



**STATEWIDE TRANSPORTATION  
IMPROVEMENT PROGRAM  
2021-2024**

**STIP Amendment 4**

Approved July 19, 2022



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of Transportation

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July 19, 2022

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

**RE: New Hampshire FY 2021-2024 Statewide Transportation Improvement Program  
(STIP) Amendment #4**

Dear Commissioner Sheehan:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of New Hampshire's FY 2021-2024 STIP Amendment 4 and supporting documentation submitted on July 11, 2022. The federal agencies note that modifications of New Hampshire's metropolitan transportation plans (MTPs) and transportation improvement programs (TIPs) for this Amendment do not require a conformity determination under 40 CFR 93.109. This was determined via New Hampshire's interagency consultation process, consistent with requirements under 40 CFR 93.105.

We are making the following determinations:

- Projects in the 2021-2024 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.

**Findings:**

The federal agencies appreciate that NHDOT continues to include a status report on the remaining outstanding Corrective Action from our April 30, 2021 2021-2024 STIP approval action, and we request that you continue providing this status report information with any subsequent 2021-2024 STIP Amendments and the 2023-2026 STIP update as needed. We also appreciate that the Department has continued to include documentation in STIP

Amendment 4 addressing performance-based planning and programming requirements. Matrices indicating which projects support performance measures related to Safety, Pavement Condition, Bridge Condition, Congestion/Air Quality and Transit performance measures remain helpful.

Corrective Action from 2021-2024 STIP approval action:

*WIM and Classification Count Reporting (23 CFR 500.204):*

This Corrective Action notes that every state must continuously collect traffic volumes, vehicle classification counts, and vehicle weights. FHWA's Traffic Monitoring Guide (TMG) further clarifies that each state should have 1 to 2 functioning WIM site(s) per each factor group, and at least 1 classification site for each significant roadway within their state. FHWA is continuing to work with the Department to implement a Plan of Corrective Action (PCA) that includes a schedule with milestone dates to restore New Hampshire's WIM and classification count capacity, consistent with 23 CFR 500.204 requirements, and FHWA's TMG. FHWA understands that the Department's current goal is to have required WIM and classification count sites operational by the end of 2024.

**Conclusion:**

FHWA and FTA have jointly determined that FY 2021-2024 STIP Amendment 4 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 SHANNON BUTLER  
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Peter Butler  
Regional Administrator  
Federal Transit Administration  
Region I

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

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

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## Introduction

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 2021-2024 NH STIP.

Following the 2010 Census the Nashua Regional Planning Commission was also designated as a Transportation Management Area (TMA). New Hampshire Department of Transportation (NHDOT) and the three MPOs included in the Nashua Transportation Management Area (TMA) and Boston Urbanized Area (UZA) developed 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.

Under the Clean Air Act section 176(c) (42 U.S.C. 7506 (c) transportation conformity is required to ensure that federal funding and approval are given to highway and transit projects that conform to the air quality goals established by Environmental Protection Agency (EPA) in the State Implementation Plan (SIP).

In July 2013, all of New Hampshire became unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS). 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. On April 6, 2015, the 1997 8-Hour Ozone was revoked for all purposes, including transportation conformity, thus alleviating the Boston-Manchester-Portsmouth (SE) NH area from having to demonstrate the conformity of transportation plans. However, due to a decision of the U. S. Court of Appeals for the District of Columbia Circuit (South Coast Air Quality Management District v. EPA), as of February 16, 2019, transportation conformity for the 1997 ozone NAAQS again applies in the Boston-Manchester-Portsmouth (SE) NH “Orphan Area.” On October 16, 2015, the EPA issued a final rule reducing the NAAQS standards for ozone. Therefore, some areas of NH are still required to demonstrate conformity for the 1997 ozone NAAQS for any plans approved after February 16, 2019. The cities of Nashua and Manchester were classified 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 (TYP). The most recent TYP was approved on June 30, 2022 and includes a list of projects for the period from 2023-2032. 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 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 constraint is required, and further demonstrates the importance of addressing national and state priorities, performance measures and meeting all applicable federal requirements.

The 2021-2024 NH STIP has been developed through a coordinated statewide and metropolitan planning process that is consistent with the requirements of 23 CFR §450.218. 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 2021 and the resources that are reasonably anticipated to be available through 2024. To depict the financial status of the STIP more accurately, inflation at a rate of 2.80% is included for projects, satisfying the year of expenditure requirement in 23 CFR §450.218(l).

In accordance with the NH STIP Revision and the MPO TIP Revision Procedures, a series of minor revisions to the NH 2021-2024 STIP and MPO's TIPs have been approved during the development of Amendment 4. Through those Revision Procedures that were agreed upon by 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 approved Amendment 4 STIP Report.

## **Financial Plan**

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. The IIJA will set the annual apportionment and limitation on obligations for Federal aid highway funding for fiscal years 2022 through 2026. 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.

In Amendment 4 the Financial Constraint Report federal apportionment for 2022 are figures from the Status of Funds (W10A) published by FHWA on April 6, 2022, plus expected funds for Carbon Reduction Program (CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT). Federal fiscal years 2023 & 2024 are federal revenue projections based on the 2022 apportionment and the IIJA.

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. Various sources of funding to be utilized may include 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 guiding principles:

- All Federal funds obligated will be appropriately matched and the matching funds are indicated in the constraint analysis and at the project level.
- Stand-alone projects with funding authorization under a Programmatic project (Grouped projects) are made available to MPOs 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.
- 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 of a project provided that credits are available. State match budgeted for FY 2021-2024 (as discussed and agreed to by NHDOT and FHWA) is primarily in the form of Turnpike Toll Credits.
- Manchester has received a Rebuilding American Infrastructure with Sustainable and Equity (RAISE) grant and is shown in the STIP Financial Constraint Report.
- To estimate year of expenditure dollars for future years in the STIP, an annual inflation rate of 2.80% is applied to each year following the second year of current estimate. The NHDOT developed an annual estimated rate of inflation of 2.80% with the concurrence of the FHWA Division Office. That rate is a rolling rate based on historical trends over a 10-year period. 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.
- All projects funded in the STIP are included in the analysis of STIP financial constraint.
- In the first amendment of each federal fiscal year the NHDOT will show that year as financially constraint by specific funding source.
- The NHDOT is showing future years as constrained in the Financial Constraint Report by total of all funding sources. In upcoming Amendments and STIP Updates the NHDOT is striving to demonstrate individual funding sources substantially closer to being constrained.
- By funding category, apportionment balances from previous years as well as the transfer flexibility inherent within the IJA Act will be utilized as necessary.



While reviewing the federal fiscal year 2022 Financial Constraint Report, it was discovered that some individual funding sources had been overprogrammed.

In order to accurately show reasonable funding availability, the NHDOT plan to constrain funding source is:

- Reassign the overprogrammed funds in STBG-5-200k, STBG 5k to 49,999 and STBG Non Urban Areas Under 5k to STBG-Flexible.
- Funds needed for the overprogrammed amounts in STBG-Flex will come from prior year carryover, reprogramming of projects and transferred funds from National Highway Performances, CMAQ, PROTECT and Carbon Reduction Program (CRPO).

## **Federal Resources**

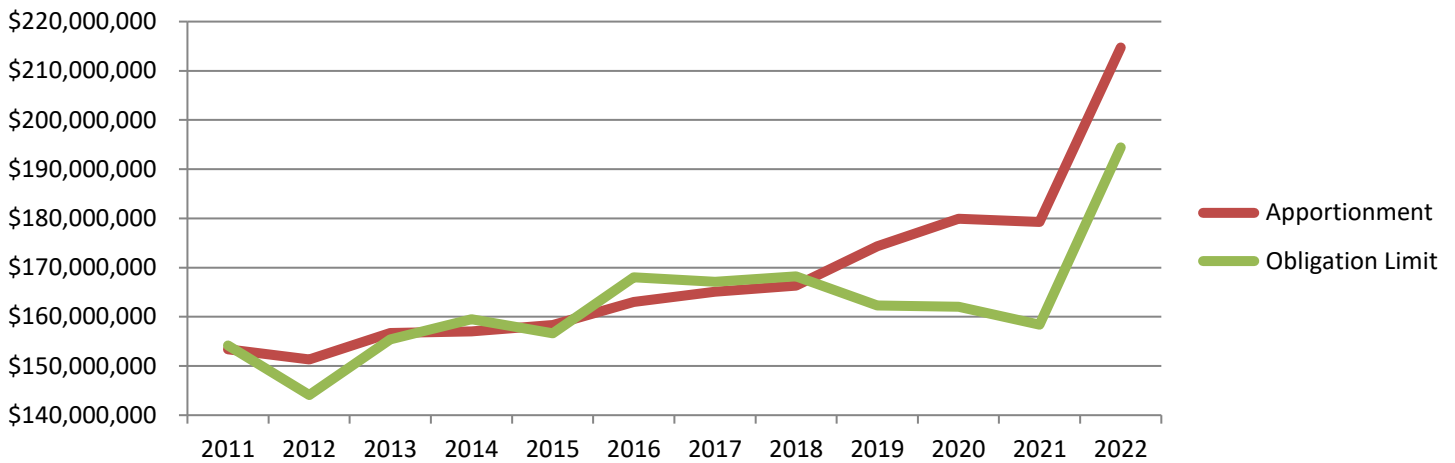
There are two primary federal sources of revenues. These include apportionments/obligational limits and congressional earmarks. Each is briefly described below.

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 IJA. In addition to the apportionment, the federal government establishes on an annual basis and in accordance with Public Law 117-58, 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 2021-2024 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 2021-2024 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**



\*Source: FHWA W10A Report (Status of Funds)

### **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 2021-2024 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.

### **Senate Bill (SB) 367**

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.

## Senate Bill (SB) 367

### Source Agency Budget Submission 2021-2024\*

2021	2022	2023	2024
<b>Total Resources</b>	<b>Total Resources</b>	<b>Total Resources</b>	<b>Total Resources</b>
Available	Available	Available	Estimated
<b>\$36,093,750</b>	<b>\$34,726,563</b>	<b>\$35,000,000</b>	<b>\$35,000,000**</b>

\*Source: <https://das.nhgov/budget/2022-2023AgencyBudget.asp>

\*\*Revenue estimate are expected to change

The NH budgeting process has three important transmittal dates. Each is briefly discussed below. On or before October 1st of all even years (October 2022 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 2021-2024 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 2021 NH had a balance of toll credits in the amount of \$195M; this amount exceeds the 20% match required of the State. The total amount of toll credits for the last three years of the STIP is \$144M. 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 \*

2021	2022	2023	2024
<b>Total Programmed</b>	<b>State Resources Total Programmed</b>	<b>Total Programmed</b>	<b>Total Programmed</b>
\$49,352,218	\$43,778,860	\$49,680,185	\$51,302,190**

\*Source: NHDOT ProMIS

\*\*Revenue estimate are expected to change

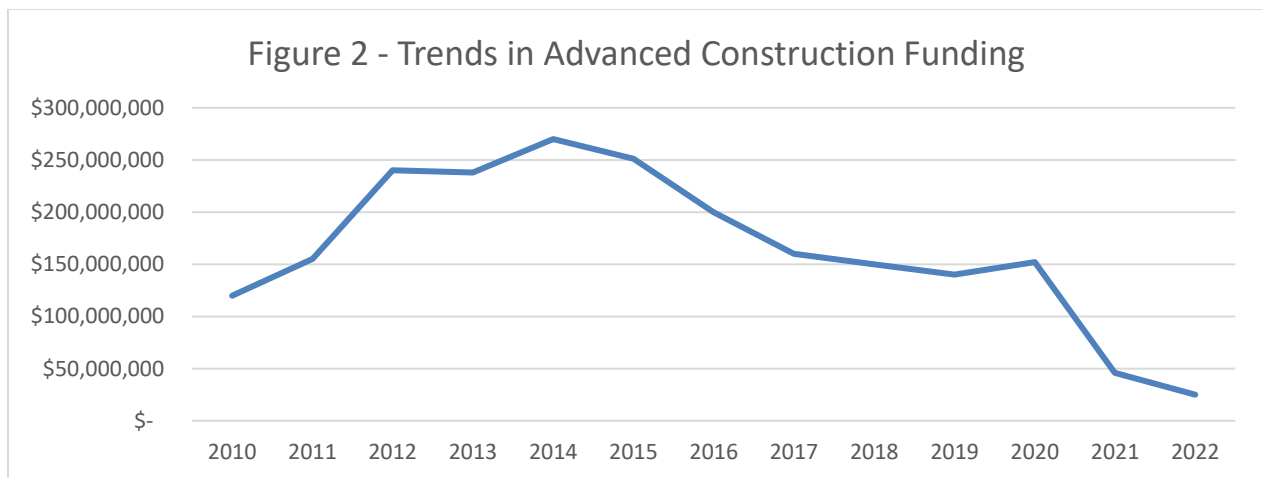
### Advance Construction (AC)

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 Federal funding fail 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 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.



\*Source: NHDOT ProMIS

## 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 2021-2024 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)\***

2021	2022	2023	2024
<b>Total Resources</b>	<b>Total Resources</b>	<b>Total Resources</b>	<b>Total Resources</b>
Available	Available	Available	Estimated
<b>\$239,179,895</b>	<b>\$162,885,600</b>	<b>\$161,313,973</b>	<b>\$161,313,973**</b>

\*Source: New Hampshire First Enterprise Resource Planning

\*\*Revenue estimate are expected to change

## 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. Authorization for the issuance of these revenue bonds is provided for in RSA 228-A:2.

### **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 2021-2024\***

2021	2022	2023	2024
<b>Total Resources</b>	<b>Total Resources</b>	<b>Total Resources</b>	<b>Total Resources</b>
Available	Available	Available	Estimated
<b>\$175,225,895</b>	<b>\$163,789,367</b>	<b>\$168,114,322</b>	<b>\$168,114,322*</b>

\*Source: <https://das.nhgov/budget/2022-2023AgencyBudget.asp>

\*\*Revenue estimate are expected to change

### **Other Resources**

The 2021-2024 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, the LRTP and other planning documents are based on input from extensive public involvement efforts. The NH 2023-2032 Ten Year Plan included conducting twenty-two public hearings around the state, 1 being all virtual. Over 400 comments were heard during the hearing process with response from 766 to the online survey. These comments were taken into consideration and adjustments were made to the Draft TYP. The RPCs presented regional transportation needs that were identified and prioritized in their area, from public involvement input. 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

On January 9, 2020, the NHDOT adopted the most recent STIP Revision Procedures. The STIP Revisions procedures were developed in coordination with the MPOs, and other Interagency Consultation partners 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 2021-2022.

**Figure 3 – STIP Amendment Schedule**

2021-2024 STIP		2023-2026 STIP	
<b>A01</b>	<b>May 2021</b>	<b>A0</b>	<b>December 2023-2026 STIP Update</b>
<b>A02</b>	<b>September 2021</b>		
<b>A03</b>	<b>December 2021</b>		
<b>A04</b>	<b>May 2022</b>		
<b>Month represents expected introduction at Interagency.</b>			

### 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 and will support any new recommendations by the IIJA Act. Specifically, pavement condition, bridge condition, traffic congestion, reliability, and air quality have always been focus areas for programming funding. The targets that have been developed 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 2021-2024 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 2021-2024

Project Name	Project Number	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit	Non-Applicable (N/A)
ALBANY	29597	X	X				
ALSTEAD	40661			X			
ALTON	40624			X			
ALTON	40634						X
AMHERST	40657			X			
AMHERST	41413			X			
ANDOVER	20650			X			
ANDOVER	40392			X			
ANDOVER	41407			X			
ASHLAND - BRIDGEWATER	24904			X			
AUBURN	29316			X			
BARRINGTON	41415			X			
BEDFORD	24217			X			
BEDFORD	40664	X					
BEDFORD	13692C			X			
BEDFORD - MERRIMACK	16100	X			X		
BELMONT	43352	X					
BENNINGTON	29486			X			
BERLIN	41367	X					
BETHLEHEM	41575			X			
BOSCAWEN	41578	X					
BOW	29641	X					
BOW - CONCORD	13742	X	X				
BRISTOL	40636	X	X				
BRISTOL	41579	X					
BRISTOL	43429			X			
BROOKLINE	40662	X					
CAMPTON	41472			X			
CANAAN	41399			X			
CANAAN	41406			X			
CANDIA	41592	X					
CENTER HARBOR - NEW HAMPTON	24579			X			
CHARLESTOWN	40667		X				
CHICHESTER	40631	X					
CLAREMONT	13248	X					
CLAREMONT	41748				X		
CLAREMONT, NH - WEATHERSFIELD, VT	41467			X			
COLEBROOK	40640	X					
COLEBROOK	40655			X			
CONCORD	29601	X					
CONCORD	41212			X			
CONCORD	41468			X			
CONCORD	42574			X			
CONCORD	42614	X					
CONWAY	40638	X					
CONWAY	41755	X			X		
DANBURY	16303			X			
DANBURY	40395			X			
DEERFIELD	24477			X			

# Performance Measures STIP 2021-2024

Project Name	Project Number	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit	Non-Applicable (N/A)
DERRY - LONDONDERRY	13065	X					
DERRY-LONDONDERRY	13065A	X					
DERRY-LONDONDERRY	13065B	X					
DERRY-LONDONDERRY	13065C	X					
DERRY-LONDONDERRY	13065E	X					
DOVER	41373	X					
DOVER	41746	X			X		
DOVER	41824			X			
DOVER - ROCHESTER	29440	X					
DOVER - SOMERSWORTH - ROCHESTER	29604	X					
DOVER, NH - SOUTH BERWICK, MAINE	41433			X			
DUMMER - CAMBRIDGE - ERROL	16304B	X					
DURHAM	16254	X					
DURHAM	41432			X			
DURHAM	41753					X	
DURHAM	42873				X	X	
ENFIELD	40526	X					
EPPING	29608	X					
EXETER	40436	X					
EXETER	40623			X			
GILFORD	41502			X			
GILFORD	42577			X			
GILMANTON	43536			X			
GREENLAND	43849			X			
HAMPSTEAD	41717	X					
HAMPTON	40797	X					
HAMPTON	42573			X			
HAMPTON - PORTSMOUTH	26485				X		
HAMPTON-HAMPTON FALLS	41497						
HANOVER	44015	X					
HANOVER, NH - NORWICH, VT	42278			X			
HARRISVILLE	42575			X			
HENNIKER - HOPKINTON	40633	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	42558			X			
JEFFERSON - RANDOLPH	13602C	X					
JEFFERSON-RANDOLPH	13602D	X					
KEENE	10309B	X		X			
KEENE	40666			X			
KEENE	41590	X	X				
KEENE - SWANZEY	40100	X					
LACONIA	24181			X			
LACONIA	41469			X			
LACONIA	26706			X			
LEBANON	29612	X					

# Performance Measures STIP 2021-2024

Project Name	Project Number	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit	Non-Applicable (N/A)
LEBANON	44016	X					
LEBANON	40794	X					
LEBANON	13558A			X			
LEE	41322			X			
LEE	42876				X		
LITTLETON, NH - WATERFORD, VT	27711			X			
LONDONDERRY	41593	X					
LONDONDERRY	41715	X					
LONDONDERRY	42508	X					
LOUDON	40632	X					
LOUDON-CANTERBURY	29613C	X	X				
LYME, NH - THETFORD, VT	14460			X			
MANCHESTER	16099	X					
MANCHESTER	29811				X		
MANCHESTER	41414			X			
MANCHESTER	41594	X					
MANCHESTER	41747				X		
MANCHESTER	42881				X		
MANCHESTER	42886	X			X		
MANCHESTER	43826		X			X	
MANCHESTER	43850	X					
MERRIMACK	10136D	X					
MILFORD	41587			X			
MILFORD	42470	X					
MILFORD	42883	X			X		
MILFORD	42887	X			X		
MILTON	43846	X					
MILTON, NH-LEBANON, ME	40658			X			
MOULTONBOROUGH	40639	X					
MOULTONBOROUGH	41580	X					
MOULTONBOROUGH	41581	X					
NASHUA	10136A	X	X				
NASHUA	16314	X					
NASHUA	40660	X					
NASHUA	41585	X					
NASHUA	41586	X					
NASHUA	41742				X		
NASHUA	41745					X	
NASHUA	42882				X		
NASHUA	43509	X					
NASHUA	NTS5339B					X	
NASHUA-MERRIMACK-BEDFORD	13761	X	X				
NASHUA-MERRIMACK-BEDFORD	13761A	X	X				
NASHUA-MERRIMACK-BEDFORD	13761B			X			
NASHUA-MERRIMACK-BEDFORD	13761D	X	X				
NEW BOSTON	15505			X			
NEW CASTLE - RYE	16127			X			
NEW HAMPTON	25365			X			
NEW LONDON	42877				X		

# Performance Measures STIP 2021-2024

Project Name	Project Number	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit	Non-Applicable (N/A)
NEWFIELDS - NEWMARKET	28393			X			
NEWINGTON - DOVER	11238			X			
NEWINGTON - DOVER	11238S	X					
NEWPORT - CROYDON - GRANTHAM	41914	X					
NEWTON	29617	X					
NEWTON	41436			X			
NHDES	42875				X		
NORTH HAMPTON	24457			X			
NORTH HAMPTON	42979			X			
NORTHWOOD-NOTTINGHAM	41595	X					
ORFORD	40366			X			
ORFORD	41151			X			
OSSIPEE	41251		X				
PELHAM	16145			x			
PELHAM	29450			X			
PELHAM	41751				X		
PETERBOROUGH	15879			X			
PETERBOROUGH	27712			X			
PLAISTOW	40641	X					
PLAISTOW	40645	X					
PLAISTOW - KINGSTON	10044E	X	X				
PLYMOUTH	41583	X					
PORTSMOUTH	20258				X		
PORTSMOUTH	29640	X					
PORTSMOUTH	40642	X					
PORTSMOUTH	40644	X				X	
PORTSMOUTH	41752				X		
PORTSMOUTH	42350	X					
PORTSMOUTH	42874				X		
PORTSMOUTH	42879				X		
PORTSMOUTH	43760				X		
PORTSMOUTH, NH - KITTERY, ME	15731			X			
PORTSMOUTH, NH-KITTERY, ME	15731C			X			
PORTSMOUTH, NH -KITTERY, ME	16189			X			
PORTSMOUTH, NH - YORK, ME	16189B	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	CMAQ-FTA				X		
PROGRAM	COAST5307					X	
PROGRAM	CORRST	X			X		
PROGRAM	CRDR	X					
PROGRAM	DBE						X
PROGRAM	ENV-POST-CON	X					
PROGRAM	FLAP	X					
PROGRAM	FTA5307					X	
PROGRAM	FTA5310					X	

# Performance Measures STIP 2021-2024

Project Name	Project Number	Safety	Pavement Condition	Bridge Condition	Congestion/Air Quality	Transit	Non-Applicable (N/A)
PROGRAM	FTA5311					X	
PROGRAM	FTA5339					X	
PROGRAM	GRR	X					
PROGRAM	HSIP	X					
PROGRAM	LTAP	X					
PROGRAM	MOBIL			X			
PROGRAM	MOBRR			X			
PROGRAM	MTA5307					X	
PROGRAM	MTA5310					X	
PROGRAM	MTA5339					X	
PROGRAM	NTS5307					X	
PROGRAM	NTS5310					X	
PROGRAM	NTS5339					X	
PROGRAM	OJT/SS						X
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					
PROGRAM	TRAC						X
PROGRAM	TRAIN						X
PROGRAM	TRCK-WGHT-SFTY	X					
PROGRAM	TSMO	X					
PROGRAM	UBI			X			
PROGRAM	USSS	X					
PROGRAM	NSTI						X
ROCHESTER	14350	X					
ROCHESTER	40647	X					
RICHMOND	29055			X			
ROCHESTER	43552		X				
ROCHESTER	43840				X		
ROLLINSFORD - DOVER	42578			X			
RYE	43002	X					
SALEM	41750				X		
SALEM	42884				X		
SALEM TO MANCHESTER	14633	X					
SALEM TO MANCHESTER	14800A			X			
SALEM TO MANCHESTER	14800B	X					
SALEM TO MANCHESTER	14800C	X					
SALEM TO MANCHESTER	14800F	X					
SEABROOK - HAMPTON	15904			X			
SHELBURNE	40551			X			
SOMERSWORTH	40646	X					
SOMERSWORTH	41741				X		
SPRINGFIELD	20509			X			

# Performance Measures STIP 2021-2024

Project Name	Project Number	Project		Pavement		Congestion/Air		Non-Applicable (N/A)
		Safety	Condition	Bridge Condition	Quality	Transit		
STATEWIDE	41756	X				X		
STATEWIDE	42878	X						
STATEWIDE	43931	X						
STATEWIDE	43932	X						
STATEWIDE CBI	40759					X		
STATEWIDE TIER 2 (N)	43288		X					
STATEWIDE TIER 2 (S)	43289		X					
STRATHAM	41711	X						
SUGAR HILL	24218			X				
SUTTON	42419		X					
SUTTON - NEW LONDON	40511		X					
SWANZEY	41403			X				
TAMWORTH	41434			X				
TILTON	42600	X						
TROY	40371			X				
WALPOLE, NH - ROCKINGHAM, VT	41720			X				
WARNER	15907			X				
WARNER - SUTTON	15747		X					
WEARE	41471			X				
WEBSTER	40810			X				
WEBSTER	41429			X				
WHITEFIELD	41582	X						
WILTON - MILFORD - AMHERST - BEDFORD	13692D	X						
WILTON - MILFORD - AMHERST - BEDFORD	13692E	X						
WINDHAM	40665	X						
WOLFEBORO	29615	X						

## FHWA Findings from STIP Amendment 3 Approval Letter

Item	Description	Status
On-Going Request	Current Action Information Performance	Current Action- The NHDOT will continue to provide a status update in current STIP Reports on the Corrective Action Request shown in prior federal amendments approval letters.
Finding	Weigh In Motion (WIM) and classification count requirements	In-Progress- FHWA is working with NHDOT to implement a Plan of Corrective Action to restore New Hampshire's WIM and classification count capacity to meet FHWA TMG and CFR 500.204 requirements.
On-Going Request	Based Planning & Programming Requirements	Current Action-Performance based planning and programming requirements, which includes the STIP Performance Measures will be done on a regular basis.

## FFY 2021 - STIP Amendment 4 Financial Constraint

Funding Sources	Federal Available (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed	Addition Federal Resources Used	Transfer or Committed Funds
<b>FHWA (Federal-Aid Formula) <sup>(1)</sup></b>	<b>Available</b>	<b>Available</b>	<b>Available</b>	<b>Available</b>	<b>Needed <sup>(2)</sup></b>	<b>Used</b>	<b>Sources</b>
Congestion Mitigation and Air Quality Program	\$ 18,673,830	\$ -	\$ 1,205,065	\$ 19,878,895	\$ 7,430,423	\$ -	
Highway Safety Improvement Program (HSIP)	\$ 14,898,943	\$ -	\$ -	\$ 14,898,943	\$ 7,731,232	\$ -	
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ 69,625	\$ 102,045,387	\$ 93,771,375	\$ -	
Recreational Trails	\$ 4,200,034	\$ -	\$ 312,500	\$ 4,512,534	\$ 1,562,500	\$ -	
Redistribution Auth FAST	\$ 1,209,655	\$ -	\$ -	\$ 1,209,655	\$ 1,209,655	\$ -	
RL - Rail Highway	\$ 4,824,999	\$ -	\$ -	\$ 4,824,999	\$ 1,761,540	\$ -	
STBG-5 to 200K	\$ 8,575,653	\$ -	\$ 621,165	\$ 9,196,818	\$ 6,712,370	\$ -	
STBG-Areas Over 200K	\$ 6,270,796	\$ -	\$ 32,355	\$ 6,303,151	\$ 8,949,880	\$ (2,646,729)	Use Transferred funds
STBG-Non Urban Areas Under 5K	\$ 12,469,115	\$ -	\$ 7,749	\$ 12,476,864	\$ 8,223,637	\$ -	
STBG-Off System Bridge	\$ 10,611,927	\$ -	\$ -	\$ 10,611,927	\$ 2,588,802	\$ -	
STBG-State Flexible	\$ 22,296,202	\$ -	\$ 2,219,565	\$ 24,515,767	\$ 44,766,505	\$ (20,250,738)	Transfers and Redistribution
TAP - Transportation Alternatives	\$ 4,937,500	\$ -	\$ 630,870	\$ 5,568,370	\$ 3,217,000	\$ -	
Statewide Planning & Research (SPR Part 1 & 2)	\$ 7,847,172	\$ 1,250	\$ 390,000	\$ 8,238,422	\$ 5,438,538	\$ -	
<b>TOTAL</b>	<b>\$ 218,791,588</b>	<b>\$ 1,250</b>	<b>\$ 5,488,894</b>	<b>\$ 224,281,732</b>	<b>\$ 193,363,457</b>		

Total Resources	\$ 224,281,732
Total Programmed	\$ 193,363,457
Surplus/(Deficit)	\$ 30,918,275

FHWA (Non-Formula Funds/Other)							
Bridge Special	\$ 240,000	\$ -	\$ -	\$ 240,000	\$ 240,000	\$ -	
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000	\$ -	
FHWA Earmarks	\$ 160,000	\$ -	\$ 40,000	\$ 200,000	\$ 200,000	\$ -	
Highway Infr. Exempt	\$ 39,187,835	\$ -	\$ 219,470	\$ 39,407,305	\$ 39,407,305	\$ -	
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	
NHPP Exempt	\$ 2,500,000	\$ 69,625	\$ -	\$ 2,569,625	\$ 2,569,625	\$ -	
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -	
Repurposed Earmarks Non-Fed-Aid	\$ 181,827	\$ -	\$ -	\$ 181,827	\$ 181,827	\$ -	
SPR EXEMPT	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912	\$ -	
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000	\$ -	
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	
<b>GRAND TOTAL</b>	<b>\$ 43,122,574</b>	<b>\$ 94,625</b>	<b>\$ 259,470</b>	<b>\$ 43,476,669</b>	<b>\$ 43,476,669</b>		

Federal Transit Administration <sup>(3)</sup>							
FTA5307	\$ 15,811,564	\$ -	\$ 3,763,760	\$ 19,575,324	\$ 19,575,324	\$ -	
FTA5310	\$ 2,728,160	\$ -	\$ 682,039	\$ 3,410,199	\$ 3,410,199	\$ -	
FTA5311	\$ 6,877,688.50	\$ -	\$ 6,877,688.50	\$ 13,755,377	\$ 13,755,377	\$ -	
FTA5339	\$ 8,009,828	\$ -	\$ 2,002,457	\$ 10,012,285	\$ 10,012,285	\$ -	
FTA-Other	\$ 1,299,040	\$ 47,016	\$ 233,362	\$ 1,579,418	\$ 1,579,418	\$ -	
<b>GRAND TOTAL</b>	<b>\$ 34,726,280</b>	<b>\$ 47,016</b>	<b>\$ 13,559,307</b>	<b>\$ 48,332,603</b>	<b>\$ 48,332,603</b>		

INNOVATIVE & TURNPIKE FINANCING <sup>(4)</sup>							
BETTERMENT	\$ -	\$ 6,162,332	\$ -	\$ 6,162,332	\$ 6,162,332	\$ -	
GARVEE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RZED	\$ -	\$ -	\$ 1,409,496	\$ 1,409,496	\$ 1,409,496	\$ -	
SB367-4 Cents	\$ -	\$ 11,328,885	\$ -	\$ 11,328,885	\$ 11,328,885	\$ -	
Turnpike Capital	\$ -	\$ 33,882,908	\$ -	\$ 33,882,908	\$ 33,882,908	\$ -	
Turnpike R&R	\$ -	\$ 11,296,123	\$ -	\$ 11,296,123	\$ 11,296,123	\$ -	
<b>GRAND TOTAL</b>	<b>\$ -</b>	<b>\$ 62,670,247</b>	<b>\$ 1,409,496</b>	<b>\$ 64,079,743</b>	<b>\$ 64,079,743</b>		

- (1) Federal Available for 2021 is based on 7/15/2021 Status of Funds.
- (2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.
- (3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.
- (4) Innovative & Turnpike Financing includes STIP projects only.

## FFY 2022 - STIP Amendment 4 Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed	Available Federal Balance	Transfer or Committed funds
	Available	Available	Available	Available	Needed (2)	Balance	Sources
<b>FHWA (Federal-Aid Formula) (1)</b>							
Carbon Reduction Program	\$ 5,120,503	\$ -	\$ -	\$ 5,120,503	\$ -	\$ 5,120,503	
Congestion Mitigation and Air Quality Program	\$ 11,050,794	\$ -	\$ 1,319,162	\$ 12,369,956	\$ 8,694,065	\$ 3,675,891	
Highway Safety Improvement Program (HSIP)	\$ 11,916,721	\$ -	\$ -	\$ 11,916,721	\$ 9,049,081	\$ 2,867,640	
National Highway Performance & Freight	\$ 118,645,035	\$ -	\$ -	\$ 118,645,035	\$ 60,544,920	\$ 58,100,115	
Promoting Resilient Operations (PROTECT)	\$ 5,705,930	\$ -	\$ -	\$ 5,705,930	\$ -	\$ 5,705,930	
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,569,081	\$ -	
Redistribution	\$ 1,640,782	\$ -	\$ -	\$ 1,640,782	\$ 1,640,782	\$ -	
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000	\$ 40,000	
State Planning and Research	\$ 6,163,171	\$ -	\$ 390,000	\$ 6,553,171	\$ 5,196,436	\$ 1,356,735	
STBG-5 to 200K	\$ 720,140	\$ -	\$ 76,027	\$ 796,167	\$ 2,316,425	\$ (1,520,258)	Reprogrammed to STBG Flex
STBG 5k to 49,999	\$ 2,593,610	\$ -	\$ -	\$ 2,593,610	\$ 4,502,710	\$ (1,909,100)	Reprogrammed to STBG Flex
STBG-Areas Over 50k -200K	\$ 5,973,308	\$ -	\$ -	\$ 5,973,308	\$ 5,973,308	\$ -	
STBG-Areas Over 200K	\$ 6,497,745	\$ -	\$ 43,000	\$ 6,540,745	\$ 6,047,382	\$ 493,363	
STBG-Non Urban Areas Under 5K	\$ 11,621,600	\$ 717,581	\$ 19,121	\$ 12,358,302	\$ 16,208,878	\$ (3,850,576)	Reprogrammed to STBG Flex
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ -	\$ 4,897,123	\$ 2,696,250	\$ 2,200,873	
STBG-State Flexible	\$ 14,526,297	\$ -	\$ 925,000	\$ 15,451,297	\$ 85,485,843	\$ (70,034,546)	Additional funds used from NHPP,CMAQ, PROTECT & CRP transfers, carryover and reprogramming available
TAP - Transportation Alternatives	\$ 5,179,907	\$ -	\$ 648,818	\$ 5,828,725	\$ 3,244,090	\$ 2,584,635	
<b>TOTAL</b>	\$ <b>214,732,931</b>	\$ <b>717,581</b>	\$ <b>3,734,944</b>	\$ <b>219,185,456</b>	\$ <b>214,354,251</b>	\$ <b>4,831,205</b>	

**Total Resources** \$ **219,185,456**  
**Total Programmed** \$ **214,354,251**  
**Surplus/(Deficit)** \$ **4,831,205**

<b>FHWA (Non- Formula Funds/Other)</b>							
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000	\$ -	
FHWA Earmarks	\$ 563,205	\$ -	\$ 107,496	\$ 670,701	\$ 670,701	\$ -	
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000	\$ -	
Highway Infr. Exempt	\$ 12,457,510	\$ -	\$ -	\$ 12,457,510	\$ 12,457,510	\$ -	
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	
NHPP Exempt	\$ 2,501,098	\$ -	\$ 175,509	\$ 2,676,607	\$ 2,675,509	\$ 1,097,098	
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -	
SPR EXEMPT	\$ 693,764	\$ -	\$ -	\$ 693,764	\$ 693,764	\$ -	
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000	\$ -	
Technology Innovative Deploy Aid # 43509	\$ 48,000	\$ -	\$ 12,000	\$ 60,000	\$ 60,000	\$ -	
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	
<b>GRAND TOTAL</b>	\$ <b>17,008,577</b>	\$ <b>25,000</b>	\$ <b>295,005</b>	\$ <b>17,328,582</b>	\$ <b>17,327,484</b>	\$ <b>1,097,098</b>	

<b>Federal Transit Administration (3)</b>							
FTAS307	\$ 17,078,071	\$ -	\$ 3,499,342	\$ 20,577,413	\$ 20,577,413	\$ -	
FTAS310	\$ 3,419,716	\$ -	\$ 854,930	\$ 4,274,646	\$ 4,274,646	\$ -	
FTAS311	\$ 6,970,183	\$ -	\$ 6,970,183	\$ 13,940,366	\$ 13,940,366	\$ -	
FTAS339	\$ 7,859,006	\$ -	\$ 1,964,752	\$ 9,823,758	\$ 9,823,758	\$ -	
FTA funds transferred from CMAQ (41753)	\$ 779,200	\$ -	\$ 194,800	\$ 974,000	\$ 974,000	\$ -	
FTA-Other	\$ 1,069,916	\$ -	\$ 23,979	\$ 1,093,895	\$ 1,093,895	\$ -	
<b>GRAND TOTAL</b>	\$ <b>37,176,092</b>	\$ <b>-</b>	\$ <b>13,507,986</b>	\$ <b>50,684,078</b>	\$ <b>50,684,078</b>	\$ <b>-</b>	

<b>Innovative &amp; Turnpike Funding(4)</b>							
BETTERMENT	\$ -	\$ 6,007,110	\$ -	\$ 6,007,110	\$ 6,007,110	\$ -	
GARVEE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RAISE Grant ( 43826)	\$ 878,507	\$ -	\$ 175,693	\$ 1,054,200	\$ 1,054,200	\$ -	
RZED	\$ -	\$ -	\$ 1,029,820	\$ 1,029,820	\$ 1,029,820	\$ -	
SB367-4 Cents	\$ -	\$ 2,270,674	\$ -	\$ 2,270,674	\$ 2,270,674	\$ -	
Turnpike Capital	\$ -	\$ 28,962,296	\$ -	\$ 28,962,296	\$ 28,962,296	\$ -	
Turnpike R&R	\$ -	\$ 6,818,037	\$ -	\$ 6,818,037	\$ 6,818,037	\$ -	
<b>GRAND TOTAL</b>	\$ <b>878,507</b>	\$ <b>44,058,116</b>	\$ <b>1,205,513</b>	\$ <b>46,142,136</b>	\$ <b>46,142,136</b>	\$ <b>-</b>	

(1) Federal Apportionment for 2022 is based on 4/6/2022 Status of Funds, with the exception of Carbon Reduction Program(CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program .This information is per the FHWA Notice Classification Code N4510.864 dated 2/23/2022

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.



# FFY 2023 - STIP Amendment 4 Financial Constraint

Funding Sources	Expected Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
<b>FHWA (Federal-Aid Formula) <sup>(1)</sup></b>	<b>Available</b>	<b>Available</b>	<b>Available</b>	<b>Available</b>	<b>Needed <sup>(2)</sup></b>
Carbon Reduction Program	\$ 5,242,015	\$ -	\$ -	\$ 5,242,015	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,313,034	\$ -	\$ 580,275	\$ 11,893,309	\$ 9,127,075
Highway Safety Improvement Program (HSIP)	\$ 12,199,510	\$ -	\$ -	\$ 12,199,510	\$ 12,427,908
National Highway Performance & Freight	\$ 121,460,530	\$ -	\$ -	\$ 121,460,530	\$ 106,952,672
Promoting Resilient Operations (PROTECT)	\$ 5,841,334	\$ -	\$ -	\$ 5,841,334	\$ -
Recreational Trails	\$ 1,285,053	\$ -	\$ 381,250	\$ 1,666,303	\$ 1,906,250
Redistribution	\$ 2,031,156	\$ -	\$ -	\$ 2,031,156	\$ 1,640,782
RL - Rail Highway	\$ 1,254,070	\$ -	\$ -	\$ 1,254,070	\$ 1,180,000
State Planning and Research	\$ 6,324,782	\$ -	\$ 390,000	\$ 6,714,782	\$ 6,492,280
STBG-5 to 200K	\$ 737,229	\$ -	\$ 26,186	\$ 763,416	\$ 7,139,957
STBG 5k to 50k	\$ 2,655,157	\$ -	\$ -	\$ 2,655,157	\$ -
STBG-Areas Over 50k -200K	\$ 6,115,057	\$ -	\$ -	\$ 6,115,057	\$ 5,204,483
STBG-Areas Over 200K	\$ 6,651,939	\$ -	\$ 821,355	\$ 7,473,294	\$ 8,712,531
STBG-Non Urban Areas Under 5K	\$ 11,897,385	\$ -	\$ 12,893	\$ 11,910,278	\$ 33,142,951
STBG-Off System Bridge	\$ 5,013,334	\$ -	\$ -	\$ 5,013,334	\$ 987,730
STBG-State Flexible	\$ 17,942,203	\$ -	\$ 3,302,480	\$ 21,244,683	\$ 30,621,664
TAP - Transportation Alternatives	\$ 5,302,828	\$ -	\$ 773,564	\$ 6,076,392	\$ 3,867,819
<b>TOTAL</b>	<b>\$ 223,266,616</b>	<b>\$ -</b>	<b>\$ 6,288,003</b>	<b>\$ 229,554,619</b>	<b>\$ 229,404,102</b>

<b>Total Resources</b>	<b>\$ 229,554,619</b>
<b>Total Programmed</b>	<b>\$ 229,404,102</b>
<b>Surplus/(Deficit)</b>	<b>\$ 150,516</b>

<b>FHWA (Non- Formula Funds/Other)</b>					
DBE	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
FHWA Earmarks	\$ 2,088,703	\$ -	\$ 522,176	\$ 2,610,879	\$ 2,610,879
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infr. Exempt	\$ 17,743,932	\$ -	\$ -	\$ 17,743,932	\$ 17,743,932
Local Tech AssistanceProgram	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
NHPP Exempt	\$ 2,501,098	\$ -	\$ 50,800	\$ 2,551,898	\$ 2,550,800
NSTI National Summer Transportation Institute	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
SPR EXEMPT	\$ 693,764	\$ -	\$ -	\$ 693,764	\$ 693,764
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 404,000	\$ -	\$ 101,000	\$ 505,000	\$ 505,000
Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
<b>GRAND TOTAL</b>	<b>\$ 24,318,397</b>	<b>\$ 25,000</b>	<b>\$ 673,976</b>	<b>\$ 25,017,373</b>	<b>\$ 25,016,275</b>

<b>Federal Transit Administration <sup>(3)</sup></b>					
FTA5307	\$ 12,774,874	\$ -	\$ 3,530,689	\$ 16,305,563	\$ 16,305,563
FTA5310	\$ 1,901,166	\$ -	\$ 725,292	\$ 2,626,458	\$ 2,626,458
FTA5311	\$ 4,811,564	\$ -	\$ 4,811,564	\$ 9,623,128	\$ 9,623,128
FTA5339	\$ 7,946,186	\$ -	\$ 1,986,547	\$ 9,932,733	\$ 9,932,733
<b>GRAND TOTAL</b>	<b>\$ 27,433,790</b>	<b>\$ -</b>	<b>\$ 11,054,092</b>	<b>\$ 38,487,882</b>	<b>\$ 38,487,882</b>

<b>Innovative &amp; Turnpike Funding <sup>(4)</sup></b>					
BETTERMENT	\$ -	\$ 6,024,364	\$ -	\$ 6,024,364	\$ 6,024,364
GARVEE	\$ -	\$ -	\$ -	\$ -	\$ -
RAISE Grant ( 43826)	\$ 5,203,542	\$ -	\$ 1,040,658	\$ 6,244,200	\$ 6,244,200
RZED	\$ -	\$ -	\$ 953,075	\$ 953,075	\$ 953,075
SB367-4 Cents	\$ -	\$ 4,038,193	\$ -	\$ 4,038,193	\$ 4,038,193
Turnpike Capital	\$ -	\$ 44,376,587	\$ -	\$ 44,376,587	\$ 44,376,587
Turnpike R&R	\$ -	\$ 7,104,773	\$ -	\$ 7,104,773	\$ 7,104,773
<b>GRAND TOTAL</b>	<b>\$ 5,203,542</b>	<b>\$ 61,543,917</b>	<b>\$ 1,993,733</b>	<b>\$ 68,741,192</b>	<b>\$ 68,741,192</b>

(1) Federal expected amounts is based on the percentage breakdown of 2022 apportionment formulated into IJJA projected authorization for 2023 & 2024.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

# FFY 2024 - STIP Amendment 4 Financial Constraint

Funding Sources	Expected Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
<b>FHWA (Federal-Aid Formula) <sup>(1)</sup></b>	<b>Available</b>	<b>Available</b>	<b>Available</b>	<b>Available</b>	<b>Needed <sup>(2)</sup></b>
Carbon Reduction Program	\$ 5,346,862	\$ -	\$ -	\$ 5,346,862	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,539,309	\$ -	\$ 195,296	\$ 11,734,605	\$ 2,552,848
Highway Safety Improvement Program (HSIP)	\$ 12,443,516	\$ -	\$ -	\$ 12,443,516	\$ 13,056,257
National Highway Performance & Freight	\$ 123,889,899	\$ -	\$ -	\$ 123,889,899	\$ 116,482,573
Promoting Resilient Operations (PROTECT)	\$ 5,958,168	\$ -	\$ -	\$ 5,958,168	\$ -
Recreational Trails	\$ 1,310,756	\$ -	\$ 381,250	\$ 1,692,006	\$ 1,906,250
Redistribution	\$ 2,071,782	\$ -	\$ -	\$ 2,071,782	\$ 1,640,782
RL - Rail Highway	\$ 1,279,153	\$ -	\$ -	\$ 1,279,153	\$ 1,185,000
State Planning and Research	\$ 6,451,285	\$ -	\$ 390,000	\$ 6,841,285	\$ 6,492,280
STBG-5 to 200K	\$ 751,975	\$ -	\$ 124,799	\$ 876,774	\$ 8,976,710
STBG 5k to 50k	\$ 2,708,264	\$ -	\$ -	\$ 2,708,264	\$ 212,796
STBG-Areas Over 50k -200K	\$ 6,237,366	\$ -	\$ -	\$ 6,237,366	\$ 6,483,247
STBG-Areas Over 200K	\$ 6,784,987	\$ -	\$ -	\$ 6,784,987	\$ 5,024,754
STBG-Non Urban Areas Under 5K	\$ 12,135,349	\$ -	\$ 2,173	\$ 12,137,522	\$ 15,886,695
STBG-Off System Bridge	\$ 5,113,607	\$ -	\$ -	\$ 5,113,607	\$ 2,251,536
STBG-State Flexible	\$ 18,301,071	\$ -	\$ 3,865,000	\$ 22,166,071	\$ 43,483,595
TAP - Transportation Alternatives	\$ 5,408,892	\$ -	\$ 778,848	\$ 6,187,740	\$ 3,894,240
<b>TOTAL</b>	<b>\$ 227,732,239</b>	<b>\$ -</b>	<b>\$ 5,737,366</b>	<b>\$ 233,469,605</b>	<b>\$ 229,529,563</b>

<b>Total Resources</b>	<b>\$ 233,469,605</b>
<b>Total Programmed</b>	<b>\$ 229,529,563</b>
<b>Surplus/(Deficit)</b>	<b>\$ 3,940,042</b>

<b>FHWA (Non- Formula Funds/Other)</b>					
DBE	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infr. Exempt	\$ 5,376,004	\$ -	\$ -	\$ 5,376,004	\$ 5,376,004
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
NHPP Exempt	\$ 2,501,098	\$ -	\$ 42,430	\$ 2,543,528	\$ 2,542,430
NSTI National Summer Transportation Institute	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
SPR EXEMPT	\$ 693,764	\$ -	\$ -	\$ 693,764	\$ 693,764
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
<b>GRAND TOTAL</b>	<b>\$ 9,457,766</b>	<b>\$ 25,000</b>	<b>\$ 42,430</b>	<b>\$ 9,525,196</b>	<b>\$ 9,524,098</b>

<b>Federal Transit Administration <sup>(3)</sup></b>					
FTA5307	\$ 13,035,164	\$ -	\$ 3,602,104	\$ 16,637,268	\$ 16,637,268
FTA5310	\$ 1,959,190	\$ -	\$ 739,797	\$ 2,698,987	\$ 2,698,987
FTA5311	\$ 4,907,795	\$ -	\$ 4,907,795	\$ 9,815,590	\$ 9,815,590
FTA5339	\$ 4,535,111	\$ -	\$ 1,133,778	\$ 5,668,889	\$ 5,668,889
<b>GRAND TOTAL</b>	<b>\$ 24,437,260</b>	<b>\$ -</b>	<b>\$ 10,383,474</b>	<b>\$ 34,820,734</b>	<b>\$ 34,820,734</b>

<b>Innovative &amp; Turnpike Funding <sup>(4)</sup></b>					
BETTERMENT	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
GARVEE	\$ -	\$ -	\$ -	\$ -	\$ -
RAISE Grant ( 43826)	\$ 9,382,866	\$ -	\$ 1,877,834	\$ 11,260,700	\$ 11,260,700
RZED	\$ -	\$ -	\$ 691,720	\$ 691,720	\$ 691,720
SB367-4 Cents	\$ -	\$ 5,270,074	\$ -	\$ 5,270,074	\$ 5,270,074
Turnpike Capital	\$ -	\$ 47,760,430	\$ -	\$ 47,760,430	\$ 47,760,430
Turnpike R&R	\$ -	\$ 3,565,310	\$ -	\$ 3,565,310	\$ 3,565,310
<b>GRAND TOTAL</b>	<b>\$ 9,382,866</b>	<b>\$ 62,595,814</b>	<b>\$ 2,569,554</b>	<b>\$ 74,548,234</b>	<b>\$ 74,548,234</b>

(1) Federal expected amounts is based on the percentage breakdown of 2022 apportionment formulated into IJIA projected authorization for 2023 & 2024.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

# 2021 - 2024 STIP Report Project List

Approved  
7/20/2022

## ALBANY (29597)

**All Project Cost: \$13,058,772**

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	2021	\$550,000	\$0	\$0	\$550,000	National Highway Performance, Toll Credit
PE	2023	\$448,800	\$0	\$0	\$448,800	National Highway Performance, Toll Credit
ROW	2023	\$770,075	\$0	\$0	\$770,075	National Highway Performance, Toll Credit
		<b>\$1,768,875</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,768,875</b>	

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

## ALSTEAD (40661)

**All Project Cost: \$1,186,504**

Route/Road/Entity: Comstock Road over Darby Brook

Scope: Bridge Replacement-Comstock Road over Darby Brook-Br. #046/141

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$112,000	\$28,000	\$140,000	SB367-4-Cents, Towns
ROW	2023	\$0	\$8,000	\$2,000	\$10,000	SB367-4-Cents, Towns
Construction	2024	\$1,036,504	\$0	\$0	\$1,036,504	MOBIL
		<b>\$1,036,504</b>	<b>\$120,000</b>	<b>\$30,000</b>	<b>\$1,186,504</b>	

Regionally Significant: No    Managed By: Muni/Local    CAA Code: E-19    RPC: SWRPC

## ALTON (40624)

**All Project Cost: \$2,301,200**

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	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2022	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2023	\$1,696,200	\$0	\$0	\$1,696,200	Hwy Infrastructure, Toll Credit
		<b>\$2,026,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,026,200</b>	

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

# 2021 - 2024 STIP Report Project List

## ALTON - GILFORD (40634)

All Project Cost: \$359,539

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	2022	\$86,217	\$1,184	\$28,355	\$115,756	Non Par DOT, Non Par Other, STBG-State Flexible, Toll Credit
		<b>\$86,217</b>	<b>\$1,184</b>	<b>\$28,355</b>	<b>\$115,756</b>	

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

## AMHERST (40657)

All Project Cost: \$1,683,744

Route/Road/Entity: Thornton Ferry Road over Beaver Brook

Scope: Bridge Replacement-Thornton Ferry Road over Beaver Brook-Br. #145/106

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$183,725	\$45,931	\$229,656	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$1,448,948	\$0	\$0	\$1,448,948	MOBIL
		<b>\$1,448,948</b>	<b>\$187,837</b>	<b>\$46,959</b>	<b>\$1,683,744</b>	

Regionally Significant: No    Managed By: Muni/Local    CAA Code: E-19    RPC: NRPC

## AMHERST (41413)

All Project Cost: \$2,276,936

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	2021	\$55,000	\$0	\$0	\$55,000	STBG-5 to 200K, Toll Credit
Construction	2022	\$2,001,936	\$0	\$0	\$2,001,936	Hwy Infrastructure, Toll Credit
		<b>\$2,056,936</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,056,936</b>	

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

# 2021 - 2024 STIP Report Project List

## ANDOVER (20650)

**All Project Cost: \$9,379,920**

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	2023	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$123,000	\$0	\$0	\$123,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$8,367,920	\$0	\$0	\$8,367,920	BRGBIL, STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$8,710,920</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,710,920</b>	

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

## ANDOVER (40392)

**All Project Cost: \$5,002,800**

Route/Road/Entity: US 4

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2023	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$165,000	\$0	\$0	\$165,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$3,957,800	\$0	\$0	\$3,957,800	Hwy Infrastructure, Toll Credit
		<b>\$4,562,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,562,800</b>	

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

## ANDOVER (41407)

**All Project Cost: \$3,944,603**

Route/Road/Entity: Lawrence Road over Blackwater River

Scope: Bridge Replacement-Lawrence Road over Blackwater River-Br. #098/093

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$234,629	\$58,657	\$293,286	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$3,646,176	\$0	\$0	\$3,646,176	MOBIL
		<b>\$3,646,176</b>	<b>\$238,741</b>	<b>\$59,685</b>	<b>\$3,944,603</b>	

Regionally Significant: No    Managed By: Muni/Local    CAA Code: E-19    RPC: LRPC

# 2021 - 2024 STIP Report Project List

## ASHLAND - BRIDGEWATER (24904)

**All Project Cost: \$7,396,000**

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	2021	\$209,000	\$0	\$0	\$209,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2022	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2023	\$6,600,000	\$0	\$0	\$6,600,000	Hwy Infrastructure, Toll Credit
		<b>\$7,029,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,029,000</b>	

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

## AUBURN (29316)

**All Project Cost: \$784,000**

Route/Road/Entity: Griffin Mill Road over Maple Falls Brook

Scope: BRIDGE REHABILITATION-GRIFFIN MILL RD OVER MAPLE FALLS BROOK-BR. #095/127

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$106,400	\$26,600	\$133,000	SB367-4-Cents, Towns
ROW	2023	\$0	\$4,000	\$1,000	\$5,000	SB367-4-Cents, Towns
Construction	2023	\$646,000	\$0	\$0	\$646,000	MOBIL
		<b>\$646,000</b>	<b>\$110,400</b>	<b>\$27,600</b>	<b>\$784,000</b>	

Regionally Significant: No    Managed By: Muni/Local    CAA Code: E-19    RPC: SNHPC

## BARRINGTON (41415)

**All Project Cost: \$3,516,630**

Route/Road/Entity: US Route 4

Scope: Address the US 4 red list bridge over Oyster River and a culvert west of Topaz Dr in Barrington.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$220,000	\$0	\$0	\$220,000	National Highway Performance, Toll Credit
PE	2023	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$168,850	\$0	\$0	\$168,850	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2023	\$1,379,576	\$0	\$0	\$1,379,576	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$1,418,204	\$0	\$0	\$1,418,204	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$3,406,630</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,406,630</b>	

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

# 2021 - 2024 STIP Report Project List

## BEDFORD (13692C)

**All Project Cost: \$7,199,315**

**Route/Road/Entity:** NH 101

**Scope:** Replacement of Br No 090/065 (NH 101 over Pulpit Brook) and intersection improv. at Twin Brook Ln

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$210,463	\$0	\$0	\$210,463	National Highway Performance, Toll Credit
PE	2022	\$27,500	\$0	\$0	\$27,500	STBG-5 to 200K, Toll Credit
ROW	2021	\$55,000	\$0	\$0	\$55,000	National Highway Performance, Toll Credit
Construction	2021	\$5,335,580	\$0	\$0	\$5,335,580	Hwy Infrastructure, National Highway Performance, Toll Credit
Construction	2022	\$1,074,428	\$0	\$0	\$1,074,428	Hwy Infrastructure, STBG-50 to 200K, Toll Credit
		<b>\$6,702,972</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,702,972</b>	

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

## BEDFORD (24217)

**All Project Cost: \$1,119,458**

**Route/Road/Entity:** Beals Rd over Baboosic Brook

**Scope:** BRIDGE REPLACEMENT-BEALS RD OVER BABOOSIC BROOK-BR. #105-055

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$120,909	\$30,227	\$151,136	SB367-4-Cents, Towns
ROW	2023	\$0	\$4,000	\$1,000	\$5,000	SB367-4-Cents, Towns
Construction	2023	\$963,322	\$0	\$0	\$963,322	MOBIL
		<b>\$963,322</b>	<b>\$124,909</b>	<b>\$31,227</b>	<b>\$1,119,458</b>	

**Regionally Significant:** No    **Managed By:** Muni/Local    **CAA Code:** E-19    **RPC:** SNHPC

# 2021 - 2024 STIP Report Project List

## BEDFORD (40664)

**All Project Cost: \$25,295,657**

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	2021	\$110,000	\$0	\$0	\$110,000	STBG-5 to 200K, Toll Credit
PE	2022	\$165,000	\$0	\$0	\$165,000	STBG-5 to 200K, Toll Credit
PE	2023	\$1,540,000	\$0	\$0	\$1,540,000	STBG-5 to 200K, Toll Credit
ROW	2023	\$280,188	\$0	\$0	\$280,188	STBG-5 to 200K, Toll Credit
		<b>\$2,095,188</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,095,188</b>	

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

## BEDFORD - MERRIMACK (16100)

**All Project Cost: \$13,455,021**

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

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$20,000	\$0	\$20,000	Turnpike Capital
PE	2022	\$0	\$800,000	\$0	\$800,000	Turnpike Capital
Construction	2023	\$0	\$2,056,000	\$0	\$2,056,000	Turnpike Capital
Construction	2024	\$0	\$9,194,021	\$0	\$9,194,021	Turnpike Capital
		<b>\$0</b>	<b>\$12,070,021</b>	<b>\$0</b>	<b>\$12,070,021</b>	

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

## BELMONT (43352)

**All Project Cost: \$775,126**

Route/Road/Entity: NH 140 and Main Street

Scope: Improve intersection safety and congestion.

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$55,000	\$0	\$0	\$55,000	STBG-State Flexible, Toll Credit
PE	2022	\$55,000	\$0	\$0	\$55,000	STBG-State Flexible, Toll Credit
PE	2023	\$82,500	\$0	\$0	\$82,500	STBG-State Flexible, Toll Credit
ROW	2023	\$32,220	\$0	\$0	\$32,220	STBG-State Flexible, Toll Credit
		<b>\$224,720</b>	<b>\$0</b>	<b>\$0</b>	<b>\$224,720</b>	

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



# 2021 - 2024 STIP Report Project List

## BENNINGTON (29486)

**All Project Cost: \$1,259,527**

**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	2021	\$154,000	\$0	\$0	\$154,000	STBG-Off System Bridge, Toll Credit
ROW	2021	\$38,500	\$0	\$0	\$38,500	STBG-Off System Bridge, Toll Credit
Construction	2021	\$902,027	\$0	\$0	\$902,027	STBG-Off System Bridge, Toll Credit
		<b>\$1,094,527</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,094,527</b>	

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

## BERLIN (41367)

**All Project Cost: \$1,678,989**

**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	2021	\$2,515	\$0	\$1,851	\$4,366	Non Par Other, TAP-Transportation Alternatives, Towns
PE	2022	\$9,814	\$0	\$7,223	\$17,037	Non Par Other, TAP-Transportation Alternatives, Towns
Construction	2021	\$729,180	\$0	\$557,211	\$1,286,391	Non Par Other, STBG-Enhancement, TAP-Flex, TAP-Transportation Alternatives, Towns
Construction	2022	\$131,724	\$0	\$104,482	\$236,206	Non Par Other, Repurposed Earmarks Non-Fed-Aid, TAP-5K to 49,999, TAP-Flex, Towns
		<b>\$873,233</b>	<b>\$0</b>	<b>\$670,767</b>	<b>\$1,544,000</b>	

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

# 2021 - 2024 STIP Report Project List

## BETHLEHEM (41575)

**All Project Cost: \$4,187,977**

Route/Road/Entity: NH 142

Scope: Address Red List bridge (099/152) carrying NH 142 over Ammonoosuc River in Town of Bethlehem

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$55,000	\$0	\$0	\$55,000	STBG-Off System Bridge, Toll Credit
PE	2023	\$333,080	\$0	\$0	\$333,080	STBG-Off System Bridge, Toll Credit
		<b>\$388,080</b>	<b>\$0</b>	<b>\$0</b>	<b>\$388,080</b>	

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

## BOSCAWEN (41578)

**All Project Cost: \$4,739,637**

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	STBG-5 to 200K, STBG-State Flexible, Toll Credit
PE	2024	\$189,430	\$0	\$0	\$189,430	STBG-5 to 200K, Toll Credit
ROW	2024	\$25,256	\$0	\$0	\$25,256	STBG-5 to 200K, Toll Credit
		<b>\$505,303</b>	<b>\$0</b>	<b>\$0</b>	<b>\$505,303</b>	

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
ROW	2022	\$550,000	\$0	\$0	\$550,000	STBG-State Flexible, Toll Credit
Construction	2024	\$3,272,018	\$0	\$0	\$3,272,018	STBG-State Flexible, Toll Credit
		<b>\$3,822,018</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,822,018</b>	

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

# 2021 - 2024 STIP Report Project List

## BOW - CONCORD (13742)

All Project Cost: \$381,861,446

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	2022	\$452,320	\$1,502,340	\$0	\$1,954,660	National Highway Performance, Toll Credit, Turnpike Capital
PE	2023	\$226,160	\$1,448,617	\$0	\$1,674,777	National Highway Performance, Toll Credit, Turnpike Capital
PE	2024	\$1,912,251	\$0	\$0	\$1,912,251	National Highway Performance, Toll Credit
ROW	2022	\$0	\$97,660	\$0	\$97,660	Turnpike Capital
ROW	2023	\$0	\$594,185	\$0	\$594,185	Turnpike Capital
		<b>\$2,590,731</b>	<b>\$3,642,802</b>	<b>\$0</b>	<b>\$6,233,533</b>	

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

## BRISTOL (40636)

All Project Cost: \$2,893,771

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	2022	\$192,500	\$0	\$0	\$192,500	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2023	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$129,940	\$0	\$0	\$129,940	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$432,440</b>	<b>\$0</b>	<b>\$0</b>	<b>\$432,440</b>	

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

## BRISTOL (41579)

All Project Cost: \$2,405,636

Route/Road/Entity: Route 3A (Lake Street)

Scope: Bike ped improvements to Lake St.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2023	\$113,300	\$0	\$0	\$113,300	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$11,000	\$0	\$0	\$11,000	STBG-State Flexible, Toll Credit
		<b>\$234,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$234,300</b>	

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

# 2021 - 2024 STIP Report Project List

## BRISTOL (43429)

All Project Cost: \$7,880,214

Route/Road/Entity: NH 3A

Scope: Address two bridges carrying NH3A over Newfound River (Br. Nos. 100/082 and 109/061)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$165,000	\$0	\$0	\$165,000	STBG-State Flexible, Toll Credit
PE	2024	\$282,700	\$0	\$0	\$282,700	STBG-State Flexible, Toll Credit
		<b>\$447,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$447,700</b>	

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

## BROOKLINE (40662)

All Project Cost: \$873,304

Route/Road/Entity: NH 13

Scope: Construct southbound left turn lane onto Old Milford Rd

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$110,000	\$0	\$0	\$110,000	STBG-State Flexible, Toll Credit
ROW	2023	\$58,123	\$0	\$0	\$58,123	STBG-State Flexible, Toll Credit
		<b>\$168,123</b>	<b>\$0</b>	<b>\$0</b>	<b>\$168,123</b>	

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

## CAMPTON (41472)

All Project Cost: \$7,238,231

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	2023	\$226,160	\$0	\$0	\$226,160	STBG-State Flexible, Toll Credit
PE	2024	\$116,246	\$0	\$0	\$116,246	STBG-State Flexible, Toll Credit
		<b>\$342,406</b>	<b>\$0</b>	<b>\$0</b>	<b>\$342,406</b>	

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

# 2021 - 2024 STIP Report Project List

## CANAAN (41399)

**All Project Cost: \$1,209,568**

**Route/Road/Entity:** Potato Road over Indian River

**Scope:** Bridge Rehabilitation-Potato Road over Indian River-Br. #147/055

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$115,275	\$28,819	\$144,094	SB367-4-Cents, Towns
ROW	2023	\$0	\$4,000	\$1,000	\$5,000	SB367-4-Cents, Towns
Construction	2023	\$1,060,474	\$0	\$0	\$1,060,474	MOBIL
		<b>\$1,060,474</b>	<b>\$119,275</b>	<b>\$29,819</b>	<b>\$1,209,568</b>	

**Regionally Significant:** No    **Managed By:** Muni/Local    **CAA Code:** E-19    **RPC:** UVLSRPC

## CANAAN (41406)

**All Project Cost: \$1,053,657**

**Route/Road/Entity:** Grist Mill Hill Road over Indian River

**Scope:** Bridge Rehabilitation-Grist Mill Hill Road over Indian River-Br. #172/070

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$104,000	\$26,000	\$130,000	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$918,517	\$0	\$0	\$918,517	MOBIL
		<b>\$918,517</b>	<b>\$108,112</b>	<b>\$27,028</b>	<b>\$1,053,657</b>	

**Regionally Significant:** No    **Managed By:** Muni/Local    **CAA Code:** E-19    **RPC:** UVLSRPC

## CANDIA (41592)

**All Project Cost: \$5,728,372**

**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	2023	\$179,245	\$0	\$0	\$179,245	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$179,245</b>	<b>\$0</b>	<b>\$0</b>	<b>\$179,245</b>	

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

# 2021 - 2024 STIP Report Project List

## CENTER HARBOR - NEW HAMPTON (24579)

**All Project Cost: \$1,533,340**

**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	2021	\$126,500	\$0	\$0	\$126,500	STBG-Off System Bridge, Toll Credit
Construction	2021	\$988,840	\$0	\$0	\$988,840	STBG-Off System Bridge, Toll Credit
		<b>\$1,115,340</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,115,340</b>	

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

## CHARLESTOWN (40667)

**All Project Cost: \$8,234,882**

**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	2021	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2022	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2023	\$386,432	\$0	\$0	\$386,432	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$390,585	\$0	\$0	\$390,585	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$1,107,017</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,107,017</b>	

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

## CHICHESTER (40631)

**All Project Cost: \$2,032,005**

**Route/Road/Entity:** NH 28 and Main Street

**Scope:** Intersection Improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$335,500	\$0	\$0	\$335,500	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2023	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	\$56,540	\$0	\$0	\$56,540	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$71,500	\$0	\$0	\$71,500	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$573,540</b>	<b>\$0</b>	<b>\$0</b>	<b>\$573,540</b>	

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

# 2021 - 2024 STIP Report Project List

## CLAREMONT (13248)

**All Project Cost: \$4,921,379**

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	2021	\$120,000	\$0	\$30,000	\$150,000	National Highway Performance, Towns
PE	2022	\$121,434	\$0	\$30,359	\$151,793	Repurposed Earmarks Non-Fed-Aid, STBG-5 to 200K, Towns
ROW	2021	\$80,000	\$0	\$20,000	\$100,000	National Highway Performance, Towns
ROW	2022	\$152,000	\$0	\$38,000	\$190,000	STBG-5 to 49,999, Towns
Construction	2022	\$3,040,000	\$0	\$760,000	\$3,800,000	FHWA Earmarks, STBG-5 to 49,999, Towns
		<b>\$3,513,434</b>	<b>\$0</b>	<b>\$878,359</b>	<b>\$4,391,793</b>	

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

## CLAREMONT (41748)

**All Project Cost: \$798,553**

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	2021	\$21,600	\$0	\$5,400	\$27,000	Congestion Mitigation and Air Quality Program, Towns
PE	2022	\$15,136	\$0	\$3,784	\$18,920	Congestion Mitigation and Air Quality Program, Towns
ROW	2022	\$8,000	\$0	\$2,000	\$10,000	Congestion Mitigation and Air Quality Program, Towns
		<b>\$44,736</b>	<b>\$0</b>	<b>\$11,184</b>	<b>\$55,920</b>	

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

# 2021 - 2024 STIP Report Project List

## CLAREMONT, NH - WEATHERSFIELD, VT (41467)

**All Project Cost: \$3,010,990**

**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	\$95,700	\$0	\$13,000	\$108,700	National Highway Performance, Toll Credit, Vermont
PE	2023	\$95,700	\$0	\$13,000	\$108,700	National Highway Performance, Toll Credit, Vermont
Construction	2024	\$2,459,490	\$0	\$334,100	\$2,793,590	National Highway Performance, Toll Credit, Vermont
		<b>\$2,650,890</b>	<b>\$0</b>	<b>\$360,100</b>	<b>\$3,010,990</b>	

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

## COLEBROOK (40640)

**All Project Cost: \$2,544,656**

**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	2021	\$38,747	\$0	\$0	\$38,747	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2022	\$29,968	\$0	\$1,711	\$31,679	STBG-Non Urban Areas Under 5K, TAP-Non Urban Areas Under 5K, Toll Credit, Towns
PE	2023	\$60,358	\$0	\$5,549	\$65,907	STBG-Non Urban Areas Under 5K, TAP-Non Urban Areas Under 5K, Toll Credit, Towns
ROW	2023	\$93,185	\$0	\$1,900	\$95,085	STBG-Non Urban Areas Under 5K, TAP-Non Urban Areas Under 5K, Toll Credit, Towns
Construction	2023	\$1,454,954	\$0	\$0	\$1,454,954	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$281,014	\$0	\$70,254	\$351,268	TAP-Non Urban Areas Under 5K, Towns
		<b>\$1,958,226</b>	<b>\$0</b>	<b>\$79,414</b>	<b>\$2,037,640</b>	

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



# 2021 - 2024 STIP Report Project List

## COLEBROOK (40655)

**All Project Cost: \$568,280**

**Route/Road/Entity:** Pleasant Street over Mohawk River

**Scope:** Bridge Rehabilitation-Pleasant Street over Mohawk River-Br. #050/099

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$72,000	\$18,000	\$90,000	SB367-4-Cents, Towns
ROW	2023	\$0	\$4,000	\$1,000	\$5,000	SB367-4-Cents, Towns
Construction	2023	\$473,280	\$0	\$0	\$473,280	MOBIL
		<b>\$473,280</b>	<b>\$76,000</b>	<b>\$19,000</b>	<b>\$568,280</b>	

**Regionally Significant:** No    **Managed By:** Muni/Local    **CAA Code:** E-19    **RPC:** NCC

## CONCORD (29601)

**All Project Cost: \$3,124,159**

**Route/Road/Entity:** NH 13

**Scope:** Improvements at I89 exit 2 NB and SB ramps

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$337,315	\$0	\$0	\$337,315	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2022	\$36,080	\$0	\$0	\$36,080	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2023	\$2,475,764	\$0	\$0	\$2,475,764	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$2,849,159</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,849,159</b>	

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

## CONCORD (41212)

**All Project Cost: \$23,435,004**

**Route/Road/Entity:** NH Route 9 (Loudon Rd) over Merrimack River

**Scope:** Bridge Rehabilitation-NH Route 9 (Loudon Rd) over Merrimack River Br. #163/111 (SAB+MOBRR) Red List

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$645,600	\$280,000	\$231,400	\$1,157,000	SB367-4-Cents, STBG-5 to 49,999, Towns
PE	2023	\$362,400	\$0	\$90,600	\$453,000	STBG-5 to 49,999, Towns
ROW	2023	\$80,000	\$0	\$20,000	\$100,000	STBG-5 to 200K, Towns
Construction	2023	\$4,564,037	\$0	\$1,141,009	\$5,705,046	BRGBIL, Towns
Construction	2024	\$8,161,054	\$0	\$2,040,263	\$10,201,317	BRGBIL, Towns
		<b>\$13,813,090</b>	<b>\$280,000</b>	<b>\$3,523,273</b>	<b>\$17,616,363</b>	

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

# 2021 - 2024 STIP Report Project List

## CONCORD (41468)

**All Project Cost: \$36,090,381**

**Route/Road/Entity:** I-93 NB & SB

**Scope:** Address Priority Bridges carrying I-93 NB & SB over Merrimack River (136/117 & 136/116) in Concord

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$377,019	\$0	\$0	\$377,019	National Highway Performance, Toll Credit
		<b>\$377,019</b>	<b>\$0</b>	<b>\$0</b>	<b>\$377,019</b>	

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

## CONCORD (42574)

**All Project Cost: \$1,965,082**

**Route/Road/Entity:** US Route 202 & NH Route 9

**Scope:** Address Red List bridge (147/028) carrying US 202 & NH 9 over Ash Brook in the City of Concord

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$239,002	\$0	\$0	\$239,002	STBG-State Flexible, Toll Credit
		<b>\$239,002</b>	<b>\$0</b>	<b>\$0</b>	<b>\$239,002</b>	

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

## CONCORD (42614)

**All Project Cost: \$5,816,759**

**Route/Road/Entity:** US 3

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$40,000	\$0	\$10,000	\$50,000	National Highway Performance, Towns
		<b>\$40,000</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$50,000</b>	

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

# 2021 - 2024 STIP Report Project List

## CONWAY (25103)

**All Project Cost: \$976,538**

**Route/Road/Entity:** East Side Road

**Scope:** Saco River Covered Bridge Scour Protection effort

Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$286,000	\$0	\$0	\$286,000	Bridge Special, STBG-Off System Bridge, Toll Credit
		<b>\$286,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$286,000</b>	

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

## CONWAY (40018)

**All Project Cost: \$3,967,912**

**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
Construction	2021	\$0	\$0	\$178,545	\$178,545	Non Par Other
Construction	2022	\$75,833	\$0	\$8,426	\$84,258	National Highway Performance, Toll Credit, Towns
		<b>\$75,833</b>	<b>\$0</b>	<b>\$186,971</b>	<b>\$262,804</b>	

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

## CONWAY (40638)

**All Project Cost: \$3,223,500**

**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	2022	\$125,000	\$0	\$0	\$125,000	National Highway Performance, Toll Credit
ROW	2022	\$200,750	\$0	\$0	\$200,750	National Highway Performance, Toll Credit
Construction	2023	\$2,597,750	\$0	\$0	\$2,597,750	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$2,923,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,923,500</b>	

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

# 2021 - 2024 STIP Report Project List

## CONWAY (41755)

**All Project Cost: \$3,241,752**

Route/Road/Entity: NA

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

Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$1,600,000	\$0	\$1,050,000	\$2,650,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2022	\$200,000	\$0	\$391,752	\$591,752	Congestion Mitigation and Air Quality Program, Towns
		<b>\$1,800,000</b>	<b>\$0</b>	<b>\$1,441,752</b>	<b>\$3,241,752</b>	

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

## CORNISH, NH - WINDSOR, VT (25067)

**All Project Cost: \$1,388,201**

Route/Road/Entity: Cornish Toll Bridge Road

Scope: Cornish Windsor Covered Bridge Scour Mitigation

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$32,395	\$0	\$3,769	\$36,165	Bridge Special, STBG-Non Urban Areas Under 5K, Toll Credit, Vermont
Construction	2021	\$589,762	\$0	\$48,509	\$638,270	Bridge Special, STBG-Non Urban Areas Under 5K, Toll Credit, Vermont
		<b>\$622,157</b>	<b>\$0</b>	<b>\$52,278</b>	<b>\$674,435</b>	

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

## DANBURY (16303)

**All Project Cost: \$6,965,041**

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	2021	\$330,000	\$0	\$0	\$330,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2021	\$4,606,766	\$0	\$0	\$4,606,766	Hwy Infrastructure, Toll Credit
Construction	2022	\$1,439,775	\$0	\$0	\$1,439,775	Hwy Infrastructure, Toll Credit
		<b>\$6,376,541</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,376,541</b>	

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

# 2021 - 2024 STIP Report Project List

Approved  
7/20/2022

## DANBURY (40395)

**All Project Cost: \$3,905,000**

Route/Road/Entity: US 4

Scope: US 4 over Smith River bridge rehabilitation or replacement

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2022	\$55,000	\$0	\$0	\$55,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2023	\$3,520,000	\$0	\$0	\$3,520,000	Hwy Infrastructure, Toll Credit
		<b>\$3,685,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,685,000</b>	

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

## DEERFIELD (24477)

**All Project Cost: \$1,343,937**

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	2021	\$0	\$25,000	\$0	\$25,000	NHDOT Operating Budget, SB367-4-Cents
ROW	2021	\$55,000	\$0	\$0	\$55,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2023	\$0	\$1,000,000	\$0	\$1,000,000	NHDOT Operating Budget, SB367-4-Cents
		<b>\$55,000</b>	<b>\$1,025,000</b>	<b>\$0</b>	<b>\$1,080,000</b>	

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

## DERRY - LONDONDERRY (13065)

**All Project Cost: \$28,509,433**

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
ROW	2021	\$5,828,734	\$0	\$0	\$5,828,734	STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
ROW	2022	\$3,392,400	\$0	\$0	\$3,392,400	STBG-State Flexible, Toll Credit
		<b>\$9,221,134</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,221,134</b>	

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

# 2021 - 2024 STIP Report Project List

## DERRY-LONDONDERRY (13065A)

**All Project Cost: \$59,187,429**

Route/Road/Entity: I-93

Scope: I-93 EXIT 4A, final design & construction of new interchange and connecting roadway

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$8,393,000	\$0	\$0	\$8,393,000	STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
Construction	2022	\$18,199,840	\$0	\$0	\$18,199,840	STBG-State Flexible, Toll Credit
Construction	2023	\$7,771,839	\$0	\$0	\$7,771,839	BRGBIL, STBG-State Flexible, Toll Credit
Construction	2024	\$15,056,959	\$0	\$0	\$15,056,959	BRGBIL, STBG-State Flexible, Toll Credit
		<b>\$49,421,637</b>	<b>\$0</b>	<b>\$0</b>	<b>\$49,421,637</b>	

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

## DERRY-LONDONDERRY (13065B)

**All Project Cost: \$13,802,796**

Route/Road/Entity: Folsom Road

Scope: Final design and construction of a connecting roadway from the I-93 Exit 4A 13065A project east.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$1,694,673	\$0	\$0	\$1,694,673	STBG-State Flexible, Toll Credit
Construction	2024	\$4,254,176	\$0	\$744,066	\$4,998,242	Non Par Other, STBG-State Flexible, Toll Credit
		<b>\$5,948,849</b>	<b>\$0</b>	<b>\$744,066</b>	<b>\$6,692,915</b>	

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

## DERRY-LONDONDERRY (13065C)

**All Project Cost: \$10,068,341**

Route/Road/Entity: TSIENNETO ROAD

Scope: Final design and construction of Tsienneto Road from 13065B easterly to NH Route 102 intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$1,541,680	\$0	\$0	\$1,541,680	STBG-Areas Over 200K, Toll Credit
		<b>\$1,541,680</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,541,680</b>	

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

# 2021 - 2024 STIP Report Project List

## DERRY-LONDONDERRY (13065D)

**All Project Cost: \$385,743**

**Route/Road/Entity:** Folsom Road, Trolley Car Lane, Ferland Drive

**Scope:** I-93 Exit 4A, Building Demolitions for construction of Exit 4A.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2022	\$385,743	\$0	\$0	\$385,743	STBG-Areas Over 200K, Toll Credit
		<b>\$385,743</b>	<b>\$0</b>	<b>\$0</b>	<b>\$385,743</b>	

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

## DERRY-LONDONDERRY (13065E)

**All Project Cost: \$533,500**

**Route/Road/Entity:** Folsom Road

**Scope:** I-93 Exit 4A, Building Demolitions for construction of Exit 4A.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$533,500	\$0	\$0	\$533,500	STBG-State Flexible, Toll Credit
		<b>\$533,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$533,500</b>	

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

## DOVER (41373)

**All Project Cost: \$572,358**

**Route/Road/Entity:** Rte 155, Rte 108, Bellamy Rd. Daley Dr. Durham Rd

**Scope:** Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$20,538	\$0	\$5,134	\$25,672	TAP-Transportation Alternatives, Towns
ROW	2022	\$34,400	\$0	\$8,601	\$43,001	TAP-Transportation Alternatives, Towns
		<b>\$54,938</b>	<b>\$0</b>	<b>\$13,735</b>	<b>\$68,673</b>	

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

# 2021 - 2024 STIP Report Project List

## DOVER (41746)

**All Project Cost: \$128,508**

**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
Construction	2021	\$86,806	\$0	\$21,702	\$108,508	Congestion Mitigation and Air Quality Program, Towns
		<b>\$86,806</b>	<b>\$0</b>	<b>\$21,702</b>	<b>\$108,508</b>	

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

## DOVER (41824)

**All Project Cost: \$8,603,040**

**Route/Road/Entity:** NH 16

**Scope:** Bridge Superstructure Replacement for NH 16 NB (#106/133) and SB (#105/133) over Cocheco River

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$9,500	\$0	\$9,500	Turnpike Renewal & Replacement
PE	2022	\$0	\$440,000	\$0	\$440,000	Turnpike Renewal & Replacement
PE	2023	\$0	\$308,400	\$0	\$308,400	Turnpike Renewal & Replacement
PE	2024	\$0	\$158,518	\$0	\$158,518	Turnpike Renewal & Replacement
Construction	2024	\$0	\$528,392	\$0	\$528,392	Turnpike Renewal & Replacement
		<b>\$0</b>	<b>\$1,444,810</b>	<b>\$0</b>	<b>\$1,444,810</b>	

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

## DOVER - ROCHESTER (29440)

**All Project Cost: \$26,289,021**

**Route/Road/Entity:** Spaulding Turnpike

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$1,475,918	\$0	\$1,475,918	Turnpike Capital
PE	2022	\$0	\$1,499	\$0	\$1,499	Turnpike Capital
Construction	2022	\$0	\$14,449,947	\$0	\$14,449,947	Turnpike Capital
Construction	2023	\$0	\$9,200,000	\$0	\$9,200,000	Turnpike Capital
Construction	2024	\$0	\$936,281	\$0	\$936,281	Turnpike Capital
		<b>\$0</b>	<b>\$26,063,645</b>	<b>\$0</b>	<b>\$26,063,645</b>	

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



# 2021 - 2024 STIP Report Project List

## DOVER - SOMERSWORTH - ROCHESTER (29604)

All Project Cost: \$30,483,862

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	2021	\$345,317	\$0	\$0	\$345,317	STBG-State Flexible, Toll Credit
PE	2022	\$1,194,684	\$0	\$0	\$1,194,684	STBG-5 to 200K, STBG-50 to 200K, STBG-Areas Less Than 200K, Toll Credit
ROW	2023	\$1,485,000	\$0	\$0	\$1,485,000	STBG-5 to 200K, Toll Credit
		<b>\$3,025,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,025,000</b>	

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

## DOVER, NH - SOUTH BERWICK, MAINE (41433)

All Project Cost: \$3,391,596

Route/Road/Entity: Gulf Road

Scope: Address Red List bridge carrying Gulf Road over Salmon Falls River between Dover and South Berwick

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$110,000	\$0	\$100,000	\$210,000	Maine, STBG-State Flexible, Toll Credit
PE	2024	\$56,540	\$0	\$51,400	\$107,940	Maine, STBG-State Flexible, Toll Credit
		<b>\$166,540</b>	<b>\$0</b>	<b>\$151,400</b>	<b>\$317,940</b>	

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

## DUMMER - CAMBRIDGE - ERROL (16304B)

All Project Cost: \$10,584,953

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	2021	\$394,818	\$0	\$0	\$394,818	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2021	\$112,805	\$0	\$0	\$112,805	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2023	\$9,589,404	\$0	\$0	\$9,589,404	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$10,097,026</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,097,026</b>	

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

# 2021 - 2024 STIP Report Project List

## DURHAM (16236)

**All Project Cost: \$10,483,344**

**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	2021	\$262,900	\$0	\$0	\$262,900	National Highway Performance, Toll Credit
		<b>\$262,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$262,900</b>	

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

## DURHAM (16254)

**All Project Cost: \$1,271,473**

**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	2021	\$27,500	\$0	\$0	\$27,500	National Highway Performance, Toll Credit
ROW	2021	\$1,100	\$0	\$0	\$1,100	National Highway Performance, Toll Credit
Construction	2021	\$84,773	\$0	\$0	\$84,773	STBG-5 to 200K, Toll Credit
		<b>\$113,373</b>	<b>\$0</b>	<b>\$0</b>	<b>\$113,373</b>	

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

## DURHAM (41432)

**All Project Cost: \$1,444,951**

**Route/Road/Entity:** Bennett Road

**Scope:** Address the Red List bridge carrying Bennett Road over PAR in the Town of Durham (093/080)

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$110,000	\$0	\$0	\$110,000	STBG-Off System Bridge, Toll Credit
PE	2023	\$113,080	\$0	\$0	\$113,080	STBG-Off System Bridge, Toll Credit
PE	2024	\$116,246	\$0	\$0	\$116,246	STBG-Off System Bridge, Toll Credit
		<b>\$339,326</b>	<b>\$0</b>	<b>\$0</b>	<b>\$339,326</b>	

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

# 2021 - 2024 STIP Report Project List

## 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	2022	\$779,200	\$0	\$194,800	\$974,000	Federal Transit Administration, Non Par Other
		<b>\$779,200</b>	<b>\$0</b>	<b>\$194,800</b>	<b>\$974,000</b>	

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

## DURHAM (42873)

**All Project Cost: \$1,500,000**

Route/Road/Entity: UNH

Scope: Purchase Two CNG Buses and One Diesel (B20 biodiesel) Bus.

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$1,200,000	\$0	\$300,000	\$1,500,000	Congestion Mitigation and Air Quality Program, Towns
		<b>\$1,200,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$1,500,000</b>	

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

## ENFIELD (40526)

**All Project Cost: \$9,606,013**

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	2022	\$330,000	\$0	\$0	\$330,000	STBG-State Flexible, Toll Credit
PE	2023	\$476,192	\$0	\$0	\$476,192	STBG-State Flexible, Toll Credit
ROW	2023	\$216,376	\$0	\$0	\$216,376	STBG-State Flexible, Toll Credit
ROW	2024	\$94,255	\$0	\$0	\$94,255	STBG-State Flexible, Toll Credit
		<b>\$1,116,823</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,116,823</b>	

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

# 2021 - 2024 STIP Report Project List

## EPPING (29608)

**All Project Cost: \$14,566,191**

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	2021	\$880,000	\$0	\$0	\$880,000	National Highway Performance, Toll Credit
PE	2022	\$1,100,000	\$0	\$0	\$1,100,000	National Highway Performance, Toll Credit
ROW	2023	\$709,817	\$0	\$0	\$709,817	National Highway Performance, Toll Credit
		<b>\$2,689,817</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,689,817</b>	

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

## EXETER (40436)

**All Project Cost: \$1,154,139**

Route/Road/Entity: NH Route 111 (Kingston Road)

Scope: Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$41,672	\$0	\$10,418	\$52,090	TAP-50K to 200K, Towns
Construction	2023	\$630,880	\$0	\$312,720	\$943,600	TAP-Transportation Alternatives, Towns
		<b>\$672,552</b>	<b>\$0</b>	<b>\$323,138</b>	<b>\$995,690</b>	

Regionally Significant: No    Managed By: Muni/Local    CAA Code: E-4    RPC: RPC

## EXETER (40623)

**All Project Cost: \$3,320,875**

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	\$282,700	\$0	\$0	\$282,700	STBG-Areas Over 200K, Toll Credit
PE	2024	\$348,739	\$0	\$0	\$348,739	STBG-Areas Over 200K, Toll Credit
ROW	2024	\$232,492	\$0	\$0	\$232,492	STBG-Areas Over 200K, Toll Credit
		<b>\$863,931</b>	<b>\$0</b>	<b>\$0</b>	<b>\$863,931</b>	

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

# 2021 - 2024 STIP Report Project List

## GILFORD (41502)

**All Project Cost: \$2,283,590**

**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	2024	\$116,246	\$0	\$0	\$116,246	National Highway Performance, Toll Credit
		<b>\$116,246</b>	<b>\$0</b>	<b>\$0</b>	<b>\$116,246</b>	

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

## GILFORD (42577)

**All Project Cost: \$3,466,469**

**Route/Road/Entity:** NH Route 11

**Scope:** Address Red List bridge (115/147) carrying NH Route 11 over Poor Farm Brook in the Town of Gilford

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$307,118	\$0	\$0	\$307,118	STBG-State Flexible, Toll Credit
		<b>\$307,118</b>	<b>\$0</b>	<b>\$0</b>	<b>\$307,118</b>	

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

## GILMANTON (43536)

**All Project Cost: \$6,209,162**

**Route/Road/Entity:** NH Route 107

**Scope:** Increase capacity to the 54" cmp culvert under NH Route 107 in Gilmanton.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$412,742	\$0	\$0	\$412,742	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$412,742</b>	<b>\$0</b>	<b>\$0</b>	<b>\$412,742</b>	

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

# 2021 - 2024 STIP Report Project List

## GREENLAND (43849)

All Project Cost: \$125,000

Route/Road/Entity: NH 33

Scope: Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$125,000	\$0	\$0	\$125,000	STBG-State Flexible, Toll Credit
		<b>\$125,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$125,000</b>	

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

## HAMPSTEAD (41717)

All Project Cost: \$2,499,938

Route/Road/Entity: NH121/Derry Rd/Depot Rd

Scope: Improve the intersection of NH121/Derry Rd/Depot Rd

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$174,369	\$0	\$0	\$174,369	STBG-Areas Over 200K, Toll Credit
		<b>\$174,369</b>	<b>\$0</b>	<b>\$0</b>	<b>\$174,369</b>	

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

## HAMPTON (40797)

All Project Cost: \$9,939,209

Route/Road/Entity: NH 1A (Ocean Boulevard)

Scope: Improvements to Ocean Boulevard.

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$1,224,388	\$0	\$0	\$1,224,388	STBG-5 to 200K, Toll Credit
PE	2022	\$761,902	\$0	\$0	\$761,902	STBG-50 to 200K, Toll Credit
PE	2023	\$319,677	\$0	\$0	\$319,677	STBG-5 to 200K, Toll Credit
ROW	2023	\$321,411	\$0	\$0	\$321,411	STBG-5 to 200K, Toll Credit
Construction	2024	\$6,624,331	\$0	\$0	\$6,624,331	STBG-5 to 200K, Toll Credit
		<b>\$9,251,709</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,251,709</b>	

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

# 2021 - 2024 STIP Report Project List

## HAMPTON (42573)

**All Project Cost: \$7,121,031**

**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	\$275,000	\$0	\$0	\$275,000	STBG-5 to 200K, STBG-State Flexible, Toll Credit
PE	2022	\$275,000	\$0	\$0	\$275,000	STBG-50 to 200K, Toll Credit
		<b>\$550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550,000</b>	

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

## HAMPTON - PORTSMOUTH (26485)

**All Project Cost: \$11,974,104**

**Route/Road/Entity:** Hampton Branch Rail Corridor

**Scope:** Acquire 9.6 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$330,000	\$0	\$0	\$330,000	Congestion Mitigation and Air Quality Program, Toll Credit
PE	2022	\$275,000	\$0	\$0	\$275,000	Congestion Mitigation and Air Quality Program, Toll Credit
ROW	2022	\$1,100	\$0	\$0	\$1,100	Congestion Mitigation and Air Quality Program, Toll Credit
Construction	2023	\$5,500,000	\$0	\$0	\$5,500,000	Congestion Mitigation and Air Quality Program, Toll Credit
		<b>\$6,106,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,106,100</b>	

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

## HANOVER (44015)

**All Project Cost: \$437,500**

**Route/Road/Entity:** Crosstown Multi-Use Path

**Scope:** Multi-use path connecting Wheelock St. to reservoir

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$35,000	\$0	\$8,750	\$43,750	FHWA Earmarks, Towns
ROW	2023	\$8,000	\$0	\$2,000	\$10,000	FHWA Earmarks, Towns
Construction	2023	\$307,000	\$0	\$76,750	\$383,750	FHWA Earmarks, Towns
		<b>\$350,000</b>	<b>\$0</b>	<b>\$87,500</b>	<b>\$437,500</b>	

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

# 2021 - 2024 STIP Report Project List

## HANOVER, NH - NORWICH, VT (42278)

All Project Cost: \$2,325,075

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
Construction	2022	\$1,442,100	\$0	\$589,000	\$2,031,100	National Highway Performance, Toll Credit, Vermont
		<b>\$1,442,100</b>	<b>\$0</b>	<b>\$589,000</b>	<b>\$2,031,100</b>	

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

## HARRISVILLE (42575)

All Project Cost: \$4,373,918

Route/Road/Entity: Chesham Road

Scope: Address Red List bridge (056/058) carrying Chesham Road over Minnewawa Brook in Town of Harrisville

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$330,000	\$0	\$0	\$330,000	STBG-Off System Bridge, Toll Credit
		<b>\$330,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$330,000</b>	

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

## HENNIKER - HOPKINTON (40633)

All Project Cost: \$2,718,666

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	2021	\$275,000	\$0	\$0	\$275,000	National Highway Performance, Toll Credit
PE	2023	\$119,501	\$0	\$0	\$119,501	STBG-State Flexible, Toll Credit
ROW	2023	\$119,501	\$0	\$0	\$119,501	National Highway Performance, Toll Credit
		<b>\$514,002</b>	<b>\$0</b>	<b>\$0</b>	<b>\$514,002</b>	

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



# 2021 - 2024 STIP Report Project List

## HINSDALE, NH - BRATTLEBORO, VT (12210C)

All Project Cost: \$81,567,721

Route/Road/Entity: NH 119

Scope: Reconstruction of the new bridge over the Connecticut River

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$264,000	\$0	\$60,000	\$324,000	STBG-Non Urban Areas Under 5K, Toll Credit, Vermont
Construction	2021	\$27,514,877	\$6,116,000	\$12,587,361	\$46,218,238	Hwy Infrastructure, National Highway Performance, SB367-4-Cents, STBG-State Flexible, Toll Credit, Vermont
Construction	2022	\$19,218,138	\$2,400,000	\$600,000	\$22,218,138	BUILD Grant, Hwy Infrastructure, SB367-4-Cents, STBG-Non Urban Areas Under 5K, Toll Credit, Vermont
Construction	2024	\$1,525,230	\$0	\$0	\$1,525,230	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$48,522,245</b>	<b>\$8,516,000</b>	<b>\$13,247,361</b>	<b>\$70,285,606</b>	

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

## HINSDALE, NH - BRATTLEBORO, VT (12210D)

All Project Cost: \$9,222,267

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	2022	\$176,000	\$0	\$40,000	\$216,000	STBG-5 to 49,999, Toll Credit, Vermont
Construction	2024	\$3,618,560	\$0	\$822,400	\$4,440,960	BRGBIL, Toll Credit, Vermont
		<b>\$3,794,560</b>	<b>\$0</b>	<b>\$862,400</b>	<b>\$4,656,960</b>	

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

# 2021 - 2024 STIP Report Project List

Approved  
7/20/2022

## HOOKSETT (29611)

All Project Cost: \$20,586,095

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	2021	\$330,000	\$0	\$0	\$330,000	STBG-5 to 200K, Toll Credit
PE	2022	\$330,000	\$0	\$0	\$330,000	National Highway Performance, Toll Credit
PE	2023	\$1,275,850	\$0	\$0	\$1,275,850	National Highway Performance, Toll Credit
PE	2024	\$398,701	\$0	\$0	\$398,701	National Highway Performance, Toll Credit
ROW	2023	\$2,861,680	\$0	\$0	\$2,861,680	National Highway Performance, Toll Credit
Construction	2024	\$8,811,283	\$0	\$0	\$8,811,283	National Highway Performance, Toll Credit
		<b>\$14,007,514</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,007,514</b>	

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

## HUDSON (41754)

All Project Cost: \$1,549,796

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	2021	\$800	\$0	\$200	\$1,000	Congestion Mitigation and Air Quality Program, Towns
PE	2022	\$22,509	\$0	\$5,627	\$28,136	Congestion Mitigation and Air Quality Program, Towns
ROW	2022	\$800	\$0	\$200	\$1,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2022	\$1,000,000	\$0	\$250,000	\$1,250,000	Congestion Mitigation and Air Quality Program, Towns
		<b>\$1,024,109</b>	<b>\$0</b>	<b>\$256,027</b>	<b>\$1,280,136</b>	

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

# 2021 - 2024 STIP Report Project List

## JAFFREY (16307)

All Project Cost: \$17,937,964

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	2021	\$550,000	\$0	\$0	\$550,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2022	\$605,000	\$0	\$0	\$605,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2023	\$99,000	\$0	\$0	\$99,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2021	\$1,375,000	\$0	\$0	\$1,375,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2022	\$825,000	\$0	\$0	\$825,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$702,900	\$0	\$0	\$702,900	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2023	\$8,202,920	\$0	\$0	\$8,202,920	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$2,465,144	\$0	\$0	\$2,465,144	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$14,824,964</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,824,964</b>	

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

## JAFFREY (16307A)

All Project Cost: \$176,000

Route/Road/Entity: US 202

Scope: Building demolitions

Phase	Year	Federal	State	Other	Total	Funding
Construction	2022	\$176,000	\$0	\$0	\$176,000	STBG-State Flexible, Toll Credit
		<b>\$176,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$176,000</b>	

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

# 2021 - 2024 STIP Report Project List

## JEFFERSON (42558)

**All Project Cost: \$2,873,750**

Route/Road/Entity: US Route 2

Scope: Replcmt of 13' jack arch bridge at Pricilla Bk. 140/097 and 48" cmp/4x4 conc box just to the south

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$276,302	\$0	\$0	\$276,302	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2022	\$109,798	\$0	\$0	\$109,798	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2022	\$71,500	\$0	\$0	\$71,500	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2023	\$2,237,400	\$0	\$0	\$2,237,400	BRGBIL, STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$2,695,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,695,000</b>	

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

## JEFFERSON - RANDOLPH (13602C)

**All Project Cost: \$16,745,736**

Route/Road/Entity: US 2

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$148,500	\$0	\$0	\$148,500	National Highway Performance, Toll Credit
PE	2022	\$520,015	\$0	\$0	\$520,015	National Highway Performance, Toll Credit
ROW	2022	\$585,886	\$0	\$0	\$585,886	National Highway Performance, Toll Credit
Construction	2024	\$14,941,335	\$0	\$0	\$14,941,335	National Highway Performance, Toll Credit
		<b>\$16,195,736</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,195,736</b>	

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

## JEFFERSON - RANDOLPH (13602D)

**All Project Cost: \$10,000,000**

Route/Road/Entity: US 2

Scope: Improvements on US 2 from NH115 to Jefferson/Randolph townline

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$500,000	\$0	\$0	\$500,000	National Highway Performance, Toll Credit
PE	2024	\$500,000	\$0	\$0	\$500,000	National Highway Performance, Toll Credit
		<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	

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

# 2021 - 2024 STIP Report Project List

## KEENE (10309B)

**All Project Cost: \$8,764,204**

**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
Construction	2021	\$5,495,485	\$0	\$1,723,369	\$7,218,854	STBG-5 to 200K, STBG-State Flexible, Towns
Construction	2022	\$182,680	\$0	\$45,670	\$228,350	STBG-5 to 200K, Towns
		<b>\$5,678,165</b>	<b>\$0</b>	<b>\$1,769,039</b>	<b>\$7,447,204</b>	

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

## KEENE (41590)

**All Project Cost: \$6,470,101**

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

**Scope:** Reconstruction of NH 101 from 0.4 mi east of Optical Ave to Branch Road.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$255,741	\$0	\$0	\$255,741	National Highway Performance, Toll Credit
PE	2024	\$184,271	\$0	\$0	\$184,271	National Highway Performance, Toll Credit
ROW	2024	\$165,414	\$0	\$0	\$165,414	National Highway Performance, Toll Credit
		<b>\$605,426</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,426</b>	

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

## KEENE - SWANZEY (40100)

**All Project Cost: \$2,531,100**

**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	2021	\$220,000	\$0	\$0	\$220,000	Repurposed Earmarks Non-Fed-Aid, STBG-State Flexible, Toll Credit
PE	2022	\$88,000	\$0	\$0	\$88,000	STBG-State Flexible, Toll Credit
ROW	2022	\$6,600	\$0	\$0	\$6,600	STBG-State Flexible, Toll Credit
Construction	2023	\$1,776,500	\$0	\$0	\$1,776,500	STBG-State Flexible, Toll Credit
		<b>\$2,091,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,091,100</b>	

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

# 2021 - 2024 STIP Report Project List

## KEENE-SWANZEY (40666)

**All Project Cost: \$9,130,296**

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

**Scope:** Reconstruct Winchester St: NH 101 to Market Basket (Swanzey) and replace Ash Swamp Brook Bridge.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$546,000	\$0	\$136,500	\$682,500	STBG-5 to 49,999, Towns
PE	2024	\$240,552	\$0	\$60,138	\$300,690	STBG-5 to 49,999, Towns
ROW	2024	\$472,880	\$0	\$118,220	\$591,100	STBG-5 to 200K, Towns
		<b>\$1,259,432</b>	<b>\$0</b>	<b>\$314,858</b>	<b>\$1,574,290</b>	

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

## LACONIA (24181)

**All Project Cost: \$1,431,239**

**Route/Road/Entity:** Centenary Avenue

**Scope:** Bridge rehabilitation,Centenary Av over NH RR, BR.No.126/163,Red List. Ownership transfer to city

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$82,500	\$0	\$0	\$82,500	STBG-Off System Bridge, Toll Credit
		<b>\$82,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$82,500</b>	

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

## LACONIA (26706)

**All Project Cost: \$790,802**

**Route/Road/Entity:** ACADEMY STREET OVER DURKEE BROOK

**Scope:** BRIDGE REPLACEMENT-ACADEMY ST OVER DURKEE BROOK-BR. #121/037

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$167,330	\$41,832	\$209,162	SB367-4-Cents, Towns
ROW	2023	\$0	\$8,000	\$2,000	\$10,000	SB367-4-Cents, Towns
Construction	2023	\$571,640	\$0	\$0	\$571,640	MOBIL
		<b>\$571,640</b>	<b>\$175,330</b>	<b>\$43,832</b>	<b>\$790,802</b>	

**Regionally Significant:** No    **Managed By:** Muni/Local    **CAA Code:** E-19    **RPC:** LRPC

# 2021 - 2024 STIP Report Project List

## LACONIA (41469)

**All Project Cost: \$3,803,530**

Route/Road/Entity: US 3 and NH 11

Scope: Address bridge carrying US 3 and NH 11 over Mile Hill Road in the City of Laconia (121/028)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$339,240	\$0	\$0	\$339,240	National Highway Performance, Toll Credit
		<b>\$339,240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$339,240</b>	

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

## LANCASTER, NH - GUILDHALL, VT (16155)

**All Project Cost: \$13,586,573**

Route/Road/Entity: US 2

Scope: Bridge Replacement, US 2 over Connecticut River (Roger's Ranger's Bridge BR #111/129)

Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$280,500	\$0	\$2,697,428	\$2,977,928	STBG-Non Urban Areas Under 5K, Toll Credit, Vermont
Construction	2022	\$0	\$180,000	\$0	\$180,000	SB367-4-Cents
		<b>\$280,500</b>	<b>\$180,000</b>	<b>\$2,697,428</b>	<b>\$3,157,928</b>	

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

## LEBANON (13558A)

**All Project Cost: \$13,089,000**

Route/Road/Entity: NH 12A

Scope: NH 12A Bridge Replacement over B&M RR Bridge# 062/117 (MOBRR-221)

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$16,000	\$0	\$4,000	\$20,000	STBG-5 to 200K, Towns
PE	2022	\$172,000	\$0	\$647,000	\$819,000	Non Par Other, STBG-5 to 49,999, Towns
ROW	2022	\$20,000	\$0	\$5,000	\$25,000	STBG-5 to 49,999, Towns
Construction	2023	\$5,122,400	\$0	\$1,297,600	\$6,420,000	BRGBIL, Non Par Other, Towns
Construction	2024	\$4,112,000	\$0	\$1,028,000	\$5,140,000	BRGBIL, Towns
		<b>\$9,442,400</b>	<b>\$0</b>	<b>\$2,981,600</b>	<b>\$12,424,000</b>	

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

# 2021 - 2024 STIP Report Project List

## LEBANON (29612)

**All Project Cost: \$18,125,881**

Route/Road/Entity: I89

Scope: Exit 18 / NH 120 improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$1,155,000	\$0	\$0	\$1,155,000	National Highway Performance, Toll Credit
PE	2023	\$275,000	\$0	\$0	\$275,000	National Highway Performance, Toll Credit
ROW	2023	\$918,092	\$0	\$0	\$918,092	National Highway Performance, Toll Credit
Construction	2024	\$8,883,312	\$0	\$0	\$8,883,312	National Highway Performance, Toll Credit
		<b>\$11,231,404</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,231,404</b>	

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

## LEBANON (40794)

**All Project Cost: \$2,906,994**

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

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$80,000	\$0	\$20,000	\$100,000	STBG-5 to 49,999, Towns
ROW	2022	\$90,864	\$0	\$22,716	\$113,580	STBG-5 to 49,999, Towns
Construction	2023	\$1,994,731	\$0	\$498,683	\$2,493,414	STBG-State Flexible, Towns
		<b>\$2,165,595</b>	<b>\$0</b>	<b>\$541,399</b>	<b>\$2,706,994</b>	

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

## LEBANON (44016)

**All Project Cost: \$362,813**

Route/Road/Entity: Machanic St.

Scope: Sidewalks along Mechanic St.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$29,205	\$0	\$7,301	\$36,506	FHWA Earmarks, Towns
ROW	2023	\$8,000	\$0	\$2,000	\$10,000	FHWA Earmarks, Towns
Construction	2023	\$253,045	\$0	\$63,261	\$316,306	FHWA Earmarks, Towns
		<b>\$290,250</b>	<b>\$0</b>	<b>\$72,563</b>	<b>\$362,813</b>	

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



# 2021 - 2024 STIP Report Project List

Approved  
7/20/2022

## LEBANON, NH - HARTFORD, VT (16148)

**All Project Cost: \$52,165,394**

**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
Construction	2021	\$0	\$0	\$4,439,338	\$4,439,338	Vermont
Construction	2023	\$1,866,547	\$369,105	\$3,726,391	\$5,962,043	National Highway Freight , SB367-4-Cents, Toll Credit, Vermont
		<b>\$1,866,547</b>	<b>\$369,105</b>	<b>\$8,165,729</b>	<b>\$10,401,381</b>	

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

## LEE (41322)

**All Project Cost: \$2,491,500**

**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	\$110,000	\$0	\$0	\$110,000	National Highway Performance, Toll Credit
PE	2022	\$495,000	\$0	\$0	\$495,000	National Highway Performance, Toll Credit
ROW	2022	\$16,500	\$0	\$0	\$16,500	National Highway Performance, Toll Credit
Construction	2023	\$1,650,000	\$0	\$0	\$1,650,000	BRGBIL, Toll Credit
		<b>\$2,271,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,271,500</b>	

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

# 2021 - 2024 STIP Report Project List

## LEE (42876)

**All Project Cost: \$1,096,370**

**Route/Road/Entity:** Rte 125

**Scope:** Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$110,000	\$0	\$0	\$110,000	Congestion Mitigation and Air Quality Program, Toll Credit
PE	2023	\$27,500	\$0	\$0	\$27,500	Congestion Mitigation and Air Quality Program, Toll Credit
ROW	2023	\$82,500	\$0	\$0	\$82,500	Congestion Mitigation and Air Quality Program, Toll Credit
Construction	2024	\$876,370	\$0	\$0	\$876,370	Congestion Mitigation and Air Quality Program, Toll Credit
		<b>\$1,096,370</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,096,370</b>	

**Regionally Significant:** No    **Managed By:** DOT    **CAA Code:** E-32    **RPC:** SRPC

## LITTLETON, NH - WATERFORD, VT (27711)

**All Project Cost: \$5,570,645**

**Route/Road/Entity:** NH Route 18

**Scope:** Deck replacement and painting of Red List Bridge carrying NH 18 over Connecticut River (109/134)

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$353,760	\$92,513	\$162,781	\$609,054	Non Par DOT, STBG-Non Urban Areas Under 5K, Toll Credit, Vermont
PE	2022	\$95,260	\$0	\$0	\$95,260	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2023	\$129,364	\$0	\$101,772	\$231,136	STBG-Non Urban Areas Under 5K, Toll Credit, Vermont
		<b>\$578,384</b>	<b>\$92,513</b>	<b>\$264,553</b>	<b>\$935,450</b>	

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

## LONDONDERRY (41593)

**All Project Cost: \$7,077,551**

**Route/Road/Entity:** NH28/NH128

**Scope:** Safety & operational improvements at the intersection of NH 28/NH 128

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$611,866	\$0	\$0	\$611,866	STBG-Areas Over 200K, Toll Credit
		<b>\$611,866</b>	<b>\$0</b>	<b>\$0</b>	<b>\$611,866</b>	

**Regionally Significant:** No    **Managed By:** DOT    **CAA Code:** E-52    **RPC:** SNHPC

# 2021 - 2024 STIP Report Project List

## LONDONDERRY (41715)

**All Project Cost: \$1,818,709**

**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	2022	\$33,000	\$0	\$33,000	\$66,000	STBG-Areas Over 200K, Towns
ROW	2023	\$100,000	\$0	\$100,000	\$200,000	STBG-Areas Over 200K, Towns
Construction	2023	\$721,355	\$0	\$721,355	\$1,442,709	STBG-Areas Over 200K, Towns
		<b>\$854,355</b>	<b>\$0</b>	<b>\$854,355</b>	<b>\$1,708,709</b>	

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

## LONDONDERRY (42508)

**All Project Cost: \$1,286,136**

**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	2021	\$57,035	\$0	\$14,259	\$71,294	TAP-Areas Over 200K, Towns
PE	2022	\$34,561	\$0	\$8,640	\$43,201	TAP-Areas Over 200K, Towns
ROW	2022	\$16,400	\$0	\$4,100	\$20,500	TAP-Areas Over 200K, Towns
Construction	2024	\$368,188	\$0	\$303,404	\$671,592	TAP-Areas Over 200K, Towns
		<b>\$476,184</b>	<b>\$0</b>	<b>\$330,403</b>	<b>\$806,587</b>	

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

## LOUDON (40632)

**All Project Cost: \$2,132,324**

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

**Scope:** Intersection Improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$87,702	\$0	\$0	\$87,702	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$59,605	\$0	\$0	\$59,605	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$147,307</b>	<b>\$0</b>	<b>\$0</b>	<b>\$147,307</b>	

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

# 2021 - 2024 STIP Report Project List

## LOUDON - CANTERBURY (29613A)

All Project Cost: **\$9,696,824**

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
Construction	2021	\$208,683	\$0	\$0	\$208,683	National Highway Performance, Toll Credit
		<b>\$208,683</b>	<b>\$0</b>	<b>\$0</b>	<b>\$208,683</b>	

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

## LOUDON - CANTERBURY (29613C)

All Project Cost: **\$22,977,158**

Route/Road/Entity: NH Rte 106

Scope: NH 106 Roadway Widening (Phase 3)

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$290,000	\$0	\$0	\$290,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2022	\$799,999	\$0	\$0	\$799,999	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	\$486,381	\$0	\$0	\$486,381	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$1,576,380</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,576,380</b>	

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

## LYME, NH - THETFORD, VT (14460)

All Project Cost: **\$10,636,550**

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	2021	\$49,500	\$0	\$5,000	\$54,500	STBG-Non Urban Areas Under 5K, Toll Credit, Vermont
PE	2022	\$198,000	\$0	\$20,000	\$218,000	STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit, Vermont
Construction	2022	\$8,058,380	\$0	\$1,161,700	\$9,220,080	Non Par Other, STBG-Non Urban Areas Under 5K, Toll Credit, Vermont
		<b>\$8,305,880</b>	<b>\$0</b>	<b>\$1,186,700</b>	<b>\$9,492,580</b>	

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

# 2021 - 2024 STIP Report Project List

## MANCHESTER (16099)

**All Project Cost: \$20,038,955**

**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	2022	\$0	\$1,959,789	\$0	\$1,959,789	Turnpike Capital
PE	2023	\$0	\$1,337,739	\$0	\$1,337,739	Turnpike Capital
ROW	2023	\$0	\$3,822,114	\$0	\$3,822,114	Turnpike Capital
ROW	2024	\$0	\$3,060,318	\$0	\$3,060,318	Turnpike Capital
		<b>\$0</b>	<b>\$10,179,960</b>	<b>\$0</b>	<b>\$10,179,960</b>	

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

## MANCHESTER (24212)

**All Project Cost: \$12,601,139**

**Route/Road/Entity:** SALMON ST EB OVER RD, BMRR, MERRIMACK RIVER AND RAMP

**Scope:** Amoskeg East Bnd - SALMON ST OVER RD,RR,& RIVER (Brg#107/072) and Adjacent Ramp "E"  
(Brg#107/071)

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$589,840	\$0	\$147,460	\$737,300	STBG-5 to 200K, Towns
PE	2024	\$0	\$175,747	\$43,937	\$219,684	SB367-4-Cents, Towns
ROW	2022	\$8,000	\$0	\$2,000	\$10,000	STBG-5 to 200K, Towns
Construction	2024	\$5,018,847	\$0	\$1,254,712	\$6,273,559	STBG-State Flexible, Towns
		<b>\$5,616,687</b>	<b>\$175,747</b>	<b>\$1,448,109</b>	<b>\$7,240,543</b>	

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

# 2021 - 2024 STIP Report Project List

## MANCHESTER (29811)

**All Project Cost: \$2,243,523**

**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	2021	\$36,909	\$0	\$9,227	\$46,136	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	\$1,496,150	\$0	\$374,037	\$1,870,187	Congestion Mitigation and Air Quality Program, Repurposed Earmarks Non-Fed-Aid, Towns
		<b>\$1,541,058</b>	<b>\$0</b>	<b>\$385,265</b>	<b>\$1,926,323</b>	

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

## MANCHESTER (41414)

**All Project Cost: \$4,056,448**

**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	2021	\$165,000	\$0	\$0	\$165,000	STBG-5 to 200K, Toll Credit
PE	2022	\$38,500	\$0	\$0	\$38,500	STBG-5 to 200K, Toll Credit
Construction	2021	\$3,410,000	\$0	\$0	\$3,410,000	Hwy Infrastructure, Toll Credit
Construction	2022	\$277,948	\$0	\$0	\$277,948	Hwy Infrastructure, Toll Credit
		<b>\$3,891,448</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,891,448</b>	

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

## MANCHESTER (41594)

**All Project Cost: \$2,212,629**

**Route/Road/Entity:** I-293

**Scope:** Operational improvements at the I-293 Exit 1 interchange (South Willow St.)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$179,252	\$0	\$0	\$179,252	National Highway Performance, Toll Credit
		<b>\$179,252</b>	<b>\$0</b>	<b>\$0</b>	<b>\$179,252</b>	

**Regionally Significant:** No    **Managed By:** DOT    **CAA Code:** E-52    **RPC:** SNHPC

# 2021 - 2024 STIP Report Project List

## MANCHESTER (41747)

**All Project Cost: \$1,670,885**

**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	2021	\$52,706	\$0	\$13,177	\$65,883	Congestion Mitigation and Air Quality Program, Towns
Construction	2022	\$1,112,500	\$0	\$262,500	\$1,375,000	Congestion Mitigation and Air Quality Program, Highway Safety Improvement Program (HSIP), Towns
		<b>\$1,165,206</b>	<b>\$0</b>	<b>\$275,677</b>	<b>\$1,440,883</b>	

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

## MANCHESTER (42881)

**All Project Cost: \$1,083,983**

**Route/Road/Entity:** Willow Street/Weston Road

**Scope:** Construct a northbound right turn lane and modify lane utilization at Willow St. & Weston Rd Inter.

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$96,000	\$0	\$24,000	\$120,000	Congestion Mitigation and Air Quality Program, Towns
PE	2022	\$99,387	\$0	\$24,847	\$124,234	Congestion Mitigation and Air Quality Program, Towns
ROW	2022	\$80,000	\$0	\$20,000	\$100,000	Congestion Mitigation and Air Quality Program, Towns
		<b>\$275,387</b>	<b>\$0</b>	<b>\$68,847</b>	<b>\$344,234</b>	

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

## MANCHESTER (42886)

**All Project Cost: \$1,982,843**

**Route/Road/Entity:** River Rd/Bicentennial Dr

**Scope:** Construct a roundabout at entrance of Derryfield School at River Rd/Bicentennial Rd intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$67,200	\$0	\$16,800	\$84,000	Congestion Mitigation and Air Quality Program, Other
PE	2023	\$28,800	\$0	\$7,200	\$36,000	Congestion Mitigation and Air Quality Program, Other
		<b>\$96,000</b>	<b>\$0</b>	<b>\$24,000</b>	<b>\$120,000</b>	

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

# 2021 - 2024 STIP Report Project List

Approved  
7/20/2022

## MANCHESTER (43826)

All Project Cost: \$30,000,000

Route/Road/Entity: Various

Scope: Manchester Millyard projects funded by a RAISE GRANT

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$439,254	\$0	\$87,846	\$527,100	RAISE GRANT, Towns
PE	2023	\$1,317,761	\$0	\$263,539	\$1,581,300	RAISE GRANT, Towns
ROW	2023	\$4,325,035	\$0	\$864,965	\$5,190,000	RAISE GRANT, Towns
Construction	2024	\$9,646,744	\$0	\$1,929,256	\$11,576,000	RAISE GRANT, Towns
		<b>\$15,728,792</b>	<b>\$0</b>	<b>\$3,145,608</b>	<b>\$18,874,400</b>	

Regionally Significant: Yes    Managed By: Other    CAA Code: E-33    RPC: SNHPC

## MANCHESTER (43850)

All Project Cost: \$2,500,000

Route/Road/Entity: Eddy Rd/293

Scope: Eddy Rd/Exit 6 SB on-ramp intersection safety improvements (fed-aid)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$350,000	\$0	\$0	\$350,000	STBG-5 to 200K, Toll Credit
		<b>\$350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>	

Regionally Significant: No    Managed By: DOT    CAA Code: E-53    RPC: SNHPC

## MEREDITH (43085)

All Project Cost: \$45,659

Route/Road/Entity: Main Street

Scope: Conduct road safety audit on segment of Main Street

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$40,250	\$5,409	\$0	\$45,659	Highway Safety Improvement Program (HSIP), Non Par DOT, Toll Credit
		<b>\$40,250</b>	<b>\$5,409</b>	<b>\$0</b>	<b>\$45,659</b>	

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



# 2021 - 2024 STIP Report Project List

## MERRIMACK (10136D)

All Project Cost: \$6,643,374

Route/Road/Entity: NH 101A

Scope: Safety impr. at NH 101A / Cont. Blvd & at Craftsman Lane / Boston Post Rd

Phase	Year	Federal	State	Other	Total	Funding
Construction	2022	\$4,828,374	\$0	\$0	\$4,828,374	National Highway Performance, Toll Credit
		<b>\$4,828,374</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,828,374</b>	

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

## MERRIMACK (41727)

All Project Cost: \$604,125

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

Scope: Exit 11 Toll Plaza Removal

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$11,400	\$0	\$11,400	Turnpike Capital
Construction	2021	\$0	\$592,725	\$0	\$592,725	Turnpike Capital
		<b>\$0</b>	<b>\$604,125</b>	<b>\$0</b>	<b>\$604,125</b>	

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

## MILFORD (41587)

All Project Cost: \$899,728

Route/Road/Entity: Bridge Street

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$116,246	\$0	\$0	\$116,246	STBG-Areas Over 200K, Toll Credit
		<b>\$116,246</b>	<b>\$0</b>	<b>\$0</b>	<b>\$116,246</b>	

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

# 2021 - 2024 STIP Report Project List

## MILFORD (42470)

**All Project Cost: \$2,032,346**

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

**Scope:** Improvements to the oval area

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$136,876	\$0	\$34,219	\$171,095	FHWA Earmarks, Towns
PE	2023	\$80,000	\$0	\$20,000	\$100,000	FHWA Earmarks, Towns
ROW	2023	\$64,000	\$0	\$16,000	\$80,000	FHWA Earmarks, Towns
Construction	2023	\$1,345,001	\$0	\$336,250	\$1,681,251	FHWA Earmarks, Towns
		<b>\$1,625,877</b>	<b>\$0</b>	<b>\$406,469</b>	<b>\$2,032,346</b>	

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

## MILFORD (42883)

**All Project Cost: \$879,908**

**Route/Road/Entity:** Various

**Scope:** Construct a 5' sidewalk and bicycle lane off of Osgood Road and Armory Road.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$62,720	\$0	\$15,680	\$78,400	Congestion Mitigation and Air Quality Program, Towns
PE	2023	\$27,633	\$0	\$6,908	\$34,541	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$12,336	\$0	\$3,084	\$15,420	Congestion Mitigation and Air Quality Program, Towns
		<b>\$102,689</b>	<b>\$0</b>	<b>\$25,672</b>	<b>\$128,361</b>	

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

## MILFORD (42887)

**All Project Cost: \$934,555**

**Route/Road/Entity:** Rte 101A/Nashua St.

**Scope:** Construct sidewalks along Nashua Street.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$95,200	\$0	\$23,800	\$119,000	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$12,336	\$0	\$3,084	\$15,420	Congestion Mitigation and Air Quality Program, Towns
		<b>\$107,536</b>	<b>\$0</b>	<b>\$26,884</b>	<b>\$134,420</b>	

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

# 2021 - 2024 STIP Report Project List

## MILTON (43846)

**All Project Cost: \$582,851**

**Route/Road/Entity:** Silver/Dawson St.

**Scope:** On Silver St and Dawson St. Construct 2,770 linear feet of sidewalk

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$48,000	\$0	\$12,000	\$60,000	STBG-5 to 200K, Towns
ROW	2024	\$26,317	\$0	\$6,579	\$32,896	STBG-5 to 200K, Towns
		<b>\$74,317</b>	<b>\$0</b>	<b>\$18,579</b>	<b>\$92,896</b>	

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

## MILTON, NH-LEBANON, ME (40658)

**All Project Cost: \$2,087,000**

**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	2022	\$228,000	\$0	\$342,000	\$570,000	Maine, STBG-5 to 200K, STBG-50 to 200K, Towns
ROW	2022	\$8,000	\$0	\$7,000	\$15,000	Maine, STBG-50 to 200K, Towns
Construction	2023	\$600,800	\$0	\$901,200	\$1,502,000	BRGBIL, Maine, STBG-5 to 200K, Towns
		<b>\$836,800</b>	<b>\$0</b>	<b>\$1,250,200</b>	<b>\$2,087,000</b>	

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

## MOULTONBOROUGH (40639)

**All Project Cost: \$2,683,456**

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

**Scope:** Intersection improvements on NH 25 between Lake Shore Drive (W) and Lake Shore Drive (E)

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$272,010	\$0	\$0	\$272,010	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2023	\$174,369	\$0	\$0	\$174,369	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2022	\$174,369	\$0	\$0	\$174,369	National Highway Performance, Toll Credit
		<b>\$620,748</b>	<b>\$0</b>	<b>\$0</b>	<b>\$620,748</b>	

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

# 2021 - 2024 STIP Report Project List

## MOULTONBOROUGH (41580)

All Project Cost: \$1,599,155

Route/Road/Entity: NH 25 / Whittier Highway

Scope: Complete streets improvements to Moltonborough central village.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$179,252	\$0	\$0	\$179,252	National Highway Performance, Toll Credit
		<b>\$179,252</b>	<b>\$0</b>	<b>\$0</b>	<b>\$179,252</b>	

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

## MOULTONBOROUGH (41581)

All Project Cost: \$752,818

Route/Road/Entity: Sheridan Rd and NH 25

Scope: Intersection improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$119,501	\$0	\$0	\$119,501	National Highway Performance, Toll Credit
		<b>\$119,501</b>	<b>\$0</b>	<b>\$0</b>	<b>\$119,501</b>	

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

## NASHUA (10136A)

All Project Cost: \$22,153,367

Route/Road/Entity: NH 101A

Scope: Capacity, pedestrian, bike, and transit improvements to NH 101A from Celina Ave to Somerset Prkwy.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$1,140,297	\$0	\$0	\$1,140,297	National Highway Performance, Toll Credit
PE	2023	\$1,650,000	\$0	\$0	\$1,650,000	National Highway Performance, Toll Credit
ROW	2023	\$4,741,061	\$0	\$0	\$4,741,061	STBG-Areas Over 200K, Toll Credit
ROW	2024	\$2,148,045	\$0	\$0	\$2,148,045	STBG-Areas Over 200K, Toll Credit
		<b>\$9,679,403</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,679,403</b>	

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

# 2021 - 2024 STIP Report Project List

## NASHUA (16314)

**All Project Cost: \$3,766,738**

**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	2022	\$143,760	\$0	\$0	\$143,760	STBG-Areas Over 200K, Toll Credit
PE	2023	\$150,000	\$0	\$0	\$150,000	STBG-Areas Over 200K, Toll Credit
ROW	2023	\$223,837	\$0	\$0	\$223,837	National Highway Performance, Toll Credit
Construction	2024	\$2,862,900	\$0	\$0	\$2,862,900	National Highway Performance, Toll Credit
		<b>\$3,380,497</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,380,497</b>	

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

## NASHUA (40660)

**All Project Cost: \$3,831,282**

**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	2023	\$292,000	\$0	\$73,000	\$365,000	National Highway Performance, Towns
ROW	2024	\$150,088	\$0	\$37,522	\$187,610	National Highway Performance, Towns
		<b>\$442,088</b>	<b>\$0</b>	<b>\$110,522</b>	<b>\$552,610</b>	

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

## NASHUA (41585)

**All Project Cost: \$575,888**

**Route/Road/Entity:** DW Highway

**Scope:** DW Highway pedestrian safety improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$89,626	\$0	\$0	\$89,626	STBG-State Flexible, Toll Credit
		<b>\$89,626</b>	<b>\$0</b>	<b>\$0</b>	<b>\$89,626</b>	

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

# 2021 - 2024 STIP Report Project List

## NASHUA (41586)

**All Project Cost: \$2,507,110**

**Route/Road/Entity:** Walnut St/Chestnut St/Central St

**Scope:** Safety, capacity and multimodal access improvements to the Walnut Street Oval intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$133,841	\$0	\$33,460	\$167,302	STBG-State Flexible, Towns
		<b>\$133,841</b>	<b>\$0</b>	<b>\$33,460</b>	<b>\$167,302</b>	

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

## NASHUA (41742)

**All Project Cost: \$1,523,134**

**Route/Road/Entity:** Heritage Rail Trail East

**Scope:** Construct the Heritage Rail Trail East

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$7,357	\$0	\$1,839	\$9,196	Congestion Mitigation and Air Quality Program, Towns
PE	2022	\$29,697	\$0	\$7,424	\$37,121	Congestion Mitigation and Air Quality Program, Towns
Construction	2023	\$1,078,032	\$0	\$269,508	\$1,347,540	Congestion Mitigation and Air Quality Program, Towns
		<b>\$1,115,086</b>	<b>\$0</b>	<b>\$278,771</b>	<b>\$1,393,857</b>	

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

## NASHUA (41745)

**All Project Cost: \$472,646**

**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	2021	\$121,372	\$0	\$30,343	\$151,715	Federal Transit Administration, Other
Other	2022	\$95,916	\$0	\$23,979	\$119,895	Federal Transit Administration, Other
		<b>\$217,288</b>	<b>\$0</b>	<b>\$54,322</b>	<b>\$271,610</b>	

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

# 2021 - 2024 STIP Report Project List

## NASHUA (42882)

**All Project Cost: \$1,668,751**

**Route/Road/Entity:** Various

**Scope:** Intersection & Roadway Improvements at the Canal St/Franklin St/Main St intersection.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$108,000	\$0	\$27,000	\$135,000	Congestion Mitigation and Air Quality Program, Towns
PE	2023	\$74,016	\$0	\$18,504	\$92,520	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$20,560	\$0	\$5,140	\$25,700	Congestion Mitigation and Air Quality Program, Towns
		<b>\$202,576</b>	<b>\$0</b>	<b>\$50,644</b>	<b>\$253,220</b>	

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

## NASHUA (43509)

**All Project Cost: \$565,000**

**Route/Road/Entity:** Various streets downtown

**Scope:** Installation of RRFB's, crosswalk visibility enhancements at various streets along Main St. Nashua.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$48,000	\$0	\$12,000	\$60,000	Other Fed, Towns
ROW	2023	\$20,000	\$0	\$5,000	\$25,000	Other Fed, Towns
Construction	2023	\$384,000	\$0	\$96,000	\$480,000	Other Fed, Towns
		<b>\$452,000</b>	<b>\$0</b>	<b>\$113,000</b>	<b>\$565,000</b>	

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

## NASHUA (NTS5339B)

**All Project Cost: \$2,322,824**

**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
Other	2021	\$821,534	\$20,200	\$168,266	\$1,010,000	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
		<b>\$821,534</b>	<b>\$20,200</b>	<b>\$168,266</b>	<b>\$1,010,000</b>	

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

# 2021 - 2024 STIP Report Project List

## NASHUA (NTS5339C)

**All Project Cost: \$1,717,703**

**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	2021	\$356,134	\$26,817	\$34,753	\$417,703	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
		<b>\$356,134</b>	<b>\$26,817</b>	<b>\$34,753</b>	<b>\$417,703</b>	

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

## NASHUA-MANCHESTER (40818)

**All Project Cost: \$5,698,608**

**Route/Road/Entity:** NH Capitol Corridor

**Scope:** Design, Environmental Review, and Financial Plan for Commuter Rail extension from MA to NH

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$2,500,000	\$0	\$0	\$2,500,000	FTA 5307 Capital and Operating Program, Toll Credit
Other	2022	\$2,948,608	\$0	\$0	\$2,948,608	FTA 5307 Capital and Operating Program, Toll Credit
		<b>\$5,448,608</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,448,608</b>	

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

## NASHUA-MERRIMACK-BEDFORD (13761)

**All Project Cost: \$25,800,000**

**Route/Road/Entity:** FE 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	2021	\$0	\$1,000,000	\$0	\$1,000,000	Turnpike Capital
PE	2022	\$0	\$3,000,000	\$0	\$3,000,000	Turnpike Capital
PE	2023	\$0	\$6,000,000	\$0	\$6,000,000	Turnpike Capital
ROW	2021	\$0	\$4,000,000	\$0	\$4,000,000	Turnpike Capital
		<b>\$0</b>	<b>\$14,000,000</b>	<b>\$0</b>	<b>\$14,000,000</b>	

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



# 2021 - 2024 STIP Report Project List

## NASHUA-MERRIMACK-BEDFORD (13761A)

All Project Cost: \$31,347,147

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	2023	\$0	\$5,000,000	\$0	\$5,000,000	Turnpike Capital
Construction	2024	\$0	\$15,420,000	\$0	\$15,420,000	Turnpike Capital
		<b>\$0</b>	<b>\$20,420,000</b>	<b>\$0</b>	<b>\$20,420,000</b>	

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

## NASHUA-MERRIMACK-BEDFORD (13761B)

All Project Cost: \$12,773,102

Route/Road/Entity: FE Everett Turnpike

Scope: Replace Wire Road and Baboosic Lake Road Bridges over the FE Everett Turnpike (Merrimack).

Phase	Year	Federal	State	Other	Total	Funding
Construction	2024	\$0	\$4,227,136	\$0	\$4,227,136	Turnpike Capital
		<b>\$0</b>	<b>\$4,227,136</b>	<b>\$0</b>	<b>\$4,227,136</b>	

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

## NASHUA-MERRIMACK-BEDFORD (13761D)

All Project Cost: \$19,328,993

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	2022	\$0	\$6,351,061	\$0	\$6,351,061	Turnpike Capital
Construction	2023	\$0	\$12,977,932	\$0	\$12,977,932	Turnpike Capital
		<b>\$0</b>	<b>\$19,328,993</b>	<b>\$0</b>	<b>\$19,328,993</b>	

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

# 2021 - 2024 STIP Report Project List

## NEW BOSTON (15505)

**All Project Cost: \$1,101,446**

**Route/Road/Entity:** TUCKER MILL ROAD

**Scope:** Bridge Replacement-Tucker Mill Road over Mid Br. Piscataquog-Br. #087/150

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$120,000	\$30,000	\$150,000	SB367-4-Cents, Towns
ROW	2023	\$0	\$4,000	\$1,000	\$5,000	SB367-4-Cents, Towns
Construction	2024	\$946,446	\$0	\$0	\$946,446	MOBIL
		<b>\$946,446</b>	<b>\$124,000</b>	<b>\$31,000</b>	<b>\$1,101,446</b>	

**Regionally Significant:** No    **Managed By:** Muni/Local    **CAA Code:** E-19    **RPC:** SNHPC

## NEW CASTLE - RYE (16127)

**All Project Cost: \$12,823,947**

**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
PE	2022	\$55,000	\$0	\$0	\$55,000	STBG-50 to 200K, Toll Credit
ROW	2022	\$22,000	\$0	\$0	\$22,000	STBG-50 to 200K, Toll Credit
Construction	2023	\$6,903,877	\$0	\$0	\$6,903,877	BRGBIL, Toll Credit
Construction	2024	\$2,641,960	\$0	\$0	\$2,641,960	BRGBIL, Toll Credit
		<b>\$9,622,837</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,622,837</b>	

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

## NEW CASTLE-RYE (41713)

**All Project Cost: \$2,926,922**

**Route/Road/Entity:** NH 1A & 1B

**Scope:** Bicycle and pedestrain safety accommodationson NH 1A & 1B.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$179,252	\$0	\$0	\$179,252	STBG-State Flexible, Toll Credit
		<b>\$179,252</b>	<b>\$0</b>	<b>\$0</b>	<b>\$179,252</b>	

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

# 2021 - 2024 STIP Report Project List

## NEW HAMPTON (25365)

**All Project Cost: \$408,753**

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	2021	\$55,000	\$0	\$0	\$55,000	STBG-Off System Bridge, Toll Credit
PE	2022	\$27,500	\$0	\$0	\$27,500	STBG-Off System Bridge, Toll Credit
		<b>\$82,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$82,500</b>	

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

## NEW LONDON (42877)

**All Project Cost: \$961,950**

Route/Road/Entity: NH 103A

Scope: Expansion of the New London Park and Ride to create approximately 50 additional parking spaces.

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$134,200	\$0	\$8,800	\$143,000	Congestion Mitigation and Air Quality Program, Other, Toll Credit
PE	2022	\$33,000	\$0	\$0	\$33,000	Congestion Mitigation and Air Quality Program, Toll Credit
ROW	2022	\$495	\$0	\$55	\$550	Congestion Mitigation and Air Quality Program, Other, Toll Credit
Construction	2022	\$715,110	\$0	\$70,290	\$785,400	Congestion Mitigation and Air Quality Program, Other, Toll Credit
		<b>\$882,805</b>	<b>\$0</b>	<b>\$79,145</b>	<b>\$961,950</b>	

Regionally Significant: No    Managed By: DOT    CAA Code: E-32    RPC: UVLSRPC

## NEWFIELDS - NEWMARKET (28393)

**All Project Cost: \$6,921,546**

Route/Road/Entity: NH 108

Scope: Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$290,616	\$0	\$0	\$290,616	STBG-5 to 200K, Toll Credit
ROW	2024	\$113,080	\$0	\$0	\$113,080	STBG-5 to 200K, Toll Credit
		<b>\$403,696</b>	<b>\$0</b>	<b>\$0</b>	<b>\$403,696</b>	

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

# 2021 - 2024 STIP Report Project List

## NEWINGTON (42879)

**All Project Cost: \$687,837**

**Route/Road/Entity:** New Hampshire Ave/Arboretum Dr/Pease Blvd

**Scope:** Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$115,720	\$0	\$28,930	\$144,650	Congestion Mitigation and Air Quality Program, Towns
		<b>\$115,720</b>	<b>\$0</b>	<b>\$28,930</b>	<b>\$144,650</b>	

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

## NEWINGTON - DOVER (11238)

**All Project Cost: \$37,574,593**

**Route/Road/Entity:** NH 16 / US 4 / SPLDG TPK

**Scope:** NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL.

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$1,495,000	\$0	\$1,495,000	Turnpike Capital
PE	2022	\$0	\$800,000	\$0	\$800,000	Turnpike Capital
PE	2023	\$0	\$1,300,000	\$0	\$1,300,000	Turnpike Capital
PE	2024	\$0	\$102,800	\$0	\$102,800	Turnpike Capital
Construction	2021	\$0	\$295,000	\$0	\$295,000	Turnpike Capital
		<b>\$0</b>	<b>\$3,992,800</b>	<b>\$0</b>	<b>\$3,992,800</b>	

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

## NEWINGTON - DOVER (11238Q)

**All Project Cost: \$74,977,936**

**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	2021	\$0	\$13,588,577	\$315,000	\$13,903,577	Non Par Other, Turnpike Capital
		<b>\$0</b>	<b>\$13,588,577</b>	<b>\$315,000</b>	<b>\$13,903,577</b>	

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

# 2021 - 2024 STIP Report Project List

## 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	2024	\$0	\$14,388,114	\$0	\$14,388,114	Turnpike Capital
		<b>\$0</b>	<b>\$14,388,114</b>	<b>\$0</b>	<b>\$14,388,114</b>	

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

## NEWPORT - CROYDON - GRANTHAM (41914)

**All Project Cost: \$1,507,367**

**Route/Road/Entity:** Route 10

**Scope:** Cable guardrail and "F" unit replacement

Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$1,374,997	\$38,870	\$0	\$1,413,867	Betterment, Highway Safety Improvement Program (HSIP), Toll Credit
		<b>\$1,374,997</b>	<b>\$38,870</b>	<b>\$0</b>	<b>\$1,413,867</b>	

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

## NEWTON (29617)

**All Project Cost: \$1,760,000**

**Route/Road/Entity:** NH 108

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$55,000	\$0	\$0	\$55,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2022	\$220,000	\$0	\$0	\$220,000	STBG-Areas Over 200K, Toll Credit
ROW	2022	\$55,000	\$0	\$0	\$55,000	STBG-Areas Over 200K, Toll Credit
Construction	2023	\$1,320,000	\$0	\$0	\$1,320,000	STBG-Areas Over 200K, Toll Credit
		<b>\$1,650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,650,000</b>	

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

# 2021 - 2024 STIP Report Project List

## NEWTON (41436)

**All Project Cost: \$1,565,480**

**Route/Road/Entity:** Pond Street

**Scope:** Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$84,810	\$0	\$0	\$84,810	STBG-Off System Bridge, Toll Credit
PE	2024	\$59,593	\$0	\$0	\$59,593	STBG-Off System Bridge, Toll Credit
		<b>\$144,403</b>	<b>\$0</b>	<b>\$0</b>	<b>\$144,403</b>	

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

## NHDES (42875)

**All Project Cost: \$239,730**

**Route/Road/Entity:** New Hampshire Dept of Environment

**Scope:** Purchase & install 3 electronic vehicle charging stations, 2 in Concord and 1 in Franconia Notch.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2022	\$167,811	\$0	\$71,919	\$239,730	Congestion Mitigation and Air Quality Program, Non Par Other
		<b>\$167,811</b>	<b>\$0</b>	<b>\$71,919</b>	<b>\$239,730</b>	

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

## NORTH HAMPTON (24457)

**All Project Cost: \$6,578,581**

**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
ROW	2022	\$275,000	\$0	\$0	\$275,000	STBG-State Flexible, Toll Credit
Construction	2024	\$5,231,081	\$0	\$0	\$5,231,081	Hwy Infrastructure, STBG-50 to 200K, Toll Credit
		<b>\$5,506,081</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,506,081</b>	

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

# 2021 - 2024 STIP Report Project List

## NORTH HAMPTON (42979)

All Project Cost: \$5,565,000

Route/Road/Entity: I-95

Scope: I-95 Exit 2 Bridge 078/070 Rehab to include deck replacement and bridge painting

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$45,000	\$0	\$45,000	Turnpike Renewal & Replacement
PE	2022	\$0	\$440,500	\$0	\$440,500	Turnpike Renewal & Replacement
Construction	2023	\$0	\$2,200,000	\$0	\$2,200,000	Turnpike Renewal & Replacement
Construction	2024	\$0	\$2,878,400	\$0	\$2,878,400	Turnpike Renewal & Replacement
		<b>\$0</b>	<b>\$5,563,900</b>	<b>\$0</b>	<b>\$5,563,900</b>	

Regionally Significant: Yes    Managed By: DOT    CAA Code: E-18    RPC: RPC

## NORTHWOOD-NOTTINGHAM (41595)

All Project Cost: \$4,276,825

Route/Road/Entity: RT 4 & 152

Scope: Intersection safety improvements to the US 4/NH 152 intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$307,119	\$0	\$0	\$307,119	National Highway Performance, Toll Credit
		<b>\$307,119</b>	<b>\$0</b>	<b>\$0</b>	<b>\$307,119</b>	

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

## ORFORD (40366)

All Project Cost: \$2,984,925

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	2021	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2022	\$165,000	\$0	\$0	\$165,000	STBG-Off System Bridge, Toll Credit
		<b>\$385,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$385,000</b>	

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

# 2021 - 2024 STIP Report Project List

## ORFORD (41151)

**All Project Cost: \$1,171,100**

**Route/Road/Entity:** Archertown Road

**Scope:** Bridge Replacement -Archertown Road over Jacobs Brook-Br. No. 080/120

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$0	\$110,480	\$27,620	\$138,100	SB367-4-Cents, Towns
ROW	2022	\$0	\$8,800	\$2,200	\$11,000	SB367-4-Cents, Towns
Construction	2023	\$1,022,000	\$0	\$0	\$1,022,000	MOBIL
		<b>\$1,022,000</b>	<b>\$119,280</b>	<b>\$29,820</b>	<b>\$1,171,100</b>	

**Regionally Significant:** No    **Managed By:** Muni/Local    **CAA Code:** E-19    **RPC:** UVLSRPC

## OSSIPEE (10431)

**All Project Cost: \$5,767,395**

**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	2021	\$110,000	\$0	\$0	\$110,000	National Highway Performance, Toll Credit
		<b>\$110,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$110,000</b>	

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

## OSSIPEE (41251)

**All Project Cost: \$9,377,500**

**Route/Road/Entity:** NH 16

**Scope:** Pavement Rehab and drainage upgrades including improvements at Mt. Shaw Rd.

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$189,480	\$0	\$0	\$189,480	Repurposed Earmarks Non-Fed-Aid, STBG-Non Urban Areas Under 5K, Toll Credit
PE	2022	\$345,521	\$0	\$0	\$345,521	National Highway Performance, Toll Credit
ROW	2022	\$247,500	\$0	\$0	\$247,500	National Highway Performance, Toll Credit
Construction	2022	\$6,664,000	\$0	\$0	\$6,664,000	National Highway Performance, Repurposed Earmarks Formula, Repurposed Earmarks Non-Fed-Aid, Toll Credit
Construction	2023	\$1,806,000	\$0	\$0	\$1,806,000	National Highway Performance, Toll Credit
		<b>\$9,252,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,252,500</b>	

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



# 2021 - 2024 STIP Report Project List

## PELHAM (16145)

**All Project Cost: \$2,354,572**

**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	2021	\$74,250	\$0	\$0	\$74,250	STBG-5 to 200K, Toll Credit
PE	2022	\$137,500	\$0	\$0	\$137,500	STBG-Off System Bridge, Toll Credit
PE	2023	\$23,100	\$0	\$0	\$23,100	STBG-Off System Bridge, Toll Credit
ROW	2022	\$46,750	\$0	\$0	\$46,750	STBG-Off System Bridge, Toll Credit
Construction	2024	\$0	\$1,870,960	\$0	\$1,870,960	SB367-4-Cents
		<b>\$281,600</b>	<b>\$1,870,960</b>	<b>\$0</b>	<b>\$2,152,560</b>	

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

## PELHAM (29450)

**All Project Cost: \$1,776,258**

**Route/Road/Entity:** Old Bridge Street over Beaver Brook

**Scope:** BRIDGE REHABILITATION-OLD BRIDGE ST OVER BEAVER BROOK-BR. #109/081

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$0	\$213,394	\$53,348	\$266,742	SB367-4-Cents, Towns
ROW	2022	\$0	\$48,000	\$12,000	\$60,000	SB367-4-Cents, Towns
Construction	2023	\$1,449,516	\$0	\$0	\$1,449,516	MOBIL
		<b>\$1,449,516</b>	<b>\$261,394</b>	<b>\$65,348</b>	<b>\$1,776,258</b>	

**Regionally Significant:** No    **Managed By:** Muni/Local    **CAA Code:** E-19    **RPC:** NRPC

## PELHAM (41751)

**All Project Cost: \$2,134,442**

**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	2022	\$40,391	\$0	\$26,928	\$67,319	Congestion Mitigation and Air Quality Program, Towns
ROW	2022	\$90,000	\$0	\$60,000	\$150,000	Congestion Mitigation and Air Quality Program, Towns
		<b>\$130,391</b>	<b>\$0</b>	<b>\$86,928</b>	<b>\$217,319</b>	

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

# 2021 - 2024 STIP Report Project List

## PETERBOROUGH (15879)

**All Project Cost: \$11,336,391**

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	2021	\$55,000	\$0	\$0	\$55,000	National Highway Performance, Toll Credit
ROW	2022	\$22,000	\$0	\$0	\$22,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2021	\$9,023,155	\$0	\$263,072	\$9,286,227	Hwy Infrastructure, Non Participating, Toll Credit
Construction	2022	\$758,074	\$0	\$0	\$758,074	Hwy Infrastructure, Toll Credit
		<b>\$9,858,229</b>	<b>\$0</b>	<b>\$263,072</b>	<b>\$10,121,301</b>	

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

## PETERBOROUGH (27712)

**All Project Cost: \$7,633,518**

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	2021	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2022	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2023	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	\$226,160	\$0	\$0	\$226,160	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2022	\$220,000	\$0	\$0	\$220,000	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$1,106,160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,106,160</b>	

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

# 2021 - 2024 STIP Report Project List

## PLAISTOW (40641)

**All Project Cost: \$1,398,585**

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

Scope: Main Street Traffic Calming and Safety Improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$165,000	\$0	\$0	\$165,000	STBG-Areas Over 200K, Toll Credit
PE	2022	\$110,000	\$0	\$0	\$110,000	STBG-Areas Over 200K, Toll Credit
ROW	2023	\$52,183	\$0	\$0	\$52,183	STBG-Areas Over 200K, Toll Credit
		<b>\$327,183</b>	<b>\$0</b>	<b>\$0</b>	<b>\$327,183</b>	

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

## PLAISTOW (40645)

**All Project Cost: \$1,232,670**

Route/Road/Entity: NH 125

Scope: Signal coordination and control along corridor from Mass S/L to Old County Road

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$165,000	\$0	\$0	\$165,000	STBG-Areas Over 200K, Toll Credit
PE	2023	\$110,000	\$0	\$0	\$110,000	STBG-Areas Over 200K, Toll Credit
		<b>\$275,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$275,000</b>	

Regionally Significant: No    Managed By: DOT    CAA Code: E-52    RPC: RPC

## PLAISTOW - KINGSTON (10044E)

**All Project Cost: \$16,815,948**

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	2022	\$440,000	\$0	\$0	\$440,000	National Highway Performance, Toll Credit
PE	2023	\$465,300	\$0	\$0	\$465,300	National Highway Performance, Toll Credit
ROW	2022	\$1,870,000	\$0	\$0	\$1,870,000	National Highway Performance, Toll Credit
Construction	2023	\$11,406,148	\$0	\$0	\$11,406,148	National Highway Performance, Toll Credit
		<b>\$14,181,448</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,181,448</b>	

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

# 2021 - 2024 STIP Report Project List

## PLYMOUTH (41583)

**All Project Cost: \$1,285,753**

**Route/Road/Entity:** Highland St

**Scope:** Intersection and sidewalk improvements to Highland Street at and in the vicinity of Reservoir Road

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$16,000	\$0	\$4,000	\$20,000	STBG-Non Urban Areas Under 5K, Towns
PE	2023	\$59,990	\$0	\$14,997	\$74,987	STBG-Non Urban Areas Under 5K, Towns
PE	2024	\$52,078	\$0	\$13,020	\$65,098	STBG-Non Urban Areas Under 5K, Towns
ROW	2024	\$8,454	\$0	\$2,114	\$10,568	STBG-Non Urban Areas Under 5K, Towns
		<b>\$136,522</b>	<b>\$0</b>	<b>\$34,131</b>	<b>\$170,653</b>	

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

## PORTSMOUTH (20258)

**All Project Cost: \$1,772,061**

**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	2021	\$55,200	\$0	\$13,800	\$69,000	Congestion Mitigation and Air Quality Program, Towns
PE	2022	\$17,600	\$0	\$4,400	\$22,000	Congestion Mitigation and Air Quality Program, Towns
ROW	2022	\$12,800	\$0	\$3,200	\$16,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2024	\$376,271	\$0	\$799,483	\$1,175,754	Congestion Mitigation and Air Quality Program, Towns
		<b>\$461,871</b>	<b>\$0</b>	<b>\$820,883</b>	<b>\$1,282,754</b>	

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

# 2021 - 2024 STIP Report Project List

## PORTSMOUTH (29640)

All Project Cost: \$17,131,767

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	2022	\$1,162,462	\$0	\$0	\$1,162,462	STBG-50 to 200K, Toll Credit
ROW	2023	\$3,755,744	\$0	\$0	\$3,755,744	STBG-50 to 200K, Toll Credit
		<b>\$4,918,206</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,918,206</b>	

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

## PORTSMOUTH (40642)

All Project Cost: \$724,031

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	2021	\$0	\$0	\$75,000	\$75,000	Towns
PE	2023	\$52,839	\$0	\$0	\$52,839	STBG-State Flexible, Toll Credit
ROW	2023	\$21,347	\$0	\$5,337	\$26,684	STBG-State Flexible, Towns
		<b>\$74,186</b>	<b>\$0</b>	<b>\$80,337</b>	<b>\$154,523</b>	

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

## PORTSMOUTH (40644)

All Project Cost: \$828,911

Route/Road/Entity: Market Street - RR

Scope: Railroad crossing upgrade on Market Street

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$56,746	\$0	\$14,186	\$70,932	STBG-5 to 200K, Towns
		<b>\$56,746</b>	<b>\$0</b>	<b>\$14,186</b>	<b>\$70,932</b>	

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

# 2021 - 2024 STIP Report Project List

## PORTSMOUTH (41752)

**All Project Cost: \$1,277,494**

**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	2022	\$45,758	\$0	\$11,440	\$57,198	Congestion Mitigation and Air Quality Program, Towns
PE	2023	\$41,454	\$0	\$10,364	\$51,818	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$68,000	\$0	\$17,000	\$85,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2024	\$781,182	\$0	\$195,296	\$976,478	Congestion Mitigation and Air Quality Program, Towns
		<b>\$936,395</b>	<b>\$0</b>	<b>\$234,099</b>	<b>\$1,170,494</b>	

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

## PORTSMOUTH (42350)

**All Project Cost: \$1,650,734**

**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	2021	\$0	\$0	\$172,000	\$172,000	Non Par Other
ROW	2021	\$0	\$0	\$5,000	\$5,000	Non Par Other
Construction	2021	\$1,326,361	\$0	\$147,373	\$1,473,734	Highway Safety Improvement Program (HSIP), Towns
		<b>\$1,326,361</b>	<b>\$0</b>	<b>\$324,373</b>	<b>\$1,650,734</b>	

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

# 2021 - 2024 STIP Report Project List

## PORTSMOUTH (42874)

**All Project Cost: \$50,000**

Route/Road/Entity: VARIOUS

Scope: Purchase and install eight electric charging stations for electric vehicles.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$4,000	\$0	\$1,000	\$5,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2023	\$36,000	\$0	\$9,000	\$45,000	Congestion Mitigation and Air Quality Program, Towns
		<b>\$40,000</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$50,000</b>	

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

## PORTSMOUTH (43760)

**All Project Cost: \$10,500,001**

Route/Road/Entity: I-95

Scope: Soundwall along I-95 in Portsmouth

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$500,000	\$0	\$500,000	Turnpike Capital
Construction	2024	\$7,000,000	\$0	\$0	\$7,000,000	National Highway Performance, Toll Credit
		<b>\$7,000,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$7,500,000</b>	

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

## PORTSMOUTH, NH - KITTERY, ME (15731C)

**All Project Cost: \$36,717,265**

Route/Road/Entity: US ROUTE 1 BYPASS

Scope: Functional replacement for the PDA-DPH side barge wharf, SML Bridge ROW Mitigation.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2022	\$29,217,265	\$0	\$0	\$29,217,265	National Highway Freight , STBG-State Flexible, Toll Credit
Construction	2023	\$7,500,000	\$0	\$0	\$7,500,000	National Highway Freight , Toll Credit
		<b>\$36,717,265</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,717,265</b>	

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

# 2021 - 2024 STIP Report Project List

## PORTSMOUTH, NH - KITTEERY, ME (16189)

All Project Cost: \$53,879,246

Route/Road/Entity: I-95

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

Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$0	\$10,300,000	\$0	\$10,300,000	Turnpike Renewal & Replacement
Construction	2022	\$0	\$714,157	\$0	\$714,157	Turnpike Renewal & Replacement
		<b>\$0</b>	<b>\$11,014,157</b>	<b>\$0</b>	<b>\$11,014,157</b>	

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

## PORTSMOUTH, NH - YORK, ME (16189B)

All Project Cost: \$10,503,160

Route/Road/Entity: I-95

Scope: ITS Improvements to I-95 from Portsmouth, NH to York, ME

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$432,916	\$0	\$432,916	Turnpike Renewal & Replacement
Construction	2022	\$0	\$5,156,373	\$0	\$5,156,373	Turnpike Renewal & Replacement
Construction	2023	\$0	\$4,589,064	\$0	\$4,589,064	Turnpike Renewal & Replacement
Other	2022	\$0	\$64,636	\$0	\$64,636	Turnpike Renewal & Replacement
		<b>\$0</b>	<b>\$10,242,989</b>	<b>\$0</b>	<b>\$10,242,989</b>	

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

## PROGRAM (ADA)

All Project Cost: \$3,540,000

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	STBG-State Flexible, Toll Credit
PE	2023	\$85,000	\$0	\$0	\$85,000	STBG-State Flexible, Toll Credit
ROW	2021	\$10,000	\$0	\$0	\$10,000	STBG-State Flexible, Toll Credit
ROW	2023	\$10,000	\$0	\$0	\$10,000	STBG-State Flexible, Toll Credit
Construction	2022	\$340,000	\$0	\$0	\$340,000	STBG-Safety, Toll Credit
Construction	2024	\$355,000	\$0	\$0	\$355,000	STBG-Safety, Toll Credit
		<b>\$870,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$870,000</b>	

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



# 2021 - 2024 STIP Report Project List

**PROGRAM (BRDG-HIB-M&P)**

All Project Cost: \$57,253,360

Route/Road/Entity: Various

Scope: Maintenance and preservation efforts for High Investment Bridges

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$220,000	\$0	\$0	\$220,000	STBG-State Flexible, Toll Credit
PE	2022	\$470,000	\$0	\$0	\$470,000	STBG-State Flexible, Toll Credit
PE	2023	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
ROW	2021	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2022	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2023	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2024	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
Construction	2021	\$134,272	\$0	\$0	\$134,272	STBG-State Flexible, Toll Credit
Construction	2022	\$1,469,000	\$0	\$0	\$1,469,000	National Highway Performance, Toll Credit
Construction	2023	\$2,875,000	\$0	\$0	\$2,875,000	National Highway Performance, STBG-5 to 200K, STBG-State Flexible, Toll Credit
Construction	2024	\$2,965,728	\$0	\$0	\$2,965,728	National Highway Performance, STBG-5 to 200K, STBG-State Flexible, Toll Credit
		<b>\$8,414,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,414,000</b>	

Regionally Significant: No

Managed By: DOT

CAA Code: ALL

RPC: Undetermined

# 2021 - 2024 STIP Report Project List

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

**All Project Cost: \$177,922,000**

**Route/Road/Entity:** Tier 1-2 Bridges

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$600,000	\$0	\$0	\$600,000	National Highway Performance, Toll Credit
PE	2022	\$1,100,000	\$0	\$0	\$1,100,000	National Highway Performance, Toll Credit
PE	2023	\$200,000	\$0	\$0	\$200,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2021	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2022	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$12,490,767	\$736,233	\$0	\$13,227,000	General Fund, National Highway Performance, STBG-5 to 200K, Toll Credit
Construction	2022	\$7,022,400	\$577,600	\$0	\$7,600,000	General Fund, National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2023	\$7,954,430	\$45,570	\$0	\$8,000,000	General Fund, National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2024	\$4,000,000	\$0	\$0	\$4,000,000	National Highway Performance, Toll Credit
		<b>\$33,567,598</b>	<b>\$1,359,402</b>	<b>\$0</b>	<b>\$34,927,000</b>	

**Regionally Significant:** No

**Managed By:** DOT

**CAA Code:** ALL

**RPC:** Undetermined

# 2021 - 2024 STIP Report Project List

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

**All Project Cost: \$71,124,000**

**Route/Road/Entity:** Tier 3-4 Bridges

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$320,000	\$0	\$0	\$320,000	National Highway Performance, Toll Credit
PE	2022	\$510,000	\$0	\$0	\$510,000	National Highway Performance, Toll Credit
PE	2023	\$50,000	\$0	\$0	\$50,000	National Highway Performance, Toll Credit
PE	2024	\$50,000	\$0	\$0	\$50,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2021	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2022	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$3,401,000	\$179,000	\$0	\$3,580,000	General Fund, National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2022	\$3,500,000	\$0	\$0	\$3,500,000	National Highway Performance, STBG-5 to 200K, STBG-State Flexible, Toll Credit
Construction	2023	\$3,567,626	\$232,374	\$0	\$3,800,000	General Fund, National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2024	\$3,255,000	\$245,000	\$0	\$3,500,000	General Fund, National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		<b>\$14,693,626</b>	<b>\$656,374</b>	<b>\$0</b>	<b>\$15,350,000</b>	

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

# 2021 - 2024 STIP Report Project List

## PROGRAM (CBI)

All Project Cost: \$8,457,276

Route/Road/Entity: Various

Scope: Complex Bridge Inspection (PARENT)

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$310,000	\$0	\$0	\$310,000	STBG-State Flexible, Toll Credit
Other	2022	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2023	\$270,000	\$0	\$0	\$270,000	STBG-State Flexible, Toll Credit
Other	2024	\$270,000	\$0	\$0	\$270,000	STBG-State Flexible, Toll Credit
		<b>\$1,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>	

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

## PROGRAM (COAST5307)

All Project Cost: \$56,121,710

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	2021	\$3,965,177	\$0	\$991,294	\$4,956,471	FTA 5307 Capital and Operating Program, Other
Other	2022	\$2,616,935	\$0	\$654,234	\$3,271,169	FTA 5307 Capital and Operating Program, Other
Other	2023	\$2,675,442	\$0	\$668,861	\$3,344,303	FTA 5307 Capital and Operating Program, Other
Other	2024	\$2,735,244	\$0	\$683,811	\$3,419,055	FTA 5307 Capital and Operating Program, Other
		<b>\$11,992,798</b>	<b>\$0</b>	<b>\$2,998,200</b>	<b>\$14,990,998</b>	

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

# 2021 - 2024 STIP Report Project List

**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
Other	2023	\$700,000	\$0	\$0	\$700,000	Congestion Mitigation and Air Quality Program, Toll Credit
Other	2024	\$700,000	\$0	\$0	\$700,000	Congestion Mitigation and Air Quality Program, Toll Credit
		<b>\$2,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800,000</b>	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: Undetermined

# 2021 - 2024 STIP Report Project List

**PROGRAM (CRDR)**

**All Project Cost: \$82,096,666**

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$760,000	\$0	\$0	\$760,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$400,000	\$0	\$0	\$400,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2021	\$5,500	\$0	\$0	\$5,500	National Highway Performance, Toll Credit
ROW	2022	\$106,700	\$0	\$0	\$106,700	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$54,100	\$0	\$0	\$54,100	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$1,459,500	\$0	\$0	\$1,459,500	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2022	\$1,870,000	\$0	\$0	\$1,870,000	National Highway Performance, Toll Credit
Construction	2023	\$7,408,270	\$0	\$0	\$7,408,270	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$3,594,900	\$0	\$0	\$3,594,900	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2022	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2023	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2024	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
		<b>\$15,898,970</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,898,970</b>	

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

# 2021 - 2024 STIP Report Project List

## PROGRAM (DBE)

**All Project Cost: \$1,694,300**

**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	2021	\$65,000	\$0	\$0	\$65,000	DBE
Other	2022	\$65,000	\$0	\$0	\$65,000	DBE
Other	2023	\$79,300	\$0	\$0	\$79,300	DBE
Other	2024	\$79,300	\$0	\$0	\$79,300	DBE
		<b>\$288,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$288,600</b>	

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

## PROGRAM (ENV-POST-CON)

**All Project Cost: \$1,684,813**

**Route/Road/Entity:** STATEWIDE

**Scope:** Environmental commitments for post-construction obligations.

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$135,713	\$0	\$0	\$135,713	STBG-State Flexible, Toll Credit
Other	2022	\$110,000	\$0	\$0	\$110,000	STBG-State Flexible, Toll Credit
Other	2023	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2024	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
		<b>\$445,713</b>	<b>\$0</b>	<b>\$0</b>	<b>\$445,713</b>	

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

# 2021 - 2024 STIP Report Project List

## PROGRAM (FLAP)

**All Project Cost: \$6,806,200**

**Route/Road/Entity:** Various

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$50,000	\$0	\$0	\$50,000	Forest Highways
PE	2023	\$50,000	\$0	\$0	\$50,000	Forest Highways
PE	2024	\$50,000	\$0	\$0	\$50,000	Forest Highways
ROW	2022	\$25,000	\$0	\$0	\$25,000	Forest Highways
ROW	2023	\$25,000	\$0	\$0	\$25,000	Forest Highways
ROW	2024	\$25,000	\$0	\$0	\$25,000	Forest Highways
Construction	2022	\$275,000	\$0	\$0	\$275,000	Forest Highways
Construction	2023	\$352,000	\$0	\$0	\$352,000	Forest Highways
Construction	2024	\$352,000	\$0	\$0	\$352,000	Forest Highways
		<b>\$1,204,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,204,000</b>	

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

## PROGRAM (FTA5307)

**All Project Cost: \$99,150,367**

**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	2021	\$7,712,216	\$0	\$0	\$7,712,216	FTA 5307 Capital and Operating Program, Toll Credit
Other	2022	\$6,650,702	\$0	\$0	\$6,650,702	FTA 5307 Capital and Operating Program, Toll Credit
Other	2023	\$9,624,123	\$0	\$0	\$9,624,123	FTA 5307 Capital and Operating Program, Toll Credit
Other	2024	\$6,719,372	\$0	\$0	\$6,719,372	FTA 5307 Capital and Operating Program, Toll Credit
		<b>\$30,706,413</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,706,413</b>	

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



# 2021 - 2024 STIP Report Project List

## PROGRAM (FTA5310)

**All Project Cost: \$62,522,086**

**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	2021	\$2,447,702	\$0	\$611,926	\$3,059,628	FTA 5310 Capital Program, Other
Other	2022	\$2,770,027	\$0	\$692,507	\$3,462,534	FTA 5310 Capital Program, Other
Other	2023	\$2,817,712	\$0	\$704,428	\$3,522,140	FTA 5310 Capital Program, Other, STBG-State Flexible
Other	2024	\$2,480,570	\$0	\$620,143	\$3,100,713	FTA 5310 Capital Program, Other, STBG-State Flexible
		<b>\$10,516,012</b>	<b>\$0</b>	<b>\$2,629,003</b>	<b>\$13,145,015</b>	

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

## PROGRAM (FTA5311)

**All Project Cost: \$293,314,685**

**Route/Road/Entity:** Various

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

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$6,877,689	\$0	\$6,877,689	\$13,755,377	FTA 5311 Capital and Operating Program, Other
Other	2022	\$6,430,370	\$0	\$6,430,370	\$12,860,739	FTA 5311 Capital and Operating Program, Other
Other	2023	\$6,430,370	\$0	\$6,430,370	\$12,860,739	FTA 5311 Capital and Operating Program, Other
Other	2024	\$6,094,087	\$0	\$6,094,087	\$12,188,174	FTA 5311 Capital and Operating Program, Other
		<b>\$25,832,515</b>	<b>\$0</b>	<b>\$25,832,515</b>	<b>\$51,665,029</b>	

**Regionally Significant:** No    **Managed By:** DOT    **CAA Code:** E-21    **RPC:** CNHRPC, LRPC, NCC, SWRPC,  
UVLSRPC

# 2021 - 2024 STIP Report Project List

## PROGRAM (FTA5339)

**All Project Cost: \$140,625,231**

**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	2021	\$7,642,564	\$955,321	\$955,321	\$9,553,205	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2022	\$7,725,415	\$965,677	\$965,677	\$9,656,769	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2023	\$7,809,923	\$976,240	\$976,240	\$9,762,404	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2024	\$4,396,122	\$549,515	\$549,515	\$5,495,153	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
		<b>\$27,574,025</b>	<b>\$3,446,753</b>	<b>\$3,446,753</b>	<b>\$34,467,531</b>	

**Regionally Significant:** No

**Managed By:** DOT

**CAA Code:** E-30

**RPC:** Undetermined

## PROGRAM (GRR)

**All Project Cost: \$36,592,685**

**Route/Road/Entity:** Various

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2022	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$2,035,000	\$0	\$0	\$2,035,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2022	\$1,880,000	\$0	\$0	\$1,880,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$2,055,000	\$0	\$0	\$2,055,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$2,055,000	\$0	\$0	\$2,055,000	National Highway Performance, STBG-State Flexible, Toll Credit
		<b>\$8,490,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,490,000</b>	

**Regionally Significant:** No

**Managed By:** DOT

**CAA Code:** E-9

**RPC:** Undetermined

# 2021 - 2024 STIP Report Project List

**PROGRAM (HSIP)**

**All Project Cost: \$247,307,603**

**Route/Road/Entity:** Various

**Scope:** HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$950,000	\$0	\$0	\$950,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2022	\$500,000	\$0	\$0	\$500,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2023	\$500,000	\$0	\$0	\$500,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2024	\$500,000	\$0	\$0	\$500,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2022	\$150,000	\$0	\$0	\$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2023	\$150,000	\$0	\$0	\$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2024	\$150,000	\$0	\$0	\$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2021	\$4,971,232	\$0	\$0	\$4,971,232	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2022	\$7,859,081	\$0	\$0	\$7,859,081	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2023	\$11,577,908	\$0	\$0	\$11,577,908	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2024	\$11,851,257	\$0	\$0	\$11,851,257	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2021	\$1,810,000	\$0	\$0	\$1,810,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2022	\$200,000	\$0	\$0	\$200,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2023	\$200,000	\$0	\$0	\$200,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2024	\$200,000	\$0	\$0	\$200,000	Highway Safety Improvement Program (HSIP), Toll Credit
		<b>\$41,569,478</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,569,478</b>	

**Regionally Significant:** No

**Managed By:** DOT

**CAA Code:** E-6

**RPC:** Undetermined

# 2021 - 2024 STIP Report Project List

## PROGRAM (LTAP)

**All Project Cost: \$3,133,000**

**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
Other	2021	\$150,000	\$0	\$0	\$150,000	Local Tech Assistance Program
Other	2022	\$150,000	\$0	\$0	\$150,000	Local Tech Assistance Program
Other	2023	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
Other	2024	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
		<b>\$666,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$666,000</b>	

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

## PROGRAM (MOBIL)

**All Project Cost: \$33,750,000**

**Route/Road/Entity:** Various

**Scope:** Municipal Bridge Rehabilitation and Replace Projects

Phase	Year	Federal	State	Other	Total	Funding
Construction	2023	\$6,750,000	\$0	\$0	\$6,750,000	MOBIL
Construction	2024	\$6,750,000	\$0	\$0	\$6,750,000	MOBIL
		<b>\$13,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,500,000</b>	

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

# 2021 - 2024 STIP Report Project List

## PROGRAM (MOBRR)

All Project Cost: \$127,925,200

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$160,000	\$0	\$40,000	\$200,000	Other, STBG-State Flexible
PE	2022	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
PE	2023	\$400,000	\$0	\$100,000	\$500,000	Other, STBG-State Flexible
PE	2024	\$400,000	\$0	\$100,000	\$500,000	Other, STBG-State Flexible
ROW	2021	\$20,000	\$0	\$5,000	\$25,000	Other, STBG-State Flexible
ROW	2022	\$44,000	\$0	\$11,000	\$55,000	Other, STBG-State Flexible
ROW	2023	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
ROW	2024	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
Construction	2021	\$3,520,000	\$0	\$880,000	\$4,400,000	Other, STBG-State Flexible
Construction	2022	\$3,576,000	\$0	\$894,000	\$4,470,000	Other, STBG-State Flexible
Construction	2023	\$9,780,000	\$0	\$2,445,000	\$12,225,000	Other, STBG-State Flexible
Construction	2024	\$14,180,000	\$0	\$3,545,000	\$17,725,000	Other, STBG-State Flexible
		<b>\$32,320,000</b>	<b>\$0</b>	<b>\$8,080,000</b>	<b>\$40,400,000</b>	

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

## PROGRAM (MTA5307)

All Project Cost: \$57,652,531

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	2021	\$2,808,516	\$0	\$1,446,811	\$4,255,327	FTA 5307 Capital and Operating Program, Other
Other	2022	\$2,898,060	\$0	\$1,492,940	\$4,391,000	FTA 5307 Capital and Operating Program, Other
Other	2023	\$2,878,022	\$0	\$1,482,617	\$4,360,639	FTA 5307 Capital and Operating Program, Other
Other	2024	\$2,934,082	\$0	\$1,511,497	\$4,445,579	FTA 5307 Capital and Operating Program, Other
		<b>\$11,518,680</b>	<b>\$0</b>	<b>\$5,933,865</b>	<b>\$17,452,545</b>	

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

# 2021 - 2024 STIP Report Project List

## 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	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
Other	2023	\$125,442	\$0	\$31,361	\$156,803	FTA 5310 Capital Program, Other
Other	2024	\$127,951	\$0	\$31,988	\$159,939	FTA 5310 Capital Program, Other
		<b>\$496,947</b>	<b>\$0</b>	<b>\$124,237</b>	<b>\$621,184</b>	

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

## 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	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
Other	2023	\$42,776	\$3,774	\$3,774	\$50,325	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
Other	2024	\$43,632	\$3,850	\$3,850	\$51,332	FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
		<b>\$169,462</b>	<b>\$14,953</b>	<b>\$14,953</b>	<b>\$199,367</b>	

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

# 2021 - 2024 STIP Report Project List

## PROGRAM (NSTI)

**All Project Cost: \$926,000**

**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	2021	\$50,000	\$0	\$0	\$50,000	NSTI National Summer Transportation Institute
Other	2022	\$50,000	\$0	\$0	\$50,000	NSTI National Summer Transportation Institute
Other	2023	\$61,000	\$0	\$0	\$61,000	NSTI National Summer Transportation Institute
Other	2024	\$61,000	\$0	\$0	\$61,000	NSTI National Summer Transportation Institute
		<b>\$222,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$222,000</b>	

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

## PROGRAM (NTS5307)

**All Project Cost: \$43,262,589**

**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	2021	\$1,325,655	\$0	\$1,325,655	\$2,651,310	FTA 5307 Capital and Operating Program, Other
Other	2022	\$1,352,168	\$0	\$1,352,168	\$2,704,336	FTA 5307 Capital and Operating Program, Other
Other	2023	\$1,379,212	\$0	\$1,379,212	\$2,758,423	FTA 5307 Capital and Operating Program, Other
Other	2024	\$1,406,796	\$0	\$1,406,796	\$2,813,592	FTA 5307 Capital and Operating Program, Other
		<b>\$5,463,831</b>	<b>\$0</b>	<b>\$5,463,831</b>	<b>\$10,927,661</b>	

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

# 2021 - 2024 STIP Report Project List

## PROGRAM (NTS5310)

**All Project Cost: \$4,167,164**

**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	2021	\$225,508	\$0	\$56,377	\$281,885	FTA 5310 Capital Program, Other
Other	2022	\$360,006	\$0	\$90,002	\$450,008	FTA 5310 Capital Program, Other
Other	2023	\$229,135	\$0	\$57,284	\$286,419	FTA 5310 Capital Program, Other
Other	2024	\$233,718	\$0	\$58,429	\$292,147	FTA 5310 Capital Program, Other
		<b>\$1,048,367</b>	<b>\$0</b>	<b>\$262,092</b>	<b>\$1,310,459</b>	

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

## PROGRAM (NTS5339)

**All Project Cost: \$3,227,143**

**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	2021	\$367,264	\$0	\$91,816	\$459,080	FTA 5339 Bus and Bus Facilities, Other
Other	2022	\$133,591	\$0	\$33,398	\$166,989	FTA 5339 Bus and Bus Facilities, Other
Other	2023	\$136,263	\$0	\$34,066	\$170,329	FTA 5339 Bus and Bus Facilities, Other
Other	2024	\$138,989	\$0	\$34,747	\$173,736	FTA 5339 Bus and Bus Facilities, Other
		<b>\$776,107</b>	<b>\$0</b>	<b>\$194,027</b>	<b>\$970,134</b>	

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

## PROGRAM (OJT/SS)

**All Project Cost: \$576,600**

**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	2021	\$30,000	\$0	\$0	\$30,000	Skills Training
Other	2022	\$30,000	\$0	\$0	\$30,000	Skills Training
Other	2023	\$36,600	\$0	\$0	\$36,600	Skills Training
Other	2024	\$36,600	\$0	\$0	\$36,600	Skills Training
		<b>\$133,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$133,200</b>	

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



# 2021 - 2024 STIP Report Project List

Approved  
7/20/2022

**PROGRAM (PAVE-T1-RESURF)**

All Project Cost: \$226,850,000

Route/Road/Entity: Tier 1 Highways

Scope: Resurface Tier 1 Highways

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$12,250,000	\$0	\$0	\$12,250,000	National Highway Performance, Redistribution, STBG-State Flexible, Toll Credit
Construction	2022	\$12,250,000	\$0	\$0	\$12,250,000	National Highway Performance, Redistribution, STBG-State Flexible, Toll Credit
Construction	2023	\$13,000,000	\$0	\$0	\$13,000,000	National Highway Performance, Toll Credit
Construction	2024	\$13,000,000	\$0	\$0	\$13,000,000	National Highway Performance, Toll Credit
		<b>\$51,700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$51,700,000</b>	

Regionally Significant: No

Managed By: DOT

CAA Code: E-10

RPC: Undetermined

# 2021 - 2024 STIP Report Project List

**PROGRAM (PAVE-T2-REHAB)**

**All Project Cost: \$80,325,179**

**Route/Road/Entity:** Tier 2 Highways

**Scope:** Rehab of Tier 2 roads.

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$200,000	\$0	\$0	\$200,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$350,000	\$0	\$0	\$350,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2021	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2022	\$250,000	\$0	\$0	\$250,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$539,000	\$0	\$0	\$539,000	STBG-State Flexible, Toll Credit
Construction	2022	\$6,509,000	\$0	\$0	\$6,509,000	STBG-State Flexible, Toll Credit
Construction	2023	\$2,106,000	\$0	\$0	\$2,106,000	STBG-State Flexible, Toll Credit
Construction	2024	\$1,136,000	\$0	\$0	\$1,136,000	National Highway Performance, Toll Credit
		<b>\$11,430,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,430,000</b>	

**Regionally Significant:** No

**Managed By:** DOT

**CAA Code:** E-10

**RPC:** Undetermined

# 2021 - 2024 STIP Report Project List

**PROGRAM (PAVE-T2-RESURF)**

**All Project Cost: \$539,875,000**

**Route/Road/Entity:** Tier 2 Highways

**Scope:** Resurfacing Tier 2 Roadways

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$800,000	\$0	\$0	\$800,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$1,450,000	\$0	\$0	\$1,450,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$1,000,000	\$0	\$0	\$1,000,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$1,000,000	\$0	\$0	\$1,000,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2021	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2022	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$54,000,000	\$6,000,000	\$0	\$60,000,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2022	\$29,000,000	\$6,000,000	\$0	\$35,000,000	Betterment, STBG-State Flexible, Toll Credit
Construction	2023	\$14,650,000	\$6,000,000	\$0	\$20,650,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$14,650,000	\$6,000,000	\$0	\$20,650,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
		<b>\$116,650,000</b>	<b>\$24,000,000</b>	<b>\$0</b>	<b>\$140,650,000</b>	

**Regionally Significant:** No

**Managed By:** DOT

**CAA Code:** E-10

**RPC:** Undetermined

# 2021 - 2024 STIP Report Project List

## PROGRAM (PVMRK)

All Project Cost: **\$69,900,000**

Route/Road/Entity: Various

Scope: Statewide Pavement Marking Annual Project

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
PE	2022	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
PE	2023	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
PE	2024	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
Construction	2021	\$3,099,000	\$0	\$0	\$3,099,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2022	\$3,099,000	\$0	\$0	\$3,099,000	STBG-State Flexible, Toll Credit
Construction	2023	\$3,349,000	\$0	\$0	\$3,349,000	STBG-State Flexible, Toll Credit
Construction	2024	\$3,349,000	\$0	\$0	\$3,349,000	STBG-State Flexible, Toll Credit
		<b>\$12,900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,900,000</b>	

Regionally Significant: No    Managed By: DOT    CAA Code: E-11    RPC: Undetermined

## PROGRAM (RCTRL)

All Project Cost: **\$32,636,476**

Route/Road/Entity: Various

Scope: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$1,250,000	\$0	\$312,500	\$1,562,500	DNCR, Recreational Trails
Other	2022	\$1,255,265	\$0	\$313,816	\$1,569,081	DNCR, Recreational Trails
Other	2023	\$1,525,000	\$0	\$381,250	\$1,906,250	DNCR, Recreational Trails
Other	2024	\$1,525,000	\$0	\$381,250	\$1,906,250	DNCR, Recreational Trails
		<b>\$5,555,265</b>	<b>\$0</b>	<b>\$1,388,816</b>	<b>\$6,944,081</b>	

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

# 2021 - 2024 STIP Report Project List

## PROGRAM (RRRCS)

**All Project Cost: \$26,509,511**

**Route/Road/Entity:** Statewide Railroad Crossings

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$303,155	\$0	\$0	\$303,155	RL - Rail Highway, Toll Credit
PE	2022	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2023	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2024	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
ROW	2021	\$5,500	\$0	\$0	\$5,500	RL - Rail Highway, Toll Credit
ROW	2022	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
ROW	2024	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Construction	2021	\$1,447,885	\$0	\$0	\$1,447,885	RL - Rail Highway, Toll Credit
Construction	2022	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Construction	2023	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Construction	2024	\$925,000	\$0	\$0	\$925,000	RL - Rail Highway, Toll Credit
Other	2021	\$280,000	\$0	\$0	\$280,000	RL - Rail Highway, Toll Credit
Other	2022	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2023	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2024	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
		<b>\$5,586,540</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,586,540</b>	

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

## 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
Other	2021	\$25,000	\$0	\$0	\$25,000	Safe Routes to School
		<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	

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

# 2021 - 2024 STIP Report Project List

Approved  
7/20/2022

## PROGRAM (STBG-FTA)

All Project Cost: \$31,350,000

Route/Road/Entity: Various

Scope: Funds transferred from STBG to FTA to supplement public/human services transportation statewide.

Phase	Year	Federal	State	Other	Total	Funding
Other	2022	\$4,400,000	\$0	\$825,000	\$5,225,000	Other, STBG-State Flexible, Toll Credit
Other	2023	\$2,200,000	\$0	\$412,500	\$2,612,500	Other, STBG-State Flexible, Toll Credit
Other	2024	\$2,200,000	\$0	\$412,500	\$2,612,500	Other, STBG-State Flexible, Toll Credit
		<b>\$8,800,000</b>	<b>\$0</b>	<b>\$1,650,000</b>	<b>\$10,450,000</b>	

Regionally Significant: No    Managed By: Muni/Local    CAA Code: E-0    RPC: Undetermined

## PROGRAM (STIC)

All Project Cost: \$2,190,000

Route/Road/Entity: Varies

Scope: STIC Incentives

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$130,000	\$32,500	\$0	\$162,500	NHDOT Operating Budget, Other Fed, STIC Funding
Other	2022	\$100,000	\$25,000	\$0	\$125,000	NHDOT Operating Budget, STIC Funding
Other	2023	\$122,000	\$30,500	\$0	\$152,500	NHDOT Operating Budget, Other Fed, STIC Funding
Other	2024	\$122,000	\$30,500	\$0	\$152,500	NHDOT Operating Budget, Other Fed, STIC Funding
		<b>\$474,000</b>	<b>\$118,500</b>	<b>\$0</b>	<b>\$592,500</b>	

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

# 2021 - 2024 STIP Report Project List

## PROGRAM (TA)

**All Project Cost: \$68,803,967**

Route/Road/Entity: Various

Scope: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$324,760	\$0	\$81,190	\$405,950	Other, TAP-Flex
PE	2022	\$600,000	\$0	\$150,000	\$750,000	Other, TAP-Flex
PE	2023	\$560,000	\$0	\$140,000	\$700,000	Other, TAP-Flex
PE	2024	\$400,000	\$0	\$100,000	\$500,000	Other, TAP-Flex
ROW	2021	\$30,120	\$0	\$7,530	\$37,650	Other, TAP-Flex
ROW	2022	\$102,120	\$0	\$25,530	\$127,650	Other, TAP-Flex
ROW	2023	\$102,120	\$0	\$25,530	\$127,650	Other, TAP-Flex
ROW	2024	\$102,120	\$0	\$25,530	\$127,650	Other, TAP-Flex
Construction	2021	\$2,198,720	\$0	\$549,680	\$2,748,400	Other, TAP-Flex
Construction	2022	\$3,079,480	\$0	\$769,870	\$3,849,350	Other, TAP-Flex
Construction	2023	\$2,453,272	\$0	\$613,318	\$3,066,590	Other, TAP-Flex
Construction	2024	\$2,613,272	\$0	\$653,318	\$3,266,590	Other, TAP-Flex
		<b>\$12,565,984</b>	<b>\$0</b>	<b>\$3,141,496</b>	<b>\$15,707,480</b>	

Regionally Significant: No    Managed By: Muni/Local    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	2021	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
Other	2022	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
Other	2023	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
Other	2024	\$22,000	\$0	\$0	\$22,000	STBG-State Flexible, Toll Credit
		<b>\$88,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$88,000</b>	

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

# 2021 - 2024 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	2021	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2022	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2023	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
Other	2024	\$250,000	\$0	\$0	\$250,000	STBG-State Flexible, Toll Credit
		<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	

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	2021	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2022	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2023	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
Other	2024	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
		<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>	

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



# 2021 - 2024 STIP Report Project List

## PROGRAM (TSMO)

**All Project Cost: \$27,607,631**

**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	2021	\$350,000	\$0	\$0	\$350,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2022	\$1,250,000	\$0	\$1,017,589	\$2,267,589	Maine, STBG-State Flexible, Toll Credit, Vermont
Other	2023	\$1,500,000	\$0	\$1,904,042	\$3,404,042	Maine, National Highway Performance, Toll Credit, Vermont
Other	2024	\$2,500,000	\$0	\$1,785,308	\$4,285,308	Maine, National Highway Performance, Toll Credit, Vermont
		<b>\$5,600,000</b>	<b>\$0</b>	<b>\$4,706,939</b>	<b>\$10,306,939</b>	

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

## PROGRAM (UBI)

**All Project Cost: \$1,433,500**

**Route/Road/Entity:** Various

**Scope:** Underwater Bridge Inspection (Annual Project)

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$60,000	\$0	\$0	\$60,000	STBG-State Flexible, Toll Credit
Other	2022	\$75,000	\$0	\$0	\$75,000	STBG-State Flexible, Toll Credit
Other	2023	\$38,000	\$0	\$0	\$38,000	STBG-State Flexible, Toll Credit
Other	2024	\$55,000	\$0	\$0	\$55,000	STBG-State Flexible, Toll Credit
		<b>\$228,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$228,000</b>	

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

# 2021 - 2024 STIP Report Project List

## PROGRAM (USSS)

**All Project Cost: \$10,380,000**

**Route/Road/Entity:** Various

**Scope:** Project to update signing on state system

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$500,000	\$0	\$0	\$500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2022	\$3,090,000	\$0	\$0	\$3,090,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
		<b>\$4,790,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,790,000</b>	

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

## RICHMOND (29055)

**All Project Cost: \$1,683,384**

**Route/Road/Entity:** WHIPPLE HILL RD OVER ROARING BROOK

**Scope:** BRIDGE REPLACEMENT-WHIPPLE HILL RD OVER ROARING BROOK-BR. #065/083

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$161,400	\$40,350	\$201,750	SB367-4-Cents, Towns
ROW	2023	\$0	\$4,000	\$1,000	\$5,000	SB367-4-Cents, Towns
Construction	2023	\$1,476,634	\$0	\$0	\$1,476,634	MOBIL
		<b>\$1,476,634</b>	<b>\$165,400</b>	<b>\$41,350</b>	<b>\$1,683,384</b>	

**Regionally Significant:** No    **Managed By:** Muni/Local    **CAA Code:** E-19    **RPC:** SWRPC

# 2021 - 2024 STIP Report Project List

## ROCHESTER (14350)

All Project Cost: \$7,435,161

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
Construction	2022	\$1,360,000	\$0	\$4,871,941	\$6,231,941	Non Par Other, STBG-50 to 200K, Towns
		<b>\$1,360,000</b>	<b>\$0</b>	<b>\$4,871,941</b>	<b>\$6,231,941</b>	

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

## ROCHESTER (40647)

All Project Cost: \$1,947,250

Route/Road/Entity: NH 125 and Lowell Street

Scope: Intersection Safety Improvements at this 5 way intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$180,928	\$0	\$0	\$180,928	STBG-5 to 200K, Toll Credit
		<b>\$180,928</b>	<b>\$0</b>	<b>\$0</b>	<b>\$180,928</b>	

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

## ROCHESTER (43552)

All Project Cost: \$2,486,982

Route/Road/Entity: NH 11

Scope: Capacity Improvements: Widen 2,100' of NH11 from North of Spaulding Tpk ramp to South of Crane Dr.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$203,200	\$0	\$50,800	\$254,000	National Highway Performance, Towns
		<b>\$203,200</b>	<b>\$0</b>	<b>\$50,800</b>	<b>\$254,000</b>	

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

# 2021 - 2024 STIP Report Project List

## ROCHESTER (43840)

**All Project Cost: \$1,763,380**

**Route/Road/Entity:** Nashoba/NH11

**Scope:** Signalization of Nashoba/NH11 intersection to address regional priority needs.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$128,000	\$0	\$32,000	\$160,000	STBG-State Flexible, Towns
		<b>\$128,000</b>	<b>\$0</b>	<b>\$32,000</b>	<b>\$160,000</b>	

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

## ROLLINSFORD - DOVER (42578)

**All Project Cost: \$3,062,321**

**Route/Road/Entity:** Oak Street

**Scope:** Address Red List bridge (069/046) carrying Oak Street over PAR between Rollinsford and Dover

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$113,080	\$0	\$0	\$113,080	STBG-50 to 200K, Toll Credit
PE	2024	\$174,369	\$0	\$0	\$174,369	STBG-State Flexible, Toll Credit
		<b>\$287,449</b>	<b>\$0</b>	<b>\$0</b>	<b>\$287,449</b>	

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

## RYE (43002)

**All Project Cost: \$1,582,858**

**Route/Road/Entity:** NH Route 1A

**Scope:** Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$11,000	\$0	\$0	\$11,000	STBG-5 to 200K, Toll Credit
PE	2022	\$11,000	\$0	\$98,878	\$109,878	Non Par Other, STBG-State Flexible, Toll Credit
ROW	2022	\$18,700	\$0	\$0	\$18,700	STBG-State Flexible, Toll Credit
Construction	2024	\$1,243,880	\$0	\$0	\$1,243,880	STBG-State Flexible, Toll Credit
		<b>\$1,284,580</b>	<b>\$0</b>	<b>\$98,878</b>	<b>\$1,383,458</b>	

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

# 2021 - 2024 STIP Report Project List

## SALEM (12334)

**All Project Cost: \$12,644,482**

**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
Construction	2021	\$1,082,637	\$0	\$270,659	\$1,353,296	Hwy Infrastructure, STBG-Areas Over 200K, Towns
		<b>\$1,082,637</b>	<b>\$0</b>	<b>\$270,659</b>	<b>\$1,353,296</b>	

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

## SALEM (41750)

**All Project Cost: \$932,418**

**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	2021	\$5,083	\$0	\$1,271	\$6,354	Congestion Mitigation and Air Quality Program, Towns
PE	2022	\$35,618	\$0	\$8,904	\$44,522	Congestion Mitigation and Air Quality Program, Towns
ROW	2022	\$40,800	\$0	\$10,200	\$51,000	Congestion Mitigation and Air Quality Program, Towns
		<b>\$81,501</b>	<b>\$0</b>	<b>\$20,375</b>	<b>\$101,876</b>	

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

## SALEM (42884)

**All Project Cost: \$1,749,995**

**Route/Road/Entity:** Various

**Scope:** Improve signal operation at 28 intersections to identify hardware and software upgrades needed.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$112,000	\$0	\$28,000	\$140,000	Congestion Mitigation and Air Quality Program, Towns
PE	2023	\$49,344	\$0	\$12,336	\$61,680	Congestion Mitigation and Air Quality Program, Towns
		<b>\$161,344</b>	<b>\$0</b>	<b>\$40,336</b>	<b>\$201,680</b>	

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

# 2021 - 2024 STIP Report Project List

## 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	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
Construction	2023	\$0	\$2,195,000	\$0	\$2,195,000	SB367-4-Cents
Construction	2024	\$0	\$2,197,986	\$0	\$2,197,986	SB367-4-Cents
		<b>\$0</b>	<b>\$8,735,093</b>	<b>\$0</b>	<b>\$8,735,093</b>	

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

## SALEM TO MANCHESTER (14800A)

All Project Cost: \$49,770,743

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	2021	\$6,953,177	\$0	\$0	\$6,953,177	National Highway Performance, RZED Subsidy, STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
Construction	2022	\$464,263	\$0	\$0	\$464,263	RZED Subsidy
Construction	2023	\$6,758,028	\$0	\$0	\$6,758,028	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2024	\$6,637,756	\$0	\$0	\$6,637,756	National Highway Performance, RZED Subsidy, Toll Credit
		<b>\$20,813,225</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,813,225</b>	

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

# 2021 - 2024 STIP Report Project List

## SALEM TO MANCHESTER (14800B)

All Project Cost: \$55,947,210

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	2021	\$8,861,467	\$0	\$0	\$8,861,467	National Highway Performance, RZED Subsidy, STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
Construction	2022	\$6,170,449	\$0	\$0	\$6,170,449	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2023	\$7,351,531	\$0	\$0	\$7,351,531	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2024	\$7,220,696	\$0	\$0	\$7,220,696	National Highway Performance, RZED Subsidy, Toll Credit
		<b>\$29,604,144</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,604,144</b>	

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	2021	\$5,121,391	\$0	\$0	\$5,121,391	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2023	\$2,504,675	\$0	\$0	\$2,504,675	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2024	\$2,460,099	\$0	\$0	\$2,460,099	National Highway Performance, RZED Subsidy, Toll Credit
		<b>\$10,086,165</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,086,165</b>	

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

# 2021 - 2024 STIP Report Project List

## SALEM TO MANCHESTER (14800F)

All Project Cost: \$34,434,855

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	2021	\$1,506,070	\$0	\$0	\$1,506,070	National Highway Performance, RZED Subsidy, STBG-State Flexible, Toll Credit
Construction	2022	\$52,359	\$0	\$0	\$52,359	RZED Subsidy
Construction	2023	\$762,168	\$0	\$0	\$762,168	National Highway Performance, RZED Subsidy, Toll Credit
Construction	2024	\$748,603	\$0	\$0	\$748,603	National Highway Performance, RZED Subsidy, Toll Credit
		<b>\$3,069,201</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,069,201</b>	

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

## SEABROOK - HAMPTON (15904)

All Project Cost: \$68,752,052

Route/Road/Entity: NH 1A

Scope: Reconstruction of Red List bridge carrying NH 1A over Hampton River(Br#235/025)Debt Serv.Proj#42710

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$633,136	\$0	\$0	\$633,136	STBG-5 to 200K, Toll Credit
PE	2022	\$1,192,105	\$0	\$0	\$1,192,105	STBG-50 to 200K, Toll Credit
PE	2023	\$1,100,000	\$0	\$0	\$1,100,000	STBG-50 to 200K, Toll Credit
ROW	2022	\$594,603	\$0	\$0	\$594,603	STBG-50 to 200K, Toll Credit
Construction	2023	\$12,315,359	\$0	\$0	\$12,315,359	BRGBIL, Toll Credit
Construction	2024	\$37,275,847	\$0	\$0	\$37,275,847	BRGBIL, Toll Credit
		<b>\$53,111,050</b>	<b>\$0</b>	<b>\$0</b>	<b>\$53,111,050</b>	

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



# 2021 - 2024 STIP Report Project List

## SHELBURNE (40551)

**All Project Cost: \$5,026,611**

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	2023	\$226,160	\$0	\$0	\$226,160	STBG-Off System Bridge, Toll Credit
PE	2024	\$232,492	\$0	\$0	\$232,492	STBG-Off System Bridge, Toll Credit
		<b>\$458,652</b>	<b>\$0</b>	<b>\$0</b>	<b>\$458,652</b>	

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

## SOMERSWORTH (40646)

**All Project Cost: \$3,501,625**

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	2023	\$278,992	\$0	\$69,748	\$348,740	STBG-50 to 200K, Towns
PE	2024	\$95,601	\$0	\$23,900	\$119,502	STBG-50 to 200K, Towns
ROW	2024	\$115,476	\$0	\$28,869	\$144,345	STBG-50 to 200K, Towns
		<b>\$490,070</b>	<b>\$0</b>	<b>\$122,517</b>	<b>\$612,587</b>	

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

## SOMERSWORTH (41741)

**All Project Cost: \$765,427**

Route/Road/Entity: High St (NH-9) Signal Improvements

Scope: Signal optimization on High Street / NH 9 corridor at 6 intersections

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$25,680	\$0	\$6,420	\$32,100	Congestion Mitigation and Air Quality Program, Towns
ROW	2021	\$12,000	\$0	\$3,000	\$15,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2022	\$535,300	\$0	\$129,700	\$665,000	Congestion Mitigation and Air Quality Program, Highway Safety Improvement Program (HSIP), Towns
		<b>\$572,980</b>	<b>\$0</b>	<b>\$139,120</b>	<b>\$712,100</b>	

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

# 2021 - 2024 STIP Report Project List

## SPRINGFIELD (20509)

**All Project Cost: \$2,695,704**

**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	2021	\$220,000	\$0	\$0	\$220,000	Bridge On/Off System, STBG-Off System Bridge, Toll Credit
PE	2023	\$125,000	\$0	\$0	\$125,000	STBG-Off System Bridge, Toll Credit
ROW	2021	\$11,000	\$0	\$0	\$11,000	STBG-Off System Bridge, Toll Credit
ROW	2022	\$99,000	\$0	\$0	\$99,000	STBG-Off System Bridge, Toll Credit
Construction	2024	\$1,843,204	\$0	\$0	\$1,843,204	STBG-Off System Bridge, Toll Credit
		<b>\$2,298,204</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,298,204</b>	

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

## STATEWIDE (41756)

**All Project Cost: \$300,700**

**Route/Road/Entity:** Various

**Scope:** Evaluate signalized intersections and develop & implement signal timings to improve traffic flow.

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$22,000	\$0	\$0	\$22,000	Congestion Mitigation and Air Quality Program, Toll Credit
Other	2022	\$253,000	\$0	\$0	\$253,000	Congestion Mitigation and Air Quality Program, Toll Credit
Other	2023	\$25,700	\$0	\$0	\$25,700	Congestion Mitigation and Air Quality Program, Toll Credit
		<b>\$300,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,700</b>	

**Regionally Significant:** No    **Managed By:** DOT    **CAA Code:** E-52    **RPC:** LRPC, NCC, RPC, SNHPC, SRPC, UVLSRPC

# 2021 - 2024 STIP Report Project List

## STATEWIDE (43104)

**All Project Cost: \$219,423**

Route/Road/Entity: Various

Scope: Underwater Bridge Inspection for years from 2021 to 2023.

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$50,000	\$16,590	\$0	\$66,590	Betterment, STBG-State Flexible, Toll Credit, Turnpike Renewal & Replacement
Other	2022	\$50,000	\$9,480	\$0	\$59,480	Betterment, STBG-State Flexible, Toll Credit, Turnpike Renewal & Replacement
Other	2023	\$61,680	\$31,673	\$0	\$93,353	Betterment, STBG-State Flexible, Toll Credit, Turnpike Renewal & Replacement
		<b>\$161,680</b>	<b>\$57,743</b>	<b>\$0</b>	<b>\$219,423</b>	

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

## STATEWIDE (43931)

**All Project Cost: \$2,814,240**

Route/Road/Entity: Various

Scope: Construct Weigh-in-Motion Stations for Traffic Data Collection

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$17,930	\$0	\$0	\$17,930	STBG-State Flexible, Toll Credit
Construction	2022	\$2,796,310	\$0	\$0	\$2,796,310	STBG-State Flexible, Toll Credit
		<b>\$2,814,240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,814,240</b>	

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

## STATEWIDE (43932)

**All Project Cost: \$2,274,360**

Route/Road/Entity: Various

Scope: Construct Vehicle Classification Stations and Vehicle Count Stations for Traffic Data Collection

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$21,120	\$0	\$0	\$21,120	STBG-State Flexible, Toll Credit
Construction	2022	\$2,253,240	\$0	\$0	\$2,253,240	STBG-State Flexible, Toll Credit
		<b>\$2,274,360</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,274,360</b>	

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

# 2021 - 2024 STIP Report Project List

## STATEWIDE 2021 USGS ORTHOIMAGERY (43368)

**All Project Cost: \$1,210,169**

Route/Road/Entity: Various

Scope: Statewide USGS 2021 orthoimagery aquisition and services

Phase	Year	Federal	State	Other	Total	Funding
SPR	2021	\$5,500	\$0	\$0	\$5,500	State Planning and Research, Toll Credit
SPR	2022	\$429,388	\$0	\$0	\$429,388	State Planning and Research, Toll Credit
SPR	2023	\$35,281	\$0	\$0	\$35,281	State Planning and Research, Toll Credit
Other	2021	\$440,000	\$0	\$300,000	\$740,000	Highway Safety Improvement Program (HSIP), Non Par Other, Other, Toll Credit
		<b>\$910,169</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$1,210,169</b>	

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

## STATEWIDE CBI (40759)

**All Project Cost: \$815,981**

Route/Road/Entity: Statewide

Scope: Statewide Complex Bridge Inspections child project for FY17-21.

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$60,000	\$0	\$5,981	\$65,981	Maine, STBG-5 to 200K, Toll Credit
		<b>\$60,000</b>	<b>\$0</b>	<b>\$5,981</b>	<b>\$65,981</b>	

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

## STATEWIDE SIGNALS (42878)

**All Project Cost: \$499,840**

Route/Road/Entity: Various

Scope: Upgrades to 10 locations statewide that may include flashing yellow arrow& optimized signal timing.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$66,000	\$0	\$0	\$66,000	Congestion Mitigation and Air Quality Program, Toll Credit
Construction	2022	\$433,840	\$0	\$0	\$433,840	Congestion Mitigation and Air Quality Program, Toll Credit
		<b>\$499,840</b>	<b>\$0</b>	<b>\$0</b>	<b>\$499,840</b>	

Regionally Significant: No    Managed By: DOT    CAA Code: E-52    RPC: Undetermined

# 2021 - 2024 STIP Report Project List

## STATEWIDE TIER 2 (N) (43288)

All Project Cost: \$2,511,973

Route/Road/Entity: US 2, 3 & 302 & NH 16 & 26

Scope: Preservation treatments along US 2, 3 & 302 & NH 16 & 26

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$15,150	\$0	\$15,150	Betterment, NHDOT Operating Budget
Construction	2021	\$2,416,029	\$80,794	\$0	\$2,496,823	Betterment, STBG-State Flexible, Toll Credit
		<b>\$2,416,029</b>	<b>\$95,944</b>	<b>\$0</b>	<b>\$2,511,973</b>	

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

## STATEWIDE TIER 2 (S) (43289)

All Project Cost: \$5,079,856

Route/Road/Entity: Various

Scope: Resurfacing of various Tier 2 roadways

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$40,000	\$0	\$40,000	Betterment, Non Par DOT
Construction	2021	\$5,005,048	\$34,808	\$0	\$5,039,856	Betterment, STBG-State Flexible, Toll Credit
		<b>\$5,005,048</b>	<b>\$74,808</b>	<b>\$0</b>	<b>\$5,079,856</b>	

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

## STATEWIDE-RWIS (25198)

All Project Cost: \$1,219,925

Route/Road/Entity: Various

Scope: To install Road and Weather systems around the State.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$152,815	\$133,475	\$0	\$286,290	STBG-State Flexible, Toll Credit, Turnpike Capital
		<b>\$152,815</b>	<b>\$133,475</b>	<b>\$0</b>	<b>\$286,290</b>	

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

# 2021 - 2024 STIP Report Project List

## STRATHAM (41711)

**All Project Cost: \$1,351,084**

**Route/Road/Entity:** NH108/Bunker Hill Avenue

**Scope:** Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$150,002	\$0	\$0	\$150,002	STBG-50 to 200K, STBG-State Flexible, Toll Credit
PE	2023	\$89,626	\$0	\$0	\$89,626	STBG-State Flexible, Toll Credit
		<b>\$239,627</b>	<b>\$0</b>	<b>\$0</b>	<b>\$239,627</b>	

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

## SUGAR HILL (24218)

**All Project Cost: \$2,295,347**

**Route/Road/Entity:** CRANE HILL ROAD

**Scope:** Rehab or Replace Crane Hill Road bridge over Gale River-Bridge number is 202/128.

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$16,000	\$48,278	\$16,069	\$80,347	SB367-4-Cents, STBG-Off System Bridge, Towns
PE	2022	\$128,000	\$0	\$32,000	\$160,000	STBG-Off System Bridge, Towns
ROW	2022	\$4,000	\$0	\$1,000	\$5,000	STBG-Off System Bridge, Towns
Construction	2023	\$1,640,000	\$0	\$410,000	\$2,050,000	STBG-Off System Bridge, Towns
		<b>\$1,788,000</b>	<b>\$48,278</b>	<b>\$459,069</b>	<b>\$2,295,347</b>	

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

## SUTTON (42419)

**All Project Cost: \$18,018,835**

**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	2022	\$27,500	\$0	\$0	\$27,500	National Highway Performance, Toll Credit
Construction	2021	\$17,578,835	\$0	\$0	\$17,578,835	National Highway Performance, Toll Credit
		<b>\$17,606,335</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,606,335</b>	

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

# 2021 - 2024 STIP Report Project List

## SUTTON - NEW LONDON (40511)

**All Project Cost: \$17,525,642**

**Route/Road/Entity:** I-89

**Scope:** Pavement Rehab, Bridge and Drainage Improvements. MM 28.7 to MM 31.2-NB/31.6 - SB.

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$734,703	\$0	\$0	\$734,703	National Highway Performance, Toll Credit
Construction	2021	\$9,994,517	\$0	\$0	\$9,994,517	Hwy Infrastructure, National Highway Performance, Toll Credit
Construction	2022	\$1,177,054	\$0	\$0	\$1,177,054	National Highway Performance, Toll Credit
Construction	2023	\$5,564,369	\$0	\$0	\$5,564,369	National Highway Performance, Toll Credit
		<b>\$17,470,642</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,470,642</b>	

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

## SWANZEY (41403)

**All Project Cost: \$1,109,848**

**Route/Road/Entity:** Christian Hill Road over NHRR

**Scope:** Bridge Replacement-Christian Hill Road over NHRR-Br. #098/122

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$0	\$104,304	\$26,076	\$130,380	SB367-4-Cents, Towns
ROW	2024	\$0	\$4,112	\$1,028	\$5,140	SB367-4-Cents, Towns
Construction	2024	\$974,328	\$0	\$0	\$974,328	MOBIL
		<b>\$974,328</b>	<b>\$108,416</b>	<b>\$27,104</b>	<b>\$1,109,848</b>	

**Regionally Significant:** No    **Managed By:** Muni/Local    **CAA Code:** E-19    **RPC:** SWRPC

# 2021 - 2024 STIP Report Project List

## TAMWORTH (41434)

**All Project Cost: \$3,553,000**

**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	2021	\$110,000	\$0	\$0	\$110,000	Repurposed Earmarks Non-Fed-Aid, STBG-Off System Bridge, Toll Credit
PE	2022	\$308,000	\$0	\$0	\$308,000	STBG-Non Urban Areas Under 5K, STBG-Off System Bridge, Toll Credit
ROW	2022	\$55,000	\$0	\$0	\$55,000	STBG-Off System Bridge, Toll Credit
Construction	2023	\$2,970,000	\$0	\$0	\$2,970,000	Hwy Infrastructure, Toll Credit
		<b>\$3,443,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,443,000</b>	

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

## TILTON (42600)

**All Project Cost: \$2,898,935**

**Route/Road/Entity:** MAIN/SCHOOL STREET

**Scope:** Intersection safety improvements (roundabout)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$581,231	\$0	\$0	\$581,231	National Highway Performance, Toll Credit
		<b>\$581,231</b>	<b>\$0</b>	<b>\$0</b>	<b>\$581,231</b>	

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

## TROY (40371)

**All Project Cost: \$3,562,903**

**Route/Road/Entity:** NH Route 12

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$404,886	\$0	\$0	\$404,886	National Highway Performance, Toll Credit
ROW	2023	\$110,000	\$0	\$0	\$110,000	National Highway Performance, Toll Credit
Construction	2024	\$2,333,017	\$0	\$0	\$2,333,017	BRGBIL, Toll Credit
		<b>\$2,847,903</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,847,903</b>	

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



# 2021 - 2024 STIP Report Project List

## WALPOLE - CHARLESTOWN (14747)

All Project Cost: \$24,517,640

Route/Road/Entity: NH 12

Scope: ---

Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$165,000	\$0	\$0	\$165,000	STBG-State Flexible, Toll Credit
		<b>\$165,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$165,000</b>	

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

## WALPOLE, NH - ROCKINGHAM, VT (41720)

All Project Cost: \$17,708,682

Route/Road/Entity: Bridge Street

Scope: VILAS BRIDGE REHABILITATION OVER THE CONNECTICUT RIVER.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$848,676	\$0	\$63,879	\$912,555	STBG-5 to 200K, Toll Credit, Vermont
		<b>\$848,676</b>	<b>\$0</b>	<b>\$63,879</b>	<b>\$912,555</b>	

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

## WALPOLE, NH - ROCKINGHAM, VT (42277)

All Project Cost: \$2,344,825

Route/Road/Entity: Church Street

Scope: ---

Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$134,272	\$0	\$45,983	\$180,254	STBG-5 to 200K, Toll Credit, Vermont
		<b>\$134,272</b>	<b>\$0</b>	<b>\$45,983</b>	<b>\$180,254</b>	

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

# 2021 - 2024 STIP Report Project List

## WARNER (15907)

All Project Cost: \$3,704,092

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	2022	\$115,500	\$0	\$0	\$115,500	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2023	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$115,500	\$0	\$0	\$115,500	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$0	\$688,760	\$0	\$688,760	SB367-4-Cents
		<b>\$341,000</b>	<b>\$688,760</b>	<b>\$0</b>	<b>\$1,029,760</b>	

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

## WARNER (40512)

All Project Cost: \$16,358,487

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
Construction	2021	\$324,500	\$0	\$0	\$324,500	National Highway Performance, Toll Credit
		<b>\$324,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$324,500</b>	

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

## WARNER - SUTTON (15747)

All Project Cost: \$16,314,100

Route/Road/Entity: I-89

Scope: Pavement Rehab from MM 20.5 to MM 24.2

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$71,500	\$0	\$0	\$71,500	National Highway Performance, Toll Credit
ROW	2022	\$82,500	\$0	\$0	\$82,500	National Highway Performance, Toll Credit
Construction	2022	\$15,307,600	\$0	\$0	\$15,307,600	National Highway Performance, Toll Credit
Construction	2023	\$440,000	\$0	\$0	\$440,000	National Highway Performance, Toll Credit
		<b>\$15,901,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,901,600</b>	

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

# 2021 - 2024 STIP Report Project List

## WEARE (41471)

**All Project Cost: \$3,847,240**

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	2022	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	\$116,246	\$0	\$0	\$116,246	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$226,246</b>	<b>\$0</b>	<b>\$0</b>	<b>\$226,246</b>	

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

## WEBSTER (40810)

**All Project Cost: \$2,258,155**

Route/Road/Entity: Clothespin Bridge Road over Blackwater River

Scope: Bridge Replacement-Clothespin BR Rd over Blackwater River-Br#121/103 & widening fishing access area

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$207,324	\$51,831	\$259,155	State Aid Bridge, Towns
ROW	2023	\$0	\$12,000	\$3,000	\$15,000	State Aid Bridge, Towns
Construction	2023	\$1,984,000	\$0	\$0	\$1,984,000	MOBIL
		<b>\$1,984,000</b>	<b>\$219,324</b>	<b>\$54,831</b>	<b>\$2,258,155</b>	

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

## WEBSTER (41429)

**All Project Cost: \$4,070,000**

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	2022	\$522,500	\$0	\$0	\$522,500	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2022	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2022	\$3,300,000	\$0	\$0	\$3,300,000	Hwy Infrastructure, Toll Credit
		<b>\$3,932,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,932,500</b>	

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

# 2021 - 2024 STIP Report Project List

## WHITEFIELD (41582)

All Project Cost: \$3,637,054

Route/Road/Entity: Lancaster Rd

Scope: Roadway recon & safety improvements to US 3 from Jefferson Road (NH 116) north 3000'.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$119,501	\$0	\$0	\$119,501	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$119,501</b>	<b>\$0</b>	<b>\$0</b>	<b>\$119,501</b>	

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

## WILTON - MILFORD - AMHERST - BEDFORD (13692D)

All Project Cost: \$16,997,428

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	2023	\$698,603	\$0	\$0	\$698,603	National Highway Performance, Toll Credit
ROW	2023	\$275,000	\$0	\$0	\$275,000	National Highway Performance, Toll Credit
Construction	2023	\$5,225,537	\$0	\$0	\$5,225,537	National Highway Performance, Toll Credit
Construction	2024	\$2,918,288	\$0	\$0	\$2,918,288	National Highway Performance, Toll Credit
		<b>\$9,117,428</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,117,428</b>	

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

## WILTON - MILFORD - AMHERST - BEDFORD (13692E)

All Project Cost: \$7,390,342

Route/Road/Entity: NH ROUTE 101

Scope: Traffic and safety improvements based on the 2002 NH 101 corridor study.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$880,000	\$0	\$0	\$880,000	National Highway Performance, Toll Credit
PE	2024	\$565,400	\$0	\$0	\$565,400	National Highway Performance, Toll Credit
		<b>\$1,445,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,445,400</b>	

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

# 2021 - 2024 STIP Report Project List

Approved  
7/20/2022

## WINDHAM (40665)

All Project Cost: \$1,655,945

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	\$82,500	\$0	\$0	\$82,500	STBG-Areas Over 200K, Toll Credit
PE	2023	\$20,343	\$0	\$0	\$20,343	STBG-Areas Over 200K, Toll Credit
PE	2024	\$30,712	\$0	\$0	\$30,712	STBG-Areas Over 200K, Toll Credit
		<b>\$133,555</b>	<b>\$0</b>	<b>\$0</b>	<b>\$133,555</b>	

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

## WOLFEBORO (29615)

All Project Cost: \$14,424,475

Route/Road/Entity: NH 28

Scope: Improvements from NH 109 to Alton town line

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$299,750	\$0	\$0	\$299,750	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2023	\$520,567	\$0	\$0	\$520,567	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2023	\$650,210	\$0	\$0	\$650,210	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$11,043,210	\$0	\$0	\$11,043,210	STBG-Non Urban Areas Under 5K, Toll Credit
		<b>\$12,513,737</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,513,737</b>	

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



## FY2022-FY2025 Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division

Last Printed: 12/17/2021

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
<b>New Hampshire</b>													
NH FW EON 10(1) NASH 10(1)	2024	NH	Hillsborough	Nashua National Fish Hatchery	Rte # 010 Hatchery Entrance Rd, Rte # 900 Visitor Parking, Rte # 903 Visitor Overflow Parking	3RL/3RH	FLTP	\$ 300,000.00	Title 23	EFLHD	Planned	NH-01	FWS_R5
NH FLTP LKU(2)	2024	NH	Coos	Umbagog National Wildlife Refuge	Rehab Steamer Diamond Boat Ramp	3RH	FLTP	\$ 950,294.00	Title 23	FWS	In Design	NH-03	FWS_R5

Transportation Performance Management  
State Biennial Performance Report  
for Performance Period 2018-2021

**2020**

**MID PERFORMANCE PERIOD  
(MPP) PROGRESS REPORT**

**New Hampshire**

Report Due: 10/1/2020  
Report Status: Accepted  
Report Updated On:  
Report Exported on 4/6/2021

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  
**Phone number** : 6032711620  
**Email** : [nicholas.alexander@dot.nh.gov](mailto:nicholas.alexander@dot.nh.gov)



## Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percentage of Pavements of the Interstate System in Good Condition		64.7%		95.0%	65.0%
Percentage of Pavements of the Interstate System in Poor Condition		0.2%		0.8%	0.5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	73.1%	72.8%	65.0%	65.0%	
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI)					
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	9.1%	8.3%	12.0%	12.0%	
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI)					
Percentage of NHS Bridges Classified as in Good Condition	57.0%	60.5%	57.0%	57.0%	
Percentage of NHS Bridges Classified as in Poor Condition	7.0%	4.5%	7.0%	7.0%	
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	99.6%	100.0%	95.0%	95.0%	
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		92.9%		85.0%	
Truck Travel Time Reliability (TTTR) Index	1.35	1.38	1.50	1.50	
Annual Hours of Peak Hour Excessive Delay Per Capita: Boston, MA--NH--RI		25.6%		18.3%	
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Boston, MA--NH--RI	33.6%	34.6%	34.5%	35.1%	35.8%
Total Emission Reductions: PM2.5					
Total Emission Reductions: NOx					
Total Emission Reductions: VOC					
Total Emission Reductions: PM10					
Total Emission Reductions: CO	0.000	0.000	70.162	70.162	123.830

# Overview

## OVERVIEW SECTION 1

Question No	Description	Field Type
O1	Please provide a discussion on the effectiveness of the investment strategies developed and documented in the State asset management plan for the National Highway System (NHS) required under [23 CFR 490.107(b)(2)(ii)(C)].	The NHDOT has worked to proactively manage pavement and bridge assets using a life cycle approach for many years. That approach has been successful at NHDOT as evidenced by 1) outperforming the minimum thresholds established for pavement and bridge condition in federal law, 2) consistently meeting and outperforming the performance targets established by the Department and partnering organizations for the first performance period, and 3) the biennial approval of the 10-Year Transportation Improvement Plan, the culmination of a rigorous public outreach process, that enshrines in state law the life cycle management programs identified in the asset management plan.
O2	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 current 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

Question No	Description	Field Type
O3	Who should FHWA contact with questions?	Nicholas Alexander
O4	What is the phone number for this contact?  <i>Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)</i>	6032711620
O5	What is the email address for this contact?	nicholas.alexander@dot.nh.gov

# Pavement

## Pavement Performance Overview

Question No	Description	Field Type
P1	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 current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	

## Statewide Performance Target for the Percentage of Pavements on the Interstate System in Good Condition

Question No	Description	Field Type
P2	The 2-year statewide percentage of pavements on the Interstate System in Good condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]  <i>For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i>	64.7
P3	The 4-year target for the statewide percentage of pavements on the Interstate System in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	95.0
P4	Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Interstate System in Good condition? [23 CFR 490.105(e)(6)]	Yes
P4a	Please provide the adjusted 4-year target for the statewide percentage of pavements on the Interstate System in Good condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]  <i>The adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(2)]</i>	65.0
P4b	Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Interstate System in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	The original target of 95.0 was based solely on the International Roughness Index (IRI) while the revised target incorporates rutting and cracking. The Department reevaluated the target using 4 years of IRI, rutting, and cracking data. That data shows a positive trend in pavement condition over those 4 years providing confidence that the change in the baseline condition was only the result of the

		inclusion of rutting and cracking data. Given current funding levels, the Department anticipates a continuation of the life cycle approach and associated positive trend in condition.
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**Statewide Performance Target for the Percentage of Pavements on the Interstate System in Poor Condition**

<b>Question No</b>	<b>Description</b>	<b>Field Type</b>
<b>P5</b>	<p>The 2-year statewide percentage of pavements on the Interstate System in Poor condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p><i>For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i></p>	0.2
<b>P6</b>	The 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	0.8
<b>P7</b>	Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition? [23 CFR 490.105(e)(6)]	Yes
<b>P7a</b>	<p>Please provide the adjusted 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(3)]</i></p>	0.5
<b>P7b</b>	Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	The original target was based solely on the International Roughness Index (IRI) while the revised target incorporates rutting and cracking. The Department reevaluated the target using 4 years of IRI, rutting, and cracking data. That data shows a positive trend in pavement condition over those 4 years providing confidence that the change in the baseline condition was only the result of the inclusion of rutting and cracking data. Given current funding levels, the Department anticipates a continuation of the life cycle approach and associated positive trend in condition.

**Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Good Condition.**

<b>Question No</b>	<b>Description</b>	<b>Field Type</b>
<b>P8</b>	<p>The baseline statewide percentage of pavements on the Non-Interstate NHS in Good condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p><i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i></p>	73.1
<b>P9</b>	<p>The 2-year statewide percentage of pavements on the Non-Interstate NHS in Good condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p><i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i></p>	72.8
<b>P10</b>	<p>If the State DOT reported its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition based on “Full Distress + IRI” data in the 2018 Baseline Performance Period Report, FHWA has calculated an actual condition level using “Full Distress + IRI” data. [23 CFR 490.313 (c) and (d)]</p> <p><i>When a State DOT reported the 2-year target based on “Full Distress + IRI” data, FHWA will use this value to determine whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</i></p>	
<b>P11</b>	<p>The 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	65.0
<b>P12</b>	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p> <p><i>For State DOTs that established a 2-year target using IRI only, the baseline value (P8), actual condition calculated with IRI only (P9), and the 2-year target (P11) all use the same metrics and can be compared to each other.</i></p> <p><i>State DOTs that established a 2-year target using “Full Distress + IRI” will see an actual condition value in both P9 and P10. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	<p>The State continues to outperform the 2-year target for non-interstate NHS highways. NHDOT approaches pavement management using a lifecycle approach that is prioritized by facility type. Interstates are the Department’s highest priority with Tier 2 roads, which strongly align to the non-interstate NHS facilities, as the second highest priority. Given current funding levels, the Department anticipates a continuation of the life cycle approach and exceeding the 2-year performance target.</p>

	<p>-The actual condition calculated with IRI only (P9) is ONLY comparable to the baseline value calculated with IRI only (P8).</p> <p>-The actual condition calculated with "Full Distress + IRI" (P10) is ONLY comparable to the State DOT's 2-year target established based on "Full distress + IRI" (P11).</p>	
<b>P13</b>	The 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	65.0
<b>P14</b>	Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition? [23 CFR 490.105(e)(6)]	No
<b>P14a</b>	<p>Please provide the adjusted 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(4)]</i></p>	
<b>P14b</b>	Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
<b>P15</b>	Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]	<p>Over the past 2 years the Department has sustained the condition of the non-interstate NHS above the target condition through implementation of the life cycle paving programs. Those programs were approved in 2018 through the 2019-2028 10-Year Transportation Improvement Plan. In 2019 there were 648 miles of paving accomplishments across all work types. Of that total, 187 miles of work was focused on the Tier 2 system and include the non-interstate NHS roadways.</p> <p>In 2020 the State signed into law a new 2021-2030 10-Year Transportation Improvement Plan that outlines the paving programs for the upcoming years. In that plan the life cycle approach was continued and investments will continue across all work types.</p>

<b>P16</b>	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition? [23 CFR 490.107(b)(2)(ii)(G)]	No
<b>P16a</b>	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
<b>P16b</b>	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

**Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition.**

<b>Question No</b>	<b>Description</b>	<b>Field Type</b>
<b>P17</b>	The baseline statewide percentage of pavements on the Non-Interstate NHS in Poor condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]  <i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i>	9.1
<b>P18</b>	The 2-year statewide percentage of pavements on the Non-Interstate NHS in Poor condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]  <i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i>	8.3
<b>P19</b>	If the State DOT reported its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report, FHWA has calculated an actual condition level using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)]  <i>When a State DOT reported the 2-year target based on "Full Distress + IRI" data, FHWA will use this value to determine whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</i>	
<b>P20</b>	The 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	12.0



<p><b>P21</b></p>	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p> <p><i>For State DOTs that established a 2-year target using IRI only, the baseline value (P8), actual condition calculated with IRI only (P9), and the 2-year target (P11) all use the same metrics and can be compared to each other.</i></p> <p><i>State DOTs that established a 2-year target using “Full Distress + IRI” will see an actual condition value in both P9 and P10. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]</i></p> <p><i>-The actual condition calculated with IRI only (P9) is ONLY comparable to the baseline value calculated with IRI only (P8).</i></p> <p><i>-The actual condition calculated with “Full Distress + IRI” (P10) is ONLY comparable to the State DOT’s 2-year target established based on “Full distress + IRI” (P11).</i></p>	<p>The State continues to outperform the 2-Year target for poor condition on the Non-Interstate NHS. The actual poor percentage of 8.3% is below the 2-year target of 12% and below the baseline of 9.1%. The Department’s life cycle approach includes strategies that target poor performing section with a combination of rehabilitation and preventative maintenance.</p>
<p><b>P22</b></p>	<p>The 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	<p>12.0</p>
<p><b>P23</b></p>	<p>Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition? [23 CFR 490.105(e)(6)]</p>	<p>No</p>
<p><b>P23a</b></p>	<p>Please provide the adjusted 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(5)]</i></p>	
<p><b>P23b</b></p>	<p>Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
<p><b>P24</b></p>	<p>Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide</p>	<p>Over the past 2 years the Department has sustained the condition of the non-interstate NHS above the target condition through</p>



	percentage of pavements on the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]	<p>implementation of the lifecycle paving programs. Those programs were approved in 2018 through the 2019-2028 10-Year Transportation Improvement Plan. In 2019 there were 648 miles of paving accomplishments across all work types. Of that total, 187 miles of work was focused on the Tier 2 system and include the non-interstate NHS roadways.</p> <p>In 2020 the State signed into law a new 2021-2030 10-Year Transportation Improvement Plan that outlines the paving programs for the upcoming years. In that plan the life cycle approach was continued and investments will continue across all work types.</p>
<b>P25</b>	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	No
<b>P25a</b>	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
<b>P25b</b>	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

# Bridge

## Bridge Performance Overview

Question No	Description	Field Type
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 current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	

## Statewide Performance Target for Bridges on the NHS Classified as in Good Condition

Question No	Description	Field Type
B2	The baseline statewide percentage of deck area of bridges on the NHS classified as in Good condition.  <i>This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	57.0
B3	The 2-year statewide percentage of deck area of bridges on the NHS classified as in Good condition.  <i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>	60.5
B4	The 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	57.0
B5	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition.  <i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020, and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i>	Over the past 2 years the percentage of deck area in good condition has increased 3.5% and is outperforming the 2-year target. NH's life cycle approach includes preservation and maintenance of bridges as well as rehabilitation and replacement.
B6	The 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	57.0
B7	Does the State DOT wish to adjust the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition? [23 CFR 490.105(e)(6)]	No

<b>B7a</b>	<p>Please provide the adjusted 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition.</p> <p><i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(1)]</i></p>	
<b>B7b</b>	<p>Please provide the basis for adjustment of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
<b>B8</b>	<p>Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>Over the past 2 years the Department has improved the condition of NHS bridges above the target condition through implementation of the life cycle programs. Those programs were approved in 2018 through the 2019-2028 10-Year Transportation Improvement Plan. In 2019 contracts for 15 bridges focused on preservation while 9 focused on rehabilitation or replacement. State personnel focused on an additional 26 bridges for preservation and rehabilitation.</p> <p>In 2020 the State signed into law a new 2021-2030 10-Year Transportation Improvement Plan that outlines the bridge investment for the upcoming years. In that plan the life cycle approach was continued and investments will continue across all work types.</p>
<b>B9</b>	<p>Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</p>	No
<b>B9a</b>	<p>Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]</p>	
<b>B9b</b>	<p>Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide</p>	

	percentage of deck area of bridges on the NHS classified as in Good condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	
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**Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition**

<b>Question No</b>	<b>Description</b>	<b>Field Type</b>
<b>B10</b>	The baseline statewide percentage of deck area of bridges on the NHS classified as in Poor condition.  <i>This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	7.0
<b>B11</b>	The 2-year statewide percentage of deck area of bridges on the NHS classified as in Poor condition.  <i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>	4.5
<b>B12</b>	The 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	7.0
<b>B13</b>	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition.  <i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020, and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i>	Over the past 2 years the amount of poor deck area on the NHS has decreased significantly to 4.5%. That performance is the result of the State's life cycle approach to bridge management and the timing of several rehabilitation and replacement projects being completed.
<b>B14</b>	The 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	7.0
<b>B15</b>	Does the State DOT wish to adjust the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition? [23 CFR 490.105(e)(6)]	No
<b>B15a</b>	Please provide the adjusted 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition.  <i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR</i>	

	<p>490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(2)]</i></p>	
<b>B15b</b>	<p>Please provide the basis for adjustment of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
<b>B16</b>	<p>Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>Over the past 2 years the Department has improved the condition of NHS bridges above the target condition through implementation of the life cycle programs. Those programs were approved in 2018 through the 2019-2028 10-Year Transportation Improvement Plan. In 2019 contracts for 15 bridges focused on preservation while 9 focused on rehabilitation or replacement. State personnel focused on an additional 26 bridges for preservation and rehabilitation.</p> <p>In 2020 the State signed into law a new 2021-2030 10-Year Transportation Improvement Plan that outlines the bridge investment for the upcoming years. In that plan the life cycle approach was continued and investments will continue across all work types.</p>
<b>B17</b>	<p>Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</p>	No
<b>B17a</b>	<p>Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]</p>	
<b>B17b</b>	<p>Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]</p>	

# Reliability

## Travel Time Reliability Performance Overview

Question No	Description	Field Type
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 current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	

## Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable

Question No	Description	Field Type
R2	The baseline statewide percent of the person-miles traveled on the Interstate that are reliable.  <i>This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	99.6
R3	The 2-year statewide percent of the person-miles traveled on the Interstate that are reliable.  <i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>	100.0
R4	The 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	95.0
R5	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable.  <i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i>	NH has outperformed the target by 5% and improved over the baseline by 0.4% to achieve 100% reliable travel on the interstate.
R6	The 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	95.0
R7	Does the State DOT wish to adjust the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable? [23 CFR 490.105(e)(6)]	No
R7a	Please provide the adjusted 4-year target for the statewide	

	<p>percent of the person-miles traveled on the Interstate that are reliable.</p> <p><i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)]</i></p>	
<b>R7b</b>	Please provide the basis for adjustment of the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
<b>R8</b>	Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(2)(ii)(F)]	The most significant improvement to Interstate reliability are the improvements to I-93 from Salem to Manchester. Over the past several years various sections of this project have opened to travel. NHDOT has also undertaken a number of smaller improvements through additional construction projects and the continued implementation of ITS technologies.
<b>R9</b>	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(G)]	No
<b>R9a</b>	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
<b>R9b</b>	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

**Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable**

<b>Question No</b>	<b>Description</b>	<b>Field Type</b>
<b>R10</b>	<p>The 2-year statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable.</p> <p><i>This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance</i></p>	92.9

	<p><i>period. [23 CFR 490.107(b)(2)(ii)(A)]</i></p> <p><i>For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i></p>	
<b>R11</b>	The 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	85.0
<b>R12</b>	Does the State DOT wish to adjust the 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable? [23 CFR 490.105(e)(6)]	No
<b>R12a</b>	<p>Please provide the adjusted 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable.</p> <p><i>The adjusted target should reflect expected performance by the end of the Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(c)]</i></p>	
<b>R12b</b>	Please provide the basis for adjustment of the 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	



# Freight

## Freight Reliability (Movement) Performance Overview

Question No	Description	Field Type
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 current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
F2	<p>Please discuss progress of the State DOT's efforts in addressing congestion at truck freight bottlenecks within the State (described in § 490.107(b)(1)(ii)(E)) through comprehensive freight improvement efforts of State Freight Plan or MPO freight plans; the Statewide Transportation Improvement Program and Transportation Improvement Program; regional or corridor level efforts; other related planning efforts; and operational and capital activities targeted to improve freight movement on the Interstate System.</p> <p><i>If the State has prepared a State Freight Plan under 49 U.S.C. 70202, within the previous 2 years, then it may serve as the basis for addressing congestion at truck freight bottlenecks. If the State Freight Plan has not been updated since the previous State Biennial Performance Report, then an updated analysis of congestion at truck freight bottlenecks must be completed. [23 CFR 490.107(b)(2)(ii)(D)]</i></p> <p><i>Please upload related document(s) in the "Attachment" tab.</i></p>	<p>The Statewide Freight Plan (2019) for NH recognizes the critical importance of freight to the economy, Included in the Plan are strategies for various modes as well as an improvement plan and a bottleneck analysis. Those elements of the plan are considered during the development of the 10-Year Transportation Improvement Program and subsequently the 4-year Statewide Transportation Improvement Program. Those planning documents include programs that benefit freight movement, such as resurfacing, as well as specific projects that will reduce congestion, including freight congestion.</p> <p>In the 2 years since the baseline truck reliability has degraded slightly (0.03) while overall the state remains well below the target of 1.50.</p>

## Statewide Performance Target for the Truck Travel Time Reliability (TTTR) Index

Question No	Description	Field Type
F3	<p>The baseline statewide Truck Travel Time Reliability Index.</p> <p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p>	1.35
F4	<p>The 2-year statewide Truck Travel Time Reliability Index.</p> <p><i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i></p>	1.38
F5	<p>The 2-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	1.50

F6	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide Truck Travel Time Reliability Index.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	<p>NH continues to outperform the target of 1.50 with an observed 2-year condition of 1.38. The actual 2-year condition is slightly higher (+0.03) from baseline and NHDOT will continue to monitor the trend. We anticipate the overall approach to planning and project development to continue to keep the index below the target.</p>
F7	<p>The 4-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	1.50
F8	<p>Does the State DOT wish to adjust the 4-year target for the statewide Truck Travel Time Reliability Index? [23 CFR 490.105(e)(6)]</p>	No
F8a	<p>Please provide the adjusted 4-year target for the statewide Truck Travel Time Reliability Index.</p> <p><i>The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest hundredth. For example, enter 2.54. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]</i></p>	
F8b	<p>Please provide the basis for adjustment of the 4-year target for the statewide Truck Travel Time Reliability Index and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
F9	<p>Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>Projects identified in the Freight Investment Plan (FIP) within the Statewide Freight Plan (2019, NH) included several major projects which continue to progress. In addition, the department added a project on I-89 and updated the FIP accordingly.</p> <p>Beyond those specific projects from the FIP, the State has identified a number of additional projects that will likely have positive impacts on truck travel reliability. Those projects include improvements along US 2 in Jefferson, US 3 in Hooksett, and I-293 in Manchester. Each of those locations is an identified freight bottleneck. A full list of projects can be found in the NH 10-Year Plan and the Statewide Freight Plan</p>

		which are both posted online.
<b>F10</b>	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	No
<b>F10a</b>	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
<b>F10b</b>	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide Truck Travel Time Reliability Index and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

## Peak Hour Excess Delay (PHED)

### Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview

Question No	Description	Field Type
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 current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	NHDOT coordinated with MassDOT and other partners on the review of the PHED information and agreed not to revise the target given currently available information and the dramatic changes to travel in 2020.
D2	The total number of applicable UZA(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

Question No	Description	Field Type
D3	Urbanized Area:	Boston, MA--NH--RI
D4	The 2-year annual hours of peak hour excessive delay per capita in this UZA. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]  <i>For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure for this UZA per the phase-in of new requirements. [23 CFR 490.105(e)(8)(vi)(C) and 23 CFR 490.105(f)(5)(vi)(B)]</i>	25.6
D5	The 4-year target for the annual hours of peak hour excessive delay per capita in this UZA for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]	18.3
D6	Does the State DOT wish to adjust the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA? [23 CFR 490.105(e)(6)]	No
D6a	Please provide the adjusted 4-year target for the annual hours of peak hour excessive delay per capita in this UZA.  <i>Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]</i>  <i>The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.105(f)(8)]</i>  <i>This adjusted target must be reported to the nearest tenth.</i>	

	<i>For example, enter 7.1. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)]</i>	
<b>D6b</b>	Please provide the basis for adjustment of the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	

## Percent of Non-SOV Travel

### Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview

Question No	Description	Field Type
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 current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	In accordance with the Boston UZA Memorandum of Understanding (MOU) and Department practices the following agencies were consulted as part of the revised target setting for the midperformance period on the non-SOV% measure, led by MassDOT's Office of Transportation Planning (OTP), 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 MPO; Southern New Hampshire Planning Commission.
T2	The total number of applicable UZA(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

Question No	Description	Field Type
T3	Urbanized Area:	Boston, MA--NH--RI
T4	The baseline percent of Non-SOV travel.  <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	33.6
T5	The 2-year percent of Non-SOV travel.  <i>This value is the actual 2-year performance. [23 CFR 490.107(b)(2)(ii)(A) and [23 CFR 490.107(c)(3)(iii)(A)]</i>  <i>Since the baseline performance submitted in the 2018 Baseline Performance Period Report was based on Method A, the 2-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]</i>	34.6
T6	The 2-year target for the percent of Non-SOV travel for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	34.5
T7	Please provide a discussion of the progress made toward achieving the 2-year target for the percent of Non-SOV	Recent American Community Survey (ACS) data shows that the

	<p>travel.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	<p>2-year target was exceeded, indicating higher mode shift when traveling to work among the Boston UZA population than initially projected. The ACS indicates that the increase in non-SOV travel was driven primarily by increased rates of working at home, public transportation, and the use of “taxicabs, motorcycles, or other means.” Although non-SOV travel is driven by a number of contextual factors, NHDOT continues to partner with the State’s municipalities and invest in non-SOV components of design and programs, including bicycle and pedestrian programs as well as transit programs.</p>
<b>T8</b>	<p>The 4-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	35.1
<b>T9</b>	<p>Does the State DOT wish to adjust the 4-year target for the percent of Non-SOV travel? [23 CFR 490.105(e)(6)]</p>	Yes
<b>T9a</b>	<p>Please provide the adjusted 4-year target for the percent of Non-SOV travel.</p> <p><i>Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]</i></p> <p><i>The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.105(f)(8) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)]</i></p>	35.8
<b>T9b</b>	<p>Please provide the basis for adjustment of the 4-year target for the percent of Non-SOV travel and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	<p>Due to ACS data showing that non-SOV travel in the Boston UZA is increasing at a faster rate than initially projected, the 4-year target reflects a revised rolling five year trendline based on the most recent actual data from 2017 and 2018. This revised target supports the goals to reduce congestion and increase mode shift established in a number of NHDOT and MassDOT planning reports.</p>

## Emissions

### Emissions Reduction Performance Overview

Question No	Description	Field Type
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 current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
E2	Does the State include any areas designated as nonattainment or maintenance for PM2.5?  <i>Note: Based on the response to E2, the State is not required to establish a statewide target for annual emissions reductions for PM2.5.</i>	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?  <i>A significant contributor is defined as a precursor pollutant that the State or EPA has made a finding that the precursor has a significant impact on particulate matter (PM) air quality problem in a given area; or, the State Implementation Plan establishes approved or adequate motor vehicle emissions budgets for that precursor. [40 CFR 93.102(b) and 40 CFR 93.119(f)]</i>	
E4	Does the State include any areas designated as nonattainment or maintenance for PM10?  <i>Note: Based on the response to E4, the State is not required to establish a statewide target for annual emissions reductions for PM10.</i>	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?	
E6	Does the State include any areas designated as nonattainment or maintenance for CO?  <i>Note: Based on the response to E6, the State is required to provide a statewide target for annual emissions reductions for CO.</i>	Yes
E7	Does the State include any areas designated as nonattainment or maintenance for ozone?	No

### Statewide Total Emission Reductions PM2.5 Target #1

Question No	Description	Field Type
E11	The baseline emissions reductions (total daily kilograms) of PM2.5.	



	<p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p> <p><i>This value is carried over from the 2018 Baseline Performance Period Report.</i></p>	
<b>E12</b>	<p>Please provide the current estimated emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p>	
<b>E13</b>	<p>The 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	
<b>E14</b>	<p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	
<b>E15</b>	<p>The 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	
<b>E16</b>	<p>Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5? [23 CFR 490.105(e)(6)]</p>	
<b>E16a</b>	<p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5. The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is</p>	

	<p>only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p>	
<b>E16b</b>	<p>Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	

### Statewide Total Emission Reductions NOx Target #2

<b>Question No</b>	<b>Description</b>	<b>Field Type</b>
<b>E17</b>	<p>The baseline emissions reductions (total daily kilograms) of NOx.</p> <p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p>	
<b>E18</b>	<p>Please provide the current estimated emissions reductions (total daily kilograms) of NOx. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p>	
<b>E19</b>	<p>The 2-year target for cumulative emissions reduction (total daily kilograms) of NOx for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	
<b>E20</b>	<p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of NOx. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p>	

<b>E21</b>	The 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	
<b>E22</b>	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx? [23 CFR 490.105(e)(6)]	
<b>E22a</b>	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of NOx.  <i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i>  <i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i>	
<b>E22b</b>	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	

### Statewide Total Emission Reductions VOC Target #3

Question No	Description	Field Type
<b>E23</b>	The baseline emissions reductions (total daily kilograms) of VOC.  <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	
<b>E24</b>	Please provide the current estimated emissions reductions (total daily kilograms) of VOC. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]  <i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i>  <i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i>  <i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i>  <i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different</i>	

	<i>value is appropriate due to an error, please contact the FHWA Division Office in your State.</i>	
<b>E25</b>	The 2-year target for cumulative emissions reduction (total daily kilograms) of VOC for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	
<b>E26</b>	Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of VOC.  <i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i>	
<b>E27</b>	The 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	
<b>E28</b>	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC? [23 CFR 490.105(e)(6)]	
<b>E28a</b>	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of VOC.  <i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i>  <i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i>	
<b>E28b</b>	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and [23 CFR 490.107(c)(3)(ii)(B)].	

#### Statewide Total Emission Reductions PM10 Target #4

Question No	Description	Field Type
<b>E29</b>	The baseline emissions reductions (total daily kilograms) of PM10.  <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the</i>	

	<i>performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	
<b>E30</b>	<p>Please provide the current estimated emissions reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p>	
<b>E31</b>	The 2-year target for cumulative emissions reduction (total daily kilograms) of PM10 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	
<b>E32</b>	<p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM10.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	
<b>E33</b>	The 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	
<b>E34</b>	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10?[23 CFR 490.105(e)(6)]	
<b>E34a</b>	<p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM10.</p> <p><i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p>	

	target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	
<b>E34b</b>	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	

#### Statewide Total Emission Reductions CO Target #5

Question No	Description	Field Type
<b>E35</b>	<p>The baseline emissions reductions (total daily kilograms) of CO.</p> <p><i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i></p>	0.000
<b>E36</b>	<p>Please provide the current estimated emissions reductions (total daily kilograms) of CO. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p><i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i></p> <p><i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i></p> <p><i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p>	0.000
<b>E37</b>	The 2-year target for cumulative emissions reduction (total daily kilograms) of CO for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	70.162
<b>E38</b>	<p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of CO.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR</i></p>	The Department encourages emissions reductions through routine activities and the CMAQ program. In the past, the CMAQ program for NH focused on an ozone non-attainment area and the criteria pollutants VOC and NOx. As such, even though CMAQ projects are underway that have a

	490.107(b)(2)(ii)(B)]	positive impact on CO emissions, those benefits were not included in the CMAQ air quality analysis entered into the public access tool. NHDOT, the MPOs, and FHWA-NH plan to work collaboratively to improve future CO reporting.
<b>E39</b>	The 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	70.162
<b>E40</b>	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of CO? [23 CFR 490.105(e)(6)]	Yes
<b>E40a</b>	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of CO.  <i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i>  <i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i>	123.830
<b>E40b</b>	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	Additional CO reductions associated with anticipated CMAQ projects in the CO maintenance areas. The revised target was development in coordination with 2 MPOs containing the CO maintenance areas.

## Attachments

S.No	Section	Attachment Detail
1	Freight	<b>Filename:</b> 2020_NH_Freight_FIP July 2020 for FHWA.pdf <b>Notes:</b> Updated to Appendix C of the Freight Investment Plan for recent projects. <b>Attachment Url:</b>
2	Freight	<b>Filename:</b> 2020_NH_Freight_NH-Freight-Plan-FINAL-REPORT-Jan-2019.pdf <b>Notes:</b> Final Freight Plan (2019) <b>Attachment Url:</b>