | | | | |
| BEDFORD | 13692C | | | X | | |
| BEDFORD - MERRIMACK | 16100 | X | | | | |
| BELMONT | 40635 | X | | | | |
| BENNINGTON | 29486 | | | X | | |
| BERLIN | 41367 | X | | | | |
| BERLIN | 12958H | X | | | | |
| BOSCAWEN | 41578 | X | | | | |
| BOW | 29641 | X | | | | |
| BOW - CONCORD | 13742 | X | X | | | |
| BRADFORD | 23819 | | | X | | |
| BRISTOL | 40636 | X | | | | |
| BROOKLINE | 40662 | X | | | | |
| CAMPTON | 41472 | | | X | | |
| CANDIA | 41592 | X | | | | |
| CENTER HARBOR - NEW HAMPTON | 24579 | | | X | | |
| CHICHESTER | 40631 | X | | | | |
| CHICHESTER | 41577 | | | | | |
| CHARLESTOWN | 40667 | | X | | | |
| CLAREMONT | 13248 | X | | | | |
| CLAREMONT | 41748 | | | | X | |
| CLAREMONT,NH - WEATHERSFIELD,VT | 41467 | | | X | | |
| COAST | 68069 | | | | X | X |
| COLEBROOK | 40640 | X | | | | |
| COMMUTER/INTERCITY BUS REPLACEMENT | 40284 | | | | X | X |
| CONCORD | 29601 | X | | | | |
| CONCORD | 42614 | X | | | | |
| CONCORD | 13742D | X | | | | |
| CONNECTICUT RIVER BRIDGES | 40798 | | | X | | |
| CONWAY | 15864 | | | X | | |
| CONWAY | 25103 | | | X | | |
| CONWAY | 40018 | X | X | | | |
| CONWAY | 40638 | X | | | | |
| CONWAY | 41755 | X | | | X | |

Performance Measures

STIP 2019-2022

| Project Name | Project Number | Safety | Pavement Condition | Bridge Condition | Congestion/Air Quality | Transit |
|---------------------------------|----------------|--------|--------------------|------------------|------------------------|---------|
| CORNISH, NH - WINDSOR, VT | 25067 | | | X | | |
| CTAP SALEM TO MANCHESTER | 14634F | | | | X | |
| CTAP SALEM TO MANCHESTER | 14634G | | | | | |
| DANBURY | 16303 | | | X | | |
| DANBURY | 40395 | | | X | | |
| DEERFIELD | 24477 | | | X | | |
| DERRY - LONDONDERRY | 13065 | X | | | | |
| DOVER | 41746 | X | | | X | |
| DOVER | 42366 | X | | | | |
| DOVER - ROCHESTER | 29440 | X | | | | |
| DOVER - SOMERSWORTH - ROCHESTER | 29604 | X | | | | |
| DUMMER - CAMBRIDGE - ERROL | 16304B | X | | | | |
| DURHAM | 16236 | | | X | | |
| DURHAM | 16254 | X | | | | |
| DURHAM | 41753 | | | | X | X |
| ENFIELD | 40526 | X | | | | |
| EPPING | 29608 | X | | | | |
| EXETER | 40623 | | | X | | |
| FARMINGTON | 16146 | | | X | | |
| GILFORD | 41502 | | | X | | |
| HAMPTON | 42573 | | | X | | |
| HAMPTON | 40797 | X | | | | |
| HAMPTON - PORTSMOUTH | 26485 | X | | | X | |
| HAMPTON FALLS | 29610 | X | | | | |
| HANOVER, NH - NORWICH, VT | 42278 | | | X | | |
| HENNIKER - HOPKINTON | 40633 | X | | | | |
| HINSDALE | 41365 | X | | | | |
| HINSDALE, NH - BRATTLEBORO, VT | 12210C | | | X | | |
| HINSDALE, NH - BRATTLEBORO, VT | 12210D | | | X | | |
| HOOKSETT | 29611 | X | X | | | |
| HUDSON | 41754 | X | | | X | |
| JAFFREY | 16307 | X | | | | |
| JEFFERSON - RANDOLPH | 13602C | X | | | | |
| KEENE | 40666 | X | | | | |
| KEENE | 10309B | X | | X | | |
| KEENE | 40439 | X | | | | |
| KEENE | 41590 | X | | | | |
| KEENE - SWANZEY | 40100 | | | | | |
| LACONIA | 16144 | | | X | | |
| LANCASTER | 16155 | | | X | | |
| LEBANON | 29612 | X | | | | |
| LEBANON | 40794 | X | | | | |
| LEBANON | 41191 | | | X | | |
| LEBANON, NH - HARTFORD, VT | 16148 | | | X | | |

Performance Measures

STIP 2019-2022

| Project Name | Project Number | Safety | Pavement Condition | Bridge Condition | Congestion/Air Quality | Transit |
|------------------------------|----------------|--------|--------------------|------------------|------------------------|---------|
| LEE | 41322 | | | X | | |
| LONDONDERRY | 41715 | X | | | | |
| LONDONDERRY | 42508 | | | | X | |
| LOUDON | 40632 | X | | | | |
| LOUDON - CANTERBURY | 29613A | X | X | | | |
| LYME, NH - THETFORD, VT | 14460 | | | X | | |
| MANCHESTER | 16099 | X | | | | |
| MANCHESTER | 29811 | | | | X | |
| MANCHESTER | 41747 | X | | | X | |
| MANCHESTER | 41414 | | | X | | |
| MANCHESTER | MTA5339B | | | | | X |
| MERRIMACK | 10136D | X | X | | | |
| MILFORD | 14492 | | | | | |
| MILFORD | 41587 | X | | | | |
| MILTON, NH-LEBANON, ME | 40658 | | | X | | |
| MOULTONBOROUGH | 40639 | X | | | | |
| NASHUA | 16314 | X | | | | |
| NASHUA | 40660 | X | | | | |
| NASHUA | 41742 | | | | X | |
| NASHUA | 41745 | | | | X | X |
| NASHUA | 10136A | X | X | | | |
| NASHUA | NTS5339B | | | | | X |
| NASHUA | NTS5339C | | | | | X |
| NASHUA - CONCORD | 29408 | X | | | | |
| NASHUA - MERRIMACK - BEDFORD | 13761 | X | X | | | |
| NEW CASTLE - RYE | 16127 | | | X | | |
| NEW HAMPTON | 25365 | | | X | | |
| NEWFIELDS - NEWMARKET | 28393 | | | X | | |
| NEWINGTON - DOVER | 11238Q | X | X | | | |
| NEWINGTON - DOVER | 11238S | X | | X | | |
| NEWTON | 29617 | X | | | | |
| NORTH HAMPTON | 24457 | | | X | | |
| ORFORD | 40366 | | | X | | |
| ORFORD | 41390 | | | X | | |
| OSSIPEE | 10431 | | X | | | |
| OSSIPEE | 13910 | X | | | | |
| OSSIPEE | 14749 | | | X | | |
| OSSIPEE | 23818 | | | X | | |
| OSSIPEE | 29315 | X | | X | | |
| PELHAM | 16145 | X | | | | |
| PELHAM | 41751 | | | | X | |
| PETERBOROUGH | 15879 | | | X | | |
| PETERBOROUGH | 27712 | X | | | | |
| PETERBOROUGH | 14772A | X | | | | |

Performance Measures

STIP 2019-2022

| Project Name | Project Number | Safety | Pavement Condition | Bridge Condition | Congestion/Air Quality | Transit |
|------------------------------|----------------|--------|--------------------|------------------|------------------------|---------|
| PLAISTOW | 40641 | X | | | | |
| PLAISTOW - KINGSTON | 10044E | X | X | | | |
| PORTSMOUTH | 20258 | X | | | X | |
| PORTSMOUTH | 29640 | X | X | | | |
| PORTSMOUTH | 40642 | X | | | | |
| PORTSMOUTH | 41752 | | | | X | |
| PORTSMOUTH | 42350 | X | | | | |
| PORTSMOUTH, NH - KITTERY, ME | 15731 | | | X | | |
| PORTSMOUTH, NH - KITTERY, ME | 16189 | | | X | | |
| PROGRAM | ADA | X | | | | |
| PROGRAM | BRDG-HIB-M&P | | | X | | |
| PROGRAM | BRDG-T1/2-M&P | | | X | | |
| PROGRAM | BRDG-T3/4-M&P | | | X | | |
| PROGRAM | CBI | | | X | | |
| PROGRAM | COAST5307 | | | | | X |
| PROGRAM | CORRST | X | | | X | |
| PROGRAM | CRDR | X | | | | |
| PROGRAM | DBE | | | | | |
| PROGRAM | ENV-POST-CON | X | | | | |
| PROGRAM | FLAP | X | | | | |
| PROGRAM | FTA5307 | | | | | X |
| PROGRAM | FTA5310 | | | | | X |
| PROGRAM | FTA5311 | | | | | X |
| PROGRAM | FTA5339 | | | | | X |
| PROGRAM | GRR | X | | | | |
| PROGRAM | HSIP | X | | | | |
| PROGRAM | LTAP | X | | | | |
| PROGRAM | MOBRR | | | X | | |
| PROGRAM | MTA5307 | | | | | X |
| PROGRAM | MTA5310 | | | | | X |
| PROGRAM | MTA5339B | | | | | X |
| PROGRAM | NTS5307 | | | | | X |
| PROGRAM | NTS5310 | | | | | X |
| PROGRAM | NTS5339 | | | | | X |
| PROGRAM | OJT/SS | | | | | |
| PROGRAM | PAVE-T1-RESURF | | X | | | |
| PROGRAM | PAVE-T2-REHAB | | X | | | |
| PROGRAM | PAVE-T2-RESURF | | X | | | |
| PROGRAM | PVMRK | | X | | | |
| PROGRAM | RCTRL | X | | | | |
| PROGRAM | RRRCS | X | | | | |
| PROGRAM | SRTS | X | | | | |
| PROGRAM | STIC | X | | | | |
| PROGRAM | TA | X | | | | |

Performance Measures

STIP 2019-2022

| Project Name | Project Number | Safety | Pavement Condition | Bridge Condition | Congestion/Air Quality | Transit |
|---------------------------------|----------------|--------|--------------------|------------------|------------------------|---------|
| PROGRAM | TRAC | | | | | |
| PROGRAM | TRAIN | X | | | | |
| PROGRAM | TRCK-WGHT-SFTY | X | | | | |
| PROGRAM | TSMO | X | | | | |
| PROGRAM | UBI | X | | | | |
| PROGRAM | USSS | X | | | | |
| PROGRAM | NSTI | | | | | |
| ROCHESTER | 14350 | X | | | | |
| SALEM | 12334 | X | | | | |
| SALEM | 41750 | | | | X | |
| SALEM TO MANCHESTER | 14633 | X | X | | | |
| SALEM TO MANCHESTER | 10418T | X | | | | |
| SALEM TO MANCHESTER | 10418W | X | | | | |
| SALEM TO MANCHESTER | 10418X | X | | | | |
| SALEM TO MANCHESTER | 13933A | X | | | | |
| SALEM TO MANCHESTER | 14633B | X | | | | |
| SALEM TO MANCHESTER | 14633D | X | | | | |
| SALEM TO MANCHESTER | 14633H | X | | | | |
| SALEM TO MANCHESTER | 14633I | X | | | | |
| SALEM TO MANCHESTER | 14633J | X | | | | |
| SALEM TO MANCHESTER | 14800A | | | X | | |
| SALEM TO MANCHESTER | 14800B | X | | X | | |
| SALEM TO MANCHESTER | 14800C | X | | X | | |
| SALEM TO MANCHESTER | 14800D | X | X | | | |
| SALEM TO MANCHESTER | 14800E | X | | X | | |
| SALEM TO MANCHESTER | 14800F | X | | X | | |
| SALEM TO MANCHESTER | 14800H | X | | | | |
| SEABROOK | 41712 | X | X | | | |
| SEABROOK - HAMPTON | 15904 | | | X | | |
| SHELBURNE | 40551 | | | X | | |
| SOMERSWORTH | 40646 | X | | | | |
| SOMERSWORTH | 41741 | | | | X | |
| SPRINGFIELD | 20509 | X | | X | | |
| STATEWIDE | 40915 | X | | | | |
| STATEWIDE | 41374 | | | X | | |
| STATEWIDE | 41756 | X | | | X | |
| STATEWIDE | 42248 | | | | | |
| STATEWIDE | 68069B | | | | X | |
| STATEWIDE-RWIS | 25198 | X | | | | |
| STATEWIDE TIER 2(W)RESURFACING | 42272 | | X | | | |
| STATEWIDE TIER 2(SE)RESURFACING | 42292 | | X | | | |
| STATEWIDE-BWC (W) | 42238 | | X | | | |
| SURRY | 41470 | | | X | | |
| SUTTON | 41466 | | | X | | |

Performance Measures

STIP 2019-2022

| Project Name | Project Number | Safety | Pavement Condition | Bridge Condition | Congestion/Air Quality | Transit |
|--------------------------------------|----------------|--------|--------------------|------------------|------------------------|---------|
| SUTTON | 42419 | | X | | | |
| SUTTON - NEW LONDON | 40511 | | X | | | |
| TAMWORTH | 41434 | | | X | | |
| TROY | 40371 | | | X | | |
| UNH | 68070 | | | | | X |
| WALPOLE - CHARLESTOWN | 14747 | X | X | | | |
| WALPOLE, NH - ROCKINGHAM, VT | 42277 | | | X | | |
| WARNER | 15907 | | | X | | |
| WARNER | 40512 | | X | | | |
| WARNER - SUTTON | 15747 | | X | | | |
| WEARE | 41471 | | | X | | |
| WEBSTER | 41429 | | | X | | |
| WHITEFIELD | 41582 | X | | | | |
| WINDHAM | 40665 | X | | | | |
| WILTON - MILFORD - AMHERST - BEDFORD | 13692 | X | | | | |
| WILTON - MILFORD - AMHERST - BEDFORD | 13692D | X | | | | |
| WINDHAM | 40663 | | | | | |
| WOLFEBORO | 29615 | X | | | | |

Amendment 2 Financial Constraint

| FUNDING SOURCES | 2019 | | | | | 2020 | | | | |
|--|----------------------------------|----------------|----------------------|-----------------|------------------|----------------------------------|----------------|----------------------|-----------------|------------------|
| | Federal Resources ⁽¹⁾ | State Resource | Local/Other Resource | Total Resource | Total Programmed | Federal Resources ⁽¹⁾ | State Resource | Local/Other Resource | Total Resource | Total Programmed |
| | Available | Available | Available | Available | | Available | Available | Available | Available | |
| FHWA (Federal-Aid) | | | | | | | | | | |
| Bridge On/Off System | \$ - | \$ - | \$ - | \$ - | \$ 244,399 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Congestion Mitigation and Air Quality Program | \$ 15,580,728 | \$ - | \$ 462,831 | \$ 16,043,559 | \$ 8,667,277 | \$ 16,016,988 | \$ 392,832 | \$ 1,515,042 | \$ 17,924,862 | \$ 7,679,933 |
| Highway Safety Improvement Program (HSIP) | \$ 13,513,852 | \$ - | \$ 137,349 | \$ 13,651,201 | \$ 11,085,640 | \$ 13,892,240 | \$ - | \$ 96,649 | \$ 13,988,889 | \$ 10,875,570 |
| National Highway System & Freight | \$ 73,481,357 | \$ - | \$ 60,200 | \$ 73,541,557 | \$ 61,882,400 | \$ 75,538,835 | \$ - | \$ - | \$ 75,538,835 | \$ 64,978,762 |
| OP Mot Veh/Intox | \$ 335,129 | \$ - | \$ - | \$ 335,129 | \$ - | \$ 344,513 | \$ - | \$ - | \$ 344,513 | \$ - |
| Research Devt and Tec | \$ 1,382,094 | \$ - | \$ - | \$ 1,382,094 | \$ - | \$ 1,420,793 | \$ - | \$ - | \$ 1,420,793 | \$ - |
| Recreational Trails | \$ 3,584,031 | \$ - | \$ 312,500 | \$ 3,896,531 | \$ 1,562,500 | \$ 3,684,384 | \$ - | \$ 312,500 | \$ 3,996,884 | \$ 1,562,500 |
| Redistribution | \$ 1,597,248 | \$ - | \$ - | \$ 1,597,248 | \$ - | \$ 1,641,971 | \$ - | \$ - | \$ 1,641,971 | \$ - |
| RL - Rail Highway | \$ 5,070,692 | \$ - | \$ - | \$ 5,070,692 | \$ 1,194,646 | \$ 5,212,671 | \$ - | \$ - | \$ 5,212,671 | \$ 1,185,000 |
| Safe Routes to School | \$ 588,392 | \$ - | \$ - | \$ 588,392 | \$ 793,633 | \$ 604,867 | \$ - | \$ - | \$ 604,867 | \$ - |
| STP-5 to 200K | \$ 8,205,751 | \$ - | \$ 174,000.00 | \$ 8,379,751 | \$ 6,079,392 | \$ 8,435,512 | \$ - | \$ 29,740 | \$ 8,465,252 | \$ 8,960,211 |
| STP-Areas Less Than 200K | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STP-Areas Over 200K | \$ 5,998,986 | \$ - | \$ 530,000 | \$ 6,528,986 | \$ 2,258,690 | \$ 6,166,958 | \$ - | \$ 500,000 | \$ 6,666,958 | \$ 9,048,926 |
| STP-DBE | \$ - | \$ - | \$ - | \$ - | \$ 95,000 | \$ 95,000 | \$ - | \$ - | \$ 95,000 | \$ 95,000 |
| STP-Enhancement | \$ 212,612 | \$ - | \$ 36,089 | \$ 248,701 | \$ 180,447 | \$ 218,565 | \$ - | \$ - | \$ 218,565 | \$ - |
| STP-Non Urban Areas Under 5K | \$ 10,268,477 | \$ - | \$ 15,000 | \$ 10,283,477 | \$ 10,321,670 | \$ 10,555,994 | \$ - | \$ 19,234 | \$ 10,575,228 | \$ 10,067,427 |
| STP-Off System Bridge | \$ 10,501,549 | \$ - | \$ - | \$ 10,501,549 | \$ 440,000 | \$ 10,795,592 | \$ - | \$ - | \$ 10,795,592 | \$ 918,500 |
| STP-Rail | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STP-Safety | \$ 62,543 | \$ - | \$ - | \$ 62,543 | \$ 200,000 | \$ 64,294 | \$ - | \$ - | \$ 64,294 | \$ 120,000 |
| STP-State Flexible | \$ 52,930,628 | \$ - | \$ 1,566,068 | \$ 54,496,696 | \$ 74,163,913 | \$ 54,412,686 | \$ - | \$ 3,375,247 | \$ 57,787,933 | \$ 76,909,507 |
| TAP - Transportation Alternatives | \$ 6,628,627 | \$ - | \$ 846,627 | \$ 7,475,254 | \$ 4,233,134 | \$ 6,814,229 | \$ - | \$ 815,474 | \$ 7,629,702 | \$ 4,077,370 |
| GRAND TOTAL | \$ 209,942,694 | \$ - | \$ 4,140,664 | \$ 214,083,359 | \$ 183,402,740 | \$ 215,916,090 | \$ 392,832 | \$ 6,663,886 | \$ 222,972,807 | \$ 196,478,706 |
| ADJUSTMENTS | | | | | | | | | | |
| NHPP Exempt | \$ 2,512,299 | \$ - | \$ - | \$ 2,512,299 | \$ - | \$ 2,510,616 | \$ - | \$ - | \$ 2,510,616 | \$ - |
| Highway Infra Bridge Replace | \$ 4,420,000 | \$ - | \$ - | \$ 4,420,000 | \$ - | \$ 5,170,000 | \$ - | \$ - | \$ 5,170,000 | \$ - |
| Recovered Obligations | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resource Adjustment Total Resource ⁽²⁾ - FAST ACT | \$ (35,364,512) | \$ - | \$ - | \$ (35,364,512) | \$ - | \$ (33,903,214) | \$ - | \$ - | \$ (33,903,214) | \$ - |
| ADJUSTED TOTAL | \$ 181,510,481 | \$ - | \$ 4,140,664 | \$ 185,651,146 | \$ 183,402,740 | \$ 189,693,492 | \$ 392,832 | \$ 6,663,886 | \$ 196,750,209 | \$ 196,478,706 |
| FHWA (Other Funds) | | | | | | | | | | |
| TIFIA | \$ - | \$ 13,728,870 | \$ - | \$ 13,728,870 | \$ 13,728,870 | \$ - | \$ 4,490,558 | \$ - | \$ 4,490,558 | \$ 4,490,558 |
| STP-Old App Codes (Q,H & L) | \$ 643,248 | \$ - | \$ - | \$ 643,248 | \$ - | \$ 643,248 | \$ - | \$ - | \$ 643,248 | \$ - |
| FAST Lane Grant | \$ 5,000,000 | \$ - | \$ - | \$ 5,000,000 | \$ 5,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Special | \$ 1,220,580 | \$ 244,116 | \$ 61,029 | \$ 1,525,725 | \$ 1,525,725 | \$ 1,971,200 | \$ 52,800 | \$ - | \$ 2,024,000 | \$ 2,024,000 |
| NSTI National Summer Transportation Institute | \$ 20,000 | \$ - | \$ - | \$ 20,000 | \$ 20,000 | \$ 45,000 | \$ - | \$ - | \$ 45,000 | \$ 45,000 |
| FHWA Earmarks | \$ 1,116,383.27 | \$ 188,808 | \$ 74,413 | \$ 1,379,604 | \$ 1,379,604 | \$ 450,809 | \$ 30,879 | \$ 81,823 | \$ 563,511 | \$ 563,511 |
| Training and Education | \$ 150,000 | \$ - | \$ - | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ - | \$ - | \$ 150,000 | \$ 150,000 |
| Redistribution (Year End) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STIC Funding | \$ 619,600 | \$ 25,000 | \$ 129,900 | \$ 774,500 | \$ 774,500 | \$ 100,000 | \$ 25,000 | \$ - | \$ 125,000 | \$ 125,000 |
| GRAND TOTAL | \$ 8,769,811 | \$ 14,186,794 | \$ 265,342 | \$ 23,221,948 | \$ 22,578,700 | \$ 3,360,257 | \$ 4,599,237 | \$ 81,823 | \$ 8,041,317 | \$ 7,398,069 |
| All FHWA FUNDS TOTAL | \$ 190,280,293 | \$ 14,186,794 | \$ 4,406,006 | \$ 208,873,093 | \$ 205,981,440 | \$ 193,053,749 | \$ 4,992,069 | \$ 6,745,709 | \$ 204,791,527 | \$ 203,876,775 |
| Federal Transit Administration ⁽³⁾ | | | | | | | | | | |
| FTAS307 | \$ 6,086,655 | \$ - | \$ 194,800 | \$ 6,281,455 | \$ 521,246 | \$ 6,208,388 | \$ 50,277 | \$ - | \$ 6,258,665 | \$ 251,383 |
| FTAS307_NHDOT | \$ 2,822,625 | \$ - | \$ 293,706 | \$ 3,116,331 | \$ 3,556,817 | \$ 2,879,077 | \$ 735,664 | \$ - | \$ 3,614,741 | \$ 3,678,319 |
| FTAS310 (includes future STP-Flex transfers) | \$ 1,828,400 | \$ - | \$ - | \$ 1,828,400 | \$ 668,532 | \$ 1,848,968 | \$ - | \$ 270,510 | \$ 2,119,478 | \$ 1,352,549 |
| FTAS311 | \$ 4,551,832 | \$ - | \$ 4,421,634 | \$ 8,973,466 | \$ 8,843,270 | \$ 4,642,869 | \$ - | \$ 4,380,931 | \$ 9,023,800 | \$ 8,761,862 |
| FTAS339 | \$ 6,109,952 | \$ 171,977 | \$ 1,443,110 | \$ 7,725,039 | \$ 8,088,860 | \$ 4,201,352 | \$ 543,776 | \$ 543,776 | \$ 5,288,904 | \$ 5,437,759 |
| FTA Prior Year Carry Over | \$ 2,083,551 | \$ - | \$ - | \$ 2,083,551 | \$ - | \$ 1,945,632 | \$ - | \$ - | \$ 1,945,632 | \$ - |
| GRAND TOTAL | \$ 23,483,015 | \$ 171,977 | \$ 6,353,250 | \$ 30,008,242 | \$ 21,678,725 | \$ 21,726,286 | \$ 1,329,717 | \$ 5,195,217 | \$ 28,251,220 | \$ 19,481,871 |
| FHWA/FTA FUNDS TOTAL | \$ 213,763,308 | \$ 14,186,794 | \$ 10,759,256 | \$ 238,881,335 | \$ 227,660,165 | \$ 214,780,035 | \$ 6,321,786 | \$ 11,940,926 | \$ 233,042,746 | \$ 223,358,646 |
| INNOVATIVE FINANCING | | | | | | | | | | |
| GARVEE Bond Future Funds (Est) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 21,256,400 | \$ - | \$ 21,256,400 | \$ 21,256,400 |
| TIGER Grants | \$ - | \$ 4,400,000 | \$ - | \$ 4,400,000 | \$ 4,400,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| State Fund Sources | | | | | | | | | | |
| Turnpike Capital | \$ - | \$ 26,297,250 | \$ - | \$ 26,297,250 | \$ 26,297,250 | \$ - | \$ 34,254,517 | \$ - | \$ 34,254,517 | \$ 34,254,517 |
| Turnpike Program | \$ - | \$ 2,242 | \$ - | \$ 2,242 | \$ 2,242 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Turnpike Renewal & Replacement | \$ - | \$ 6,132,850 | \$ - | \$ 6,132,850 | \$ 6,132,850 | \$ - | \$ 12,010,000 | \$ - | \$ 12,010,000 | \$ 12,010,000 |
| GRAND TOTAL | \$ - | \$ 36,832,342 | \$ - | \$ 36,832,342 | \$ 36,832,342 | \$ - | \$ 67,520,917 | \$ - | \$ 67,520,917 | \$ 67,520,917 |
| All FUNDING SOURCES TOTAL | \$ 213,763,308 | \$ 51,019,136 | \$ 10,759,256 | \$ 275,713,677 | \$ 264,492,507 | \$ 214,780,035 | \$ 73,842,703 | \$ 11,940,926 | \$ 300,563,663 | \$ 290,879,562 |

(1) Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 5/13/2019.
 FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.028
 FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation plan

(2) Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$174,578,182 -\$209,942,694) = -\$35,364,512

| | | |
|---------------|---------------|---------------|
| FAST ACT | FY2019 | FY2020 |
| Apportionment | \$174,578,182 | \$182,012,876 |
| | | Actual Amount |

(3) FTA Current Year Available funds and prior grant funds.

Amendment 2 Financial Constraint

| FUNDING SOURCES | 2021 | | | | | 2022 | | | | |
|--|----------------------------------|----------------|----------------------|-----------------|------------------|----------------------------------|----------------|----------------------|-----------------|------------------|
| | Federal Resources ⁽¹⁾ | State Resource | Local/Other Resource | Total Resource | Total Programmed | Federal Resources ⁽¹⁾ | State Resource | Local/Other Resource | Total Resource | Total Programmed |
| | Available | Available | Available | Available | Inflated | Available | Available | Available | Available | Inflated |
| FHWA (Federal-Aid) | | | | | | | | | | |
| Bridge On/Off System | \$ - | \$ - | \$ - | \$ - | \$ 2,313,631 | \$ - | \$ - | \$ - | \$ - | \$ 121,657 |
| Congestion Mitigation and Air Quality Program | \$ 16,016,988 | \$ - | \$ 1,196,395.52 | \$ 17,213,383 | \$ 7,642,296 | \$ 16,016,988 | \$ - | \$ - | \$ 16,016,988 | \$ 787,185 |
| Highway Safety Improvement Program (HSIP) | \$ 13,892,240 | \$ - | \$ - | \$ 13,892,240 | \$ 9,909,081 | \$ 13,892,240 | \$ 24,442 | \$ - | \$ 13,916,682 | \$ 9,909,081 |
| National Highway System 7 Freight | \$ 75,538,835 | \$ - | \$ - | \$ 75,538,835 | \$ 76,157,693 | \$ 75,538,835 | \$ - | \$ - | \$ 75,538,835 | \$ 51,256,628 |
| OP Mot Veh/Intox | \$ 344,513 | \$ - | \$ - | \$ 344,513 | \$ - | \$ 344,513 | \$ 18,248 | \$ - | \$ 362,761 | \$ - |
| Research Devt and Tec | \$ 1,420,793 | \$ 5,932 | \$ - | \$ 1,426,724 | \$ - | \$ 1,420,793 | \$ - | \$ 312,500 | \$ 1,733,293 | \$ - |
| Recreational Trails | \$ 3,684,384 | \$ - | \$ 312,500 | \$ 3,996,884 | \$ 1,562,500 | \$ 3,684,384 | \$ - | \$ - | \$ 3,684,384 | \$ 1,562,500 |
| Redistribution | \$ 1,641,971 | \$ - | \$ - | \$ 1,641,971 | \$ - | \$ 1,641,971 | \$ - | \$ - | \$ 1,641,971 | \$ - |
| RL - Rail Highway | \$ 5,212,671 | \$ - | \$ - | \$ 5,212,671 | \$ 1,185,000 | \$ 5,212,671 | \$ - | \$ - | \$ 5,212,671 | \$ 1,185,000 |
| Safe Routes to School | \$ 604,867 | \$ - | \$ - | \$ 604,867 | \$ - | \$ 604,867 | \$ - | \$ - | \$ 604,867 | \$ - |
| STP-5 to 200K | \$ 8,435,512 | \$ - | \$ 36,092.64 | \$ 8,471,605 | \$ 14,777,168 | \$ 8,435,512 | \$ - | \$ 115,992 | \$ 8,551,504 | \$ 9,090,089 |
| STP-Areas Less Than 200K | \$ - | \$ - | \$ 307,650.00 | \$ 307,650 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STP-Areas Over 200K | \$ 6,166,958 | \$ - | \$ - | \$ 6,166,958 | \$ 6,224,408 | \$ 6,166,958 | \$ - | \$ - | \$ 6,166,958 | \$ - |
| STP-DBE | \$ 95,000 | \$ - | \$ - | \$ 95,000 | \$ 95,000 | \$ 95,000 | \$ - | \$ - | \$ 95,000 | \$ 95,000 |
| STP-Enhancement | \$ 218,565 | \$ - | \$ - | \$ 218,565 | \$ - | \$ 218,565 | \$ - | \$ - | \$ 218,565 | \$ - |
| STP-Non Urban Areas Under 5K | \$ 10,555,994 | \$ - | \$ 306,020.55 | \$ 10,862,015 | \$ 4,138,015 | \$ 10,555,994 | \$ - | \$ - | \$ 10,555,994 | \$ 28,365,880 |
| STP-Off System Bridge | \$ 10,795,592 | \$ - | \$ - | \$ 10,795,592 | \$ 1,017,720 | \$ 10,795,592 | \$ - | \$ - | \$ 10,795,592 | \$ - |
| STP-Rail | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STP-Safety | \$ 64,294 | \$ - | \$ - | \$ 64,294 | \$ - | \$ 64,294 | \$ - | \$ 1,125,000 | \$ 1,189,294 | \$ 340,000 |
| STP-State Flexible | \$ 54,412,686 | \$ - | \$ 1,161,302.63 | \$ 55,573,988 | \$ 71,098,094 | \$ 54,412,686 | \$ - | \$ 638,400 | \$ 55,051,086 | \$ 73,645,144 |
| TAP - Transportation Alternatives | \$ 6,814,229 | \$ - | \$ 946,954.18 | \$ 7,761,183 | \$ 4,865,322 | \$ 6,814,229 | \$ - | \$ - | \$ 6,814,229 | \$ 4,091,161 |
| GRAND TOTAL | \$ 215,916,090 | \$ 5,932 | \$ 4,266,916 | \$ 220,188,937 | \$ 200,985,927 | \$ 215,916,090 | \$ 42,690 | \$ 2,191,892 | \$ 218,150,673 | \$ 180,449,324 |
| ADJUSTMENTS | | | | | | | | | | |
| NHPP Exempt | \$ 2,512,299 | \$ - | \$ - | \$ 2,512,299 | \$ - | \$ 2,512,299 | \$ - | \$ - | \$ 2,512,299 | \$ - |
| Highway Infra Bridge Replace | \$ 12,700,000 | \$ - | \$ - | \$ 12,700,000 | \$ - | \$ 4,240,000 | \$ - | \$ - | \$ 4,240,000 | \$ - |
| Recovered Obligations | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resource Adjustment Total Resource ⁽²⁾ - FAST | \$ (33,903,214) | \$ - | \$ - | \$ (33,903,214) | \$ - | \$ (33,903,214) | \$ - | \$ - | \$ (33,903,214) | \$ - |
| ADJUSTED TOTAL | \$ 197,225,175 | \$ 5,932 | \$ 4,266,916 | \$ 201,498,022 | \$ 200,985,927 | \$ 188,765,175 | \$ 42,690 | \$ 2,191,892 | \$ 190,999,758 | \$ 180,449,324 |
| FHWA (Other Funds) | | | | | | | | | | |
| TIFIA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STP-Old App Codes (Q,H & L) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FAST Lane Grant | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Special | \$ 643,248 | \$ - | \$ - | \$ 643,248 | \$ - | \$ 643,248 | \$ - | \$ - | \$ 643,248 | \$ - |
| NSTI National Summer Transportation Institute | \$ 20,000 | \$ - | \$ - | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ - | \$ - | \$ 20,000 | \$ 20,000 |
| FHWA Earmarks | \$ 668,369 | \$ - | \$ 167,092 | \$ 835,461 | \$ 835,461 | \$ 3,055,935 | \$ - | \$ 763,984 | \$ 3,819,919 | \$ 3,819,919 |
| Training and Education | \$ 150,000 | \$ - | \$ - | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ - | \$ - | \$ 150,000 | \$ 150,000 |
| Redistribution (Year End) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STIC Funding | \$ 100,000 | \$ 25,000 | \$ - | \$ 125,000 | \$ 125,000 | \$ 100,000 | \$ 25,000 | \$ - | \$ 125,000 | \$ 125,000 |
| GRAND TOTAL | \$ 1,581,617 | \$ 25,000 | \$ 167,092 | \$ 1,773,709 | \$ 1,130,461 | \$ 3,969,183 | \$ 25,000 | \$ 763,984 | \$ 4,758,167 | \$ 4,114,919 |
| All FHWA FUNDS TOTAL | \$ 198,806,792 | \$ 30,932 | \$ 4,434,008 | \$ 203,271,731 | \$ 202,116,388 | \$ 192,734,358 | \$ 67,690 | \$ 2,955,876 | \$ 195,757,924 | \$ 184,564,243 |
| Federal Transit Administration⁽³⁾ | | | | | | | | | | |
| FTAS307 | \$ 6,332,556 | \$ - | \$ - | \$ 6,332,556 | \$ - | \$ 6,459,207 | \$ - | \$ - | \$ 6,459,207 | \$ - |
| FTAS307_NHDOT | \$ 2,936,659 | \$ 750,250 | \$ - | \$ 3,686,909 | \$ 3,751,252 | \$ 2,995,392 | \$ 765,129 | \$ - | \$ 3,760,521 | \$ 3,825,643 |
| FTAS310 (includes future STP-Flex transfers) | \$ 1,869,947 | \$ - | \$ 279,920 | \$ 2,149,867 | \$ 1,399,560 | \$ 1,891,346 | \$ - | \$ 289,518 | \$ 2,180,864 | \$ 1,447,592 |
| FTAS311 | \$ 4,735,726 | \$ - | \$ 4,468,550 | \$ 9,204,276 | \$ 8,937,099 | \$ 4,830,440 | \$ - | \$ 4,557,921 | \$ 9,388,361 | \$ 9,115,841 |
| FTAS339 | \$ 4,285,379 | \$ 554,651 | \$ 554,651 | \$ 5,394,681 | \$ 5,546,514 | \$ 4,371,087 | \$ 565,745 | \$ 565,745 | \$ 5,002,577 | \$ 5,657,444 |
| Prior Year Carry Over | \$ 1,945,632 | \$ - | \$ - | \$ 1,945,632 | \$ - | \$ 1,945,632 | \$ - | \$ - | \$ 1,945,632 | \$ - |
| GRAND TOTAL | \$ 22,105,899 | \$ 1,304,901 | \$ 5,303,121 | \$ 28,713,921 | \$ 19,634,425 | \$ 22,493,104 | \$ 1,330,874 | \$ 5,413,184 | \$ 29,237,162 | \$ 20,046,520 |
| FHWA/FTA FUNDS TOTAL | \$ 220,912,691 | \$ 1,335,833 | \$ 9,737,129 | \$ 231,985,652 | \$ 221,750,813 | \$ 215,227,462 | \$ 1,398,564 | \$ 8,369,060 | \$ 224,995,086 | \$ 204,610,763 |
| INNOVATIVE FINANCING | | | | | | | | | | |
| GARVEE Bond Future Funds (Est) | \$ - | \$ 14,839,488 | \$ - | \$ 14,839,488 | \$ 14,839,488 | \$ - | \$ - | \$ - | \$ - | \$ - |
| TIGER Grants | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| State Fund Sources | | | | | | | | | | |
| Turnpike Capital | \$ - | \$ 50,298,153 | \$ - | \$ 50,298,153 | \$ 50,298,153 | \$ - | \$ 30,980,260 | \$ - | \$ 30,980,260 | \$ 30,980,260 |
| Turnpike Program | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Turnpike Renewal & Replacement | \$ - | \$ 10,300,000 | \$ - | \$ 10,300,000 | \$ 10,300,000 | \$ - | \$ 714,157 | \$ - | \$ 714,157 | \$ 714,157 |
| GRAND TOTAL | \$ - | \$ 75,437,642 | \$ - | \$ 75,437,642 | \$ 75,437,642 | \$ - | \$ 31,694,417 | \$ - | \$ 31,694,417 | \$ 31,694,417 |
| All FUNDING SOURCES TOTAL | \$ 220,912,691 | \$ 76,773,474 | \$ 9,737,129 | \$ 307,423,294 | \$ 297,188,455 | \$ 215,227,462 | \$ 33,092,981 | \$ 8,369,060 | \$ 256,689,503 | \$ 236,305,180 |

(1) Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 5/13/2019.

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.028

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

(2) Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$174,578,182 -\$209,942,694) = -\$35,364,512

| | | |
|---------------|---------------|---------------|
| FAST ACT | FY2019 | FY2020 |
| Apportionment | \$174,578,182 | \$182,012,876 |
| | | Actual Amount |

(3) FTA Current Year Available funds and prior grant funds.

2019-2022
Statewide Transportation Improvement Plan

Project Report

2019 - 2022 STIP Report Project List

Approved
1/14/2020

ALBANY (29597)

All Project Cost: \$8,834,459

Route/Road/Entity: NH 16

Scope: Shoulder widening and pavement resurfacing to enable installation of centerline rumble strips

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|---|
| PE | 2019 | \$330,000 | \$0 | \$0 | \$330,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2020 | \$998,800 | \$0 | \$0 | \$998,800 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2020 | \$598,400 | \$0 | \$0 | \$598,400 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2021 | \$150,700 | \$0 | \$0 | \$150,700 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$2,077,900 | \$0 | \$0 | \$2,077,900 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

ALTON (40624)

All Project Cost: \$2,421,455

Route/Road/Entity: NH 11

Scope: Address Red List bridge carrying NH 11 over Merrymeeting River (Br No 163/184)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|----------------------------|
| PE | 2022 | \$232,492 | \$0 | \$0 | \$232,492 | STP-5 to 200K, Toll Credit |
| ROW | 2021 | \$113,080 | \$0 | \$0 | \$113,080 | STP-5 to 200K, Toll Credit |
| | | \$345,572 | \$0 | \$0 | \$345,572 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

ALTON - GILFORD (40634)

All Project Cost: \$243,783

Route/Road/Entity: NH 11

Scope: Planning study to identify Priority Needs from east of Minge Cove Road to east of Ellacoya Park

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| Other | 2019 | \$243,783 | \$0 | \$0 | \$243,783 | STP-State Flexible, Toll Credit |
| | | \$243,783 | \$0 | \$0 | \$243,783 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

2019 - 2022 STIP Report Project List

AMHERST (41413)

All Project Cost: \$2,836,183

Route/Road/Entity: NH Route 122

Scope: Address Red List bridge carrying NH 122 (Main St) over NH 101 in the Town of Amherst (135/109)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2019 | \$220,000 | \$0 | \$0 | \$220,000 | STP-5 to 200K, Toll Credit |
| PE | 2021 | \$226,160 | \$0 | \$0 | \$226,160 | STP-State Flexible, Toll Credit |
| | | \$446,160 | \$0 | \$0 | \$446,160 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-19 **RPC:** NRPC

ANDOVER (20650)

All Project Cost: \$8,325,355

Route/Road/Entity: NH 11

Scope: Replace 2 bridges - NH 11 over NHRR(ABD) (206/137) and NH 11 over Sucker Brook (208/137)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---|
| PE | 2019 | \$221,000 | \$0 | \$0 | \$221,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2020 | \$220,000 | \$0 | \$0 | \$220,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2021 | \$169,620 | \$0 | \$0 | \$169,620 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2022 | \$58,123 | \$0 | \$0 | \$58,123 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2020 | \$73,500 | \$0 | \$0 | \$73,500 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2021 | \$39,578 | \$0 | \$0 | \$39,578 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2022 | \$11,625 | \$0 | \$0 | \$11,625 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$793,446 | \$0 | \$0 | \$793,446 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

2019 - 2022 STIP Report Project List

ANDOVER (40392)

All Project Cost: \$4,902,945

Route/Road/Entity: US 4

Scope: Rehabilitation or Replacement of bridge carrying US 4 over Blackwater River (143/077)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---|
| PE | 2019 | \$220,000 | \$0 | \$0 | \$220,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2020 | \$110,000 | \$0 | \$0 | \$110,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2021 | \$113,080 | \$0 | \$0 | \$113,080 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2020 | \$55,000 | \$0 | \$0 | \$55,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2022 | \$116,246 | \$0 | \$0 | \$116,246 | STP-Non Urban Areas Under 5K, Toll Credit |
| Construction | 2022 | \$4,068,618 | \$0 | \$0 | \$4,068,618 | National Highway System, Toll Credit |
| | | \$4,682,945 | \$0 | \$0 | \$4,682,945 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

ASHLAND (41370)

All Project Cost: \$620,365

Route/Road/Entity: Main Street, NH Routes 3 / 25

Scope: Reconstruct sidewalks to ADA compliance and construct new sidewalks on Main Street US Rte 3/25

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|-----------------|------------------|------------------|--|
| PE | 2019 | \$11,760 | \$0 | \$2,940 | \$14,700 | TAP - Transportation Alternatives, Towns |
| ROW | 2019 | \$3,486 | \$0 | \$872 | \$4,358 | TAP - Transportation Alternatives, Towns |
| Construction | 2020 | \$324,987 | \$12,765 | \$224,455 | \$562,207 | Non Par DOT, Non Par Other, TAP - Transportation Alternatives, Towns |
| | | \$340,234 | \$12,765 | \$228,266 | \$581,265 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** LRPC

2019 - 2022 STIP Report Project List

ASHLAND - BRIDGEWATER (24904)

All Project Cost: \$7,655,780

Route/Road/Entity: US Route 3

Scope: Address Bridge carrying US 3 & NH25 over NHRR and Pemigewasset River (Br No 076/080)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---|
| PE | 2020 | \$214,500 | \$0 | \$0 | \$214,500 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2021 | \$220,506 | \$0 | \$0 | \$220,506 | STP-Non Urban Areas Under 5K, Toll Credit |
| Construction | 2022 | \$6,974,774 | \$0 | \$0 | \$6,974,774 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$7,409,780 | \$0 | \$0 | \$7,409,780 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

BARNSTEAD-ALTON (14121)

All Project Cost: \$6,871,830

Route/Road/Entity: NH 28

Scope: NH 28 reconstruction of intersection with North Barnstead Road/North Road

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--|
| PE | 2019 | \$27,500 | \$0 | \$0 | \$27,500 | STP-5 to 200K, Toll Credit |
| ROW | 2019 | \$27,500 | \$0 | \$0 | \$27,500 | STP-5 to 200K, Toll Credit |
| Construction | 2019 | \$4,463,498 | \$0 | \$0 | \$4,463,498 | Repurposed Earmarks Formula, STP-State Flexible, Toll Credit |
| Construction | 2020 | \$390,311 | \$0 | \$0 | \$390,311 | STP-State Flexible, Toll Credit |
| | | \$4,908,809 | \$0 | \$0 | \$4,908,809 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

BARRINGTON (41415)

All Project Cost: \$1,421,171

Route/Road/Entity: US Route 4

Scope: Rehab or Replacement of red list bridge carrying US 4 over Oyster River in the Town of Barrington

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|----------------------------|
| PE | 2021 | \$226,160 | \$0 | \$0 | \$226,160 | STP-5 to 200K, Toll Credit |
| | | \$226,160 | \$0 | \$0 | \$226,160 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

2019 - 2022 STIP Report Project List

BEDFORD (13692C)

All Project Cost: \$4,007,719

Route/Road/Entity: NH 101

Scope: Bridge Rehab or Replacement of br no 090/065 carrying NH 101 over Pulpit Brook

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--------------------------------------|
| PE | 2020 | \$383,537 | \$0 | \$0 | \$383,537 | National Highway System, Toll Credit |
| ROW | 2020 | \$112,806 | \$0 | \$0 | \$112,806 | National Highway System, Toll Credit |
| Construction | 2021 | \$2,319,271 | \$0 | \$0 | \$2,319,271 | National Highway System, Toll Credit |
| Construction | 2022 | \$1,192,105 | \$0 | \$0 | \$1,192,105 | National Highway System, Toll Credit |
| | | \$4,007,719 | \$0 | \$0 | \$4,007,719 | |

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: SNHPC

BEDFORD (40664)

All Project Cost: \$13,272,432

Route/Road/Entity: US 3

Scope: US 3 Widening from Hawthorne Drive North to Manchester Airport Access Road

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|----------------------------|
| PE | 2020 | \$275,000 | \$0 | \$0 | \$275,000 | STP-5 to 200K, Toll Credit |
| | | \$275,000 | \$0 | \$0 | \$275,000 | |

Regionally Significant: No Managed By: DOT CAA Code: N/E RPC: SNHPC

BEDFORD - MERRIMACK (16100)

All Project Cost: \$16,216,785

Route/Road/Entity: F.E. EVERETT TPK

Scope: Improvement to Bedford Mainline Toll Plaza to Institute Open Road or All Electronic Tolling

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------|---------------------|------------|---------------------|------------------|
| Construction | 2020 | \$0 | \$10,823,988 | \$0 | \$10,823,988 | Turnpike Capital |
| Construction | 2021 | \$0 | \$4,007,797 | \$0 | \$4,007,797 | Turnpike Capital |
| Other | 2019 | \$0 | \$100,000 | \$0 | \$100,000 | Turnpike Capital |
| | | \$0 | \$14,931,785 | \$0 | \$14,931,785 | |

Regionally Significant: Yes Managed By: DOT CAA Code: E-7 RPC: NRPC, SNHPC

2019 - 2022 STIP Report Project List

BELMONT (40635)

All Project Cost: \$692,625

Route/Road/Entity: NH 140 and Main Street

Scope: Improve intersection safety and congestion

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2020 | \$110,000 | \$0 | \$0 | \$110,000 | STP-State Flexible, Toll Credit |
| | | \$110,000 | \$0 | \$0 | \$110,000 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

BENNINGTON (29486)

All Project Cost: \$966,184

Route/Road/Entity: S BENNINGTON ROAD

Scope: South Bennington Road over Russell Brook Bridge Rehab or Replacement

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|-----------------|------------|------------|-----------------|---|
| PE | 2020 | \$45,678 | \$0 | \$0 | \$45,678 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2020 | \$38,500 | \$0 | \$0 | \$38,500 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$84,178 | \$0 | \$0 | \$84,178 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SWRPC

BERLIN (12958H)

All Project Cost: \$410,937

Route/Road/Entity: NH 110

Scope: Construction of scenic vistas, interpretive panels and other approved mitigation measures .

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|-----------------|------------|----------------|-----------------|---------------------------|
| Construction | 2019 | \$22,000 | \$0 | \$5,500 | \$27,500 | STP-State Flexible, Towns |
| | | \$22,000 | \$0 | \$5,500 | \$27,500 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

2019 - 2022 STIP Report Project List

BERLIN (41367)

All Project Cost: \$1,610,537

Route/Road/Entity: Main Street and Riverside Drive

Scope: Const. multi-use path along Androscoggin River from Service Credit Union Heritage Park to 12th St.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------------|--------------------|--|
| PE | 2020 | \$34,016 | \$0 | \$25,040 | \$59,056 | TAP - Transportation Alternatives, Towns |
| Construction | 2022 | \$721,078 | \$0 | \$754,471 | \$1,475,548 | TAP - Transportation Alternatives, Towns |
| | | \$755,094 | \$0 | \$779,511 | \$1,534,604 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** NCC

BOSCAWEN (41578)

All Project Cost: \$4,974,233

Route/Road/Entity: King St

Scope: Multimodal and safety improvements to King Street

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2022 | \$290,616 | \$0 | \$0 | \$290,616 | STP-State Flexible, Toll Credit |
| | | \$290,616 | \$0 | \$0 | \$290,616 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** CNHRPC

BOW (29641)

All Project Cost: \$4,372,018

Route/Road/Entity: NH 3A

Scope: NH Rte 3A Corridor safety improvements

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--------------------------------------|
| PE | 2019 | \$330,000 | \$0 | \$0 | \$330,000 | National Highway System, Toll Credit |
| PE | 2020 | \$110,000 | \$0 | \$0 | \$110,000 | National Highway System, Toll Credit |
| ROW | 2020 | \$550,000 | \$0 | \$0 | \$550,000 | National Highway System, Toll Credit |
| Construction | 2022 | \$3,272,018 | \$0 | \$0 | \$3,272,018 | National Highway System, Toll Credit |
| | | \$4,262,018 | \$0 | \$0 | \$4,262,018 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** CNHRPC

2019 - 2022 STIP Report Project List

BOW - CONCORD (13742)

All Project Cost: \$375,214,015

Route/Road/Entity: I-93

Scope: I-93 widening from I-89 to between Exit 15 and 16

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|--------------------|------------|--------------------|--|
| PE | 2019 | \$220,000 | \$1,400,000 | \$0 | \$1,620,000 | National Highway System, Toll Credit, Turnpike Capital |
| PE | 2020 | \$220,000 | \$0 | \$0 | \$220,000 | National Highway System, Toll Credit |
| PE | 2021 | \$226,160 | \$1,506,020 | \$0 | \$1,732,180 | National Highway System, Toll Credit, Turnpike Capital |
| PE | 2022 | \$232,492 | \$1,505,917 | \$0 | \$1,738,410 | National Highway System, Toll Credit, Turnpike Capital |
| ROW | 2021 | \$0 | \$498,580 | \$0 | \$498,580 | Turnpike Capital |
| ROW | 2022 | \$0 | \$100,394 | \$0 | \$100,394 | Turnpike Capital |
| | | \$898,652 | \$5,010,912 | \$0 | \$5,909,564 | |

Regionally Significant: Yes Managed By: DOT CAA Code: ATT RPC: CNHRPC

BRADFORD (23819)

All Project Cost: \$1,283,807

Route/Road/Entity: BRADFORD CENTER ROAD

Scope: Bridge Rehab-Bradford Center Rd over West Branch of Warner River-Br. #140/144-Bement Covered Br

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------------|------------------|--------------------|--------------------------------------|
| Construction | 2020 | \$531,540 | \$448,368 | \$112,092 | \$1,092,000 | Bridge Special, SB367-4-Cents, Towns |
| | | \$531,540 | \$448,368 | \$112,092 | \$1,092,000 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: CNHRPC

BRISTOL (40636)

All Project Cost: \$2,978,204

Route/Road/Entity: NH 104

Scope: Roadway widening and shoulders for bike/ped travel from School St to west of Danforth Brook Rd

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---|
| PE | 2020 | \$165,000 | \$0 | \$0 | \$165,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$165,000 | \$0 | \$0 | \$165,000 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

2019 - 2022 STIP Report Project List

BROOKLINE (40662)

All Project Cost: \$821,945

Route/Road/Entity: NH 13

Scope: Construct southbound left turn lane onto Old Milford Rd

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2021 | \$113,080 | \$0 | \$0 | \$113,080 | STP-State Flexible, Toll Credit |
| | | \$113,080 | \$0 | \$0 | \$113,080 | |

Regionally Significant: No Managed By: DOT CAA Code: E-51 RPC: NRPC

CAMPTON (41472)

All Project Cost: \$7,629,804

Route/Road/Entity: NH 49

Scope: Address bridge carrying NH 49 over Pemigewasset River in the Town of Campton (124/129)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2021 | \$226,160 | \$0 | \$0 | \$226,160 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$116,246 | \$0 | \$0 | \$116,246 | STP-State Flexible, Toll Credit |
| | | \$342,406 | \$0 | \$0 | \$342,406 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

CANDIA (41592)

All Project Cost: \$5,868,122

Route/Road/Entity: NH43/NH27/Raymond Rd

Scope: Safety & operational improvements on NH 27; NH 43 & Raymond Road

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2022 | \$174,369 | \$0 | \$0 | \$174,369 | STP-State Flexible, Toll Credit |
| | | \$174,369 | \$0 | \$0 | \$174,369 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SNHPC

2019 - 2022 STIP Report Project List

CENTER HARBOR - NEW HAMPTON (24579)

All Project Cost: \$1,314,818

Route/Road/Entity: Waukewan Road

Scope: Rehabilitation of Red List Bridge carrying Waukewan Road over Snake River (Br No 080/040)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------|------------------|------------------------------------|
| PE | 2020 | \$82,500 | \$0 | \$0 | \$82,500 | STP-Off System Bridge, Toll Credit |
| Construction | 2021 | \$896,818 | \$0 | \$0 | \$896,818 | STP-Off System Bridge, Toll Credit |
| | | \$979,318 | \$0 | \$0 | \$979,318 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

CHARLESTOWN (40667)

All Project Cost: \$8,256,825

Route/Road/Entity: NH 12

Scope: Reconstruct or Rehabilitate from NH 12A in Southern Charlestown to Almar Street (Approx 2.4 miles)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2020 | \$330,000 | \$0 | \$0 | \$330,000 | STP-State Flexible, Toll Credit |
| | | \$330,000 | \$0 | \$0 | \$330,000 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: UVLSRPC

CHICHESTER (40631)

All Project Cost: \$1,675,260

Route/Road/Entity: NH 28 and Main Street

Scope: Intersection Improvements

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---|
| PE | 2020 | \$137,500 | \$0 | \$0 | \$137,500 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2022 | \$145,308 | \$0 | \$0 | \$145,308 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2022 | \$71,491 | \$0 | \$0 | \$71,491 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$354,299 | \$0 | \$0 | \$354,299 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

2019 - 2022 STIP Report Project List

CHICHESTER (41577)

All Project Cost: \$195,030

Route/Road/Entity: US RTE 4 & King Rd

Scope: US Rte 4 and King Road Improvement Planning Study

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| Other | 2020 | \$195,030 | \$0 | \$0 | \$195,030 | STP-State Flexible, Toll Credit |
| | | \$195,030 | \$0 | \$0 | \$195,030 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** CNHRPC

CLAREMONT (13248)

All Project Cost: \$4,789,505

Route/Road/Entity: NH 12

Scope: NH 12 & NORTH STREET INTERSECTION RELOCATION (MUPCA AND Demo ID NH039 & NH059)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|----------------|------------------|--------------------|--|
| PE | 2019 | \$74,633 | \$7,000 | \$19,658 | \$101,291 | Non Par DOT, Non Par Other, Repurposed Earmarks Formula, Towns |
| PE | 2020 | \$120,000 | \$0 | \$30,000 | \$150,000 | STP-5 to 200K, Towns |
| ROW | 2020 | \$232,000 | \$0 | \$58,000 | \$290,000 | STP-5 to 200K, Towns |
| Construction | 2022 | \$3,055,935 | \$0 | \$763,984 | \$3,819,919 | FHWA Earmarks, Towns |
| | | \$3,482,568 | \$7,000 | \$871,642 | \$4,361,210 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** UVLSRPC

CLAREMONT (41748)

All Project Cost: \$668,778

Route/Road/Entity: Washington Street

Scope: To link ten traffic signals on a two mile stretch of Washington Street.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------------|------------------|--|
| PE | 2020 | \$51,840 | \$0 | \$12,960 | \$64,800 | Congestion Mitigation and Air Quality Program, Towns |
| ROW | 2021 | \$8,000 | \$0 | \$2,000 | \$10,000 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2022 | \$475,183 | \$0 | \$118,796 | \$593,978 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$535,023 | \$0 | \$133,756 | \$668,778 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** UVLSRPC

2019 - 2022 STIP Report Project List

CLAREMONT, NH - WEATHERSFIELD, VT (41467)

All Project Cost: \$3,267,845

Route/Road/Entity: NH 12 & NH 103

Scope: Bridge Preservat, bridge carrying NH 12 & 103 over CT River between Claremont NH & Weathersfield Vt

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|-----------------|------------------|-------------------------------------|
| PE | 2022 | \$101,134 | \$0 | \$13,738 | \$114,872 | STP-5 to 200K, Toll Credit, Vermont |
| | | \$101,134 | \$0 | \$13,738 | \$114,872 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** UVLSRPC

COAST (68069)

All Project Cost: \$9,907,733

Route/Road/Entity: Cooperative Alliance for Seacoast Transportation (COAST)

Scope: COAST - capital/oper for Newington-Dover infrastructure project support. CMAQ-to-FTA transfer.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------------|------------|--------------------|--|
| Other | 2019 | \$918,369 | \$80,000 | \$0 | \$998,369 | Congestion Mitigation and Air Quality Program, FTA 5307 Capital and Operating Program, Toll Credit, Turnpike Capital |
| Other | 2020 | \$864,590 | \$30,550 | \$0 | \$895,140 | Congestion Mitigation and Air Quality Program, Toll Credit, Turnpike Capital |
| | | \$1,782,959 | \$110,550 | \$0 | \$1,893,509 | |

Regionally Significant: No **Managed By:** Other **CAA Code:** E-21 **RPC:** RPC, SRPC

COLEBROOK (40640)

All Project Cost: \$2,571,688

Route/Road/Entity: US 3 / Main Street

Scope: Reconst. approx. 2700' of US 3/Main St & Sidewalks from South Main St. traffic island to Beaver Brk

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------------|--------------------|---|
| PE | 2019 | \$107,600 | \$0 | \$26,900 | \$134,500 | STP-Non Urban Areas Under 5K, TAP - Transportation Alternatives, Towns |
| PE | 2020 | \$97,336 | \$0 | \$24,334 | \$121,670 | STP-Non Urban Areas Under 5K, TAP - Transportation Alternatives, Towns |
| ROW | 2020 | \$93,185 | \$0 | \$1,900 | \$95,085 | STP-Non Urban Areas Under 5K, TAP - Transportation Alternatives, Toll Credit, Towns |
| Construction | 2021 | \$1,776,346 | \$0 | \$444,087 | \$2,220,433 | STP-Non Urban Areas Under 5K, TAP - Transportation Alternatives, Towns |
| | | \$2,074,467 | \$0 | \$497,221 | \$2,571,688 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** NCC

2019 - 2022 STIP Report Project List

COMMUTER/INTERCITY BUS REPLACEMENT (40284)

All Project Cost: \$14,542,336

Route/Road/Entity: Various

Scope: Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|--|
| Other | 2021 | \$1,126,362 | \$0 | \$0 | \$1,126,362 | Congestion Mitigation and Air Quality Program, Toll Credit |
| | | \$1,126,362 | \$0 | \$0 | \$1,126,362 | |

Regionally Significant: No Managed By: DOT CAA Code: E-30 RPC: Undetermined

CONCORD (13742D)

All Project Cost: \$610,500

Route/Road/Entity: Stickney Avenue

Scope: Removal of State owned buildings at Stickney Avenue

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|----------------------------|
| PE | 2020 | \$159,500 | \$0 | \$0 | \$159,500 | STP-5 to 200K, Toll Credit |
| ROW | 2020 | \$451,000 | \$0 | \$0 | \$451,000 | STP-5 to 200K, Toll Credit |
| | | \$610,500 | \$0 | \$0 | \$610,500 | |

Regionally Significant: Yes Managed By: DOT CAA Code: ATT RPC: CNHRPC

CONCORD (29601)

All Project Cost: \$3,134,615

Route/Road/Entity: NH 13

Scope: Improvements at I89 exit 2 NB and SB ramps

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|----------------------------|
| PE | 2019 | \$275,000 | \$0 | \$0 | \$275,000 | STP-5 to 200K, Toll Credit |
| PE | 2021 | \$346,760 | \$0 | \$0 | \$346,760 | STP-5 to 200K, Toll Credit |
| ROW | 2021 | \$37,090 | \$0 | \$0 | \$37,090 | STP-5 to 200K, Toll Credit |
| | | \$658,850 | \$0 | \$0 | \$658,850 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

2019 - 2022 STIP Report Project List

CONCORD (42614)

All Project Cost: \$6,144,219

Route/Road/Entity: US 3

Scope: US3 widening between Garvins Falls Road and Airport Road.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|-----------------|------------|-----------------|-----------------|---------------------------|
| PE | 2020 | \$40,000 | \$0 | \$10,000 | \$50,000 | STP-State Flexible, Towns |
| | | \$40,000 | \$0 | \$10,000 | \$50,000 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SNHPC

CONNECTICUT RIVER BRIDGES (40798)

All Project Cost: \$25,004,777

Route/Road/Entity: Various

Scope: GARVEE DEBT Service for Connecticut River Bridges

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---------------------------------|
| Construction | 2021 | \$1,804,310 | \$0 | \$0 | \$1,804,310 | STP-State Flexible, Toll Credit |
| Construction | 2022 | \$3,281,007 | \$0 | \$0 | \$3,281,007 | STP-State Flexible, Toll Credit |
| | | \$5,085,316 | \$0 | \$0 | \$5,085,316 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: UVLSRPC

CONWAY (15864)

All Project Cost: \$4,078,754

Route/Road/Entity: US 302

Scope: US 302 OVER CONWAY LAKE OUTLET - REPLACE BRIDGE (BR #158/137)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|-----------------|--------------------|------------|--------------------|----------------------------|
| PE | 2019 | \$11,000 | \$0 | \$0 | \$11,000 | STP-5 to 200K, Toll Credit |
| Construction | 2019 | \$0 | \$3,631,296 | \$0 | \$3,631,296 | SB367-4-Cents |
| | | \$11,000 | \$3,631,296 | \$0 | \$3,642,296 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

2019 - 2022 STIP Report Project List

CONWAY (25103)

All Project Cost: \$1,184,150

Route/Road/Entity: East Side Road

Scope: Saco River Covered Bridge Scour Protection effort

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--|
| PE | 2019 | \$110,000 | \$0 | \$0 | \$110,000 | STP-Off System Bridge, Toll Credit |
| ROW | 2019 | \$55,000 | \$0 | \$0 | \$55,000 | STP-Off System Bridge, Toll Credit |
| Construction | 2020 | \$880,000 | \$0 | \$0 | \$880,000 | Bridge Special, STP-Off System Bridge, Toll Credit |
| | | \$1,045,000 | \$0 | \$0 | \$1,045,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** NCC

CONWAY (40018)

All Project Cost: \$4,068,443

Route/Road/Entity: NH 16

Scope: Reconstruct NH 16 from Olympic Lane east to NH 153 (Four Corners)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------------|--------------------|---|
| PE | 2019 | \$48,211 | \$0 | \$5,357 | \$53,568 | National Highway System, Toll Credit, Towns |
| ROW | 2020 | \$23,837 | \$0 | \$8,522 | \$32,359 | STP-5 to 200K, Toll Credit, Towns |
| Construction | 2020 | \$2,741,301 | \$0 | \$979,984 | \$3,721,285 | Non Participating, STP-State Flexible, Toll Credit, Towns |
| | | \$2,813,349 | \$0 | \$993,862 | \$3,807,212 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** NCC

CONWAY (40638)

All Project Cost: \$3,272,737

Route/Road/Entity: NH16, NH 113 and NH 153

Scope: Intersection improvements to NH 16 including intersections of NH 16/NH 153 and NH 16/NH 113

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|----------------------------|
| PE | 2019 | \$300,000 | \$0 | \$0 | \$300,000 | STP-5 to 200K, Toll Credit |
| PE | 2020 | \$101,500 | \$0 | \$0 | \$101,500 | STP-5 to 200K, Toll Credit |
| ROW | 2020 | \$200,750 | \$0 | \$0 | \$200,750 | STP-5 to 200K, Toll Credit |
| Construction | 2021 | \$2,670,487 | \$0 | \$0 | \$2,670,487 | STP-5 to 200K, Toll Credit |
| | | \$3,272,737 | \$0 | \$0 | \$3,272,737 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** NCC

2019 - 2022 STIP Report Project List

CONWAY (41755)

All Project Cost: \$2,000,000

Route/Road/Entity: NA

Scope: Construct 2.8mile pathway parallel to the North-South Road

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------------|--------------------|--|
| Construction | 2020 | \$1,600,000 | \$0 | \$400,000 | \$2,000,000 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$1,600,000 | \$0 | \$400,000 | \$2,000,000 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: NCC

CORNISH, NH - WINDSOR, VT (25067)

All Project Cost: \$2,901,682

Route/Road/Entity: Cornish Toll Bridge Road

Scope: Cornish Windsor Covered Bridge Scour Mitigation

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------------|--------------------|--|
| PE | 2019 | \$44,000 | \$0 | \$20,000 | \$64,000 | STP-State Flexible, Toll Credit, Vermont |
| Construction | 2020 | \$2,423,300 | \$0 | \$297,000 | \$2,720,300 | Bridge Special, STP-Non Urban Areas Under 5K, Toll Credit, Vermont |
| | | \$2,467,300 | \$0 | \$317,000 | \$2,784,300 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: UVLSRPC

CTAP SALEM TO MANCHESTER (14634F)

All Project Cost: \$366,000

Route/Road/Entity: I-93

Scope: Provide Transportation Demand Management Services and Rideshare Coordination in NH

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------------|------------------|--------------------------------|
| Other | 2019 | \$228,800 | \$0 | \$137,200 | \$366,000 | National Highway System, Other |
| | | \$228,800 | \$0 | \$137,200 | \$366,000 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: Undetermined

2019 - 2022 STIP Report Project List

CTAP SALEM TO MANCHESTER (14634G)

All Project Cost: \$250,000

Route/Road/Entity: I-93

Scope: Provide Transit Oriented Development Planning Services for the City of Manchester

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|-----------------|------------------|--------------------------------|
| Other | 2019 | \$200,000 | \$0 | \$50,000 | \$250,000 | National Highway System, Other |
| | | \$200,000 | \$0 | \$50,000 | \$250,000 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SNHPC

DANBURY (16303)

All Project Cost: \$2,816,000

Route/Road/Entity: US 4

Scope: REHABILITATE OR REPLACE RED LIST BRIDGE CARRYING US 4 OVER NHRR - 156/104

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---|
| PE | 2019 | \$154,000 | \$0 | \$0 | \$154,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2019 | \$11,000 | \$0 | \$0 | \$11,000 | STP-State Flexible, Toll Credit |
| Construction | 2020 | \$2,420,000 | \$0 | \$0 | \$2,420,000 | National Highway System, Toll Credit |
| | | \$2,585,000 | \$0 | \$0 | \$2,585,000 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

DANBURY (40395)

All Project Cost: \$4,104,880

Route/Road/Entity: US 4

Scope: US 4 over Smith River bridge rehabilitation or replacement

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---|
| PE | 2019 | \$110,000 | \$0 | \$0 | \$110,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2020 | \$110,000 | \$0 | \$0 | \$110,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2020 | \$55,000 | \$0 | \$0 | \$55,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| Construction | 2022 | \$3,719,880 | \$0 | \$0 | \$3,719,880 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$3,994,880 | \$0 | \$0 | \$3,994,880 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

2019 - 2022 STIP Report Project List

DEERFIELD (24477)

All Project Cost: \$1,377,261

Route/Road/Entity: NH 107

Scope: NH 107 over Freese's Pond - Replace Bridge Number 137/116.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|-----------------|--------------------|------------|--------------------|---|
| PE | 2019 | \$0 | \$100,000 | \$0 | \$100,000 | SB367-4-Cents |
| ROW | 2021 | \$56,540 | \$0 | \$0 | \$56,540 | STP-Non Urban Areas Under 5K, Toll Credit |
| Construction | 2022 | \$0 | \$1,056,784 | \$0 | \$1,056,784 | SB367-4-Cents |
| | | \$56,540 | \$1,156,784 | \$0 | \$1,213,324 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SNHPC

DERRY - LONDONDERRY (13065)

All Project Cost: \$95,458,111

Route/Road/Entity: I-93

Scope: I-93 EXIT 4A - Prelim., Final Design, ROW & Construction of NEW INTERCHANGE and connecting roadway

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|--------------------|---------------------|---|
| PE | 2019 | \$0 | \$0 | \$1,401,372 | \$1,401,372 | Non Participating |
| ROW | 2020 | \$8,116,516 | \$0 | \$0 | \$8,116,516 | National Highway System, Toll Credit |
| ROW | 2021 | \$5,828,734 | \$0 | \$0 | \$5,828,734 | National Highway System, Toll Credit |
| ROW | 2022 | \$3,392,400 | \$0 | \$0 | \$3,392,400 | National Highway System, Toll Credit |
| Construction | 2020 | \$10,946,756 | \$0 | \$1,981,540 | \$12,928,296 | National Highway System, Toll Credit, Towns |
| Construction | 2021 | \$18,484,344 | \$0 | \$0 | \$18,484,344 | National Highway System, Toll Credit |
| Construction | 2022 | \$11,271,106 | \$0 | \$0 | \$11,271,106 | National Highway System, Toll Credit |
| | | \$58,039,856 | \$0 | \$3,382,912 | \$61,422,768 | |

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: SNHPC

2019 - 2022 STIP Report Project List

DOVER (41746)

All Project Cost: \$153,640

Route/Road/Entity: RTE 108

Scope: Traffic signal improvements and installation of a camera system to monitor traffic flow.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|-----------------|------------------|--|
| PE | 2019 | \$12,000 | \$0 | \$3,000 | \$15,000 | Congestion Mitigation and Air Quality Program, Towns |
| PE | 2020 | \$4,000 | \$0 | \$1,000 | \$5,000 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2021 | \$106,912 | \$0 | \$26,728 | \$133,640 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$122,912 | \$0 | \$30,728 | \$153,640 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-52 **RPC:** SRPC

DOVER (42366)

All Project Cost: \$811,875

Route/Road/Entity: Statewide

Scope: AID Demonstration Grant for City of Dover: Creating a Benchmark for Traffic Signal Performance Proj

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------------|------------------|---------------------|
| Other | 2019 | \$649,500 | \$0 | \$162,375 | \$811,875 | STIC Funding, Towns |
| | | \$649,500 | \$0 | \$162,375 | \$811,875 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-35 **RPC:** SRPC

DOVER - ROCHESTER (29440)

All Project Cost: \$19,691,294

Route/Road/Entity: Spaulding Turnpike

Scope: Construct All Electronic Tolling at Dover and Rochester Toll Plazas.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------|---------------------|------------|---------------------|------------------|
| PE | 2019 | \$0 | \$60,000 | \$0 | \$60,000 | Turnpike Capital |
| PE | 2020 | \$0 | \$1,520,000 | \$0 | \$1,520,000 | Turnpike Capital |
| Construction | 2021 | \$0 | \$17,990,000 | \$0 | \$17,990,000 | Turnpike Capital |
| | | \$0 | \$19,570,000 | \$0 | \$19,570,000 | |

Regionally Significant: Yes **Managed By:** DOT **CAA Code:** E-2 **RPC:** SRPC

2019 - 2022 STIP Report Project List

DOVER - SOMERSWORTH - ROCHESTER (29604)

All Project Cost: \$14,825,891

Route/Road/Entity: NH 108

Scope: NH Rte 108 - Complete Streets consistent with improvements under U-3 alternative

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|---------------------------------|
| PE | 2019 | \$440,000 | \$0 | \$0 | \$440,000 | STP-State Flexible, Toll Credit |
| PE | 2020 | \$1,212,750 | \$0 | \$0 | \$1,212,750 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$354,986 | \$0 | \$0 | \$354,986 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$1,262,523 | \$0 | \$0 | \$1,262,523 | STP-State Flexible, Toll Credit |
| ROW | 2022 | \$1,569,324 | \$0 | \$0 | \$1,569,324 | STP-State Flexible, Toll Credit |
| | | \$4,839,582 | \$0 | \$0 | \$4,839,582 | |

Regionally Significant: No Managed By: DOT CAA Code: E-7 RPC: SRPC

DUMMER - CAMBRIDGE - ERROL (16304B)

All Project Cost: \$4,303,594

Route/Road/Entity: NH 16

Scope: Widening and rehabilitation of approximately 1.4 miles of NH16 in Cambridge.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---|
| PE | 2019 | \$157,927 | \$0 | \$0 | \$157,927 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2020 | \$394,818 | \$0 | \$0 | \$394,818 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2020 | \$112,805 | \$0 | \$0 | \$112,805 | STP-Non Urban Areas Under 5K, Toll Credit |
| Construction | 2022 | \$3,308,045 | \$0 | \$0 | \$3,308,045 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$3,973,594 | \$0 | \$0 | \$3,973,594 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

DURHAM (16236)

All Project Cost: \$10,327,749

Route/Road/Entity: US 4

Scope: Bridge Replacement, for Bridge carrying US 4 over Bunker Creek (Br No 145/116)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--------------------------------------|
| Construction | 2019 | \$4,706,749 | \$0 | \$0 | \$4,706,749 | National Highway System, Toll Credit |
| Construction | 2020 | \$4,125,000 | \$0 | \$0 | \$4,125,000 | National Highway System, Toll Credit |
| | | \$8,831,749 | \$0 | \$0 | \$8,831,749 | |

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: SRPC

2019 - 2022 STIP Report Project List

DURHAM (16254)

All Project Cost: \$977,908

Route/Road/Entity: US 4 / NH 108

Scope: Signalize intersection of US 4 westbound off ramp with NH 108

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------|------------------|--------------------------------------|
| PE | 2019 | \$27,500 | \$0 | \$0 | \$27,500 | National Highway System, Toll Credit |
| ROW | 2020 | \$40,000 | \$0 | \$0 | \$40,000 | STP-5 to 200K, Toll Credit |
| Construction | 2020 | \$671,908 | \$0 | \$0 | \$671,908 | STP-State Flexible, Toll Credit |
| | | \$739,408 | \$0 | \$0 | \$739,408 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-51 **RPC:** SRPC

DURHAM (41753)

All Project Cost: \$974,000

Route/Road/Entity: UNH

Scope: Transit facility improvement at the UNH-Durham rail station to inc ridership. CMAQ-to-FTA transfer.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------------|------------------|--|
| Other | 2019 | \$779,200 | \$0 | \$194,800 | \$974,000 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$779,200 | \$0 | \$194,800 | \$974,000 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-28 **RPC:** SRPC

ENFIELD (40526)

All Project Cost: \$7,328,743

Route/Road/Entity: US 4

Scope: Add shoulders, improve alignment, and remove clear zone obstructions on US 4

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2020 | \$289,204 | \$0 | \$0 | \$289,204 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$305,614 | \$0 | \$0 | \$305,614 | STP-State Flexible, Toll Credit |
| ROW | 2022 | \$183,376 | \$0 | \$0 | \$183,376 | STP-State Flexible, Toll Credit |
| | | \$778,194 | \$0 | \$0 | \$778,194 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** UVLSRPC

2019 - 2022 STIP Report Project List

EPPING (29608)

All Project Cost: \$14,284,304

Route/Road/Entity: NH 125

Scope: NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|--------------------------------------|
| PE | 2019 | \$676,830 | \$0 | \$0 | \$676,830 | National Highway System, Toll Credit |
| PE | 2021 | \$904,640 | \$0 | \$0 | \$904,640 | National Highway System, Toll Credit |
| PE | 2022 | \$1,162,462 | \$0 | \$0 | \$1,162,462 | National Highway System, Toll Credit |
| ROW | 2022 | \$476,842 | \$0 | \$0 | \$476,842 | National Highway System, Toll Credit |
| | | \$3,220,774 | \$0 | \$0 | \$3,220,774 | |

Regionally Significant: No Managed By: DOT CAA Code: N/E RPC: RPC

EXETER (40623)

All Project Cost: \$3,501,310

Route/Road/Entity: NH 111A

Scope: Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|----------------------------|
| PE | 2022 | \$290,616 | \$0 | \$0 | \$290,616 | STP-5 to 200K, Toll Credit |
| | | \$290,616 | \$0 | \$0 | \$290,616 | |

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: RPC

FARMINGTON (16146)

All Project Cost: \$3,820,694

Route/Road/Entity: NH 153

Scope: Replace Bridge carrying NH 153 over Cocheco River (Br No 096/140, Red List)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|-----------------|------------|------------|-----------------|----------------------------|
| Construction | 2019 | \$49,500 | \$0 | \$0 | \$49,500 | STP-5 to 200K, Toll Credit |
| | | \$49,500 | \$0 | \$0 | \$49,500 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

2019 - 2022 STIP Report Project List

GILFORD (41502)

All Project Cost: \$2,125,597

Route/Road/Entity: US 3 and NH 11

Scope: Address Red List bridge carrying US 3 and NH 11 over US 3 and NH 11 in the town of Gilford(114/066)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|----------------------------|
| PE | 2019 | \$55,000 | \$0 | \$0 | \$55,000 | STP-5 to 200K, Toll Credit |
| PE | 2020 | \$165,000 | \$0 | \$0 | \$165,000 | STP-5 to 200K, Toll Credit |
| PE | 2021 | \$113,080 | \$0 | \$0 | \$113,080 | STP-5 to 200K, Toll Credit |
| | | \$333,080 | \$0 | \$0 | \$333,080 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

HAMPTON (40797)

All Project Cost: \$8,062,834

Route/Road/Entity: Ocean Boulevard

Scope: Improvements to Ocean Boulevard.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|--|
| PE | 2019 | \$121,890 | \$0 | \$0 | \$121,890 | Repurposed Earmarks Formula, Toll Credit |
| PE | 2020 | \$565,610 | \$0 | \$0 | \$565,610 | STP-5 to 200K, Toll Credit |
| PE | 2021 | \$113,080 | \$0 | \$0 | \$113,080 | STP-5 to 200K, Toll Credit |
| PE | 2022 | \$319,677 | \$0 | \$0 | \$319,677 | STP-5 to 200K, Toll Credit |
| ROW | 2021 | \$113,080 | \$0 | \$0 | \$113,080 | STP-5 to 200K, Toll Credit |
| ROW | 2022 | \$205,165 | \$0 | \$0 | \$205,165 | STP-5 to 200K, Toll Credit |
| | | \$1,438,502 | \$0 | \$0 | \$1,438,502 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-38 **RPC:** RPC

HAMPTON (42573)

All Project Cost: \$7,711,913

Route/Road/Entity: US Route 1

Scope: Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2021 | \$282,700 | \$0 | \$0 | \$282,700 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$290,616 | \$0 | \$0 | \$290,616 | STP-State Flexible, Toll Credit |
| | | \$573,316 | \$0 | \$0 | \$573,316 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** RPC

2019 - 2022 STIP Report Project List

HAMPTON - PORTSMOUTH (26485)

All Project Cost: \$6,638,004

Route/Road/Entity: Hampton Branch Rail Corridor

Scope: Acquire 9.7 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--|
| PE | 2019 | \$44,000 | \$0 | \$0 | \$44,000 | Congestion Mitigation and Air Quality Program, Toll Credit |
| ROW | 2019 | \$5,500,000 | \$0 | \$0 | \$5,500,000 | Congestion Mitigation and Air Quality Program, Toll Credit |
| ROW | 2020 | \$604 | \$0 | \$0 | \$604 | Congestion Mitigation and Air Quality Program, Toll Credit |
| Construction | 2020 | \$990,000 | \$0 | \$0 | \$990,000 | Congestion Mitigation and Air Quality Program, Toll Credit |
| | | \$6,534,604 | \$0 | \$0 | \$6,534,604 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-33 **RPC:** RPC

HAMPTON FALLS (29610)

All Project Cost: \$275,000

Route/Road/Entity: US 1

Scope: Intersection improvements to enhance traffic operations and safety

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---|
| Other | 2019 | \$275,000 | \$0 | \$0 | \$275,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$275,000 | \$0 | \$0 | \$275,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-34 **RPC:** RPC

HANOVER, NH - NORWICH, VT (42278)

All Project Cost: \$2,511,509

Route/Road/Entity: NH 10A

Scope: Bridge Preservation effort on the bridge carrying NH 10A over Conn River (Ledyard Bridge)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|-----------------|------------------|--|
| PE | 2019 | \$142,692 | \$0 | \$58,280 | \$200,972 | STP-5 to 200K, Toll Credit, Vermont |
| PE | 2020 | \$56,925 | \$0 | \$23,250 | \$80,175 | STP-State Flexible, Toll Credit, Vermont |
| ROW | 2020 | \$11,000 | \$0 | \$0 | \$11,000 | STP-5 to 200K, Toll Credit |
| | | \$210,617 | \$0 | \$81,530 | \$292,147 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** UVLSRPC

2019 - 2022 STIP Report Project List

HENNIKER - HOPKINTON (40633)

All Project Cost: \$2,408,306

Route/Road/Entity: US 202, NH 9, NH 127

Scope: Intersection Improvements at US 202, NH 9 and NH 127

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2020 | \$275,000 | \$0 | \$0 | \$275,000 | STP-State Flexible, Toll Credit |
| | | \$275,000 | \$0 | \$0 | \$275,000 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

HINSDALE (41365)

All Project Cost: \$564,794

Route/Road/Entity: Brattleboro Road

Scope: Construct Sidewalks along Brattleboro Road.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|-----------------|------------------|------------------|---|
| PE | 2020 | \$18,320 | \$12,000 | \$7,580 | \$37,900 | Non Par DOT, TAP - Transportation Alternatives, Towns |
| ROW | 2020 | \$4,000 | \$0 | \$1,000 | \$5,000 | TAP - Transportation Alternatives, Towns |
| Construction | 2021 | \$381,115 | \$0 | \$95,279 | \$476,394 | TAP - Transportation Alternatives, Towns |
| | | \$403,435 | \$12,000 | \$103,859 | \$519,294 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SWRPC

HINSDALE, NH - BRATTLEBORO, VT (12210C)

All Project Cost: \$45,913,245

Route/Road/Entity: NH 119

Scope: Reconstruction of the new bridge over the Connecticut River

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|---------------------|--------------------|---------------------|---|
| PE | 2019 | \$55,000 | \$0 | \$0 | \$55,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2020 | \$495,000 | \$0 | \$0 | \$495,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2019 | \$27,500 | \$0 | \$0 | \$27,500 | STP-Non Urban Areas Under 5K, Toll Credit |
| Construction | 2020 | \$0 | \$21,256,400 | \$7,720,000 | \$28,976,400 | GARVEE Bond Future, Vermont |
| Construction | 2021 | \$0 | \$14,435,300 | \$0 | \$14,435,300 | GARVEE Bond Future |
| | | \$577,500 | \$35,691,700 | \$7,720,000 | \$43,989,200 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SWRPC

2019 - 2022 STIP Report Project List

HINSDALE, NH - BRATTLEBORO, VT (12210D)

All Project Cost: \$9,679,575

Route/Road/Entity: NH Route 119

Scope: Bridge Rehab of bridges carrying NH Route 119 over Conn River between Hinsdale and Brattleboro

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|-----------------|------------------|--|
| PE | 2020 | \$182,600 | \$0 | \$34,000 | \$216,600 | STP-Non Urban Areas Under 5K, Toll Credit, Vermont |
| | | \$182,600 | \$0 | \$34,000 | \$216,600 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SWRPC

HOOKSETT (29611)

All Project Cost: \$16,353,241

Route/Road/Entity: US 3 / NH 28

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 | 2019 | \$55,000 | \$0 | \$0 | \$55,000 | STP-5 to 200K, Toll Credit |
| PE | 2020 | \$1,275,850 | \$0 | \$0 | \$1,275,850 | STP-5 to 200K, Toll Credit |
| PE | 2021 | \$59,461 | \$0 | \$0 | \$59,461 | STP-5 to 200K, Toll Credit |
| ROW | 2020 | \$345,607 | \$0 | \$0 | \$345,607 | STP-5 to 200K, Toll Credit |
| ROW | 2021 | \$208,111 | \$0 | \$0 | \$208,111 | STP-5 to 200K, Toll Credit |
| ROW | 2022 | \$2,445,007 | \$0 | \$0 | \$2,445,007 | STP-5 to 200K, Toll Credit |
| | | \$4,389,037 | \$0 | \$0 | \$4,389,037 | |

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: SNHPC

2019 - 2022 STIP Report Project List

HUDSON (41754)

All Project Cost: \$1,554,660

Route/Road/Entity: NH 3A

Scope: Constructing a third southbound right turn lane on Lowell Rd/NH 3A

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------------|--------------------|--|
| PE | 2019 | \$93,555 | \$0 | \$23,389 | \$116,944 | Congestion Mitigation and Air Quality Program, Towns |
| PE | 2020 | \$42,173 | \$0 | \$10,543 | \$52,716 | Congestion Mitigation and Air Quality Program, Towns |
| ROW | 2020 | \$80,000 | \$0 | \$20,000 | \$100,000 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2021 | \$1,028,000 | \$0 | \$257,000 | \$1,285,000 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$1,243,728 | \$0 | \$310,932 | \$1,554,660 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: E-51 RPC: NRPC

JAFFREY (16307)

All Project Cost: \$15,070,222

Route/Road/Entity: US 202

Scope: RECONFIGURE "DOG-LEG" INTERSECTION OF US 202, NH 124, AND NH 137

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|------------|---------------------|---|
| PE | 2019 | \$1,683,000 | \$0 | \$0 | \$1,683,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2020 | \$1,155,000 | \$0 | \$0 | \$1,155,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2020 | \$2,200,000 | \$0 | \$0 | \$2,200,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| Construction | 2022 | \$8,602,222 | \$0 | \$0 | \$8,602,222 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$13,640,222 | \$0 | \$0 | \$13,640,222 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SWRPC

2019 - 2022 STIP Report Project List

JEFFERSON - RANDOLPH (13602C)

All Project Cost: \$9,021,648

Route/Road/Entity: US 2

Scope: Improvements from NH 115 to Jefferson/Randolph Townline.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|---|
| PE | 2019 | \$495,000 | \$0 | \$0 | \$495,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2020 | \$38,500 | \$0 | \$0 | \$38,500 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2021 | \$520,015 | \$0 | \$0 | \$520,015 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2021 | \$288,898 | \$0 | \$0 | \$288,898 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2022 | \$296,987 | \$0 | \$0 | \$296,987 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$1,639,400 | \$0 | \$0 | \$1,639,400 | |

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: NCC

KEENE (10309B)

All Project Cost: \$8,085,300

Route/Road/Entity: WINCHESTER STREET

Scope: Reconst. of Winchester (NH 101 to Pearl & Island including Key Rd intersection) and Br. No. 125/069

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|--------------------|--------------------|--|
| PE | 2019 | \$120,000 | \$0 | \$30,000 | \$150,000 | Repurposed Earmarks Formula, STP-5 to 200K, Towns |
| ROW | 2019 | \$224,000 | \$0 | \$56,000 | \$280,000 | STP-5 to 200K, Towns |
| Construction | 2020 | \$5,414,640 | \$0 | \$1,353,660 | \$6,768,300 | Repurposed Earmarks Formula, STP-State Flexible, Towns |
| | | \$5,758,640 | \$0 | \$1,439,660 | \$7,198,300 | |

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ATT

RPC: SWRPC

2019 - 2022 STIP Report Project List

KEENE (40439)

All Project Cost: \$499,417

Route/Road/Entity: Ami Brown Road

Scope: Construct 11,695' of shared lane and bike lane markings. (14-42TAP) Ped crossing Improve at Rte 9

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|-----------------|------------------|--|
| PE | 2019 | \$29,522 | \$0 | \$9,143 | \$38,666 | TAP - Transportation Alternatives, Towns |
| ROW | 2019 | \$20,000 | \$0 | \$5,000 | \$25,000 | TAP - Transportation Alternatives, Towns |
| Construction | 2020 | \$285,846 | \$0 | \$71,461 | \$357,307 | TAP - Transportation Alternatives, Towns |
| | | \$335,368 | \$0 | \$85,605 | \$420,973 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SWRPC

KEENE (40666)

All Project Cost: \$7,393,736

Route/Road/Entity: NH 10 (Winchester Street)

Scope: Reconstruct Winchester St from NH 101 to Swanzey town line include Ash Swamp Brk Bridge Replacement

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------------|--------------------|----------------------|
| PE | 2020 | \$118,958 | \$0 | \$29,740 | \$148,698 | STP-5 to 200K, Towns |
| PE | 2021 | \$629,075 | \$0 | \$157,269 | \$786,344 | STP-5 to 200K, Towns |
| ROW | 2022 | \$171,103 | \$0 | \$42,776 | \$213,879 | STP-5 to 200K, Towns |
| | | \$919,137 | \$0 | \$229,784 | \$1,148,921 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SWRPC

KEENE (41590)

All Project Cost: \$5,160,516

Route/Road/Entity: Swanzey Factory Rd/NH 101

Scope: Reconstruction of NH 101 from Swanzey Factory Rd to Marlborough Townline

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2022 | \$232,492 | \$0 | \$0 | \$232,492 | STP-State Flexible, Toll Credit |
| | | \$232,492 | \$0 | \$0 | \$232,492 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SWRPC

2019 - 2022 STIP Report Project List

KEENE - SWANZEY (40100)

All Project Cost: \$1,918,133

Route/Road/Entity: NH 9/10/12/101

Scope: Construction of floodplain and wetland mitigation for the Keene-Swanzey series of projects

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---------------------------------|
| PE | 2019 | \$385,000 | \$0 | \$0 | \$385,000 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$56,540 | \$0 | \$0 | \$56,540 | STP-State Flexible, Toll Credit |
| ROW | 2020 | \$110,000 | \$0 | \$0 | \$110,000 | STP-State Flexible, Toll Credit |
| Construction | 2021 | \$1,311,593 | \$0 | \$0 | \$1,311,593 | STP-State Flexible, Toll Credit |
| | | \$1,863,133 | \$0 | \$0 | \$1,863,133 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SWRPC

LACONIA (16144)

All Project Cost: \$2,062,639

Route/Road/Entity: US 3

Scope: Bridge Rehabilitation, Superstructure Replacement, carrying US 3 over NH Railroad (Red List)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|----------------|--------------------|---|
| Construction | 2019 | \$1,467,439 | \$0 | \$5,270 | \$1,472,709 | Bridge On/Off System, Non Participating, STP-5 to 200K, STP-State Flexible, Toll Credit |
| | | \$1,467,439 | \$0 | \$5,270 | \$1,472,709 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

LANCASTER, NH - GUILDHALL, VT (16155)

All Project Cost: \$13,126,073

Route/Road/Entity: US 2

Scope: Bridge Replacement, US 2 over Connecticut River (Roger's Ranger's Bridge)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|--------------------|--------------------|---------------------|----------------------|
| Construction | 2019 | \$5,000,000 | \$1,250,000 | \$0 | \$6,250,000 | Other, SB367-4-Cents |
| Construction | 2020 | \$0 | \$2,069,045 | \$0 | \$2,069,045 | SB367-4-Cents |
| Construction | 2021 | \$0 | \$0 | \$2,697,428 | \$2,697,428 | Vermont |
| | | \$5,000,000 | \$3,319,045 | \$2,697,428 | \$11,016,473 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

2019 - 2022 STIP Report Project List

LEBANON (29612)

All Project Cost: \$6,306,152

Route/Road/Entity: I89

Scope: Exit 18 / NH 120 improvements

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|--------------------------------------|
| PE | 2019 | \$495,000 | \$0 | \$0 | \$495,000 | STP-State Flexible, Toll Credit |
| PE | 2020 | \$660,000 | \$0 | \$0 | \$660,000 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$565,400 | \$0 | \$0 | \$565,400 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$290,616 | \$0 | \$0 | \$290,616 | STP-State Flexible, Toll Credit |
| ROW | 2021 | \$921,635 | \$0 | \$0 | \$921,635 | National Highway System, Toll Credit |
| | | \$2,932,650 | \$0 | \$0 | \$2,932,650 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: UVLSRPC

LEBANON (40794)

All Project Cost: \$3,048,580

Route/Road/Entity: US 4 (Mechanic St)

Scope: Reconstruct Mechanic St / High St / Mascoma St Intersection

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------------|--------------------|---------------------------|
| PE | 2020 | \$240,000 | \$0 | \$60,000 | \$300,000 | STP-State Flexible, Towns |
| ROW | 2020 | \$90,864 | \$0 | \$22,716 | \$113,580 | STP-State Flexible, Towns |
| Construction | 2022 | \$2,108,000 | \$0 | \$527,000 | \$2,635,000 | STP-State Flexible, Towns |
| | | \$2,438,864 | \$0 | \$609,716 | \$3,048,580 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: UVLSRPC

LEBANON (41191)

All Project Cost: \$10,455,318

Route/Road/Entity: I-89 NB & SB

Scope: Rehab of the I-89 NB & SB over US 4 & NH 10 bridges and preservation efforts for the Mascoma River

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|--------------------|------------|--------------------|--|
| PE | 2019 | \$0 | \$150,000 | \$0 | \$150,000 | General Fund |
| ROW | 2019 | \$1,100 | \$0 | \$0 | \$1,100 | STP-5 to 200K, Toll Credit |
| Construction | 2019 | \$4,096,652 | \$5,602,566 | \$0 | \$9,699,218 | General Fund, National Highway System, Toll Credit |
| | | \$4,097,752 | \$5,752,566 | \$0 | \$9,850,318 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: UVLSRPC

2019 - 2022 STIP Report Project List

LEBANON, NH - HARTFORD, VT (16148)

All Project Cost: \$44,813,888

Route/Road/Entity: I-89 NB & SB

Scope: Superstructure Replace & Widening, I-89 NB & SB over Connecticut River (Br No 044/103 & 044/104)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|--------------------|---------------------|---------------------|--|
| PE | 2019 | \$334,400 | \$0 | \$96,000 | \$430,400 | STP-5 to 200K, Toll Credit, Vermont |
| Construction | 2019 | \$22,485,996 | \$2,705,022 | \$4,139,000 | \$29,330,018 | National Highway System, SB367-4-Cents, STP-State Flexible, Toll Credit, Vermont |
| Construction | 2020 | \$2,228,946 | \$0 | \$3,000,000 | \$5,228,946 | National Highway System, Toll Credit, Vermont |
| Construction | 2021 | \$0 | \$0 | \$4,439,338 | \$4,439,338 | Vermont |
| | | \$25,049,342 | \$2,705,022 | \$11,674,338 | \$39,428,702 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** UVLSRPC

LEE (41322)

All Project Cost: \$2,207,291

Route/Road/Entity: NH Route 125

Scope: Bridge Replacement of culvert carrying NH 125 over Little River Br No 073/084

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---|
| PE | 2021 | \$226,160 | \$0 | \$0 | \$226,160 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2022 | \$17,437 | \$0 | \$0 | \$17,437 | STP-Non Urban Areas Under 5K, Toll Credit |
| Construction | 2022 | \$1,743,694 | \$0 | \$0 | \$1,743,694 | National Highway System, Toll Credit |
| | | \$1,987,291 | \$0 | \$0 | \$1,987,291 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

LONDONDERRY (41715)

All Project Cost: \$1,675,188

Route/Road/Entity: NH 28/Stonehenge Road

Scope: Operational and capacity improvements at the intersection of NH 28 & Stonehenge Road

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------------|--------------------|---|
| PE | 2020 | \$55,000 | \$0 | \$55,000 | \$110,000 | STP-Areas Over 200K, Toll Credit, Towns |
| ROW | 2020 | \$100,000 | \$0 | \$100,000 | \$200,000 | STP-Areas Over 200K, Toll Credit, Towns |
| Construction | 2021 | \$682,594 | \$0 | \$682,594 | \$1,365,188 | STP-Areas Over 200K, Toll Credit, Towns |
| | | \$837,594 | \$0 | \$837,594 | \$1,675,188 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-51 **RPC:** SNHPC

2019 - 2022 STIP Report Project List

LONDONDERRY (42508)

All Project Cost: \$1,261,867

Route/Road/Entity: Harvey Rd. Webster Rd. Grenier Field Rd.

Scope: Construct a 1 mile multi-use path along the side of Harvey Rd. Webster Rd, and Grenier Field Rd.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------------|--------------------|--|
| PE | 2020 | \$60,000 | \$0 | \$15,000 | \$75,000 | TAP - Transportation Alternatives, Towns |
| PE | 2021 | \$32,896 | \$0 | \$8,224 | \$41,120 | TAP - Transportation Alternatives, Towns |
| ROW | 2021 | \$24,672 | \$0 | \$6,168 | \$30,840 | TAP - Transportation Alternatives, Towns |
| Construction | 2022 | \$722,840 | \$0 | \$392,067 | \$1,114,907 | TAP - Transportation Alternatives, Towns |
| | | \$840,408 | \$0 | \$421,459 | \$1,261,867 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SNHPC

LOUDON (40632)

All Project Cost: \$2,233,593

Route/Road/Entity: NH 106 and South Village Road

Scope: Intersection Improvements

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2019 | \$82,500 | \$0 | \$0 | \$82,500 | STP-5 to 200K, Toll Credit |
| PE | 2020 | \$110,000 | \$0 | \$0 | \$110,000 | STP-5 to 200K, Toll Credit |
| PE | 2022 | \$87,185 | \$0 | \$0 | \$87,185 | STP-State Flexible, Toll Credit |
| ROW | 2022 | \$59,605 | \$0 | \$0 | \$59,605 | STP-State Flexible, Toll Credit |
| | | \$339,290 | \$0 | \$0 | \$339,290 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** CNHRPC

LOUDON - CANTERBURY (29613A)

All Project Cost: \$11,204,160

Route/Road/Entity: NH Rte 106

Scope: NH Rte 106 Roadway Widening (3.6 mi, Phase II) from Soucook Road, Loudon to Ames Road, Canterbury

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|------------|---------------------|--------------------------------------|
| ROW | 2019 | \$1,034,000 | \$0 | \$0 | \$1,034,000 | National Highway System, Toll Credit |
| Construction | 2020 | \$3,850,000 | \$0 | \$0 | \$3,850,000 | National Highway System, Toll Credit |
| Construction | 2021 | \$5,880,160 | \$0 | \$0 | \$5,880,160 | National Highway System, Toll Credit |
| | | \$10,764,160 | \$0 | \$0 | \$10,764,160 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** CNHRPC

2019 - 2022 STIP Report Project List

LYME, NH - THETFORD, VT (14460)

All Project Cost: \$9,951,886

Route/Road/Entity: East Thetford Road

Scope: Bridge Rehab, for Red List Bridge carrying East Thetford Road over the Conn. River (Br No 053/112)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|--------------------|--------------------|--------------------|--|
| PE | 2019 | \$297,000 | \$0 | \$30,000 | \$327,000 | STP-State Flexible, Toll Credit, Vermont |
| PE | 2020 | \$198,000 | \$0 | \$20,000 | \$218,000 | STP-State Flexible, Toll Credit, Vermont |
| Construction | 2020 | \$0 | \$6,166,381 | \$2,641,535 | \$8,807,916 | General Fund, Vermont |
| | | \$495,000 | \$6,166,381 | \$2,691,535 | \$9,352,916 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** UVLSRPC

MANCHESTER (16099)

All Project Cost: \$20,269,120

Route/Road/Entity: I-293 / FEE TPK

Scope: PRELIMINARY ENGINEERING & ROW FOR RECONSTRUCTION OF THE F.E. EVERETT TURNPIKE AT EXITS 6 AND 7

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------|--------------------|------------|--------------------|------------------|
| PE | 2019 | \$0 | \$2,500,000 | \$0 | \$2,500,000 | Turnpike Capital |
| PE | 2022 | \$0 | \$1,959,789 | \$0 | \$1,959,789 | Turnpike Capital |
| | | \$0 | \$4,459,789 | \$0 | \$4,459,789 | |

Regionally Significant: Yes **Managed By:** DOT **CAA Code:** E-38 **RPC:** SNHPC

MANCHESTER (29811)

All Project Cost: \$1,642,700

Route/Road/Entity: South Manchester Rail Trail

Scope: Construct Multi-use path along the abandoned rail corridor from Gold St. to Perimeter Road

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------------|--------------------|---|
| PE | 2019 | \$72,600 | \$0 | \$18,150 | \$90,750 | Congestion Mitigation and Air Quality Program, Repurposed Earmarks Non-Fed-Aid, Towns |
| ROW | 2020 | \$1,680 | \$0 | \$420 | \$2,100 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2021 | \$1,058,720 | \$0 | \$264,680 | \$1,323,400 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$1,133,000 | \$0 | \$283,250 | \$1,416,250 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-33 **RPC:** SNHPC

2019 - 2022 STIP Report Project List

MANCHESTER (41414)

All Project Cost: \$3,322,148

Route/Road/Entity: Huse Road

Scope: Address Red List bridge carrying Huse Road over I-293 and NH Route 101 (176/106)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---|
| PE | 2019 | \$55,000 | \$0 | \$0 | \$55,000 | Bridge On/Off System, STP-State Flexible, Toll Credit |
| PE | 2020 | \$110,000 | \$0 | \$0 | \$110,000 | STP-5 to 200K, Toll Credit |
| PE | 2021 | \$169,620 | \$0 | \$0 | \$169,620 | STP-5 to 200K, Toll Credit |
| | | \$334,620 | \$0 | \$0 | \$334,620 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-19 **RPC:** SNHPC

MANCHESTER (41747)

All Project Cost: \$1,590,445

Route/Road/Entity: Granite St & South Willow St

Scope: Implement an Adaptive Signal Control system on Granite St & Upgrade So. Willow St. signal performance

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------------|--------------------|--|
| PE | 2019 | \$132,000 | \$0 | \$33,000 | \$165,000 | Congestion Mitigation and Air Quality Program, Towns |
| PE | 2020 | \$104,708 | \$0 | \$26,177 | \$130,885 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2022 | \$1,035,648 | \$0 | \$258,912 | \$1,294,560 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$1,272,356 | \$0 | \$318,089 | \$1,590,445 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-52 **RPC:** SNHPC

MANCHESTER (MTA5339B)

All Project Cost: \$1,246,300

Route/Road/Entity: Manchester Transit Authority (MTA)

Scope: FTA Section 5339 discretionary grant funding for MTA vehicle replacement.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|-----------------|------------------|--------------------|--|
| Other | 2019 | \$934,725 | \$66,577 | \$244,998 | \$1,246,300 | FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire |
| | | \$934,725 | \$66,577 | \$244,998 | \$1,246,300 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-30 **RPC:** SNHPC

2019 - 2022 STIP Report Project List

MERRIMACK (10136D)

All Project Cost: \$6,643,374

Route/Road/Entity: NH 101A

Scope: Widen 101A from Boston Post Rd to Cont. Blvd & safety impr. at Craftsman Lane / Boston Post Rd

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---------------------------------|
| PE | 2019 | \$770,000 | \$0 | \$0 | \$770,000 | STP-State Flexible, Toll Credit |
| ROW | 2019 | \$1,045,000 | \$0 | \$0 | \$1,045,000 | STP-State Flexible, Toll Credit |
| Construction | 2021 | \$2,116,335 | \$0 | \$0 | \$2,116,335 | STP-State Flexible, Toll Credit |
| Construction | 2022 | \$2,712,039 | \$0 | \$0 | \$2,712,039 | STP-5 to 200K, Toll Credit |
| | | \$6,643,374 | \$0 | \$0 | \$6,643,374 | |

Regionally Significant: Yes Managed By: DOT CAA Code: E-52 RPC: NRPC

MILFORD (14492)

All Project Cost: \$1,464,983

Route/Road/Entity: NH 101A & NH 13

Scope: Earmark Project NH038 and NH058. Projects will be created from this parent project.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------------|--------------------|----------------------|
| PE | 2019 | \$178,988 | \$0 | \$44,747 | \$223,735 | FHWA Earmarks, Towns |
| ROW | 2020 | \$160,000 | \$0 | \$40,000 | \$200,000 | FHWA Earmarks, Towns |
| Construction | 2021 | \$668,369 | \$0 | \$167,092 | \$835,461 | FHWA Earmarks, Towns |
| | | \$1,007,357 | \$0 | \$251,839 | \$1,259,196 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: E-51 RPC: NRPC

MILFORD (41587)

All Project Cost: \$936,947

Route/Road/Entity: Bridge Street

Scope: Rehabilitation of the Swing Bridge in the Town of Milford

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|-----------------|------------|------------|-----------------|----------------------------|
| PE | 2020 | \$60,500 | \$0 | \$0 | \$60,500 | STP-5 to 200K, Toll Credit |
| | | \$60,500 | \$0 | \$0 | \$60,500 | |

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: NRPC

2019 - 2022 STIP Report Project List

MILTON, NH-LEBANON, ME (40658)

All Project Cost: \$1,400,000

Route/Road/Entity: Townhouse Road over Northeast Pond

Scope: Bridge Replacement-Townhouse Road over Northeast Pond-formerly Br. #168/152 - proposed Br. #168/151

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------------|--------------------|----------------------------------|
| PE | 2020 | \$60,000 | \$0 | \$90,000 | \$150,000 | Maine, STP-State Flexible, Towns |
| ROW | 2020 | \$8,000 | \$0 | \$12,000 | \$20,000 | Maine, STP-State Flexible, Towns |
| Construction | 2020 | \$492,000 | \$0 | \$738,000 | \$1,230,000 | Maine, STP-State Flexible, Towns |
| | | \$560,000 | \$0 | \$840,000 | \$1,400,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

MOULTONBOROUGH (40639)

All Project Cost: \$2,463,042

Route/Road/Entity: NH 25 and Lake Shore Road

Scope: Safety improvements from just west of Lake Shore Drive (W) to just east of Lake Shore Drive (E)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---|
| PE | 2020 | \$220,000 | \$0 | \$0 | \$220,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2022 | \$174,369 | \$0 | \$0 | \$174,369 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2022 | \$174,369 | \$0 | \$0 | \$174,369 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$568,739 | \$0 | \$0 | \$568,739 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

NASHUA (10136A)

All Project Cost: \$23,133,092

Route/Road/Entity: NH 101A

Scope: Widening of NH 101A from Somerset Pkwy to Celina Ave

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|----------------------------------|
| PE | 2020 | \$1,650,000 | \$0 | \$0 | \$1,650,000 | STP-Areas Over 200K, Toll Credit |
| PE | 2022 | \$1,162,462 | \$0 | \$0 | \$1,162,462 | STP-Areas Over 200K, Toll Credit |
| ROW | 2022 | \$4,157,808 | \$0 | \$0 | \$4,157,808 | STP-Areas Over 200K, Toll Credit |
| | | \$6,970,271 | \$0 | \$0 | \$6,970,271 | |

Regionally Significant: Yes **Managed By:** DOT **CAA Code:** N/E **RPC:** NRPC

2019 - 2022 STIP Report Project List

NASHUA (16314)

All Project Cost: \$3,661,000

Route/Road/Entity: EAST HOLLIS STREET

Scope: Intersection improvements at East Hollis St and Bridge St from C St to the Hudson Town Line.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|----------------------------------|
| PE | 2020 | \$200,000 | \$0 | \$0 | \$200,000 | STP-Areas Over 200K, Toll Credit |
| ROW | 2020 | \$223,837 | \$0 | \$0 | \$223,837 | STP-Areas Over 200K, Toll Credit |
| Construction | 2020 | \$2,850,922 | \$0 | \$0 | \$2,850,922 | STP-Areas Over 200K, Toll Credit |
| | | \$3,274,760 | \$0 | \$0 | \$3,274,760 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** N/E **RPC:** NRPC

NASHUA (40660)

All Project Cost: \$4,151,405

Route/Road/Entity: East Hollis St

Scope: Improvements along East Hollis Street from Main Street east to C Street. (limit of project 16314)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|-----------------|------------------|----------------------|
| PE | 2022 | \$308,581 | \$0 | \$77,145 | \$385,726 | STP-5 to 200K, Towns |
| | | \$308,581 | \$0 | \$77,145 | \$385,726 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** N/E **RPC:** NRPC

NASHUA (41742)

All Project Cost: \$1,099,700

Route/Road/Entity: Herritage Rail Trail East

Scope: Construct the Heritage Rail Trail East

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------------|--------------------|--|
| PE | 2019 | \$62,592 | \$0 | \$15,648 | \$78,240 | Congestion Mitigation and Air Quality Program, Towns |
| PE | 2020 | \$41,728 | \$0 | \$10,432 | \$52,160 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2020 | \$775,440 | \$0 | \$193,860 | \$969,300 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$879,760 | \$0 | \$219,940 | \$1,099,700 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-33 **RPC:** NRPC

2019 - 2022 STIP Report Project List

NASHUA (41745)

All Project Cost: \$476,003

Route/Road/Entity: NH 101 A

Scope: To expand Nashua Transit System(NTS) west along NH101A to Walmart in Amherst. CMAQ-to-FTA transfer.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|-----------------|------------------|--------------------------------------|
| Other | 2019 | \$39,457 | \$0 | \$9,864 | \$49,321 | Federal Transportation Agency, Other |
| Other | 2020 | \$121,372 | \$0 | \$30,343 | \$151,715 | Federal Transportation Agency, Other |
| Other | 2021 | \$121,372 | \$0 | \$30,343 | \$151,715 | Federal Transportation Agency, Other |
| Other | 2022 | \$98,602 | \$0 | \$24,650 | \$123,252 | Federal Transportation Agency, Other |
| | | \$380,802 | \$0 | \$95,201 | \$476,003 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-30 **RPC:** NRPC

NASHUA (NTS5339B)

All Project Cost: \$1,312,824

Route/Road/Entity: Nashua Transit System (NTS)

Scope: FTA 5339(b) Discretionary Funds for Bus & Bus Related Equipment & Facilities Capital Projects

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------------|------------------|--------------------|---|
| PE | 2019 | \$63,200 | \$7,900 | \$7,900 | \$79,000 | FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other |
| Construction | 2020 | \$511,200 | \$63,900 | \$63,900 | \$639,000 | FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other |
| Other | 2020 | \$505,600 | \$44,612 | \$44,612 | \$594,824 | FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other |
| | | \$1,080,000 | \$116,412 | \$116,412 | \$1,312,824 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-28 **RPC:** NRPC

NASHUA (NTS5339C)

All Project Cost: \$1,300,000

Route/Road/Entity: Nashua Transit System (NTS)

Scope: FTA 5339(c) Discretionary Funds for Low/No Emission Bus & Bus Related Facilities Capital Projects

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|-----------------|-----------------|--------------------|---|
| Other | 2019 | \$1,105,000 | \$97,500 | \$97,500 | \$1,300,000 | FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other |
| | | \$1,105,000 | \$97,500 | \$97,500 | \$1,300,000 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-30 **RPC:** NRPC

2019 - 2022 STIP Report Project List

NASHUA - CONCORD (29408)

All Project Cost: \$4,958,871

Route/Road/Entity: F.E. Everett Turnpike

Scope: Intelligent Transportation System (ITS) deployment on F.E. Everett Turnpike

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------|--------------------|------------|--------------------|------------------|
| Construction | 2019 | \$0 | \$1,657,923 | \$0 | \$1,657,923 | Turnpike Capital |
| Construction | 2020 | \$0 | \$10,000 | \$0 | \$10,000 | Turnpike Capital |
| | | \$0 | \$1,667,923 | \$0 | \$1,667,923 | |

Regionally Significant: Yes Managed By: DOT CAA Code: E-7 RPC: CNHRPC, NRPC, SNHPC

NASHUA - MERRIMACK - BEDFORD (13761)

All Project Cost: \$19,940,000

Route/Road/Entity: F. E. Everett Turnpike

Scope: F.E.E.Turnpike widening of 2-lane sections from Exit 8 (Nashua) to I-293 (Bedford).

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------|---------------------|------------|---------------------|------------------|
| PE | 2019 | \$0 | \$3,500,000 | \$0 | \$3,500,000 | Turnpike Capital |
| PE | 2020 | \$0 | \$3,000,000 | \$0 | \$3,000,000 | Turnpike Capital |
| PE | 2021 | \$0 | \$1,028,000 | \$0 | \$1,028,000 | Turnpike Capital |
| ROW | 2019 | \$0 | \$300,000 | \$0 | \$300,000 | Turnpike Capital |
| ROW | 2020 | \$0 | \$2,500,000 | \$0 | \$2,500,000 | Turnpike Capital |
| ROW | 2021 | \$0 | \$4,112,000 | \$0 | \$4,112,000 | Turnpike Capital |
| | | \$0 | \$14,440,000 | \$0 | \$14,440,000 | |

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: NRPC, SNHPC

NASHUA-MERRIMACK-BEDFORD (13761A)

All Project Cost: \$31,480,033

Route/Road/Entity: FE Everett Turnpike

Scope: FE Everett Turnpike widening of a 2-lane section from Exit 8 (Nashua) to Exit 10 (Merrimack).

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------|--------------------|------------|--------------------|------------------|
| Construction | 2022 | \$0 | \$6,314,346 | \$0 | \$6,314,346 | Turnpike Capital |
| | | \$0 | \$6,314,346 | \$0 | \$6,314,346 | |

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: NRPC

2019 - 2022 STIP Report Project List

NASHUA-MERRIMACK-BEDFORD (13761D)

All Project Cost: \$18,298,095

Route/Road/Entity: FE Everett Turnpike

Scope: FE Everett Turnpike widening of a 2-lane section from north of Exit 13 to north of I-293 diverge.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------|---------------------|------------|---------------------|------------------|
| Construction | 2021 | \$0 | \$11,586,396 | \$0 | \$11,586,396 | Turnpike Capital |
| Construction | 2022 | \$0 | \$6,711,700 | \$0 | \$6,711,700 | Turnpike Capital |
| | | \$0 | \$18,298,095 | \$0 | \$18,298,095 | |

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: SNHPC

NEW CASTLE - RYE (16127)

All Project Cost: \$12,438,943

Route/Road/Entity: NH 1B

Scope: Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|----------------------------|
| ROW | 2020 | \$22,000 | \$0 | \$0 | \$22,000 | STP-5 to 200K, Toll Credit |
| Construction | 2021 | \$7,124,040 | \$0 | \$0 | \$7,124,040 | STP-5 to 200K, Toll Credit |
| Construction | 2022 | \$2,091,793 | \$0 | \$0 | \$2,091,793 | STP-5 to 200K, Toll Credit |
| | | \$9,237,833 | \$0 | \$0 | \$9,237,833 | |

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: RPC

NEW HAMPTON (25365)

All Project Cost: \$426,487

Route/Road/Entity: Smith Crossing

Scope: Removal of Bridge carrying Smith Crossing over NH Railroad (240/104) (Red List)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---|
| PE | 2019 | \$27,500 | \$0 | \$0 | \$27,500 | Bridge On/Off System, Toll Credit |
| PE | 2020 | \$55,000 | \$0 | \$0 | \$55,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2021 | \$28,270 | \$0 | \$0 | \$28,270 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$110,770 | \$0 | \$0 | \$110,770 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

2019 - 2022 STIP Report Project List

NEWFIELDS - NEWMARKET (28393)

All Project Cost: \$6,429,852

Route/Road/Entity: NH 108

Scope: Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---|
| PE | 2019 | \$220,000 | \$0 | \$0 | \$220,000 | Equity Bonus, STP-State Flexible, Toll Credit |
| PE | 2020 | \$220,000 | \$0 | \$0 | \$220,000 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$56,540 | \$0 | \$0 | \$56,540 | STP-State Flexible, Toll Credit |
| Construction | 2022 | \$5,812,312 | \$0 | \$0 | \$5,812,312 | STP-State Flexible, Toll Credit |
| | | \$6,308,852 | \$0 | \$0 | \$6,308,852 | |

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: RPC, SRPC

NEWINGTON - DOVER (11238Q)

All Project Cost: \$70,643,719

Route/Road/Entity: NH 16, US 4 & SPAULDING TURNPIKE

Scope: Reconstruct Spaulding Tpk from LBB to Dover Toll Booth & Exit 6 interchange (incl. new soundwalls)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------|---------------------|------------|---------------------|------------------|
| Construction | 2019 | \$0 | \$16,314,288 | \$0 | \$16,314,288 | Turnpike Capital |
| Construction | 2020 | \$0 | \$16,314,288 | \$0 | \$16,314,288 | Turnpike Capital |
| Construction | 2021 | \$0 | \$9,569,361 | \$0 | \$9,569,361 | Turnpike Capital |
| | | \$0 | \$42,197,937 | \$0 | \$42,197,937 | |

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: RPC, SRPC

NEWINGTON - DOVER (11238S)

All Project Cost: \$32,643,977

Route/Road/Entity: SPAULDING TURNPIKE / LITTLE BAY BRIDGES

Scope: Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------|---------------------|------------|---------------------|------------------|
| Construction | 2022 | \$0 | \$14,388,114 | \$0 | \$14,388,114 | Turnpike Capital |
| | | \$0 | \$14,388,114 | \$0 | \$14,388,114 | |

Regionally Significant: Yes Managed By: DOT CAA Code: E-19 RPC: RPC, SRPC

2019 - 2022 STIP Report Project List

NEWTON (29617)

All Project Cost: \$1,303,418

Route/Road/Entity: NH 108

Scope: Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---|
| PE | 2020 | \$220,000 | \$0 | \$0 | \$220,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2021 | \$56,540 | \$0 | \$0 | \$56,540 | STP-Non Urban Areas Under 5K, Toll Credit |
| Construction | 2022 | \$916,878 | \$0 | \$0 | \$916,878 | STP-State Flexible, Toll Credit |
| | | \$1,193,418 | \$0 | \$0 | \$1,193,418 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-7 **RPC:** RPC

NORTH HAMPTON (24457)

All Project Cost: \$6,436,100

Route/Road/Entity: US Route 1

Scope: Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---|
| PE | 2019 | \$220,000 | \$0 | \$0 | \$220,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2020 | \$82,500 | \$0 | \$0 | \$82,500 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2020 | \$275,000 | \$0 | \$0 | \$275,000 | STP-State Flexible, Toll Credit |
| Construction | 2021 | \$5,088,600 | \$0 | \$0 | \$5,088,600 | STP-State Flexible, Toll Credit |
| | | \$5,666,100 | \$0 | \$0 | \$5,666,100 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-19 **RPC:** RPC

ORFORD (40366)

All Project Cost: \$2,759,680

Route/Road/Entity: NH Route 25A

Scope: Bridge Replacement is anticipated for the bridge carrying NH Route 25A over Brackett Brook (217/112)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---|
| PE | 2020 | \$110,000 | \$0 | \$0 | \$110,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2021 | \$113,080 | \$0 | \$0 | \$113,080 | STP-Non Urban Areas Under 5K, Toll Credit |
| Construction | 2021 | \$2,261,600 | \$0 | \$0 | \$2,261,600 | National Highway System, Toll Credit |
| | | \$2,484,680 | \$0 | \$0 | \$2,484,680 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** UVLSRPC

2019 - 2022 STIP Report Project List

ORFORD (41390)

All Project Cost: \$1,655,983

Route/Road/Entity: NH Route 25A

Scope: Bridge Rehab or Replacement of the bridge carrying NH Route 25A over Baker Pond Brook (219/112)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|----------------------------|
| PE | 2020 | \$110,000 | \$0 | \$0 | \$110,000 | STP-5 to 200K, Toll Credit |
| PE | 2021 | \$113,080 | \$0 | \$0 | \$113,080 | STP-5 to 200K, Toll Credit |
| PE | 2022 | \$116,246 | \$0 | \$0 | \$116,246 | STP-5 to 200K, Toll Credit |
| | | \$339,326 | \$0 | \$0 | \$339,326 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** UVLSRPC

OSSIPEE (10431)

All Project Cost: \$5,156,939

Route/Road/Entity: NH 16

Scope: Pavement rehabilitation along NH 16 from NH 28 northerly 1.1 miles.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--------------------------------------|
| Construction | 2019 | \$4,042,500 | \$0 | \$0 | \$4,042,500 | National Highway System, Toll Credit |
| | | \$4,042,500 | \$0 | \$0 | \$4,042,500 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

OSSIPEE (13910)

All Project Cost: \$2,242,642

Route/Road/Entity: NH 16, NH 25, NH 41

Scope: Intersection improvements at NH 41 with NH 16 including NH 25.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--------------------------------------|
| Construction | 2019 | \$1,555,142 | \$0 | \$0 | \$1,555,142 | National Highway System, Toll Credit |
| | | \$1,555,142 | \$0 | \$0 | \$1,555,142 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

2019 - 2022 STIP Report Project List

OSSIPEE (14749)

All Project Cost: \$21,294,395

Route/Road/Entity: NH 16 / NH 25

Scope: NH 16/NH 25; Replace three Red List bridges, 137/299, 137/297, 152/268 & Resurface approx 3.2 miles.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|---------------------|----------------|---------------------|--|
| Construction | 2019 | \$539,000 | \$5,079,106 | \$0 | \$5,618,106 | National Highway System, SB367-4-Cents, Toll Credit |
| Construction | 2020 | \$3,611,907 | \$6,871,644 | \$0 | \$10,483,550 | National Highway System, SB367-4-Cents, Toll Credit |
| Construction | 2021 | \$539,000 | \$2,108,956 | \$8,180 | \$2,656,136 | National Highway System, Non Participating, SB367-4-Cents, Toll Credit |
| | | \$4,689,907 | \$14,059,705 | \$8,180 | \$18,757,791 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

OSSIPEE (23818)

All Project Cost: \$1,197,300

Route/Road/Entity: NUDD ROAD

Scope: Bridge Rehabilitation-Nudd Rd over Bearcamp River-Bridge #108/333-Phase II-Whittier Covered Bridge

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------------|-----------------|--------------------|--------------------------------------|
| Construction | 2020 | \$689,040 | \$310,608 | \$77,652 | \$1,077,300 | Bridge Special, SB367-4-Cents, Towns |
| | | \$689,040 | \$310,608 | \$77,652 | \$1,077,300 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** LRPC

OSSIPEE (29315)

All Project Cost: \$2,611,911

Route/Road/Entity: NH 28

Scope: NH 28 / NH 171 intersection safety improvements

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|-----------------|--------------------|---|
| PE | 2019 | \$352,557 | \$0 | \$9,494 | \$362,051 | Highway Safety Improvement Program (HSIP), Non Par Other, Toll Credit |
| ROW | 2019 | \$55,000 | \$0 | \$0 | \$55,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| Construction | 2019 | \$2,072,312 | \$0 | \$23,549 | \$2,095,861 | Highway Safety Improvement Program (HSIP), Non Par Other, Toll Credit |
| | | \$2,479,869 | \$0 | \$33,043 | \$2,512,911 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

2019 - 2022 STIP Report Project List

PELHAM (16145)

All Project Cost: \$2,471,056

Route/Road/Entity: MAIN STREET

Scope: MAIN ST OVER BEAVER BROOK - BR REPLACEMENT (BR. NO. 110/090) AND CULV REPLACEMENT (BR. NO. 111/090)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|----------------------------|
| PE | 2019 | \$110,000 | \$0 | \$0 | \$110,000 | STP-5 to 200K, Toll Credit |
| PE | 2020 | \$77,000 | \$0 | \$0 | \$77,000 | STP-5 to 200K, Toll Credit |
| PE | 2021 | \$73,502 | \$0 | \$0 | \$73,502 | STP-5 to 200K, Toll Credit |
| PE | 2022 | \$66,842 | \$0 | \$0 | \$66,842 | STP-5 to 200K, Toll Credit |
| ROW | 2022 | \$49,405 | \$0 | \$0 | \$49,405 | STP-5 to 200K, Toll Credit |
| | | \$376,748 | \$0 | \$0 | \$376,748 | |

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: NRPC

PELHAM (41751)

All Project Cost: \$1,972,579

Route/Road/Entity: NH 128 & Sherburne Rd

Scope: Intersection improvements at the intersection of NH128 & Sherburne Rd and Mammoth & NH111A

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------------|--------------------|--|
| PE | 2019 | \$97,116 | \$0 | \$64,744 | \$161,860 | Congestion Mitigation and Air Quality Program, Towns |
| PE | 2020 | \$40,391 | \$0 | \$26,928 | \$67,319 | Congestion Mitigation and Air Quality Program, Towns |
| ROW | 2020 | \$90,000 | \$0 | \$60,000 | \$150,000 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2021 | \$956,040 | \$0 | \$637,360 | \$1,593,400 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$1,183,547 | \$0 | \$789,032 | \$1,972,579 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: E-51 RPC: NRPC

2019 - 2022 STIP Report Project List

PETERBOROUGH (14772A)

All Project Cost: \$6,053,275

Route/Road/Entity: US 202

Scope: RECONSTRUCT US ROUTE 202 @ MAIN STREET INTERSECTION INCLUDING BOULDER
RETAINING WALL STABILIZATION

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--------------------------------------|
| Construction | 2019 | \$5,415,942 | \$0 | \$0 | \$5,415,942 | National Highway System, Toll Credit |
| | | \$5,415,942 | \$0 | \$0 | \$5,415,942 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SWRPC

PETERBOROUGH (15879)

All Project Cost: \$10,557,197

Route/Road/Entity: US 202 / NH 101

Scope: Bridge Replacement and Widening for TCP, US 202 & NH 101 over Contoocook River (Red List)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------------|--------------------|--|
| PE | 2019 | \$44,000 | \$0 | \$0 | \$44,000 | Bridge On/Off System, Toll Credit |
| PE | 2020 | \$110,000 | \$0 | \$0 | \$110,000 | National Highway System, Toll Credit |
| Construction | 2020 | \$2,750,000 | \$0 | \$0 | \$2,750,000 | National Highway System, Toll Credit |
| Construction | 2021 | \$6,347,161 | \$0 | \$204,592 | \$6,551,753 | National Highway System, Non Participating, Toll Credit |
| Construction | 2022 | \$84,355 | \$0 | \$0 | \$84,355 | National Highway System, Toll Credit |
| | | \$9,335,516 | \$0 | \$204,592 | \$9,540,108 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SWRPC

PETERBOROUGH (27712)

All Project Cost: \$7,632,838

Route/Road/Entity: US Route 202 and NH Route 123

Scope: Bridge replacement of bridge carrying US 202 and NH 123 over Contoocook River (108/116)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|----------------------------|
| PE | 2019 | \$165,000 | \$0 | \$0 | \$165,000 | STP-5 to 200K, Toll Credit |
| PE | 2020 | \$220,000 | \$0 | \$0 | \$220,000 | STP-5 to 200K, Toll Credit |
| PE | 2021 | \$226,160 | \$0 | \$0 | \$226,160 | STP-5 to 200K, Toll Credit |
| PE | 2022 | \$232,492 | \$0 | \$0 | \$232,492 | STP-5 to 200K, Toll Credit |
| ROW | 2022 | \$232,492 | \$0 | \$0 | \$232,492 | STP-5 to 200K, Toll Credit |
| | | \$1,076,145 | \$0 | \$0 | \$1,076,145 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SWRPC

2019 - 2022 STIP Report Project List

PLAISTOW (40641)

All Project Cost: \$1,237,681

Route/Road/Entity: NH 121A / Main Street

Scope: Main Street Traffic Calming and Safety Improvements

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|----------------------------------|
| PE | 2020 | \$110,000 | \$0 | \$0 | \$110,000 | STP-Areas Over 200K, Toll Credit |
| PE | 2021 | \$56,540 | \$0 | \$0 | \$56,540 | STP-Areas Over 200K, Toll Credit |
| | | \$166,540 | \$0 | \$0 | \$166,540 | |

Regionally Significant: No Managed By: DOT CAA Code: E-51 RPC: RPC

PLAISTOW - KINGSTON (10044E)

All Project Cost: \$16,834,167

Route/Road/Entity: NH 125

Scope: Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|--------------------------------------|
| PE | 2019 | \$324,500 | \$0 | \$0 | \$324,500 | National Highway System, Toll Credit |
| PE | 2021 | \$110,000 | \$0 | \$0 | \$110,000 | National Highway System, Toll Credit |
| ROW | 2020 | \$1,100,000 | \$0 | \$0 | \$1,100,000 | National Highway System, Toll Credit |
| ROW | 2021 | \$770,000 | \$0 | \$0 | \$770,000 | National Highway System, Toll Credit |
| | | \$2,304,500 | \$0 | \$0 | \$2,304,500 | |

Regionally Significant: No Managed By: DOT CAA Code: N/E RPC: RPC

PORTSMOUTH (20258)

All Project Cost: \$1,738,036

Route/Road/Entity: Peverly Hill Rd.

Scope: Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------------|--------------------|--|
| PE | 2020 | \$72,000 | \$0 | \$18,000 | \$90,000 | Congestion Mitigation and Air Quality Program, Towns |
| ROW | 2020 | \$12,000 | \$0 | \$3,000 | \$15,000 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2021 | \$366,022 | \$0 | \$777,707 | \$1,143,729 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$450,022 | \$0 | \$798,707 | \$1,248,729 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: E-33 RPC: RPC

2019 - 2022 STIP Report Project List

PORTSMOUTH (29640)

All Project Cost: \$11,602,654

Route/Road/Entity: US 1

Scope: US 1 Improvements (1.7 mi.) from Constitution Ave to Wilson Rd & from Ocean Rd to White Cedar Blvd

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|--------------------------------------|
| PE | 2019 | \$797,500 | \$0 | \$0 | \$797,500 | National Highway System, Toll Credit |
| PE | 2022 | \$1,162,462 | \$0 | \$0 | \$1,162,462 | National Highway System, Toll Credit |
| ROW | 2022 | \$3,754,754 | \$0 | \$0 | \$3,754,754 | National Highway System, Toll Credit |
| | | \$5,714,716 | \$0 | \$0 | \$5,714,716 | |

Regionally Significant: No Managed By: DOT CAA Code: N/E RPC: RPC

PORTSMOUTH (40642)

All Project Cost: \$742,904

Route/Road/Entity: Maplewood Avenue

Scope: Complete Streets improvements on Maplewood Avenue from Congress Street to Vaughan Street

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|-----------------|------------|-----------------|-----------------|---------------------------|
| PE | 2020 | \$40,000 | \$0 | \$10,000 | \$50,000 | STP-State Flexible, Towns |
| PE | 2021 | \$20,560 | \$0 | \$5,140 | \$25,700 | STP-State Flexible, Towns |
| | | \$60,560 | \$0 | \$15,140 | \$75,700 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: E-33 RPC: RPC

PORTSMOUTH (41752)

All Project Cost: \$1,000,000

Route/Road/Entity: Elwyn Road

Scope: Add a multi-use path for bike/pedalong Elwyn Rd extending from Rt1 to Harding Rd.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------------|--------------------|--|
| PE | 2019 | \$36,000 | \$0 | \$9,000 | \$45,000 | Congestion Mitigation and Air Quality Program, Towns |
| PE | 2020 | \$24,000 | \$0 | \$6,000 | \$30,000 | Congestion Mitigation and Air Quality Program, Towns |
| ROW | 2020 | \$60,000 | \$0 | \$15,000 | \$75,000 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2020 | \$680,000 | \$0 | \$170,000 | \$850,000 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$800,000 | \$0 | \$200,000 | \$1,000,000 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: E-33 RPC: RPC

2019 - 2022 STIP Report Project List

PORTSMOUTH (42350)

All Project Cost: \$1,081,489

Route/Road/Entity: Lang Road/Longmeadow Road/US Route 1

Scope: Realign Lang Road to connect to Longmeadow Road

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------------|--------------------|---|
| PE | 2019 | \$0 | \$0 | \$110,000 | \$110,000 | Towns |
| ROW | 2019 | \$0 | \$0 | \$5,000 | \$5,000 | Towns |
| Construction | 2020 | \$869,840 | \$0 | \$96,649 | \$966,489 | Highway Safety Improvement Program (HSIP), Towns |
| | | \$869,840 | \$0 | \$211,649 | \$1,081,489 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-6 **RPC:** RPC

PORTSMOUTH, NH - KITTERY, ME (15731)

All Project Cost: \$221,363,322

Route/Road/Entity: US 1 Bypass

Scope: Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|---------------------|------------|------------|---------------------|--------------------------------------|
| ROW | 2020 | \$10,550,000 | \$0 | \$0 | \$10,550,000 | National Highway System, Toll Credit |
| ROW | 2021 | \$2,563,750 | \$0 | \$0 | \$2,563,750 | National Highway System, Toll Credit |
| ROW | 2022 | \$2,629,126 | \$0 | \$0 | \$2,629,126 | National Highway System, Toll Credit |
| | | \$15,742,876 | \$0 | \$0 | \$15,742,876 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-19 **RPC:** RPC

PORTSMOUTH, NH - KITTERY, ME (16189)

All Project Cost: \$33,913,000

Route/Road/Entity: I-95

Scope: REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------|---------------------|---------------------|---------------------|---------------------------------------|
| PE | 2019 | \$0 | \$530,000 | \$530,000 | \$1,060,000 | Maine, Turnpike Renewal & Replacement |
| Construction | 2019 | \$0 | \$5,700,000 | \$15,100,000 | \$20,800,000 | Maine, Turnpike Renewal & Replacement |
| Construction | 2020 | \$0 | \$5,900,000 | \$0 | \$5,900,000 | Turnpike Renewal & Replacement |
| Construction | 2021 | \$0 | \$1,743,350 | \$4,409,650 | \$6,153,000 | Maine, Turnpike Renewal & Replacement |
| | | \$0 | \$13,873,350 | \$20,039,650 | \$33,913,000 | |

Regionally Significant: Yes **Managed By:** DOT **CAA Code:** E-19 **RPC:** RPC

2019 - 2022 STIP Report Project List

PROGRAM (ADA)

All Project Cost: \$2,820,000

Route/Road/Entity: Various

Scope: Upgrades to side walks, curb ramps, and signals to be compliant with ADA laws.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2021 | \$70,000 | \$0 | \$0 | \$70,000 | STP-State Flexible, Toll Credit |
| ROW | 2021 | \$10,000 | \$0 | \$0 | \$10,000 | STP-State Flexible, Toll Credit |
| Construction | 2019 | \$200,000 | \$0 | \$0 | \$200,000 | STP-Safety, Toll Credit |
| Construction | 2020 | \$120,000 | \$0 | \$0 | \$120,000 | STP-Safety, Toll Credit |
| Construction | 2022 | \$340,000 | \$0 | \$0 | \$340,000 | STP-Safety, Toll Credit |
| | | \$740,000 | \$0 | \$0 | \$740,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-33 **RPC:** Undetermined

PROGRAM (BRDG-HIB-M&P)

All Project Cost: \$43,133,360

Route/Road/Entity: Various

Scope: Maintenance and preservation efforts for High Investment Bridges

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---------------------------------|
| PE | 2019 | \$558,000 | \$0 | \$0 | \$558,000 | STP-State Flexible, Toll Credit |
| PE | 2020 | \$100,000 | \$0 | \$0 | \$100,000 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$100,000 | \$0 | \$0 | \$100,000 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$100,000 | \$0 | \$0 | \$100,000 | STP-State Flexible, Toll Credit |
| ROW | 2019 | \$20,000 | \$0 | \$0 | \$20,000 | STP-State Flexible, Toll Credit |
| ROW | 2020 | \$20,000 | \$0 | \$0 | \$20,000 | STP-State Flexible, Toll Credit |
| ROW | 2021 | \$20,000 | \$0 | \$0 | \$20,000 | STP-State Flexible, Toll Credit |
| ROW | 2022 | \$20,000 | \$0 | \$0 | \$20,000 | STP-State Flexible, Toll Credit |
| Construction | 2020 | \$2,800,000 | \$0 | \$0 | \$2,800,000 | STP-State Flexible, Toll Credit |
| Construction | 2021 | \$2,800,000 | \$0 | \$0 | \$2,800,000 | STP-State Flexible, Toll Credit |
| Construction | 2022 | \$2,800,000 | \$0 | \$0 | \$2,800,000 | STP-State Flexible, Toll Credit |
| | | \$9,338,000 | \$0 | \$0 | \$9,338,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ALL **RPC:** Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (BRDG-T1/2-M&P)

All Project Cost: \$132,220,000

Route/Road/Entity: Tier 1-2 Bridges

Scope: Maintenance & preservation of tier 1 & 2 bridges.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|------------|---------------------|---------------------------------|
| PE | 2019 | \$1,145,000 | \$0 | \$0 | \$1,145,000 | STP-State Flexible, Toll Credit |
| PE | 2020 | \$700,000 | \$0 | \$0 | \$700,000 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$200,000 | \$0 | \$0 | \$200,000 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$200,000 | \$0 | \$0 | \$200,000 | STP-State Flexible, Toll Credit |
| ROW | 2019 | \$25,000 | \$0 | \$0 | \$25,000 | STP-State Flexible, Toll Credit |
| ROW | 2020 | \$25,000 | \$0 | \$0 | \$25,000 | STP-State Flexible, Toll Credit |
| ROW | 2021 | \$25,000 | \$0 | \$0 | \$25,000 | STP-State Flexible, Toll Credit |
| ROW | 2022 | \$25,000 | \$0 | \$0 | \$25,000 | STP-State Flexible, Toll Credit |
| Construction | 2019 | \$10,000,000 | \$0 | \$0 | \$10,000,000 | STP-State Flexible, Toll Credit |
| Construction | 2020 | \$8,000,000 | \$0 | \$0 | \$8,000,000 | STP-State Flexible, Toll Credit |
| Construction | 2021 | \$7,600,000 | \$0 | \$0 | \$7,600,000 | STP-State Flexible, Toll Credit |
| Construction | 2022 | \$7,600,000 | \$0 | \$0 | \$7,600,000 | STP-State Flexible, Toll Credit |
| | | \$35,545,000 | \$0 | \$0 | \$35,545,000 | |

Regionally Significant: No Managed By: DOT CAA Code: ALL RPC: Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (BRDG-T3/4-M&P)

All Project Cost: \$51,278,000

Route/Road/Entity: Tier 3-4 Bridges

Scope: Maintenance and preservation of tier 3 & 4 bridges.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|------------|---------------------|---------------------------------|
| PE | 2019 | \$205,000 | \$0 | \$0 | \$205,000 | STP-State Flexible, Toll Credit |
| PE | 2020 | \$50,000 | \$0 | \$0 | \$50,000 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$150,000 | \$0 | \$0 | \$150,000 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$150,000 | \$0 | \$0 | \$150,000 | STP-State Flexible, Toll Credit |
| ROW | 2019 | \$10,000 | \$0 | \$0 | \$10,000 | STP-State Flexible, Toll Credit |
| ROW | 2020 | \$10,000 | \$0 | \$0 | \$10,000 | STP-State Flexible, Toll Credit |
| ROW | 2021 | \$10,000 | \$0 | \$0 | \$10,000 | STP-State Flexible, Toll Credit |
| ROW | 2022 | \$10,000 | \$0 | \$0 | \$10,000 | STP-State Flexible, Toll Credit |
| Construction | 2019 | \$3,530,000 | \$0 | \$0 | \$3,530,000 | STP-State Flexible, Toll Credit |
| Construction | 2020 | \$3,500,000 | \$0 | \$0 | \$3,500,000 | STP-State Flexible, Toll Credit |
| Construction | 2021 | \$3,400,000 | \$0 | \$0 | \$3,400,000 | STP-State Flexible, Toll Credit |
| Construction | 2022 | \$3,400,000 | \$0 | \$0 | \$3,400,000 | STP-State Flexible, Toll Credit |
| | | \$14,425,000 | \$0 | \$0 | \$14,425,000 | |

Regionally Significant: No Managed By: DOT CAA Code: ALL RPC: Undetermined

PROGRAM (CBI)

All Project Cost: \$7,712,276

Route/Road/Entity: Various

Scope: Complex Bridge Inspection (PARENT)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|---------------------------------|
| Other | 2019 | \$250,000 | \$0 | \$0 | \$250,000 | STP-State Flexible, Toll Credit |
| Other | 2020 | \$250,000 | \$0 | \$0 | \$250,000 | STP-State Flexible, Toll Credit |
| Other | 2021 | \$250,000 | \$0 | \$0 | \$250,000 | STP-State Flexible, Toll Credit |
| Other | 2022 | \$250,000 | \$0 | \$0 | \$250,000 | STP-State Flexible, Toll Credit |
| | | \$1,000,000 | \$0 | \$0 | \$1,000,000 | |

Regionally Significant: No Managed By: DOT CAA Code: E-38 RPC: Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (COAST5307)

All Project Cost: \$37,304,961

Route/Road/Entity: Various

Scope: COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|--------------------|---------------------|---|
| Other | 2019 | \$2,073,581 | \$0 | \$518,395 | \$2,591,976 | FTA 5307 Capital and Operating Program, Other |
| Other | 2020 | \$2,115,052 | \$0 | \$528,763 | \$2,643,815 | FTA 5307 Capital and Operating Program, Other |
| Other | 2021 | \$2,157,353 | \$0 | \$539,338 | \$2,696,691 | FTA 5307 Capital and Operating Program, Other |
| Other | 2022 | \$2,200,500 | \$0 | \$550,125 | \$2,750,625 | FTA 5307 Capital and Operating Program, Other |
| | | \$8,546,486 | \$0 | \$2,136,621 | \$10,683,107 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: E-21 RPC: RPC, SRPC

PROGRAM (CORRST)

All Project Cost: \$7,000,000

Route/Road/Entity: Various

Scope: Corridor Studies Statewide

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|--|
| Other | 2021 | \$700,000 | \$0 | \$0 | \$700,000 | Congestion Mitigation and Air Quality Program, Toll Credit |
| Other | 2022 | \$700,000 | \$0 | \$0 | \$700,000 | Congestion Mitigation and Air Quality Program, Toll Credit |
| | | \$1,400,000 | \$0 | \$0 | \$1,400,000 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (CRDR)

All Project Cost: \$46,782,470

Route/Road/Entity: Various

Scope: CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---------------------------------|
| PE | 2019 | \$530,000 | \$0 | \$0 | \$530,000 | STP-State Flexible, Toll Credit |
| PE | 2020 | \$580,000 | \$0 | \$0 | \$580,000 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$100,000 | \$0 | \$0 | \$100,000 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$100,000 | \$0 | \$0 | \$100,000 | STP-State Flexible, Toll Credit |
| ROW | 2019 | \$16,500 | \$0 | \$0 | \$16,500 | STP-State Flexible, Toll Credit |
| ROW | 2020 | \$25,000 | \$0 | \$0 | \$25,000 | STP-State Flexible, Toll Credit |
| ROW | 2021 | \$25,000 | \$0 | \$0 | \$25,000 | STP-State Flexible, Toll Credit |
| ROW | 2022 | \$25,000 | \$0 | \$0 | \$25,000 | STP-State Flexible, Toll Credit |
| Construction | 2019 | \$1,870,000 | \$0 | \$0 | \$1,870,000 | STP-State Flexible, Toll Credit |
| Construction | 2020 | \$1,390,000 | \$0 | \$0 | \$1,390,000 | STP-State Flexible, Toll Credit |
| Construction | 2021 | \$1,740,000 | \$0 | \$0 | \$1,740,000 | STP-State Flexible, Toll Credit |
| Construction | 2022 | \$1,870,000 | \$0 | \$0 | \$1,870,000 | STP-State Flexible, Toll Credit |
| Other | 2020 | \$5,000 | \$0 | \$0 | \$5,000 | STP-State Flexible, Toll Credit |
| Other | 2021 | \$5,000 | \$0 | \$0 | \$5,000 | STP-State Flexible, Toll Credit |
| Other | 2022 | \$5,000 | \$0 | \$0 | \$5,000 | STP-State Flexible, Toll Credit |
| | | \$8,286,500 | \$0 | \$0 | \$8,286,500 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ALL **RPC:** Undetermined

PROGRAM (DBE)

All Project Cost: \$1,420,000

Route/Road/Entity: Disadvantaged Business Enterprise

Scope: IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE PROGRAM: "DBE COMPLIANCE MONITORING (Annual Program)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------|
| Other | 2019 | \$65,000 | \$0 | \$0 | \$65,000 | DBE |
| Other | 2020 | \$65,000 | \$0 | \$0 | \$65,000 | DBE |
| Other | 2021 | \$65,000 | \$0 | \$0 | \$65,000 | DBE |
| Other | 2022 | \$65,000 | \$0 | \$0 | \$65,000 | DBE |
| | | \$260,000 | \$0 | \$0 | \$260,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-0 **RPC:** Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (ENV-POST-CON)

All Project Cost: \$1,639,100

Route/Road/Entity: STATEWIDE

Scope: Environmental commitments for post-construction obligations.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| Other | 2019 | \$43,000 | \$0 | \$0 | \$43,000 | STP-State Flexible, Toll Credit |
| Other | 2020 | \$200,000 | \$0 | \$0 | \$200,000 | STP-State Flexible, Toll Credit |
| Other | 2021 | \$100,000 | \$0 | \$0 | \$100,000 | STP-State Flexible, Toll Credit |
| Other | 2022 | \$100,000 | \$0 | \$0 | \$100,000 | STP-State Flexible, Toll Credit |
| | | \$443,000 | \$0 | \$0 | \$443,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ALL **RPC:** Undetermined

PROGRAM (FLAP)

All Project Cost: \$5,780,000

Route/Road/Entity: Various

Scope: Improving transportation facilities that access Federal Lands within NH {FLAP}

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|-----------------|
| PE | 2020 | \$50,000 | \$0 | \$0 | \$50,000 | Forest Highways |
| PE | 2021 | \$50,000 | \$0 | \$0 | \$50,000 | Forest Highways |
| PE | 2022 | \$50,000 | \$0 | \$0 | \$50,000 | Forest Highways |
| ROW | 2020 | \$50,000 | \$0 | \$0 | \$50,000 | Forest Highways |
| ROW | 2021 | \$25,000 | \$0 | \$0 | \$25,000 | Forest Highways |
| ROW | 2022 | \$25,000 | \$0 | \$0 | \$25,000 | Forest Highways |
| Construction | 2019 | \$675,000 | \$0 | \$0 | \$675,000 | Forest Highways |
| Construction | 2020 | \$650,000 | \$0 | \$0 | \$650,000 | Forest Highways |
| Construction | 2021 | \$275,000 | \$0 | \$0 | \$275,000 | Forest Highways |
| Construction | 2022 | \$275,000 | \$0 | \$0 | \$275,000 | Forest Highways |
| | | \$2,125,000 | \$0 | \$0 | \$2,125,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ALL **RPC:** Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (FTA5307)

All Project Cost: \$63,135,438

Route/Road/Entity: Boston Urbanized Area (UZA)

Scope: Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|---------------------|------------|------------|---------------------|---|
| Other | 2019 | \$3,556,817 | \$0 | \$0 | \$3,556,817 | FTA 5307 Capital and Operating Program, Toll Credit |
| Other | 2020 | \$3,678,319 | \$0 | \$0 | \$3,678,319 | FTA 5307 Capital and Operating Program, Toll Credit |
| Other | 2021 | \$3,751,252 | \$0 | \$0 | \$3,751,252 | FTA 5307 Capital and Operating Program, Toll Credit |
| Other | 2022 | \$3,825,643 | \$0 | \$0 | \$3,825,643 | FTA 5307 Capital and Operating Program, Toll Credit |
| | | \$14,812,030 | \$0 | \$0 | \$14,812,030 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-21 **RPC:** RPC, SNHPC

PROGRAM (FTA5310)

All Project Cost: \$36,761,698

Route/Road/Entity: Various

Scope: Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|--------------------|--------------------|---|
| Other | 2019 | \$1,974,826 | \$0 | \$493,706 | \$2,468,532 | FTA 5310 Capital Program, Other, STP-State Flexible |
| Other | 2020 | \$1,082,039 | \$0 | \$270,510 | \$1,352,549 | FTA 5310 Capital Program, Other, STP-State Flexible |
| Other | 2021 | \$1,119,680 | \$0 | \$279,920 | \$1,399,600 | FTA 5310 Capital Program, Other, STP-State Flexible |
| Other | 2022 | \$1,158,073 | \$0 | \$289,518 | \$1,447,592 | FTA 5310 Capital Program, Other, STP-State Flexible |
| | | \$5,334,618 | \$0 | \$1,333,654 | \$6,668,272 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-30 **RPC:** Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (FTA5311)

All Project Cost: \$172,770,143

Route/Road/Entity: Various

Scope: Nonurbanized Area (Rural) formula program - FTA Section 5311 Program

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|---------------------|------------|---------------------|---------------------|---|
| Other | 2019 | \$4,421,635 | \$0 | \$4,421,635 | \$8,843,270 | FTA 5311 Capital and Operating Program, Other |
| Other | 2020 | \$4,380,931 | \$0 | \$4,380,931 | \$8,761,862 | FTA 5311 Capital and Operating Program, Other |
| Other | 2021 | \$4,468,550 | \$0 | \$4,468,550 | \$8,937,099 | FTA 5311 Capital and Operating Program, Other |
| Other | 2022 | \$4,557,921 | \$0 | \$4,557,921 | \$9,115,841 | FTA 5311 Capital and Operating Program, Other |
| | | \$17,829,036 | \$0 | \$17,829,036 | \$35,658,072 | |

Regionally Significant: No

Managed By: DOT

CAA Code: E-21

RPC: CNHRPC, LRPC, NCC, SWRPC, UVLSRPC

PROGRAM (FTA5339)

All Project Cost: \$90,525,692

Route/Road/Entity: Various

Scope: Capital bus and bus facilities - FTA 5339 Program for statewide public transportation

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|---------------------|--------------------|--------------------|---------------------|--|
| Other | 2019 | \$4,370,848 | \$546,356 | \$546,356 | \$5,463,560 | FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire |
| Other | 2020 | \$4,350,207 | \$543,776 | \$543,776 | \$5,437,759 | FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire |
| Other | 2021 | \$4,437,211 | \$554,651 | \$554,651 | \$5,546,514 | FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire |
| Other | 2022 | \$4,525,955 | \$565,744 | \$565,744 | \$5,657,444 | FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire |
| | | \$17,684,221 | \$2,210,528 | \$2,210,528 | \$22,105,277 | |

Regionally Significant: No

Managed By: DOT

CAA Code: E-30

RPC: Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (GRR)

All Project Cost: \$29,320,909

Route/Road/Entity: Various

Scope: GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---------------------------------|
| PE | 2019 | \$101,200 | \$0 | \$0 | \$101,200 | STP-State Flexible, Toll Credit |
| PE | 2020 | \$198,800 | \$0 | \$0 | \$198,800 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$150,000 | \$0 | \$0 | \$150,000 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$150,000 | \$0 | \$0 | \$150,000 | STP-State Flexible, Toll Credit |
| ROW | 2020 | \$5,000 | \$0 | \$0 | \$5,000 | STP-State Flexible, Toll Credit |
| ROW | 2021 | \$5,000 | \$0 | \$0 | \$5,000 | STP-State Flexible, Toll Credit |
| ROW | 2022 | \$5,000 | \$0 | \$0 | \$5,000 | STP-State Flexible, Toll Credit |
| Construction | 2019 | \$1,880,000 | \$0 | \$0 | \$1,880,000 | STP-State Flexible, Toll Credit |
| Construction | 2020 | \$1,880,000 | \$0 | \$0 | \$1,880,000 | STP-State Flexible, Toll Credit |
| Construction | 2021 | \$1,880,000 | \$0 | \$0 | \$1,880,000 | STP-State Flexible, Toll Credit |
| Construction | 2022 | \$1,880,000 | \$0 | \$0 | \$1,880,000 | STP-State Flexible, Toll Credit |
| | | \$8,135,000 | \$0 | \$0 | \$8,135,000 | |

Regionally Significant: No

Managed By: DOT

CAA Code: E-9

RPC: Undetermined

2019 - 2022 STIP Report Project List

Approved

1/14/2020

PROGRAM (HSIP)

All Project Cost: \$196,919,765

Route/Road/Entity: Various

Scope: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|------------|---------------------|--|
| PE | 2019 | \$1,450,000 | \$0 | \$0 | \$1,450,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| PE | 2020 | \$500,000 | \$0 | \$0 | \$500,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| PE | 2021 | \$300,000 | \$0 | \$0 | \$300,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| PE | 2022 | \$500,000 | \$0 | \$0 | \$500,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| ROW | 2019 | \$150,000 | \$0 | \$0 | \$150,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| ROW | 2020 | \$150,000 | \$0 | \$0 | \$150,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| ROW | 2021 | \$150,000 | \$0 | \$0 | \$150,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| ROW | 2022 | \$150,000 | \$0 | \$0 | \$150,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| Construction | 2019 | \$8,700,000 | \$0 | \$0 | \$8,700,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| Construction | 2020 | \$9,059,081 | \$0 | \$0 | \$9,059,081 | Highway Safety Improvement Program (HSIP), Toll Credit |
| Construction | 2021 | \$8,471,232 | \$0 | \$0 | \$8,471,232 | Highway Safety Improvement Program (HSIP), Toll Credit |
| Construction | 2022 | \$9,059,081 | \$0 | \$0 | \$9,059,081 | Highway Safety Improvement Program (HSIP), Toll Credit |
| Other | 2019 | \$270,000 | \$0 | \$0 | \$270,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| Other | 2020 | \$200,000 | \$0 | \$0 | \$200,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| Other | 2021 | \$130,000 | \$0 | \$0 | \$130,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| Other | 2022 | \$200,000 | \$0 | \$0 | \$200,000 | Highway Safety Improvement Program (HSIP), Toll Credit |
| | | \$39,439,394 | \$0 | \$0 | \$39,439,394 | |

Regionally Significant: No

Managed By: DOT

CAA Code: E-6

RPC: Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (LTAP)

All Project Cost: \$2,500,000

Route/Road/Entity: Local Technology Assistance Program

Scope: Local Technology Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|-------------------------------|
| SPR | 2019 | \$150,000 | \$0 | \$0 | \$150,000 | Local Tech Assistance Program |
| SPR | 2020 | \$150,000 | \$0 | \$0 | \$150,000 | Local Tech Assistance Program |
| SPR | 2021 | \$150,000 | \$0 | \$0 | \$150,000 | Local Tech Assistance Program |
| SPR | 2022 | \$150,000 | \$0 | \$0 | \$150,000 | Local Tech Assistance Program |
| | | \$600,000 | \$0 | \$0 | \$600,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-35 **RPC:** Undetermined

PROGRAM (MOBRR)

All Project Cost: \$60,175,000

Route/Road/Entity: Various

Scope: MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|--------------------|---------------------|---------------------------|
| PE | 2020 | \$152,000 | \$0 | \$38,000 | \$190,000 | Other, STP-State Flexible |
| PE | 2021 | \$160,000 | \$0 | \$40,000 | \$200,000 | Other, STP-State Flexible |
| PE | 2022 | \$80,000 | \$0 | \$20,000 | \$100,000 | Other, STP-State Flexible |
| ROW | 2020 | \$48,000 | \$0 | \$12,000 | \$60,000 | Other, STP-State Flexible |
| ROW | 2021 | \$20,000 | \$0 | \$5,000 | \$25,000 | Other, STP-State Flexible |
| ROW | 2022 | \$44,000 | \$0 | \$11,000 | \$55,000 | Other, STP-State Flexible |
| Construction | 2019 | \$3,600,000 | \$0 | \$900,000 | \$4,500,000 | Other, STP-State Flexible |
| Construction | 2020 | \$3,600,000 | \$0 | \$900,000 | \$4,500,000 | Other, STP-State Flexible |
| Construction | 2021 | \$3,520,000 | \$0 | \$880,000 | \$4,400,000 | Other, STP-State Flexible |
| Construction | 2022 | \$3,576,000 | \$0 | \$894,000 | \$4,470,000 | Other, STP-State Flexible |
| | | \$14,800,000 | \$0 | \$3,700,000 | \$18,500,000 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ALL **RPC:** Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (MTA5307)

All Project Cost: \$57,479,290

Route/Road/Entity: Manchester Transit Authority (MTA)

Scope: MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|---------------------|------------|--------------------|---------------------|---|
| Other | 2019 | \$2,664,559 | \$0 | \$1,372,651 | \$4,037,210 | FTA 5307 Capital and Operating Program, Other |
| Other | 2020 | \$2,716,349 | \$0 | \$1,399,332 | \$4,115,681 | FTA 5307 Capital and Operating Program, Other |
| Other | 2021 | \$2,769,177 | \$0 | \$1,426,545 | \$4,195,722 | FTA 5307 Capital and Operating Program, Other |
| Other | 2022 | \$2,823,060 | \$0 | \$1,454,304 | \$4,277,364 | FTA 5307 Capital and Operating Program, Other |
| | | \$10,973,145 | \$0 | \$5,652,832 | \$16,625,977 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-21 **RPC:** RPC, SNHPC

PROGRAM (MTA5310)

All Project Cost: \$2,227,293

Route/Road/Entity: Manchester Transit Authority (MTA)

Scope: Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------------|------------------|---------------------------------|
| Other | 2019 | \$229,788 | \$0 | \$57,447 | \$287,235 | FTA 5310 Capital Program, Other |
| Other | 2020 | \$118,207 | \$0 | \$29,552 | \$147,759 | FTA 5310 Capital Program, Other |
| Other | 2021 | \$120,571 | \$0 | \$30,143 | \$150,714 | FTA 5310 Capital Program, Other |
| Other | 2022 | \$122,982 | \$0 | \$30,746 | \$153,728 | FTA 5310 Capital Program, Other |
| | | \$591,549 | \$0 | \$147,887 | \$739,436 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-30 **RPC:** RPC, SNHPC

2019 - 2022 STIP Report Project List

PROGRAM (MTA5339)

All Project Cost: \$629,126

Route/Road/Entity: Manchester Transit Authority (MTA)

Scope: Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|-----------------|-----------------|------------------|---|
| Other | 2019 | \$39,519 | \$3,487 | \$3,487 | \$46,493 | FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other |
| Other | 2020 | \$40,310 | \$3,557 | \$3,557 | \$47,423 | FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other |
| Other | 2021 | \$41,115 | \$3,628 | \$3,628 | \$48,371 | FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other |
| Other | 2022 | \$41,938 | \$3,700 | \$3,700 | \$49,339 | FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other |
| | | \$162,882 | \$14,372 | \$14,372 | \$191,626 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-30 **RPC:** RPC, SNHPC

PROGRAM (NSTI)

All Project Cost: \$655,000

Route/Road/Entity: National Summer Transportation Institute

Scope: Programmatic project as a Cooperative Project Agreement (CPA) with the University of New Hampshire.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---|
| Other | 2019 | \$50,000 | \$0 | \$0 | \$50,000 | NSTI National Summer Transportation Institute |
| Other | 2020 | \$45,000 | \$0 | \$0 | \$45,000 | NSTI National Summer Transportation Institute |
| Other | 2021 | \$20,000 | \$0 | \$0 | \$20,000 | NSTI National Summer Transportation Institute |
| Other | 2022 | \$20,000 | \$0 | \$0 | \$20,000 | NSTI National Summer Transportation Institute |
| | | \$135,000 | \$0 | \$0 | \$135,000 | |

Regionally Significant: No **Managed By:** Other **CAA Code:** E-0 **RPC:** Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (NTS5307)

All Project Cost: \$33,748,502

Route/Road/Entity: Nashua Transit System (NTS)

Scope: FTA 5307 Formula Funds for Capital Planning, Preventative Maintenance, ADA & Operating Assistance

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|--------------------|--------------------|---|
| Other | 2019 | \$1,419,563 | \$0 | \$986,476 | \$2,406,039 | FTA 5307 Capital and Operating Program, Other |
| Other | 2020 | \$1,509,324 | \$0 | \$1,048,852 | \$2,558,176 | FTA 5307 Capital and Operating Program, Other |
| Other | 2021 | \$1,429,669 | \$0 | \$993,498 | \$2,423,167 | FTA 5307 Capital and Operating Program, Other |
| Other | 2022 | \$1,458,262 | \$0 | \$1,013,369 | \$2,471,631 | FTA 5307 Capital and Operating Program, Other |
| | | \$5,816,818 | \$0 | \$4,042,195 | \$9,859,013 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-21 **RPC:** NRPC

PROGRAM (NTS5310)

All Project Cost: \$1,269,694

Route/Road/Entity: Nashua Transit System (NTS)

Scope: Traditional/NonTraditional 5310 Projects Improving Mobility of Seniors & Individuals w/Disabilities

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|-----------------|-----------------|------------------|--|
| Other | 2020 | \$73,819 | \$6,513 | \$6,513 | \$86,846 | FTA 5310 Capital Program, NH Highway Fund, Other |
| Other | 2021 | \$75,296 | \$6,644 | \$6,644 | \$88,583 | FTA 5310 Capital Program, NH Highway Fund, Other |
| Other | 2022 | \$76,802 | \$6,777 | \$6,777 | \$90,355 | FTA 5310 Capital Program, NH Highway Fund, Other |
| | | \$225,916 | \$19,934 | \$19,934 | \$265,784 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-30 **RPC:** NRPC

2019 - 2022 STIP Report Project List

PROGRAM (NTS5339)

All Project Cost: \$2,721,114

Route/Road/Entity: Nashua Transit System (NTS)

Scope: FTA 5339 Formula Funds for Bus & Bus Related Equipment & Facilities Capital Projects

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|-----------------|-----------------|------------------|---|
| Other | 2019 | \$159,926 | \$14,111 | \$14,111 | \$188,148 | FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other |
| Other | 2020 | \$211,335 | \$18,647 | \$18,647 | \$248,629 | FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other |
| Other | 2021 | \$161,682 | \$14,266 | \$14,266 | \$190,214 | FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other |
| Other | 2022 | \$164,916 | \$14,551 | \$14,551 | \$194,019 | FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other |
| | | \$697,859 | \$61,576 | \$61,576 | \$821,010 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-31 **RPC:** NRPC

PROGRAM (OJT/SS)

All Project Cost: \$450,000

Route/Road/Entity: OJT/SS

Scope: On the Job training for minority and women to reach journeyman status in the construction industry.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------|
| Other | 2019 | \$30,000 | \$0 | \$0 | \$30,000 | DBE |
| Other | 2020 | \$30,000 | \$0 | \$0 | \$30,000 | DBE |
| Other | 2021 | \$30,000 | \$0 | \$0 | \$30,000 | DBE |
| Other | 2022 | \$30,000 | \$0 | \$0 | \$30,000 | DBE |
| | | \$120,000 | \$0 | \$0 | \$120,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-35 **RPC:** Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (PAVE-T1-RESURF)

All Project Cost: \$161,050,000

Route/Road/Entity: Tier 1 Highways

Scope: Resurface Tier 1 Highways

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|------------|---------------------|---------------------------------|
| PE | 2019 | \$525,000 | \$0 | \$0 | \$525,000 | STP-State Flexible, Toll Credit |
| PE | 2020 | \$375,000 | \$0 | \$0 | \$375,000 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$300,000 | \$0 | \$0 | \$300,000 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$300,000 | \$0 | \$0 | \$300,000 | STP-State Flexible, Toll Credit |
| Construction | 2019 | \$17,000,000 | \$0 | \$0 | \$17,000,000 | STP-State Flexible, Toll Credit |
| Construction | 2020 | \$12,250,000 | \$0 | \$0 | \$12,250,000 | STP-State Flexible, Toll Credit |
| Construction | 2021 | \$12,000,000 | \$0 | \$0 | \$12,000,000 | STP-State Flexible, Toll Credit |
| Construction | 2022 | \$10,000,000 | \$0 | \$0 | \$10,000,000 | STP-State Flexible, Toll Credit |
| | | \$52,750,000 | \$0 | \$0 | \$52,750,000 | |

Regionally Significant: No Managed By: DOT CAA Code: E-10 RPC: Undetermined

PROGRAM (PAVE-T2-REHAB)

All Project Cost: \$63,155,179

Route/Road/Entity: Tier 2 Highways

Scope: Rehab of Tier 2 roads.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|------------|---------------------|---------------------------------|
| PE | 2020 | \$125,000 | \$0 | \$0 | \$125,000 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$125,000 | \$0 | \$0 | \$125,000 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$125,000 | \$0 | \$0 | \$125,000 | STP-State Flexible, Toll Credit |
| ROW | 2020 | \$30,000 | \$0 | \$0 | \$30,000 | STP-State Flexible, Toll Credit |
| ROW | 2021 | \$30,000 | \$0 | \$0 | \$30,000 | STP-State Flexible, Toll Credit |
| ROW | 2022 | \$30,000 | \$0 | \$0 | \$30,000 | STP-State Flexible, Toll Credit |
| Construction | 2019 | \$3,300,000 | \$0 | \$0 | \$3,300,000 | STP-State Flexible, Toll Credit |
| Construction | 2020 | \$2,345,000 | \$0 | \$0 | \$2,345,000 | STP-State Flexible, Toll Credit |
| Construction | 2021 | \$2,345,000 | \$0 | \$0 | \$2,345,000 | STP-State Flexible, Toll Credit |
| Construction | 2022 | \$2,345,000 | \$0 | \$0 | \$2,345,000 | STP-State Flexible, Toll Credit |
| | | \$10,800,000 | \$0 | \$0 | \$10,800,000 | |

Regionally Significant: No Managed By: DOT CAA Code: E-10 RPC: Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (PAVE-T2-RESURF)

All Project Cost: \$290,135,000

Route/Road/Entity: Tier 2 Highways

Scope: Resurfacing Tier 2 Roadways

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|---------------------|------------|---------------------|---|
| PE | 2019 | \$1,190,000 | \$0 | \$0 | \$1,190,000 | STP-State Flexible, Toll Credit |
| PE | 2020 | \$1,000,000 | \$0 | \$0 | \$1,000,000 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$800,000 | \$0 | \$0 | \$800,000 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$800,000 | \$0 | \$0 | \$800,000 | STP-State Flexible, Toll Credit |
| ROW | 2020 | \$25,000 | \$0 | \$0 | \$25,000 | STP-State Flexible, Toll Credit |
| ROW | 2021 | \$25,000 | \$0 | \$0 | \$25,000 | STP-State Flexible, Toll Credit |
| ROW | 2022 | \$25,000 | \$0 | \$0 | \$25,000 | STP-State Flexible, Toll Credit |
| Construction | 2019 | \$19,800,000 | \$6,000,000 | \$0 | \$25,800,000 | Betterment, STP-State Flexible, Toll Credit |
| Construction | 2020 | \$10,535,000 | \$8,750,000 | \$0 | \$19,285,000 | Betterment, STP-State Flexible, Toll Credit |
| Construction | 2021 | \$7,800,000 | \$8,750,000 | \$0 | \$16,550,000 | Betterment, STP-State Flexible, Toll Credit |
| Construction | 2022 | \$4,800,000 | \$8,750,000 | \$0 | \$13,550,000 | Betterment, STP-State Flexible, Toll Credit |
| | | \$46,800,000 | \$32,250,000 | \$0 | \$79,050,000 | |

Regionally Significant: No

Managed By: DOT

CAA Code: E-10

RPC: Undetermined

PROGRAM (PVMRK)

All Project Cost: \$58,900,000

Route/Road/Entity: Various

Scope: Statewide Pavement Marking Annual Project

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|------------|---------------------|---------------------------------|
| PE | 2019 | \$5,000 | \$0 | \$0 | \$5,000 | STP-State Flexible, Toll Credit |
| PE | 2020 | \$5,000 | \$0 | \$0 | \$5,000 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$5,000 | \$0 | \$0 | \$5,000 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$5,000 | \$0 | \$0 | \$5,000 | STP-State Flexible, Toll Credit |
| Construction | 2019 | \$3,095,000 | \$0 | \$0 | \$3,095,000 | STP-State Flexible, Toll Credit |
| Construction | 2020 | \$3,095,000 | \$0 | \$0 | \$3,095,000 | STP-State Flexible, Toll Credit |
| Construction | 2021 | \$3,095,000 | \$0 | \$0 | \$3,095,000 | STP-State Flexible, Toll Credit |
| Construction | 2022 | \$3,095,000 | \$0 | \$0 | \$3,095,000 | STP-State Flexible, Toll Credit |
| | | \$12,400,000 | \$0 | \$0 | \$12,400,000 | |

Regionally Significant: No

Managed By: DOT

CAA Code: E-11

RPC: Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (RCTRL)

All Project Cost: \$26,036,145

Route/Road/Entity: Various

Scope: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|--------------------|--------------------|---------------------------|
| Other | 2019 | \$1,256,000 | \$0 | \$314,000 | \$1,570,000 | DNCR, Recreational Trails |
| Other | 2020 | \$1,250,000 | \$0 | \$312,500 | \$1,562,500 | DNCR, Recreational Trails |
| Other | 2021 | \$1,250,000 | \$0 | \$312,500 | \$1,562,500 | DNCR, Recreational Trails |
| Other | 2022 | \$1,250,000 | \$0 | \$312,500 | \$1,562,500 | DNCR, Recreational Trails |
| | | \$5,006,000 | \$0 | \$1,251,500 | \$6,257,500 | |

Regionally Significant: No Managed By: Other CAA Code: ALL RPC: Undetermined

PROGRAM (RRRCS)

All Project Cost: \$24,079,511

Route/Road/Entity: Statewide Railroad Crossings

Scope: RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--------------------------------|
| PE | 2019 | \$305,655 | \$0 | \$0 | \$305,655 | RL - Rail Highway, Toll Credit |
| PE | 2020 | \$250,000 | \$0 | \$0 | \$250,000 | RL - Rail Highway, Toll Credit |
| PE | 2021 | \$250,000 | \$0 | \$0 | \$250,000 | RL - Rail Highway, Toll Credit |
| PE | 2022 | \$250,000 | \$0 | \$0 | \$250,000 | RL - Rail Highway, Toll Credit |
| ROW | 2019 | \$5,000 | \$0 | \$0 | \$5,000 | RL - Rail Highway, Toll Credit |
| ROW | 2020 | \$5,000 | \$0 | \$0 | \$5,000 | RL - Rail Highway, Toll Credit |
| ROW | 2021 | \$5,000 | \$0 | \$0 | \$5,000 | RL - Rail Highway, Toll Credit |
| ROW | 2022 | \$5,000 | \$0 | \$0 | \$5,000 | RL - Rail Highway, Toll Credit |
| Construction | 2019 | \$783,991 | \$0 | \$0 | \$783,991 | RL - Rail Highway, Toll Credit |
| Construction | 2020 | \$925,000 | \$0 | \$0 | \$925,000 | RL - Rail Highway, Toll Credit |
| Construction | 2021 | \$925,000 | \$0 | \$0 | \$925,000 | RL - Rail Highway, Toll Credit |
| Construction | 2022 | \$925,000 | \$0 | \$0 | \$925,000 | RL - Rail Highway, Toll Credit |
| Other | 2019 | \$100,000 | \$0 | \$0 | \$100,000 | RL - Rail Highway, Toll Credit |
| Other | 2020 | \$5,000 | \$0 | \$0 | \$5,000 | RL - Rail Highway, Toll Credit |
| Other | 2021 | \$5,000 | \$0 | \$0 | \$5,000 | RL - Rail Highway, Toll Credit |
| Other | 2022 | \$5,000 | \$0 | \$0 | \$5,000 | RL - Rail Highway, Toll Credit |
| | | \$4,749,646 | \$0 | \$0 | \$4,749,646 | |

Regionally Significant: No Managed By: DOT CAA Code: E-1 RPC: Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (SRTS)

All Project Cost: \$8,007,473

Route/Road/Entity: Various

Scope: SAFE ROUTES TO SCHOOL PROGRAM

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------|------------------|-----------------------|
| ROW | 2019 | \$500 | \$0 | \$0 | \$500 | Safe Routes to School |
| Construction | 2019 | \$442,608 | \$0 | \$0 | \$442,608 | Safe Routes to School |
| Construction | 2020 | \$198,404 | \$0 | \$0 | \$198,404 | Safe Routes to School |
| Other | 2019 | \$37,852 | \$0 | \$0 | \$37,852 | Safe Routes to School |
| Other | 2020 | \$37,197 | \$0 | \$0 | \$37,197 | Safe Routes to School |
| Other | 2021 | \$25,000 | \$0 | \$0 | \$25,000 | Safe Routes to School |
| | | \$741,561 | \$0 | \$0 | \$741,561 | |

Regionally Significant: No Managed By: DOT CAA Code: E-6 RPC: Undetermined

PROGRAM (STIC)

All Project Cost: \$1,625,000

Route/Road/Entity: Varies

Scope: STIC Incentives

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------------|------------|------------------|--------------------------------------|
| Other | 2019 | \$100,000 | \$25,000 | \$0 | \$125,000 | NHDOT Operating Budget, STIC Funding |
| Other | 2020 | \$100,000 | \$25,000 | \$0 | \$125,000 | NHDOT Operating Budget, STIC Funding |
| Other | 2021 | \$100,000 | \$25,000 | \$0 | \$125,000 | NHDOT Operating Budget, STIC Funding |
| Other | 2022 | \$100,000 | \$25,000 | \$0 | \$125,000 | NHDOT Operating Budget, STIC Funding |
| | | \$400,000 | \$100,000 | \$0 | \$500,000 | |

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (TA)

All Project Cost: \$45,990,439

Route/Road/Entity: Various

Scope: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|--------------------|---------------------|--|
| PE | 2019 | \$358,400 | \$0 | \$89,600 | \$448,000 | Other, TAP - Transportation Alternatives |
| PE | 2020 | \$252,760 | \$0 | \$63,190 | \$315,950 | Other, TAP - Transportation Alternatives |
| PE | 2021 | \$244,760 | \$0 | \$61,190 | \$305,950 | Other, TAP - Transportation Alternatives |
| PE | 2022 | \$172,000 | \$0 | \$43,000 | \$215,000 | Other, TAP - Transportation Alternatives |
| ROW | 2019 | \$102,120 | \$0 | \$25,530 | \$127,650 | Other, TAP - Transportation Alternatives |
| ROW | 2020 | \$102,120 | \$0 | \$25,530 | \$127,650 | Other, TAP - Transportation Alternatives |
| ROW | 2021 | \$110,120 | \$0 | \$27,530 | \$137,650 | Other, TAP - Transportation Alternatives |
| ROW | 2022 | \$102,120 | \$0 | \$25,530 | \$127,650 | Other, TAP - Transportation Alternatives |
| Construction | 2019 | \$2,158,720 | \$0 | \$539,680 | \$2,698,400 | Other, TAP - Transportation Alternatives |
| Construction | 2020 | \$2,198,720 | \$0 | \$549,680 | \$2,748,400 | Other, TAP - Transportation Alternatives |
| Construction | 2021 | \$2,198,720 | \$0 | \$549,680 | \$2,748,400 | Other, TAP - Transportation Alternatives |
| Construction | 2022 | \$2,279,480 | \$0 | \$569,870 | \$2,849,350 | Other, TAP - Transportation Alternatives |
| Other | 2019 | \$4,000 | \$0 | \$1,000 | \$5,000 | Other, TAP - Transportation Alternatives |
| | | \$10,284,040 | \$0 | \$2,571,010 | \$12,855,050 | |

Regionally Significant: No Managed By: DOT CAA Code: E-33 RPC: Undetermined

PROGRAM (TRAC)

All Project Cost: \$396,000

Route/Road/Entity: TRansportation And Civil engineering program

Scope: Implement and participate in AASHTO TRAC program in local high schools.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|-----------------|------------|------------|-----------------|---------------------------------|
| Other | 2019 | \$22,000 | \$0 | \$0 | \$22,000 | STP-State Flexible, Toll Credit |
| Other | 2020 | \$22,000 | \$0 | \$0 | \$22,000 | STP-State Flexible, Toll Credit |
| Other | 2021 | \$22,000 | \$0 | \$0 | \$22,000 | STP-State Flexible, Toll Credit |
| Other | 2022 | \$22,000 | \$0 | \$0 | \$22,000 | STP-State Flexible, Toll Credit |
| | | \$88,000 | \$0 | \$0 | \$88,000 | |

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (TRAIN)

All Project Cost: \$4,430,262

Route/Road/Entity: Training

Scope: ANNUAL TRAINING PROGRAM (Annual Project)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|---------------------------------|
| Other | 2019 | \$250,000 | \$0 | \$0 | \$250,000 | STP-State Flexible, Toll Credit |
| Other | 2020 | \$250,000 | \$0 | \$0 | \$250,000 | STP-State Flexible, Toll Credit |
| Other | 2021 | \$250,000 | \$0 | \$0 | \$250,000 | STP-State Flexible, Toll Credit |
| Other | 2022 | \$250,000 | \$0 | \$0 | \$250,000 | STP-State Flexible, Toll Credit |
| | | \$1,000,000 | \$0 | \$0 | \$1,000,000 | |

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: CNHRPC

PROGRAM (TRCK-WGHT-SFTY)

All Project Cost: \$1,400,000

Route/Road/Entity: Various

Scope: Truck weight safety inspection & maintenance program

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| Other | 2019 | \$100,000 | \$0 | \$0 | \$100,000 | STP-State Flexible, Toll Credit |
| Other | 2020 | \$100,000 | \$0 | \$0 | \$100,000 | STP-State Flexible, Toll Credit |
| Other | 2021 | \$100,000 | \$0 | \$0 | \$100,000 | STP-State Flexible, Toll Credit |
| Other | 2022 | \$100,000 | \$0 | \$0 | \$100,000 | STP-State Flexible, Toll Credit |
| | | \$400,000 | \$0 | \$0 | \$400,000 | |

Regionally Significant: No Managed By: DOT CAA Code: E-6 RPC: Undetermined

PROGRAM (TSMO)

All Project Cost: \$6,675,000

Route/Road/Entity: Transportation Systems Management and Operations

Scope: Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|---------------------------------|
| Other | 2019 | \$350,000 | \$0 | \$0 | \$350,000 | STP-State Flexible, Toll Credit |
| Other | 2020 | \$350,000 | \$0 | \$0 | \$350,000 | STP-State Flexible, Toll Credit |
| Other | 2021 | \$350,000 | \$0 | \$0 | \$350,000 | STP-State Flexible, Toll Credit |
| Other | 2022 | \$350,000 | \$0 | \$0 | \$350,000 | STP-State Flexible, Toll Credit |
| | | \$1,400,000 | \$0 | \$0 | \$1,400,000 | |

Regionally Significant: No Managed By: DOT CAA Code: E-7 RPC: Undetermined

2019 - 2022 STIP Report Project List

PROGRAM (UBI)

All Project Cost: \$1,233,500

Route/Road/Entity: Various

Scope: Underwater Bridge Inspection (Annual Project)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| Other | 2019 | \$60,000 | \$0 | \$0 | \$60,000 | STP-State Flexible, Toll Credit |
| Other | 2020 | \$60,000 | \$0 | \$0 | \$60,000 | STP-State Flexible, Toll Credit |
| Other | 2021 | \$50,000 | \$0 | \$0 | \$50,000 | STP-State Flexible, Toll Credit |
| Other | 2022 | \$50,000 | \$0 | \$0 | \$50,000 | STP-State Flexible, Toll Credit |
| | | \$220,000 | \$0 | \$0 | \$220,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-38 **RPC:** Undetermined

PROGRAM (USSS)

All Project Cost: \$8,540,000

Route/Road/Entity: Various

Scope: Project to update signing on state system

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---------------------------------|
| PE | 2019 | \$30,000 | \$0 | \$0 | \$30,000 | STP-State Flexible, Toll Credit |
| PE | 2020 | \$30,000 | \$0 | \$0 | \$30,000 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$30,000 | \$0 | \$0 | \$30,000 | STP-State Flexible, Toll Credit |
| PE | 2022 | \$30,000 | \$0 | \$0 | \$30,000 | STP-State Flexible, Toll Credit |
| Construction | 2019 | \$500,000 | \$0 | \$0 | \$500,000 | STP-State Flexible, Toll Credit |
| Construction | 2020 | \$500,000 | \$0 | \$0 | \$500,000 | STP-State Flexible, Toll Credit |
| Construction | 2021 | \$500,000 | \$0 | \$0 | \$500,000 | STP-State Flexible, Toll Credit |
| Construction | 2022 | \$500,000 | \$0 | \$0 | \$500,000 | STP-State Flexible, Toll Credit |
| | | \$2,120,000 | \$0 | \$0 | \$2,120,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-44 **RPC:** Undetermined

2019 - 2022 STIP Report Project List

ROCHESTER (14350)

All Project Cost: \$5,817,041

Route/Road/Entity: NH 202A (WALNUT STREET)

Scope: INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY THROUGH STRAFFORD SQ, NORTH MAIN, & WASHINGTON ST

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|--------------------|--------------------|---------------------------|
| PE | 2019 | \$800 | \$0 | \$200 | \$1,000 | STP-State Flexible, Towns |
| Construction | 2021 | \$1,398,080 | \$0 | \$3,215,741 | \$4,613,821 | STP-State Flexible, Towns |
| | | \$1,398,880 | \$0 | \$3,215,941 | \$4,614,821 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-51 **RPC:** SRPC

ROXBURY - SULLIVAN (10439)

All Project Cost: \$18,685,181

Route/Road/Entity: NH 9

Scope: ---

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|-----------------|------------|------------|-----------------|---|
| ROW | 2019 | \$28,600 | \$0 | \$0 | \$28,600 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$28,600 | \$0 | \$0 | \$28,600 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SWRPC

SALEM (12334)

All Project Cost: \$12,191,530

Route/Road/Entity: NH 28

Scope: RECONSTRUCT DEPOT INTERSECTION NH28 (BROADWAY) AND NH 97 (MAIN STREET) ADD TURN LANES ON NH28 MUPCA

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|--------------------|--------------------|------------------------------------|
| PE | 2019 | \$120,000 | \$0 | \$30,000 | \$150,000 | STP-Areas Over 200K, Towns |
| PE | 2020 | \$115,286 | \$0 | \$28,822 | \$144,108 | Repurposed Earmarks Formula, Towns |
| ROW | 2019 | \$500,000 | \$0 | \$500,000 | \$1,000,000 | STP-Areas Over 200K, Towns |
| Construction | 2020 | \$2,000,000 | \$0 | \$500,000 | \$2,500,000 | STP-Areas Over 200K, Towns |
| Construction | 2021 | \$1,200,000 | \$0 | \$300,000 | \$1,500,000 | STP-Areas Over 200K, Towns |
| | | \$3,935,286 | \$0 | \$1,358,822 | \$5,294,108 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-52 **RPC:** RPC

2019 - 2022 STIP Report Project List

SALEM (41750)

All Project Cost: \$867,489

Route/Road/Entity: Manchester & Lawrence Rail Line

Scope: 0.3 miles of Bike-Ped trail along abandoned M&L rail line from Cluff Crossing to Rockingham Pk Blvd

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------------|------------------|--|
| PE | 2019 | \$95,174 | \$0 | \$23,793 | \$118,967 | Congestion Mitigation and Air Quality Program, Towns |
| PE | 2020 | \$34,818 | \$0 | \$8,704 | \$43,522 | Congestion Mitigation and Air Quality Program, Towns |
| ROW | 2020 | \$40,000 | \$0 | \$10,000 | \$50,000 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2021 | \$524,000 | \$0 | \$131,000 | \$655,000 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$693,991 | \$0 | \$173,498 | \$867,489 | |

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-33 **RPC:** RPC

SALEM TO MANCHESTER (10418T)

All Project Cost: \$1,097,352

Route/Road/Entity: I-93

Scope: CORRIDOR SERVICE PATROL (Salem to Manchester)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|--------------------------------------|
| Other | 2019 | \$93,500 | \$0 | \$0 | \$93,500 | National Highway System, Toll Credit |
| Other | 2020 | \$11,000 | \$0 | \$0 | \$11,000 | National Highway System, Toll Credit |
| | | \$104,500 | \$0 | \$0 | \$104,500 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-6 **RPC:** RPC, SNHPC

SALEM TO MANCHESTER (10418W)

All Project Cost: \$5,040,000

Route/Road/Entity: I-93

Scope: Chloride Reduction Efforts

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------------|-----------------|--------------------|--|
| PE | 2019 | \$157,500 | \$0 | \$35,000 | \$192,500 | FHWA Earmarks, Toll Credit, Towns |
| PE | 2020 | \$689,192 | \$150,308 | \$0 | \$839,500 | FHWA Earmarks, STP-State Flexible, Toll Credit |
| | | \$846,692 | \$150,308 | \$35,000 | \$1,032,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-38 **RPC:** RPC, SNHPC

2019 - 2022 STIP Report Project List

SALEM TO MANCHESTER (10418X)

All Project Cost: \$8,930,522

Route/Road/Entity: I-93

Scope: Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|----------------|----------------|------------------|---|
| PE | 2019 | \$362,840 | \$0 | \$0 | \$362,840 | STP-Areas Over 200K, Toll Credit |
| PE | 2020 | \$290,165 | \$0 | \$0 | \$290,165 | STP-Areas Over 200K, Toll Credit |
| PE | 2021 | \$163,567 | \$0 | \$0 | \$163,567 | STP-Areas Over 200K, Toll Credit |
| Other | 2019 | \$27,183 | \$2,242 | \$1,500 | \$30,925 | Non Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program |
| | | \$843,755 | \$2,242 | \$1,500 | \$847,497 | |

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: RPC, SNHPC

SALEM TO MANCHESTER (13933A)

All Project Cost: \$23,490,174

Route/Road/Entity: I-93

Scope: Mainline, State Line to Exit 1 NB & SB

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|---------------------|------------|---------------------|--|
| Construction | 2019 | \$1,816,312 | \$13,746,903 | \$0 | \$15,563,216 | National Highway System, Non Par DOT, STP-State Flexible, TIFIA, Toll Credit |
| Construction | 2020 | \$631,400 | \$4,490,558 | \$0 | \$5,121,958 | National Highway System, TIFIA, Toll Credit |
| | | \$2,447,712 | \$18,237,461 | \$0 | \$20,685,174 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: RPC

SALEM TO MANCHESTER (14633)

All Project Cost: \$226,110,017

Route/Road/Entity: I-93

Scope: Debt Service Project for I-93 Capacity Improvements - Northern Projects

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------|--------------------|------------|--------------------|---------------|
| Construction | 2019 | \$0 | \$1,348,693 | \$0 | \$1,348,693 | SB367-4-Cents |
| Construction | 2020 | \$0 | \$1,864,483 | \$0 | \$1,864,483 | SB367-4-Cents |
| Construction | 2021 | \$0 | \$2,147,107 | \$0 | \$2,147,107 | SB367-4-Cents |
| Construction | 2022 | \$0 | \$2,195,000 | \$0 | \$2,195,000 | SB367-4-Cents |
| | | \$0 | \$7,555,283 | \$0 | \$7,555,283 | |

Regionally Significant: Yes Managed By: DOT CAA Code: E-0 RPC: SNHPC

2019 - 2022 STIP Report Project List

SALEM TO MANCHESTER (14633B)

All Project Cost: \$54,700,254

Route/Road/Entity: I-93

Scope: NB & SB Mainline, Weigh Station to Kendall Pond Rd (Windham & Derry)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------|------------------|--------------------------------------|
| Construction | 2019 | \$698,744 | \$0 | \$0 | \$698,744 | National Highway System, Toll Credit |
| | | \$698,744 | \$0 | \$0 | \$698,744 | |

Regionally Significant: Yes Managed By: DOT CAA Code: E-55 RPC: SNHPC

SALEM TO MANCHESTER (14633D)

All Project Cost: \$67,539,766

Route/Road/Entity: I-93

Scope: Exit 4 Interchange, NB & SB Mainline & NH 102 approach work

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---|
| Construction | 2019 | \$1,430,249 | \$0 | \$0 | \$1,430,249 | National Highway System, Toll Credit |
| Construction | 2020 | \$1,040,075 | \$0 | \$0 | \$1,040,075 | FHWA Earmarks, National Highway System, Toll Credit |
| | | \$2,470,324 | \$0 | \$0 | \$2,470,324 | |

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: SNHPC

SALEM TO MANCHESTER (14633H)

All Project Cost: \$50,207,877

Route/Road/Entity: I-93

Scope: I-93 NB & SB mainline reconstruction, Exit 5 to I-293 split (Londonderry & Manchester)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--------------------------------------|
| Construction | 2019 | \$1,526,990 | \$0 | \$0 | \$1,526,990 | National Highway System, Toll Credit |
| | | \$1,526,990 | \$0 | \$0 | \$1,526,990 | |

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: SNHPC

2019 - 2022 STIP Report Project List

SALEM TO MANCHESTER (14633I)

All Project Cost: \$36,677,690

Route/Road/Entity: I-93

Scope: NB & SB mainline between Exits 4 and 5 (Londonderry)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------|------------------|--------------------------------------|
| Construction | 2019 | \$575,152 | \$0 | \$0 | \$575,152 | National Highway System, Toll Credit |
| | | \$575,152 | \$0 | \$0 | \$575,152 | |

Regionally Significant: Yes Managed By: DOT CAA Code: N/E RPC: SNHPC

SALEM TO MANCHESTER (14633J)

All Project Cost: \$10,887,914

Route/Road/Entity: I-93

Scope: Exit 1 to Exit 5 - Construct 4th lane northbound and southbound

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------------|-----------------|---------------------|--|
| Construction | 2019 | \$10,272,491 | \$209,442 | \$20,981 | \$10,502,914 | National Highway System, Other, STP-State Flexible, TIFIA, Toll Credit |
| | | \$10,272,491 | \$209,442 | \$20,981 | \$10,502,914 | |

Regionally Significant: Yes Managed By: DOT CAA Code: ATT RPC: RPC, SNHPC

SALEM TO MANCHESTER (14800A)

All Project Cost: \$49,772,025

Route/Road/Entity: I-93

Scope: MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|------------|---------------------|--|
| Construction | 2019 | \$3,045,195 | \$0 | \$0 | \$3,045,195 | RZED Subsidy, STP-State Flexible, Toll Credit |
| Construction | 2020 | \$568,299 | \$0 | \$0 | \$568,299 | RZED Subsidy |
| Construction | 2021 | \$6,950,531 | \$0 | \$0 | \$6,950,531 | National Highway System, RZED Subsidy, Toll Credit |
| Construction | 2022 | \$6,870,671 | \$0 | \$0 | \$6,870,671 | National Highway System, RZED Subsidy, Toll Credit |
| | | \$17,434,695 | \$0 | \$0 | \$17,434,695 | |

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: RPC

2019 - 2022 STIP Report Project List

SALEM TO MANCHESTER (14800B)

All Project Cost: \$56,173,764

Route/Road/Entity: I-93

Scope: I-93 Exit 5 Interchange Reconstruction (Londonderry) - Debt Service for Project 14633F

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|------------|---------------------|--|
| Construction | 2019 | \$1,537,706 | \$0 | \$0 | \$1,537,706 | National Highway System, RZED Subsidy, Toll Credit |
| Construction | 2020 | \$3,315,438 | \$0 | \$0 | \$3,315,438 | RZED Subsidy, STP-Areas Over 200K, Toll Credit |
| Construction | 2021 | \$7,562,852 | \$0 | \$0 | \$7,562,852 | National Highway System, RZED Subsidy, Toll Credit |
| Construction | 2022 | \$7,475,956 | \$0 | \$0 | \$7,475,956 | National Highway System, RZED Subsidy, Toll Credit |
| | | \$19,891,953 | \$0 | \$0 | \$19,891,953 | |

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: SNHPC

SALEM TO MANCHESTER (14800C)

All Project Cost: \$18,268,809

Route/Road/Entity: I-93

Scope: Exit 3 area, PROJECT INITIATED TO TRACK GARVEE BOND DEBT SERVICE ATTRIBUTABLE TO THE 13933N PROJECT

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--|
| Construction | 2019 | \$209,910 | \$0 | \$0 | \$209,910 | RZED Subsidy |
| Construction | 2020 | \$1,129,056 | \$0 | \$0 | \$1,129,056 | National Highway System, RZED Subsidy, Toll Credit |
| Construction | 2021 | \$2,575,491 | \$0 | \$0 | \$2,575,491 | National Highway System, RZED Subsidy, Toll Credit |
| Construction | 2022 | \$2,545,899 | \$0 | \$0 | \$2,545,899 | National Highway System, RZED Subsidy, Toll Credit |
| | | \$6,460,356 | \$0 | \$0 | \$6,460,356 | |

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: SNHPC

2019 - 2022 STIP Report Project List

SALEM TO MANCHESTER (14800D)

All Project Cost: \$36,315,703

Route/Road/Entity: I-93

Scope: I-93 Exit 3 area - Reconstruct SB ML, NH111 & SB on ramp (Windham) - debt service project for 13933I

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|----------------------------------|
| Construction | 2020 | \$3,109,511 | \$0 | \$0 | \$3,109,511 | STP-Areas Over 200K, Toll Credit |
| | | \$3,109,511 | \$0 | \$0 | \$3,109,511 | |

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: SNHPC

SALEM TO MANCHESTER (14800E)

All Project Cost: \$46,258,268

Route/Road/Entity: I-93

Scope: I-93 Exit 2 Interchange reconstruction & Pelham Rd - debt service project for 13933E (Salem)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--|
| Construction | 2019 | \$5,954,115 | \$0 | \$0 | \$5,954,115 | National Highway System, STP-State Flexible, Toll Credit |
| Construction | 2020 | \$2,863,762 | \$0 | \$0 | \$2,863,762 | STP-Areas Over 200K, Toll Credit |
| | | \$8,817,878 | \$0 | \$0 | \$8,817,878 | |

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: RPC

SALEM TO MANCHESTER (14800F)

All Project Cost: \$35,721,206

Route/Road/Entity: I-93

Scope: I-93 Exit 3 area -NB ML connections, NB Ramps & NH 111A relocation - debt service project for 13933H

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|--|
| Construction | 2019 | \$2,748,546 | \$0 | \$0 | \$2,748,546 | National Highway System, RZED Subsidy, Toll Credit |
| Construction | 2020 | \$3,326,890 | \$0 | \$0 | \$3,326,890 | RZED Subsidy, STP-Areas Over 200K, Toll Credit |
| Construction | 2021 | \$778,823 | \$0 | \$0 | \$778,823 | National Highway System, RZED Subsidy, Toll Credit |
| Construction | 2022 | \$769,875 | \$0 | \$0 | \$769,875 | National Highway System, RZED Subsidy, Toll Credit |
| | | \$7,624,134 | \$0 | \$0 | \$7,624,134 | |

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: SNHPC

2019 - 2022 STIP Report Project List

SALEM TO MANCHESTER (14800H)

All Project Cost: \$11,529,387

Route/Road/Entity: I-93

Scope: Final Design Services for PE & ROW - Debt service for 10418V

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|--------------------------------------|
| PE | 2019 | \$1,247,177 | \$0 | \$0 | \$1,247,177 | National Highway System, Toll Credit |
| PE | 2020 | \$910,325 | \$0 | \$0 | \$910,325 | National Highway System, Toll Credit |
| ROW | 2019 | \$209,256 | \$0 | \$0 | \$209,256 | National Highway System, Toll Credit |
| ROW | 2020 | \$152,737 | \$0 | \$0 | \$152,737 | National Highway System, Toll Credit |
| | | \$2,519,495 | \$0 | \$0 | \$2,519,495 | |

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: RPC, SNHPC

SEABROOK (41712)

All Project Cost: \$2,968,081

Route/Road/Entity: US 1

Scope: Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------------|------------------|---|
| PE | 2020 | \$150,000 | \$0 | \$150,000 | \$300,000 | Non Par Other, STP-5 to 200K, Toll Credit |
| ROW | 2021 | \$100,244 | \$0 | \$100,244 | \$200,488 | Non Par Other, STP-5 to 200K, Toll Credit |
| | | \$250,244 | \$0 | \$250,244 | \$500,488 | |

Regionally Significant: No Managed By: DOT CAA Code: N/E RPC: RPC

SEABROOK - HAMPTON (15904)

All Project Cost: \$41,215,173

Route/Road/Entity: NH 1A

Scope: Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|--|
| PE | 2019 | \$1,650,000 | \$0 | \$0 | \$1,650,000 | STP-5 to 200K, STP-Areas Less Than 200K, Toll Credit |
| PE | 2020 | \$225,610 | \$0 | \$0 | \$225,610 | STP-5 to 200K, Toll Credit |
| PE | 2021 | \$1,466,465 | \$0 | \$0 | \$1,466,465 | STP-5 to 200K, Toll Credit |
| PE | 2022 | \$1,159,635 | \$0 | \$0 | \$1,159,635 | STP-5 to 200K, Toll Credit |
| ROW | 2021 | \$578,408 | \$0 | \$0 | \$578,408 | STP-5 to 200K, Toll Credit |
| | | \$5,080,118 | \$0 | \$0 | \$5,080,118 | |

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: RPC

2019 - 2022 STIP Report Project List

SHELBURNE (40551)

All Project Cost: \$5,209,854

Route/Road/Entity: North Road

Scope: Bridge Rehabilitation of the bridge carrying North Road over Androscoggin River (Br No 075/113)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|------------------------------------|
| PE | 2019 | \$275,000 | \$0 | \$0 | \$275,000 | STP-Off System Bridge, Toll Credit |
| PE | 2020 | \$220,000 | \$0 | \$0 | \$220,000 | STP-Off System Bridge, Toll Credit |
| | | \$495,000 | \$0 | \$0 | \$495,000 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

SOMERSWORTH (40646)

All Project Cost: \$3,185,314

Route/Road/Entity: NH 9 (High Street), Blackwater Rd, Indigo Hill Rd

Scope: Intersection safety improvements; NH Route 9, Blackwater Road, Indigo Hill Road

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2022 | \$113,080 | \$0 | \$0 | \$113,080 | STP-State Flexible, Toll Credit |
| | | \$113,080 | \$0 | \$0 | \$113,080 | |

Regionally Significant: No Managed By: DOT CAA Code: E-51 RPC: SRPC

SOMERSWORTH (41741)

All Project Cost: \$716,068

Route/Road/Entity: Hight Street / Route 108

Scope: Signal optimization on High Street / Route 108 corridor

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------------|------------------|--|
| PE | 2020 | \$64,200 | \$0 | \$16,050 | \$80,250 | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2021 | \$508,654 | \$0 | \$127,164 | \$635,818 | Congestion Mitigation and Air Quality Program, Towns |
| | | \$572,854 | \$0 | \$143,214 | \$716,068 | |

Regionally Significant: No Managed By: Muni/Local CAA Code: E-52 RPC: SRPC

2019 - 2022 STIP Report Project List

SPRINGFIELD (20509)

All Project Cost: \$1,123,500

Route/Road/Entity: GEORGES MILLS ROAD

Scope: Georges Mills Rd over Star Lake Outlet Int. of Fisher Corner Rd - Replace Twin 5' Dia Culverts

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------|------------------|---|
| PE | 2019 | \$220,000 | \$0 | \$0 | \$220,000 | STP-Off System Bridge, Toll Credit |
| ROW | 2020 | \$11,000 | \$0 | \$0 | \$11,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| Construction | 2021 | \$715,000 | \$0 | \$0 | \$715,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$946,000 | \$0 | \$0 | \$946,000 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: UVLSRPC

STATEWIDE (40915)

All Project Cost: \$952,754

Route/Road/Entity: Tier 1 Roadways

Scope: Exit sign renumbering along Tier 1 highways to comply with MUTCD.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2022 | \$116,246 | \$0 | \$0 | \$116,246 | STP-State Flexible, Toll Credit |
| | | \$116,246 | \$0 | \$0 | \$116,246 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: Undetermined

STATEWIDE (41374)

All Project Cost: \$247,500

Route/Road/Entity: VARIOUS

Scope: Underwater Bridge Inspection for years 2018 to 2020

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|-----------------|------------|------------------|---|
| Other | 2019 | \$60,000 | \$12,500 | \$0 | \$72,500 | Betterment, STP-State Flexible, Toll Credit, Turnpike Renewal & Replacement |
| Other | 2020 | \$60,000 | \$17,500 | \$0 | \$77,500 | Betterment, STP-State Flexible, Toll Credit, Turnpike Renewal & Replacement |
| | | \$120,000 | \$30,000 | \$0 | \$150,000 | |

Regionally Significant: Yes Managed By: DOT CAA Code: ATT RPC: Undetermined

2019 - 2022 STIP Report Project List

STATEWIDE (41756)

All Project Cost: \$339,305

Route/Road/Entity: Various

Scope: Evaluate 61+ traffic control signals and develop&implement signal timings to improve traffic flow

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|--|
| Other | 2020 | \$82,500 | \$0 | \$0 | \$82,500 | Congestion Mitigation and Air Quality Program, Toll Credit |
| Other | 2021 | \$169,620 | \$0 | \$0 | \$169,620 | Congestion Mitigation and Air Quality Program, Toll Credit |
| Other | 2022 | \$87,185 | \$0 | \$0 | \$87,185 | Congestion Mitigation and Air Quality Program, Toll Credit |
| | | \$339,305 | \$0 | \$0 | \$339,305 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: Undetermined

STATEWIDE (68069B)

All Project Cost: \$180,521

Route/Road/Entity: Various

Scope: Statewide rideshare database utilizing Trapeze Ridepro software

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|-----------------|-----------------|------------|-----------------|---|
| Other | 2019 | \$20,625 | \$5,156 | \$0 | \$25,782 | Congestion Mitigation and Air Quality Program, Turnpike Capital |
| Other | 2020 | \$21,656 | \$5,414 | \$0 | \$27,070 | Congestion Mitigation and Air Quality Program, Turnpike Capital |
| | | \$42,281 | \$10,570 | \$0 | \$52,852 | |

Regionally Significant: No Managed By: DOT CAA Code: E-0 RPC: RPC, SRPC

STATEWIDE BWC (W) (42238)

All Project Cost: \$3,744,729

Route/Road/Entity: Various Tier 2 West

Scope: Statewide Bonded Wearing Course (BWC) Project (West)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|-----------------|--------------------|--|
| PE | 2019 | \$33,000 | \$0 | \$0 | \$33,000 | STP-State Flexible, Toll Credit |
| Construction | 2019 | \$2,405,370 | \$0 | \$10,178 | \$2,415,548 | STP-State Flexible, Toll Credit, Vermont |
| Construction | 2020 | \$1,296,182 | \$0 | \$0 | \$1,296,182 | STP-State Flexible, Toll Credit |
| | | \$3,734,552 | \$0 | \$10,178 | \$3,744,729 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC, SWRPC

2019 - 2022 STIP Report Project List

STATEWIDE STSFA 1 (42248)

All Project Cost: \$500,000

Route/Road/Entity: Various

Scope: Surface Transportation System Funding Alternatives Grant-Phase1 Study.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|--|
| Other | 2019 | \$500,000 | \$0 | \$0 | \$500,000 | Other Fed, STP-State Flexible, Toll Credit |
| | | \$500,000 | \$0 | \$0 | \$500,000 | |

Regionally Significant: No Managed By: DOT CAA Code: ALL RPC: Undetermined

STATEWIDE TIER 2 (SE) RESURFACING (42292)

All Project Cost: \$3,888,338

Route/Road/Entity: Various Tier 2 Southeast

Scope: Resurfacing of various Tier 2 roadways in the Southeast region for Maintenance & Preservation.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|-----------------|--------------------|--|
| PE | 2019 | \$204,600 | \$0 | \$0 | \$204,600 | STP-State Flexible, Toll Credit |
| Construction | 2020 | \$3,672,226 | \$0 | \$11,511 | \$3,683,738 | Non Par Other, STP-State Flexible, Toll Credit |
| | | \$3,876,826 | \$0 | \$11,511 | \$3,888,338 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: RPC, SRPC

STATEWIDE TIER 2 (W) RESURFACING (42272)

All Project Cost: \$2,798,189

Route/Road/Entity: US4/NH10/NH12A

Scope: Resurfacing various Tier 2 roadways in District 2.

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|--------------|--------------------|--|
| PE | 2019 | \$110,000 | \$0 | \$0 | \$110,000 | STP-State Flexible, Toll Credit |
| Construction | 2020 | \$2,687,372 | \$0 | \$817 | \$2,688,189 | Non Par Other, STP-State Flexible, Toll Credit |
| | | \$2,797,372 | \$0 | \$817 | \$2,798,189 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC, UVLSRPC

2019 - 2022 STIP Report Project List

STATEWIDE-RWIS (25198)

All Project Cost: \$935,155

Route/Road/Entity: Various

Scope: To install Road and Weather systems around the State. Ad date set for October 29, 2019

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------------|------------|------------------|---|
| Construction | 2020 | \$431,200 | \$392,000 | \$0 | \$823,200 | STP-State Flexible, Toll Credit, Turnpike Capital |
| | | \$431,200 | \$392,000 | \$0 | \$823,200 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: Undetermined

SURRY (41470)

All Project Cost: \$1,036,847

Route/Road/Entity: NH 12

Scope: Address bridge carrying NH 12 over NHRR (Abd) in the Town of Surry (082/040)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---|
| PE | 2020 | \$82,500 | \$0 | \$0 | \$82,500 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2021 | \$82,500 | \$0 | \$0 | \$82,500 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$165,000 | \$0 | \$0 | \$165,000 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SWRPC

SUTTON (41466)

All Project Cost: \$2,134,923

Route/Road/Entity: I-89 NB

Scope: Bridge Rehab, bridge carrying I-89 NB over NH 114 in the Town of Sutton (109/145)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---|
| PE | 2021 | \$226,160 | \$0 | \$0 | \$226,160 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2022 | \$116,246 | \$0 | \$0 | \$116,246 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$342,406 | \$0 | \$0 | \$342,406 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

2019 - 2022 STIP Report Project List

SUTTON (42419)

All Project Cost: \$17,228,598

Route/Road/Entity: I-89

Scope: Rehabilitate from MM 24.2 to MM 28.7 including the ramps for exit 10

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|--------------------------------------|
| PE | 2019 | \$110,000 | \$0 | \$0 | \$110,000 | National Highway System, Toll Credit |
| PE | 2020 | \$302,500 | \$0 | \$0 | \$302,500 | National Highway System, Toll Credit |
| ROW | 2020 | \$27,500 | \$0 | \$0 | \$27,500 | National Highway System, Toll Credit |
| | | \$440,000 | \$0 | \$0 | \$440,000 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** CNHRPC

SUTTON - NEW LONDON (40511)

All Project Cost: \$8,067,184

Route/Road/Entity: I-89

Scope: Pavement joint north of Exit 10 to pavement joint at Exit 11. Includes Exit 11

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|--------------------------------------|
| PE | 2021 | \$178,380 | \$0 | \$0 | \$178,380 | National Highway System, Toll Credit |
| PE | 2022 | \$122,250 | \$0 | \$0 | \$122,250 | National Highway System, Toll Credit |
| ROW | 2021 | \$59,461 | \$0 | \$0 | \$59,461 | National Highway System, Toll Credit |
| ROW | 2022 | \$61,125 | \$0 | \$0 | \$61,125 | National Highway System, Toll Credit |
| | | \$421,216 | \$0 | \$0 | \$421,216 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** CNHRPC, UVLSRPC

TAMWORTH (41434)

All Project Cost: \$1,418,091

Route/Road/Entity: NH Route 113A

Scope: Address Red List bridge carrying NH 113A over Swift River in the Town of Tamworth (061/091)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|------------------------------------|
| PE | 2019 | \$110,000 | \$0 | \$0 | \$110,000 | STP-Off System Bridge, Toll Credit |
| PE | 2021 | \$113,080 | \$0 | \$0 | \$113,080 | STP-Off System Bridge, Toll Credit |
| | | \$223,080 | \$0 | \$0 | \$223,080 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** LRPC

2019 - 2022 STIP Report Project List

TROY (40371)

All Project Cost: \$6,009,901

Route/Road/Entity: NH Route 12

Scope: Bridge Replacement of the bridge (Br No 096/091) carrying NH Route 12 over NHRR (ABD)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---|
| PE | 2019 | \$275,000 | \$0 | \$0 | \$275,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2020 | \$289,204 | \$0 | \$0 | \$289,204 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2021 | \$115,682 | \$0 | \$0 | \$115,682 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$679,886 | \$0 | \$0 | \$679,886 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SWRPC

UNH (68070)

All Project Cost: \$2,698,442

Route/Road/Entity: Wildcat Transit

Scope: UNH Wildcat Transit - Capital Equipment Purchases and Operating Support. CMAQ-to-FTA transfer.

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|-----------------|------------|------------------|--|
| Other | 2019 | \$191,530 | \$47,883 | \$0 | \$239,413 | FTA 5307 Capital and Operating Program, Turnpike Capital |
| Other | 2020 | \$201,107 | \$50,277 | \$0 | \$251,383 | FTA 5307 Capital and Operating Program, Turnpike Capital |
| | | \$392,637 | \$98,159 | \$0 | \$490,796 | |

Regionally Significant: No Managed By: DOT CAA Code: E-22 RPC: Undetermined

WALPOLE - CHARLESTOWN (14747)

All Project Cost: \$24,072,006

Route/Road/Entity: NH 12

Scope: FROM NORTH WALPOLE RECONST TO NH 12A IN CHARLESTOWN, ADD SHOULDERS, IMPROVE DRAINAGE, RELOCATE RR

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|------------------|------------|------------|------------------|---------------------------------|
| Construction | 2019 | \$165,126 | \$0 | \$0 | \$165,126 | STP-State Flexible, Toll Credit |
| | | \$165,126 | \$0 | \$0 | \$165,126 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SWRPC, UVLSRPC

2019 - 2022 STIP Report Project List

WALPOLE, NH - ROCKINGHAM, VT (42277)

All Project Cost: \$2,196,590

Route/Road/Entity: Church Street

Scope: Bridge Preservation efforts on the Church St over Conn River between Walpole, NH to Rockingham, Vt

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------------|--------------------|--|
| PE | 2019 | \$138,380 | \$0 | \$44,200 | \$182,580 | STP-State Flexible, Toll Credit, Vermont |
| ROW | 2020 | \$11,000 | \$0 | \$0 | \$11,000 | STP-5 to 200K, Toll Credit |
| Construction | 2020 | \$1,505,900 | \$0 | \$481,000 | \$1,986,900 | STP-5 to 200K, Toll Credit, Vermont |
| | | \$1,655,280 | \$0 | \$525,200 | \$2,180,480 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SWRPC

WARNER (15907)

All Project Cost: \$2,226,300

Route/Road/Entity: NH 127

Scope: NH 127 over Warner River - Bridge Replacement or Rehab of a State Red List Bridge (254/180)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|-----------------|--------------------|------------|--------------------|---|
| PE | 2019 | \$55,000 | \$0 | \$0 | \$55,000 | Bridge On/Off System, Toll Credit |
| PE | 2020 | \$33,000 | \$0 | \$0 | \$33,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2020 | \$5,500 | \$0 | \$0 | \$5,500 | STP-Non Urban Areas Under 5K, Toll Credit |
| Construction | 2022 | \$0 | \$1,901,800 | \$0 | \$1,901,800 | SB367-4-Cents |
| | | \$93,500 | \$1,901,800 | \$0 | \$1,995,300 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** CNHRPC

WARNER (40512)

All Project Cost: \$16,033,987

Route/Road/Entity: I-89

Scope: Pavement joint south of exit 8 to pavement joint north of exit 9 Includes Exits 8 and 9

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|------------|---------------------|--|
| PE | 2019 | \$132,000 | \$0 | \$0 | \$132,000 | National Highway System, Toll Credit |
| ROW | 2019 | \$11,000 | \$0 | \$0 | \$11,000 | National Highway System, Toll Credit |
| Construction | 2019 | \$15,478,487 | \$0 | \$0 | \$15,478,487 | Interstate Maintenance, National Highway System, Toll Credit |
| | | \$15,621,487 | \$0 | \$0 | \$15,621,487 | |

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** CNHRPC

2019 - 2022 STIP Report Project List

WARNER - SUTTON (15747)

All Project Cost: \$15,571,956

Route/Road/Entity: I-89

Scope: Pavement Rehab from MM 20.5 to MM 24.2

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|---------------------|------------|------------|---------------------|--------------------------------------|
| PE | 2019 | \$165,000 | \$0 | \$0 | \$165,000 | National Highway System, Toll Credit |
| PE | 2020 | \$247,500 | \$0 | \$0 | \$247,500 | National Highway System, Toll Credit |
| ROW | 2020 | \$82,500 | \$0 | \$0 | \$82,500 | National Highway System, Toll Credit |
| Construction | 2021 | \$15,076,956 | \$0 | \$0 | \$15,076,956 | National Highway System, Toll Credit |
| | | \$15,571,956 | \$0 | \$0 | \$15,571,956 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

WEARE (41471)

All Project Cost: \$4,059,456

Route/Road/Entity: NH 77

Scope: Address bridge carrying NH 77 over Canal 2 Choate Brook in the Town of Weare (159/178)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|------------------------------------|
| PE | 2020 | \$110,000 | \$0 | \$0 | \$110,000 | STP-Off System Bridge, Toll Credit |
| | | \$110,000 | \$0 | \$0 | \$110,000 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SNHPC

WEBSTER (41429)

All Project Cost: \$4,284,596

Route/Road/Entity: NH Route 127

Scope: Address Red List bridge carrying NH 127 over Blackwater River in the Town of Webster (099/123)

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---|
| PE | 2019 | \$137,500 | \$0 | \$0 | \$137,500 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2021 | \$310,970 | \$0 | \$0 | \$310,970 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2022 | \$232,492 | \$0 | \$0 | \$232,492 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2022 | \$116,246 | \$0 | \$0 | \$116,246 | STP-Non Urban Areas Under 5K, Toll Credit |
| Construction | 2022 | \$3,487,387 | \$0 | \$0 | \$3,487,387 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$4,284,596 | \$0 | \$0 | \$4,284,596 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: CNHRPC

2019 - 2022 STIP Report Project List

WHITEFIELD (41582)

All Project Cost: \$3,633,800

Route/Road/Entity: Lancaster Rd

Scope: Roadway recon & safety improvements

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| PE | 2022 | \$116,246 | \$0 | \$0 | \$116,246 | STP-State Flexible, Toll Credit |
| | | \$116,246 | \$0 | \$0 | \$116,246 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: NCC

WILTON - MILFORD - AMHERST - BEDFORD (13692)

All Project Cost: \$1,177,252

Route/Road/Entity: NH 101

Scope: PE and ROW for corridor improvements from NH 31 in Wilton to Wallace Rd in Bedford

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|--------------------------------------|
| PE | 2019 | \$330,000 | \$0 | \$0 | \$330,000 | National Highway System, Toll Credit |
| | | \$330,000 | \$0 | \$0 | \$330,000 | |

Regionally Significant: No Managed By: DOT CAA Code: E-2 RPC: NRPC, SNHPC

WILTON - MILFORD - AMHERST - BEDFORD (13692D)

All Project Cost: \$8,931,863

Route/Road/Entity: NH 101

Scope: Traffic and safety improvements consistent with the intent of the 2002 corridor study

| Phase | Year | Federal | State | Other | Total | Funding |
|--------------|------|--------------------|------------|------------|--------------------|---------------------------------|
| PE | 2020 | \$220,000 | \$0 | \$0 | \$220,000 | STP-State Flexible, Toll Credit |
| PE | 2021 | \$478,603 | \$0 | \$0 | \$478,603 | STP-State Flexible, Toll Credit |
| ROW | 2020 | \$275,000 | \$0 | \$0 | \$275,000 | STP-State Flexible, Toll Credit |
| Construction | 2022 | \$2,895,720 | \$0 | \$0 | \$2,895,720 | STP-State Flexible, Toll Credit |
| | | \$3,869,323 | \$0 | \$0 | \$3,869,323 | |

Regionally Significant: No Managed By: DOT CAA Code: E-51 RPC: NRPC, SNHPC

2019 - 2022 STIP Report Project List

WINDHAM (40663)

All Project Cost: \$318,124

Route/Road/Entity: NH 111

Scope: NH111 Corridor Engineering Study from Wall St intersection to Ledge Rd/London Br Rd intersection

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|------------------|------------|------------|------------------|---------------------------------|
| Other | 2020 | \$318,124 | \$0 | \$0 | \$318,124 | STP-State Flexible, Toll Credit |
| | | \$318,124 | \$0 | \$0 | \$318,124 | |

Regionally Significant: No Managed By: DOT CAA Code: E-34 RPC: SNHPC

WINDHAM (40665)

All Project Cost: \$1,540,752

Route/Road/Entity: NH 28 and Roulston Road

Scope: Intersection Improvements, Roulston Road and NH Route 28 (Rockingham Road)

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|-----------------|------------|------------|-----------------|---------------------------------|
| PE | 2022 | \$87,185 | \$0 | \$0 | \$87,185 | STP-State Flexible, Toll Credit |
| | | \$87,185 | \$0 | \$0 | \$87,185 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SNHPC

WOLFEBORO (29615)

All Project Cost: \$10,586,749

Route/Road/Entity: NH 28

Scope: Improvements from NH 109 to Alton town line

| Phase | Year | Federal | State | Other | Total | Funding |
|-------|------|--------------------|------------|------------|--------------------|---|
| PE | 2019 | \$330,000 | \$0 | \$0 | \$330,000 | STP-Non Urban Areas Under 5K, Toll Credit |
| PE | 2020 | \$520,567 | \$0 | \$0 | \$520,567 | STP-Non Urban Areas Under 5K, Toll Credit |
| ROW | 2022 | \$668,416 | \$0 | \$0 | \$668,416 | STP-Non Urban Areas Under 5K, Toll Credit |
| | | \$1,518,983 | \$0 | \$0 | \$1,518,983 | |

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: LRPC

Sarah Mildred Long Bridge - Project #15731

Portsmouth, NH - Kittery, ME

| Project # | FFY | Funds | PE | ROW | CON | Grand Total |
|--------------------|------|-------|------------------------|-------------------------|--------------------------|--------------------------|
| 15731 | 2012 | NHDOT | \$ 77,000.00 | | | \$ 77,000.00 |
| | | Maine | \$ 70,000.00 | | | \$ 70,000.00 |
| | 2013 | Maine | \$ 3,440,000.00 | | | \$ 3,440,000.00 |
| | | NHDOT | \$ 3,433,000.00 | \$ 49,999.99 | | \$ 3,482,999.99 |
| | 2014 | Maine | \$ 3,640,000.00 | \$ 50,000.00 | | \$ 3,690,000.00 |
| | | NHDOT | \$ 3,750,000.00 | | | \$ 3,750,000.00 |
| | 2015 | NHDOT | | | \$ 455,712.04 | \$ 455,712.04 |
| | | Maine | \$ 750,000.00 | \$ 50,000.00 | \$ 23,480,000.00 | \$ 24,280,000.00 |
| | | NHDOT | | | \$ 24,252,130.45 | \$ 24,252,130.45 |
| | | TIGER | | | \$ 25,000,000.00 | \$ 25,000,000.00 |
| | | NHDOT | | | \$ 178,854.83 | \$ 178,854.83 |
| | | NHDOT | | | \$ 816,107.72 | \$ 816,107.72 |
| | | NHDOT | | | \$ 4,328,615.65 | \$ 4,328,615.65 |
| | 2016 | Maine | | | \$ 35,820,000.00 | \$ 35,820,000.00 |
| | | NHDOT | | | \$ 27,467,136.84 | \$ 27,467,136.84 |
| | | NHDOT | | | \$ 4,777,577.43 | \$ 4,777,577.43 |
| | 2017 | Maine | | | \$ 12,000,000.00 | \$ 12,000,000.00 |
| | | NHDOT | | \$ 2,649,900.00 | \$ 7,315,758.52 | \$ 9,965,658.52 |
| | | NHDOT | | | \$ 721,476.00 | \$ 721,476.00 |
| | 2018 | Maine | | | \$ 3,625,554.50 | \$ 3,625,554.50 |
| | | NHDOT | \$ 1,386,000.00 | \$ 2,600,100.00 | \$ 9,302,079.49 | \$ 13,288,179.49 |
| | | NHDOT | | | \$ 4,133,442.98 | \$ 4,133,442.98 |
| | 2020 | NHDOT | | \$ 10,550,000.00 | | \$ 10,550,000.00 |
| | 2021 | NHDOT | | \$ 2,563,750.00 | | \$ 2,563,750.00 |
| | 2022 | NHDOT | | \$ 2,629,125.63 | | \$ 2,629,125.63 |
| Grand Total | | | \$16,546,000.00 | \$ 21,142,875.62 | \$ 183,674,446.45 | \$ 221,363,322.07 |

FY2019-FY2022 Transportation Improvement Program

Last Printed: 06-Nov-18

Federal Highway Administration
Eastern Federal Lands Highway Division

| PROJECT | PROGRAM FISCAL YEAR | STATE | COUNTY | PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY | DESCRIPTION | TYPE OF WORK | PRIMARY FUND SOURCE | TOTAL PROGRAMMED AMOUNT | FUNDS FROM TITLE | DELIVERED BY | STATUS | CONGRESSIONAL DISTRICT | FLMA REGION |
|-----------------------------|---------------------|-------|--------------|---|--|--------------|---------------------|-------------------------|------------------|--------------|-----------|------------------------|-------------|
| New Hampshire | | | | | | | | | | | | | |
| FW SICO 10(1) 104(1) 105(1) | 2019 | NH | Coos & Essex | Umbagog National Wildlife Refuge & Silvio O'Conte | Replace culverts at Silvio O'Conte | MISC | FLTP | \$790,000.00 | Title 23 | EFLHD | In Design | _VARIOUS | FWS_R5 |
| NH_FLAP_DOT_16(1) | 2019 | NH | Coos | FWS / Umbagog National Wildlife Refuge | Rehabilitate Route 16 through Umbagog National Wildlife Refuge. | LSR_3RL | FLAP | \$539,600.00 | Title 23 | STATE | In Design | NH-02 | FWS_R5 |
| NH_FLAP_DOT_SLR(1) | 2019 | NH | Grafton | USFS - White Mountain National Forest | Roadway grading, placing aggregate and drainage improvements along Stinson Lake Road. | 3RL | FLAP | \$343,000.00 | Title 23 | STATE | In Design | NH-01 | USFS_R9 |
| NH_FLAP_STTB_TRL(1) | 2019 | NH | Coos | FWS / Silvio O. Conte National Fish and Wildlife Refuge | Rehabilitate the Presidential Range Recreational Trail with a new surface and improve drainage | MISC | FLAP | \$88,240.00 | Title 23 | STATE | Planned | NH-02 | FWS_R5 |

Approval signature is shown on the first page of packet only. This listing reflects all newly identified and programmed and/or modified projects as of October 31, 2018.

Transportation Performance Management
State Biennial Performance Report
for Performance Period 2018-2021

2018

Baseline Performance Period Report

New Hampshire

Report Due: 10/1/2018
Report Submitted: 10/15/2018 8:55:45 AM
Report Exported on 10/18/2018

This document is exported from the Federal Highway Administration's (FHWA) web-based Performance Management Form (PMF) of the Policy Information Data Portal (PIDP).
The web-based PMF is the State's official report to FHWA.

State Contact:

Name : Nicholas Alexander, Administrator, Asset Management,
Performance and Strategy

Phone number : 1603271162

Email : nicholas.alexander@dot.nh.gov

Summary of Performance Measures and Targets

| Performance Measures | Baseline | 2-Year Target | 4-Year Target |
|--|-----------------|----------------------|----------------------|
| Percentage of Pavements of the Interstate System in Good Condition | | | 95.0% |
| Percentage of Pavements of the Interstate System in Poor Condition | | | 0.8% |
| Percentage of Pavements of the Non-Interstate NHS in Good Condition | 73.1% | 65.0% | 65.0% |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition | 9.1% | 12.0% | 12.0% |
| Percentage of NHS Bridges Classified as in Good Condition | 57.0% | 57.0% | 57.0% |
| Percentage of NHS Bridges Classified as in Poor Condition | 7.0% | 7.0% | 7.0% |
| Percent of the Person-Miles Traveled on the Interstate That Are Reliable | 99.6% | 95.0% | 95.0% |
| Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable | | | 85.0% |
| Truck Travel Time Reliability (TTTR) Index | 1.35 | 1.50 | 1.50 |
| Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1 | | | 18.3 |
| Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1 | 33.6% | 34.5% | 35.1% |
| Total Emission Reductions: PM2.5 | | | |
| Total Emission Reductions: NOx | | | |
| Total Emission Reductions: VOC | | | |
| Total Emission Reductions: PM10 | | | |
| Total Emission Reductions: CO | 0.000 | 70.162 | 70.162 |

Overview

| OVERVIEW SECTION 1 | | |
|--------------------|--|--|
| O1 | <p>Please provide a description of how the State DOT is coordinating with relevant MPOs in target selection. [23 CFR 490.105(e)(2)] (Optional)</p> | <p>NHDOT works closely with the 4 MPOs in NH as part of a continuous and coordinated planning process. The planning process includes routine attendance at joint meetings between the MPOs and NHDOT, including policy and technical meetings, executive director meetings, interagency consultation, and the Transportation Planners Collaborative. In addition, NHDOT, FHWA, and the 4 MPOs in NH partnered through a SHRP2 initiative to create Partnering for Performance in NH. This group met regularly during the development of the state targets and included several open exchanges of ideas concerning the measures, targets, and methodologies. Following the development of the targets, NHDOT has worked closely with the MPOs and provided data to support them as they consider support for the state targets or the development of regional ones.</p> |
| O2 | <p>Please discuss how the established targets provided in this performance report supports expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p> | <p>The mission of NHDOT is “Transportation excellence enhancing the quality of life in New Hampshire.” The Department’s long range transportation plan (LRTP), ten year plan (TYP), statewide transportation improvement program (STIP), and asset management plan are all built around achieving the mission. Those plans have always supported the focus areas identified in the performance measures including, pavement condition, bridge condition, traffic congestion, reliability, and air quality. The newly developed targets will provide a more consistent way to discuss and compare across the country, but they represent very little change for NHDOT other than reinforcing and clarifying expectations. As future versions of the Plans are developed, NHDOT will make explicit connections between projects and programs to the performance areas and targets that they are expected to impact. In those same plans, targets will be</p> |

| | | |
|---------------------------|--|---|
| | | utilized to identify and discuss gaps between desired and observed performance. |
| O3 | Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and baseline condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) | |
| OVERVIEW SECTION 2 | | |
| O4 | Who should FHWA contact with questions? | Nicholas Alexander, Administrator, Asset Management, Performance and Strategy |
| O5 | What is the phone number for this contact? Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890) | 1603271162 |
| O6 | What is the email address for this contact? | nicholas.alexander@dot.nh.gov |

Pavement

| Pavement Performance Overview | | |
|---|--|---|
| P1 | <p>Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)</p> | <p>While NHDOT understands the encouragement to include all pavement metrics, the Department opted to only consider IRI for this submission for baselines and targets. We understand that future submissions will include all metrics and anticipate a significant change in the amount of good and fair condition pavements as a result. The Department also did not attempt to specifically address conditions related to bridge joints as part of baseline or target development.</p> |
| Statewide Performance Target for the Percentage of Pavements of the Interstate System in Good Condition | | |
| P2 | <p>Please provide the 4-year target for the statewide percentage of pavements of the Interstate System in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</p> <p>Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]</p> | 95.0 |
| P3 | <p>Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Interstate System in Good condition. [23 CFR 490.107(b)(1)(ii)(A)]</p> | <p>With a baseline of 96.7% in good condition (IRI only), the target of 95% represents a continued investment in interstate pavements by the NHDOT. Our strategy for interstates pavements is one of preservation, including crack sealing and pavement preservation resurfacing to maintain the good condition at or above existing conditions. Over the 2 and 4 year target period there is also rehabilitation of certain sections already in the STIP and TYP to address sections that are not performing to expectations. The interstate system is the highest priority for the NHDOT.</p> |
| Statewide Performance Target for the Percentage of Pavements of the Interstate System in Poor Condition | | |
| P4 | <p>Please provide the 4-year target for the statewide percentage of pavements of the Interstate System in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</p> | 0.8 |

| | | |
|--|--|--|
| | Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)] | |
| P5 | Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Interstate System in Poor condition. [23 CFR 490.107(b)(1)(ii)(A)] | With a baseline of 0.2% in poor condition (IRI only), the target of 0.8% represents a continued investment in interstate pavements by the NHDOT. Our strategy for interstates pavements is one of preservation, including crack sealing and pavement preservation resurfacing to maintain the good condition at or above existing conditions. Over the 2 and 4 year period there is also rehabilitation of certain sections already in the STIP and TYP to address sections that are not performing to expectations. The interstate system is the highest priority for the NHDOT. As noted in the general comments, NHDOT did not address bridge joints for the impact they may have on IRI, but it is expected that the joints contributed to the small amount of poor condition. |
| Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Good Condition. | | |
| Note: For the first performance period only, the overall condition for all Non-Interstate NHS pavement types will use IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)] | | |
| P6 | Baseline statewide percentage of pavements of the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(1)(ii)(B)] For the first performance period, FHWA has calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. | 73.1 |
| P7 | Please provide the 2-year target for the statewide percentage of pavements of the Non-Interstate NHS in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. | 65.0 |
| P8 | Please provide the 4-year target for the statewide percentage of pavements of the Non-Interstate NHS in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. | 65.0 |
| P9 | Please provide a discussion, to the maximum extent practicable, on | NHDOT utilizes a number of |

| | | |
|---|--|---|
| | <p>the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(1)(ii)(A)]</p> | <p>strategies on the non-Interstate NHS. The portions that are in good condition generally will be maintained in that condition through a preservation strategy including pavement treatments and crack sealing. NHDOT includes limited rehabilitation for the non-Interstate NHS in the STIP for poorly performing sections. A robust light capital paving approach is utilized to perform preventative maintenance on sections that perform reasonably, but are not in a preservation state. Overall the target represents continued consistent investment by the NHDOT. Based on draft analyses that include available rutting and cracking data, NHDOT anticipates a decline in the number of good miles when those metrics are fully incorporated in the future.</p> |
| <p>Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Poor Condition.</p> | | |
| <p>Note: For the first performance period only, the overall condition for all Non-Interstate NHS pavement types will use IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</p> | | |
| <p>P10</p> | <p>Baseline statewide percentage of pavements of the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(1)(ii)(B)] For the first performance period, FHWA has calculated this value using IRI, only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</p> <p>The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent.</p> | <p>9.1</p> |
| <p>P11</p> | <p>Please provide the 2-year target for the statewide percentage of pavements of the Non-Interstate NHS in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</p> | <p>12.0</p> |
| <p>P12</p> | <p>Please provide the 4-year target for the statewide percentage of pavements of the Non-Interstate NHS in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</p> | <p>12.0</p> |
| | <p>Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(1)(ii)(A)]</p> | <p>NHDOT utilizes a number of strategies on the non-Interstate NHS. NHDOT includes limited rehabilitation for the non-Interstate NHS in the STIP for poorly performing sections. A robust light</p> |

| | | |
|--|--|---|
| | | capital paving approach is utilized to perform preventative maintenance on sections that perform reasonably, but are not in a preservation state. Overall the target represents continued consistent investment by the NHDOT. Even with that consistent investment, the Department is not confident that we can maintain conditions at the baseline level. Based on draft analyses that include available rutting and cracking data, NHDOT anticipates a small decline in the number of poor miles when those metrics are fully incorporated in the future. |
|--|--|---|

The line above marks the end of the required reporting. Everything below this line is related to optional targets.

Optional Additional Pavement Performance Target #1 [23 CFR 490.105(e)(3)]

| | | |
|------------|--|--|
| P14 | Which measure are you establishing an optional additional target? Percentage of Pavements on the: | |
| P15 | Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs. | |
| P16 | If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033). | |
| P17 | Please provide the current baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)] For the first performance period only, baseline condition for the all pavements on the non-Interstate NHS should be based on an overall condition using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)] | |
| P18 | Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should | |

| | | |
|------------|---|--|
| | <p>reflect expected condition by the end of 2019.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</p> <p>Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]</p> | |
| P19 | <p>Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</p> | |
| P20 | <p>Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p> | |

Bridge

| Bridge Performance Overview | | |
|---|--|---|
| B1 | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) | NHDOT's consistent application of the National Bridge Inspection Standards provided significant historical information regarding the performance of bridges. Both the baseline conditions and the targets were developed using the National Bridge Inventory data. Even with good data, system-wide bridge conditions do not change over a 2 or 4 year period. As such, these short-term targets do not provide much insight into the effectiveness of the investment strategies in NH. |
| Statewide Performance Target for Bridges on the NHS Classified as in Good Condition | | |
| B2 | Baseline statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. | 57.0 |
| B3 | Please provide the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5. | 57.0 |
| B4 | Please provide the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5. | 57.0 |
| B5 | Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(1)(ii)(A)] | The target represents continued investment including maintenance, preservation, rehabilitation and reconstruction. As part of the bridge management system, NHDOT has developed a process to identify and prioritize bridge preservation, rehabilitation, and reconstruction needs. While we expect additional bridges to become fair over the 2 and 4 years, projects are underway or planned in the STIP to offset that increase over the short-term. |
| Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition | | |
| B6 | Baseline statewide percentage of deck area of bridges on the NHS | 7.0 |

| | | |
|--|---|---|
| | <p>classified as in Poor condition. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent.</p> | |
| B7 | <p>Please provide the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.</p> | 7.0 |
| B8 | <p>Please provide the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.</p> | 7.0 |
| B9 | <p>Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(1)(ii)(A)]</p> | <p>The target represents continued investment including maintenance, preservation, rehabilitation and reconstruction. As part of the bridge management system, NHDOT has developed a process to identify and prioritize bridge preservation, rehabilitation, and reconstruction needs. While we expect additional bridges to become poor over the 2 and 4 years, projects are underway or planned in the STIP to offset that increase over the short-term. In addition, NHDOT has allocated additional resources for bridge preservation and while those efforts may not be realized for many years, our expectation is that in time the rate of movement from fair to poor condition will decline.</p> |
| <p>The line above marks the end of the required reporting. Everything below this line is related to optional targets.</p> | | |
| <p>Optional Additional Bridge Performance Target #1 [23 CFR 490.105(e)(3)]</p> | | |
| B10 | <p>Which measure are you establishing an optional additional target? Percentage of deck area of Bridges on the NHS classified as in:</p> | |
| B11 | <p>Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area).</p> <p>For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.</p> | |
| B12 | <p>If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas).</p> | |

| | | |
|------------|--|--|
| | <p>Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786).</p> <p>For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).</p> | |
| B13 | <p>Please provide the baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.</p> | |
| B14 | <p>Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.</p> | |
| B15 | <p>Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.</p> | |
| B16 | <p>Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p> | |

Reliability

| Travel Time Reliability Performance Overview | | |
|---|--|--|
| R1 | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) | NHDOT utilized the RITIS NPMRDS Analytics (2017) for travel time reliability measures. |
| Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable | | |
| R2 | <p>Baseline percent of person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent.</p> | 99.6 |
| R3 | <p>Please provide the 2-year target for the percent of the person-miles traveled on the Interstate that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.</p> | 95.0 |
| R4 | <p>Please provide the 4-year target for the percent of the person-miles traveled on the Interstate that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.</p> | 95.0 |
| R5 | Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the percent of the person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(1)(ii)(A)] | <p>Developing targets for travel time reliability was complicated by the relatively limited history for directly comparable data. While projects that are expected to improve reliability will be opening during the target time frame it is difficult to estimate how the outcomes of those projects will manifest in NPMRDS data. The usefulness of this metric is questionable at this time. In addition, the operations of the NHDOT regarding intelligent transportation systems, service patrol, winter maintenance, and other similar services are expected to remain largely consistent. Targets lower than the baseline are a function of risk due to the limited historical information.</p> |
| Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable | | |

| | | |
|--|--|---|
| R6 | <p>Please provide the 4-year target for the percent of the person-miles traveled on the non-Interstate NHS that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(c)] Enter 86.5% as 86.5.</p> <p>Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]</p> | 85.0 |
| R7 | <p>Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the percent of the person-miles traveled on the non-Interstate NHS that are reliable. [23 CFR 490.107(b)(1)(ii)(A)]</p> | <p>Developing targets for travel time reliability was complicated by the relatively limited history for directly comparable data. While projects that are expected to improve reliability will be opening during the target timeframe it is difficult to estimate how the outcomes of those projects will manifest in NPMRDS data. In addition, the operations of the NHDOT regarding intelligent transportation systems, service patrol, winter maintenance, and other similar services are expected to remain largely consistent. Targets lower than the baseline are a function of risk due to the limited historical information.</p> |
| <p>The line above marks the end of the required reporting. Everything below this line is related to optional targets.</p> | | |
| <p>Optional Additional Reliability Performance Target #1 - Reliable Travel Times [23 CFR 490.105(e)(3)]</p> | | |
| R8 | <p>Which measure are you establishing optional additional targets? Percentage of person miles on the:</p> | |
| R9 | <p>Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area).</p> <p>For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.</p> | |
| R10 | <p>If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas).</p> <p>Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786).</p> <p>For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).</p> | |
| R11 | <p>Please provide the current baseline performance for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> | |

| | | |
|------------|--|--|
| | <p>The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513] Enter 86.5% as 86.5.</p> <p>Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]</p> | |
| R12 | <p>Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(c)] Enter 86.5% as 86.5.</p> <p>Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]</p> | |
| R13 | <p>Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.</p> | |
| R14 | <p>Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p> | |

Freight

| Freight Reliability (Movement) Performance Overview | | |
|---|---|--|
| F1 | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) | NHDOT utilizes the RITIS NPMRDS Analytics (2017) for travel time reliability measures. |
| F2 | Please attach a PDF document listing locations of truck freight bottlenecks within the State, including those identified in the National Freight Strategic Plan. If the State DOT has prepared a State Freight Plan under 49 U.S.C. 70202, within the last 2 years, then the State Freight Plan may serve as the basis for identifying truck freight bottlenecks. 23 CFR 490.107(b)(1)(ii)(E) | Yes, document was uploaded in the Attachment tab. |
| F3 | If the required document was not included in this biennial reporting, please explain. (Optional). | N/A |
| Statewide Performance Target for the Truck Travel Time Reliability (TTTR) Index | | |
| F4 | Baseline statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest hundredth. | 1.35 |
| F5 | Please provide the 2-year target for the statewide Truck Travel Time Reliability Index established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54. | 1.50 |
| F6 | Please provide the 4-year target for the statewide Truck Travel Time Reliability Index established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54. | 1.50 |
| F7 | Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(A)] | Developing targets for truck travel time reliability was complicated by the relatively limited history for directly comparable data. While projects that are expected to improve reliability will be opening during the target time frame it is difficult to estimate how the outcomes of those projects will manifest in NPMRDS data. In addition, the operations of the NHDOT regarding intelligent transportation systems, service patrol, winter maintenance, and other similar services are expected to remain largely consistent. Targets higher than the baseline are a function of risk due to the limited historical information. |

The line above marks the end of the required reporting. Everything below this line is related to optional targets.

Optional Additional Freight Reliability Performance Target (TTTR) #1 [23 CFR 490.105(e)(3)]

| | | |
|------------|--|--|
| F8 | <p>Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area).</p> <p>For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.</p> | |
| F9 | <p>If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas).</p> <p>Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786).</p> <p>For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).</p> | |
| F10 | <p>Please provide the baseline performance for this measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.</p> | |
| F11 | <p>Please provide the 2-year target for the measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2019.</p> <p>Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.</p> | |
| F12 | <p>Please provide the 4-year target for the measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2021.</p> <p>Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.</p> | |
| F13 | <p>Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p> | |

Peak Hour Excess Delay (PHED)

| Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview | | |
|--|--|---|
| D1 | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) | |
| D2 | The total number of applicable urbanized area(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are: | 1 |
| Urbanized Area Target #1 - Annual Hours of Peak Hour Excessive Delay Per Capita | | |
| D3 | Urbanized Area: | Boston, MA--NH--RI |
| D4 | <p>Please report the agencies that established the unified PHED target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and & 23 CFR [490.105(f)(5)(iii)(B)]</p> | Massachusetts Department of Transportation; New Hampshire Department of Transportation; Boston Region MPO; Central Massachusetts MPO; Merrimack Valley MPO; Northern Middlesex MPO; Old Colony MPO; Southeastern Massachusetts MPO; Nashua MPO; Rockingham RPO; Southern New Hampshire PC. RI was not included because there are no NHS miles within the UZA. |
| D5 | <p>Please provide the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA that was established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and & 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2021.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.</p> <p>Note: For the first performance period only, baseline performance and 2-year targets are not required for the PHED measure. [23 CFR 490.105(e)(8)(vi)]</p> | 18.3 |
| D6 | Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the annual hours of peak hour excessive delay per capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)]. Include the source of the urbanized dataset used to establish the target. [23 CFR 490.107(b)(1)(ii)(D)] | The 4-year target for annual hours of peak excessive delay per capita in the Boston Urbanized Area was developed using NPMRDS data for traffic volume and delay and the U.S. Census' American Community Survey (ACS) data on population. For more detail on the data that was used and our methodology, please see the attachment entitled, "PHED Memo_PMF_Attachment." Per federal guidance, the target was based off of only 2017 data. |

Percent of Non-SOV Travel

| Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview | | |
|---|--|---|
| T1 | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) | |
| T2 | The total number of applicable urbanized area(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are: | 1 |
| Urbanized Area Target #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel | | |
| T3 | Urbanized Area: | Boston, MA--NH--RI |
| T4 | Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and & 23 CFR [490.105(f)(5)(iii)(B)] | Massachusetts Department of Transportation; New Hampshire Department of Transportation; Boston Region MPO; Central Massachusetts MPO; Merrimack Valley MPO; Northern Middlesex MPO; Old Colony MPO; Southeastern Massachusetts MPO; Nashua MPO; Rockingham RPO; Southern New Hampshire PC |
| T5 | Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)] | Method A - American Community Survey |
| T5a | Please provide a brief description of the method for the Percent of Non-SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)] | N/A |
| T6 | Baseline percent of Non-SOV travel. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(C)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as 86.5. If you select Method A in T5, the baseline data will be prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T5, please provide the baseline performance calculated by the State DOT here. | 33.6 |
| T7 | Please provide the 2-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as 86.5. | 34.5 |
| T8 | Please provide the 4-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as | 35.1 |

| | | |
|------------------|---|---|
| <p>T9</p> | <p>86.5. Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the percent of Non-SOV travel. [23 CFR 490.107(b)(1)(ii)(A)]. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p> | <p>Targets for the Boston Urbanized Area were established using five year rolling annual ACS estimates of the percentage of workers age 16 and older who commuted to work using a mode of transportation other than a single occupancy vehicle. A linear trend line was calculated and used to project expected values as of the end of CY 2019 and CY 2021. ACS 5-year rolling average data was used through 2016. NPMRDS data through 2017.</p> |
|------------------|---|---|

Emissions

| Emissions Reduction Performance Overview | | |
|---|--|--|
| E1 | Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional) | In NH, maintenance areas for carbon monoxide exist for within the cities of Manchester and Nashua. The Department utilized the CMAQ public access tool to identify projects and any associated reductions for CO within the prior 4 years. As no reductions were identified, the baseline for this measure was considered 0. |
| E2 | Does the State include any areas designated as nonattainment or maintenance for PM2.5? Note: Based on the response to E2, the State is not required to establish a statewide target for annual emissions reductions for PM2.5. | No |
| E3 | If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State? | No significant contributors |
| E4 | Does the State include any areas designated as nonattainment or maintenance for PM10? Note: Based on the response to E4, the State is not required to establish a statewide target for annual emissions reductions for PM10. | No |
| E5 | If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State? | No significant contributors |
| E6 | Does the State include any areas designated as nonattainment or maintenance for CO? Note: Based on the response to E6, the State is required to provide a statewide target for annual emissions reductions for CO. | Yes |
| E7 | Does the State include any areas designated as nonattainment or maintenance for ozone? | No |
| Statewide Total Emission Reductions PM2.5 Target #1 | | |
| E11 | Please provide the baseline estimated emissions reductions (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512. | |
| E12 | Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of PM2.5 for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, | |

| | | |
|--|---|--|
| | enter 86.512. | |
| E13 | <p>Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of PM2.5 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | |
| E14 | <p>Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(A)]</p> | |
| Statewide Total Emission Reductions NOx Target #2 | | |
| E15 | <p>Please provide the baseline estimated emissions reductions (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)]</p> <p>The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.</p> <p>The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | |
| E16 | <p>Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | |
| E17 | <p>Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | |
| E18 | <p>Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(A)]</p> | |
| Statewide Total Emission Reductions VOC Target #3 | | |
| E19 | <p>Please provide the baseline estimated emissions reductions (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)]</p> <p>The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.</p> <p>The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter</p> | |

| | | |
|---|--|-------|
| | 86.512. | |
| E20 | <p>Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | |
| E21 | <p>Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | |
| E22 | Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(A)] | |
| Statewide Total Emission Reductions PM10 Target #4 | | |
| E23 | <p>Please provide the baseline estimated emissions reductions (daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)]</p> <p>The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.</p> <p>The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | |
| E24 | <p>Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | |
| E25 | <p>Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | |
| E26 | Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) the PM10. [23 CFR 490.107(b)(1)(ii)(A)] | |
| Statewide Total Emission Reductions CO Target #5 | | |
| E27 | Please provide the baseline estimated emissions reductions (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR | 0.000 |

| | | |
|--|--|---|
| | <p>490.107(c)(3)(ii)(D)]</p> <p>The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.</p> <p>The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | |
| E28 | <p>Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | 70.162 |
| E29 | <p>Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | 70.162 |
| E30 | <p>Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(A)]</p> | <p>Targets for this measure were developed based on the air quality analyses (AQA) of CMAQ projects that have been approved through the state selection process and will be constructed over the next couple of years. Overall there were 3 selected projects with identified CO reductions within the maintenance areas. Those annual reductions were summed to produce the 2 and 4 year targets for CO.</p> |
| <p>The line above marks the end of the required reporting. Everything below this line is related to optional targets.</p> | | |
| <p>Optional Additional Emission Reductions Target #1 [23 CFR 490.105(e)(9)(iv)]</p> | | |
| E31 | <p>Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. (Optional)</p> <p>This item may be used to provide additional background detail or clarification on items included in this submission, note any complications, direct attention to areas of concern, ask questions, or for other similar purposes. (No text limit)</p> | |
| E32 | <p>What pollutant does this optional additional target apply?</p> | |
| E33 | <p>Please indicate what non-attainment and maintenance area or combination of areas that the State DOT is establishing this additional target. Please list the area name(s) as it appears in the EPA Green Book. [23 CFR 490.105(e)(9)(iv)] Separate multiple names using semicolons.</p> | |
| E34 | <p>Please provide the baseline estimated emissions reductions (daily kilograms) of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR</p> | |

| | | |
|------------|---|--|
| | <p>490.107(b)(1)(ii)(B)] and [23 CFR 490.107(c)(3)(ii)(D)]</p> <p>The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | |
| E35 | <p>Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of the applicable pollutant for the 2018-2021 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | |
| E36 | <p>Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of the applicable pollutant for the 2018-2021 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.</p> | |
| E37 | <p>Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A)]</p> | |

Attachments

| S.No | Section | Attachment Name |
|------|---------|--|
| 1 | Freight | 2018_NH_Freight_NH Freight Plan DRAFT Freight Bottleneck Section.pdf |
| 2 | PHED | 2018_NH_PHED_PHED Memo_PMF_Attachment.pdf |