

# Senate Transportation Committee

## 2023 – 2032 Draft Ten Year Plan

March 29, 2022

Ten Year Plan Website – NH Department of Transportation

<https://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm>

# Presentation Outline

- TYP Process
- BIL Funding
- TYP Strategies/Program Adjustments
- Items For Discussion

# Ten Year Plan Process

CYCLE BEGINS

THE TWO YEAR CYCLE

## RPC Phase

### New Projects are Introduced

Fall of Even Years  
(2008, 2010, 2012, etc.)

Regional Planning Commissions (RPCs) request proposals from constituent communities for candidate projects.

### Projects are Regionally Ranked

(November-December of Even Years)

The Transportation Advisory Committee (TAC) for each RPC rank projects submitted for consideration based on selection criteria established by each RPC.

### Ten Year Plan Drafted / Debated

January – April of Odd Years  
(2009, 2011, 2013, etc.)

Early in the new year each RPCs TAC develops and approves a draft of the regional priorities and recommendations for consideration – keeping in mind selection criteria and each project's relative scores – for submission to the New Hampshire Department of Transportation (NHDOT).

### RPC Plan Submitted

May 1 of Odd Years  
Each RPC submits its regional priorities and recommendations to NHDOT.

### Draft Statewide Ten Year Plan Prepared

May – December of Odd Years  
**May – July:** NHDOT prepares the draft Statewide Ten Year Plan, using the information provided by each RPC for submission to the Governor's Advisory Commission on Intermodal Transportation (GACIT).

**July - December:** GACIT amends the Ten Year Plan after a series of statewide public hearings and submits it to the Governor.

### Adoption of Statewide Plan

December – June of Even Years  
The Governor reviews the Statewide Ten Year Plan and submits it to the Legislature for consideration and approval. Public Hearings are held and input considered.

### IMPLEMENTATION

After adoption by the Legislature, Metropolitan Planning Organizations (MPOs) incorporate approved projects into their Transportation Improvement Program (TIP).

CYCLE BEGINS AGAIN

GACIT

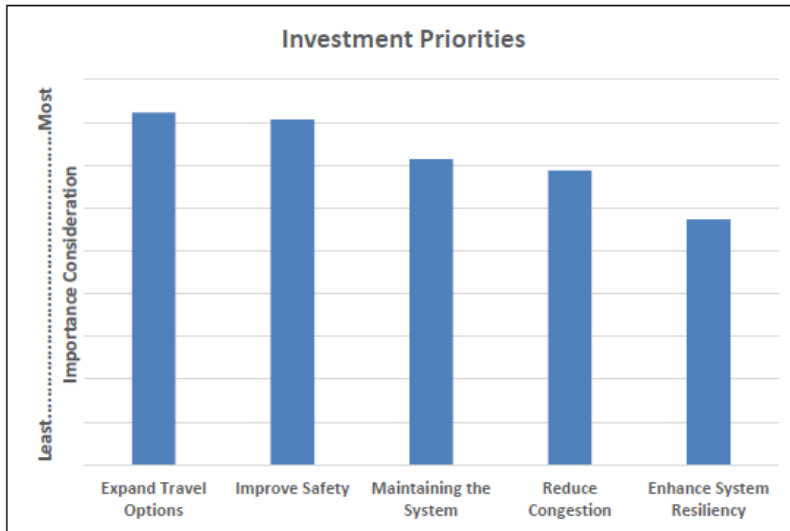
Governor & Legislature

# Strategies - Overall

- **Fund Regional Priority Projects**
- **Focus on Maintenance & Preservation of the existing network of roads and bridge**
- **Continue to invest in core system programs and build on our successes in road and bridge conditions statewide**
  - Pavement & Bridge preservation programs
  - Rehab/Reconstruct Red List Bridges – accelerate removal
  - Roadside assets (culverts, guardrail, pavement markings, signs)
- **Federal Re-authorization (Assume additional funds)**
  - Accelerate existing TYP projects where possible
  - Fully fund existing TYP projects
  - Convert GARVEE bonded projects to Federal Funds
  - Modify existing programs to improve projected conditions in outer years by including inflationary adjustments
  - Consider new projects in outer years to improve safety & capacity

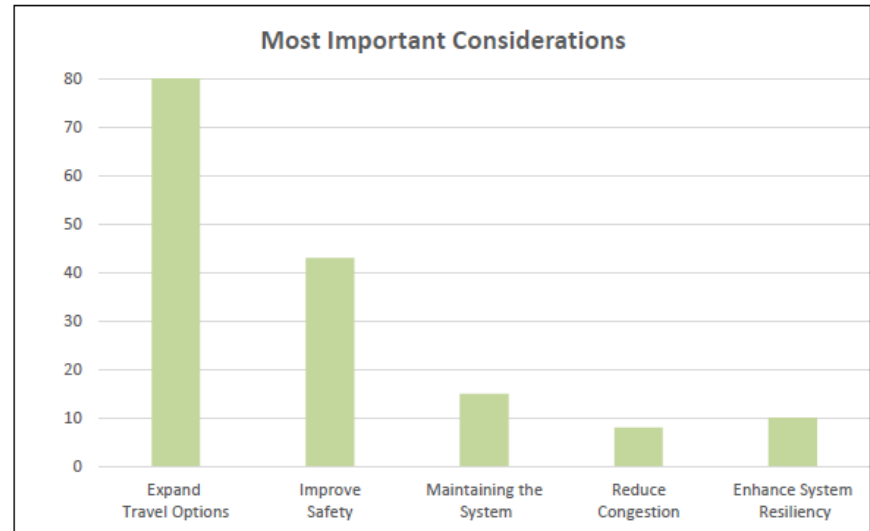
# Hearing & Survey Summary

Online Survey  
(Based on priority ranking)



766 online surveys were completed

GACIT Hearing Comments  
(Based on # of comments)



456 hearing comments were received

## Public Input via 23 Public Hearings and On-line survey Strong advocacy for

- Expand Travel Options
- Improve Safety, Maintain the System, & Reduce Congestion
- Specific Project needs (Advance, Fund, and Scope)

# Federal Funding Review

## BIL (IIJA) Funding Categories

	IIJA (FY22 - FY26)	5yr of prior approp	New Money	In Draft TYP	Not in draft TYP
Highway Programs	\$ 1,139,107,791	\$ 915,000,000	\$ 224,107,791	\$ 1,139,107,791	\$ -
Bridge Program	\$ 225,000,000	\$ -	\$ 225,000,000	\$ 225,000,000	\$ -
EV Charging	\$ 17,271,581	\$ -	\$ 17,271,581	\$ 17,271,581	\$ -
Public Transportation **	\$ 131,050,293	\$ 97,500,000	\$ 33,550,293	\$ 116,010,341	\$ 15,039,952
Airports ***	\$ 45,600,000		\$ 45,600,000		\$ 45,600,000
<b>Transportation</b>	<b>\$ 1,558,029,665</b>	<b>\$ 1,012,500,000</b>	<b>\$ 545,529,665</b>	<b>\$ 1,497,389,713</b>	<b>\$ 60,639,952</b>
Broadband	\$ 100,000,000				
Wildfires	\$ 5,600,000				
Cyber Security	\$ 12,400,000				
Water	\$ 418,000,000				
<b>Other Infra Total</b>	<b>\$ 536,000,000</b>				
<b>NH Total</b>	<b>\$ 2,094,029,665</b>				

\*\* Allocations across the individual FTA programs are not known, only total apportionment

\*\*\* This is the anticipated level of funding. FAA projects are not part of surface transportation.



# Color of Money

# Draft TYP (2023 – 2032) Funding

DRAFT 2023-2032 Ten Year Plan Total Program Dollars by FY														
FY	Road and Bridge Mode							Other Modes						
	Highway Funded							Non-Highway Funded						
	FHWA <sup>1,2,3</sup>	Betterment <sup>4</sup>	SB367			Other Matching Funds <sup>8</sup>	Sub Total	Turnpike Improvement	Turnpike R&R	Rail	Transit <sup>9, 10</sup>	Airport <sup>10</sup>	TYP FY Total	% of Total Program
SAB <sup>5,6,7</sup>			I-93 Debt Service	TIFIA Pledged Paving & Bridge										
2023	\$ 298.68	\$ 20.95	\$ 17.59	\$ 2.20	\$ 24.74	\$ 24.12	\$ 388.28	\$ 43.09	\$ 18.50	\$ 0.60	\$ 38.43	\$ 32.14	\$ 521.03	11.2%
2024	\$ 297.85	\$ 20.60	\$ 9.06	\$ 2.20	\$ 20.64	\$ 2.21	\$ 352.56	\$ 47.83	\$ 14.00	\$ 0.60	\$ 34.76	\$ 35.70	\$ 485.45	10.4%
2025	\$ 290.94	\$ 20.40	\$ 8.50	\$ 2.19	\$ 14.34	\$ 5.84	\$ 342.22	\$ 54.29	\$ 15.00	\$ 2.10	\$ 35.48	\$ 13.41	\$ 462.49	10.0%
2026	\$ 285.55	\$ 20.15	\$ 6.09	\$ 23.41	-	\$ 2.71	\$ 337.91	\$ 33.62	\$ 15.80	\$ 0.60	\$ 36.22	\$ 33.02	\$ 457.17	9.8%
2027	\$ 291.50	\$ 19.98	\$ 5.74	\$ 23.41	-	\$ 0.18	\$ 340.81	\$ 39.40	\$ 15.50	\$ 0.60	\$ 36.97	\$ 37.52	\$ 470.79	10.1%
2028	\$ 244.79	\$ 19.78	\$ 5.39	\$ 23.41	-	\$ 2.13	\$ 295.49	\$ 51.93	\$ 15.00	\$ 2.10	\$ 37.73	\$ 25.60	\$ 427.85	9.2%
2029	\$ 246.17	\$ 19.58	\$ 5.04	\$ 23.41	-	\$ 4.83	\$ 299.02	\$ 44.17	\$ 14.70	\$ 0.60	\$ 38.51	\$ 15.53	\$ 412.54	8.9%
2030	\$ 246.86	\$ 19.38	\$ 4.74	\$ 23.41	-	\$ 0.05	\$ 294.43	\$ 58.25	\$ 15.00	\$ 0.60	\$ 39.31	\$ 27.18	\$ 434.77	9.4%
2031	\$ 244.21	\$ 19.23	\$ 4.43	\$ 23.41	-	\$ 0.05	\$ 291.33	\$ 61.43	\$ 15.30	\$ 2.10	\$ 40.04	\$ 25.94	\$ 436.13	9.4%
2032	\$ 243.91	\$ 19.05	\$ 4.13	\$ 23.41	-	\$ 0.05	\$ 290.55	\$ 54.51	\$ 15.60	\$ 0.60	\$ 40.78	\$ 135.94	\$ 537.97	11.6%
<b>Program Total</b>	<b>\$ 2,690.46</b>	<b>\$ 199.08</b>	<b>\$ 70.72</b>	<b>\$ 170.42</b>	<b>\$ 59.72</b>	<b>\$ 42.17</b>	<b>\$ 3,232.58</b>	<b>\$ 488.50</b>	<b>\$ 154.40</b>	<b>\$ 10.50</b>	<b>\$ 378.23</b>	<b>\$ 381.99</b>	<b>\$ 4,646.19</b>	<b>100.0%</b>
Revenue	\$2,711.41	\$199.08	\$300.87			\$42.17	\$3,253.53	\$488.50	\$154.40	\$10.50	\$378.23	\$381.99	\$4,667.14	
Surplus/(Deficit)	\$20.95	\$0.00	\$0.00			\$0.00	\$20.95	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20.95	

- Investments for all modes of transportation
- Highway & Bridge mode 83% of total funding
- Other modes (Rail/Transit/Airport) – 17% total funding
- Federal funding makes up 83% of Highway funds
- \$4.6B plan is fiscally constrained
- Federal funds – Not for operations & maintenance

Amounts in Millions of Dollars



# Strategies – Highway Programs

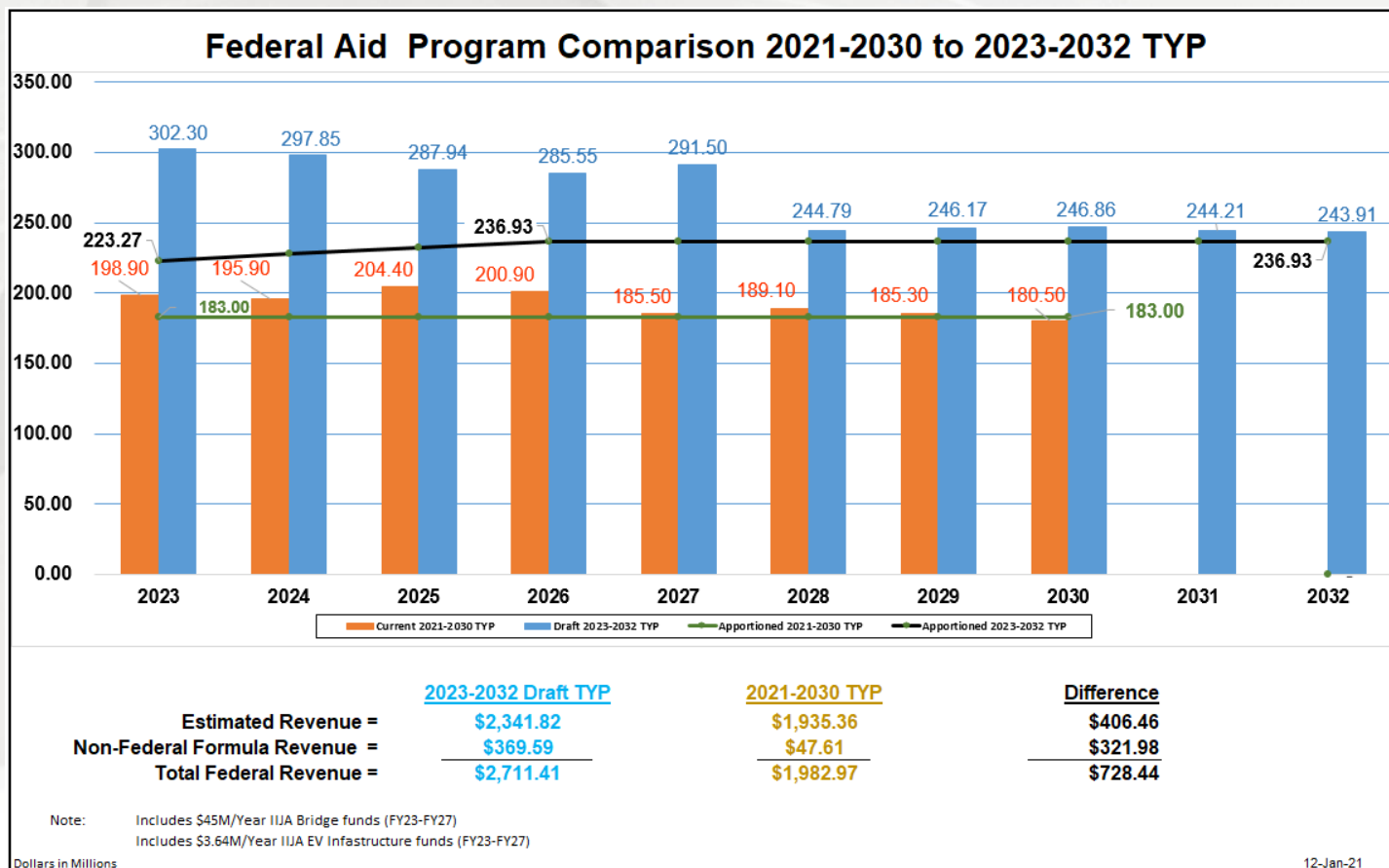
- **Increase Paving Investment by \$168M**
  - Inflated resurfacing programs - \$78M
  - Added funds to Tier 2 resurfacing - \$50M
  - Program extension (2031-2032) - \$40M
- **Increase State Bridge Investment \$169M**
  - Inflated bridge programs - \$28M
  - Added 8 bridge projects (10 bridges) - \$19M
  - Future Red Listed bridges - \$122M
- **Converted GARVEE to Federal Aid (Net Increase) \$58M**
  - Project Cost (\$163M) - GARVEE Debt Service (\$105M)
- **Fully Fund Scope Constrained Projects - adds \$54M**

# Strategy – Bridge Program \$45M/year

- Allocate 15% to municipal bridge program (\$6.75M)
- Allocate remaining \$38M/Year to existing bridge projects to free up funds with greater spending flexibility to -
  - Increase mandated programs to align w/ increased apportionment (\$7.3M/year on average)
    - Including: HSIP, TAP, CMAQ, Rec Trails, etc.
  - Fund administrative project changes
  - Fund recommended changes – scope/cost adjustments and new projects

# Federal Funding Review

- **Infrastructure Investment & Jobs Act (IIJA)**
  - \$1.139B (FY22 - FY26) – \$228M/year (avg.)
  - FY27- FY32 is level funded at FY26 apportionments



12-Jan-21

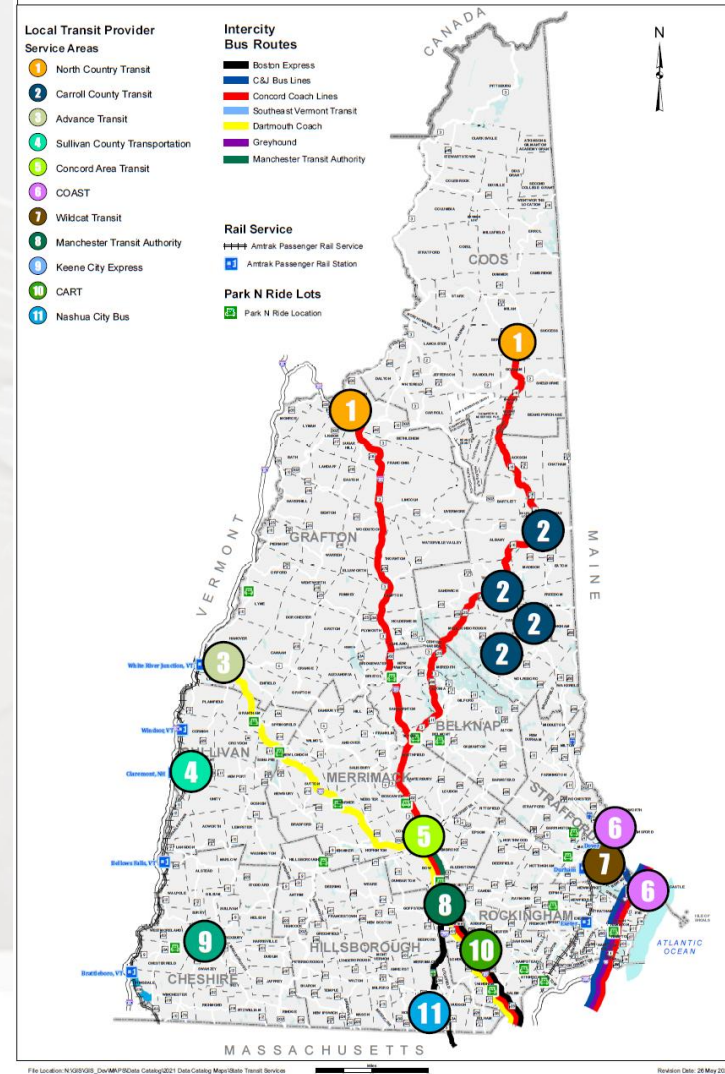
# Airport Funding

- Total of \$382M programmed in TYP (Average \$38.2M/yr)
- Funding primarily Federal Aviation Administration (FAA)
  - Grants Based (Discretionary, Entitlement & State Apportionment)
  - Formula Apportionment
  - Based on FAA Designated Priorities Nationally & Regionally
- Funding restricted for planning studies, preservation, modernization, or expansion of eligible airport facilities.  
**Funding cannot be transferred to other uses.**
- NH eligible public-use airports, typically 90% FAA funds, 5% State funds & 5% local funds
- 14 Projects in TYP – listed by town & airport name

# Transit Funding

- Total of \$378M programmed in TYP (average \$37.8M/yr.)
- Funding primarily Federal Transit Administration (FTA)
- Funding restricted for transit services (i.e. capital, operating & planning).  
**Funding cannot be transferred to other uses.**
- Includes NH Capitol Corridor project development phase (SB241)

## Public Transit Services



# Federal Transit Funding

## FTA Funding Categories

- 5307 Urbanized Area Formula Program (Boston, Nashua & Small UZAs)
  - Operating, preventative maintenance, ADA paratransit, administration, capital, planning
  - COAST, Manchester Transit, Nashua Transit, UNH Wildcat, and NHDOT-managed projects & contractors (e.g.. Boston Express, NH Capitol Corridor project development, state-owned bus terminals)
- 5310 Seniors & Individuals with Disabilities
  - Accessible vehicles, mobility management, volunteer transportation, purchase of service
  - Regional Coordination Councils (RCCs) and local government & non-profit transit providers
- 5311 Rural Area Formula Program (includes intercity bus)
  - Operating, preventative maintenance, ADA paratransit, administration
  - Rural public transit systems & intercity bus operators
- 5339 Bus & Bus Facility Program
  - Replacement vehicles, transit facilities & miscellaneous capital equipment
  - Public agencies or private nonprofits engaged in public transportation
- Additional \$30M (\$3M per year) transferred from FHWA to FTA for transit
- 4 NH urban areas: Dover-Rochester, Portsmouth, Nashua & Boston

# Rail Funding

- Total of \$10.6M programmed in TYP (average \$1.1M/yr.)
- Special Railroad Funding (approx. \$600k/yr.) primarily comes from lease agreements with private rail operators for use of State-owned rail corridors
  - Funds used for maintenance and construction on state-owned rail lines. **Funds cannot be used for other needs.**
- Railroad Revolving Loan Fund (\$1.5M every 3 years) is a State-bonded program per RSA 228:66-a for capital work on Class III and Cog Railroads



# Strategy – EV, Public Trans, Airports

- **Electric Vehicle Charging \$17M**
  - Fund EV program - \$3.5 M/years for 5 years
- **Public Transportation \$33.5M**
  - Allocations across the individual FTA programs are not known, only apportionments
  - \$15M of total - not included in the Draft TYP
- **Airports – Anticipated \$45.6M**
  - FAA projects are not part of surface Transportation
  - New Funds - not included in the Draft TYP
- **Active Transportation - \$17M/year on average**
  - More Transparency for investment
  - New category added to All Funding Table



# Turnpike Programs (Draft 2023-2032 TYP)

- Turnpike Renewal & Replacement (TRR) - (approx. \$15.4M/year)
  - Preserve, maintain, and upgrade existing Turnpike Infrastructure
  - Bond Resolution - Renewal & Replacement Requirement
    - Annual Resurfacing Program (\$7M ±)
    - Annual Bridge Painting & Bridge Rehabilitation Work
    - Drainage, Guardrail, Signage, Striping & Building/Toll Plaza Maintenance

## Project advertising dates for capital projects

- General Sullivan Bridge Rehabilitation (\$33M) - delayed 2 yrs 2024-2026
- FEET Widening, Nashua-Bedford (\$172M) - completion delayed 3 yrs 2022-2028
- Manchester Exit 7 Reconstruction (\$53M) - delayed 3 yrs 2027-2029
- Manchester Exit 6 Reconstruction (\$106M) - delayed 4 yrs 2029-2032
- Bow-Concord I-93 Widening, I-89 to I-393 (\$152M) - delayed 2 yrs 2028-2032
  - Only includes Tpk. portion (south of Exit 14)
  - Total Estimated completion cost \$375M, completion 2033
- All Electronic Tolling (AET)
  - Dover & Rochester (\$20M) 2021-2023
  - Bedford (\$11.3M) 2023-2024

# State Funded Programs

## Totals revised to reflect lower revenue projections

- Betterment – 3¢ state gas tax (approx. \$ 22.5 M/year)
  - 12% Block Grant Aid \$ 2.5 M
  - District Resurfacing Program (incls. District leveling) \$13.0 M
  - Bridge & Drainage Repairs \$ 2.5 M
  - Emergency Repairs & Discretionary Force Account Work \$ 4.5 M
  
- SB367 – 4.2¢ state gas tax (approx. \$ 32 M/year)
  - 12% Block Grant Aid (\$3.8M)
  - I-93 Debt Service (\$2.2M → 2025, \$23.4M → 2034)
  - State Bridge Aid Program for Municipal Bridges
    - \$6.8M → 2025,
    - \$4.9M → \$3.3M 2026- 2032
  - TIFIA Pledged Paving & Red List Bridges (\$20M → 2025, \$0.0M → 2034)

# SB367 Waterfall / TIFIA Debt Service

Fiscal Year	\$0.042 Dedicated Road Toll Increase <sup>1</sup>	Municipal Block Grant Aid Revenue)	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing <sup>2</sup> for I-93	State Aid for Municipal Bridges	DOT Operating Budget	Transfer from FY 16 savings in Operating <sup>4</sup>	TIFIA Pledged Paving and Bridge Repair <sup>3</sup>	Betterment
2015 Actual	\$34,317,587	-	\$100,000	\$9,117,587	-		\$25,100,000	-
2016 Actual	\$34,686,888	\$4,118,110	\$284,354	\$6,800,000	\$8,300,000		\$15,184,423	-
2017 Actual	\$34,974,610	\$4,162,427	\$473,303	\$6,800,000	\$8,300,000	\$4,000,000	\$19,238,880	-
2018 Actual	\$35,358,920	\$4,196,953	\$735,276	\$6,800,000	-		\$23,626,691	-
2019 Actual	\$35,808,375	\$4,243,070	\$1,297,686	\$6,800,000	-		\$23,467,619	-
2020 Actual	\$32,980,660	\$4,297,005	\$1,673,067	\$6,800,000	-		\$20,210,589	\$ 20,501,586
2021 Actual	\$32,592,186	\$3,957,679	\$2,006,350	\$6,800,000	-		\$19,828,157	\$ 19,984,021
2022 Budget	\$32,812,500	\$3,911,062	\$2,215,000	\$6,800,000	-		\$19,886,438	\$ 20,625,000
2023 Budget	\$33,222,656	\$3,937,500	\$2,215,000	\$6,800,000	-		\$20,270,156	\$ 20,950,000
2024	\$32,890,429	\$3,986,719	\$2,215,000	\$6,800,000			\$19,888,711	\$ 20,600,000
2025	\$32,528,635	\$3,946,852	\$2,215,000	\$6,800,000			\$19,566,783	\$ 20,400,000
2026	\$32,203,348	\$3,903,436	\$23,425,706	\$4,874,206			\$0	\$ 20,150,000
2027	\$31,881,315	\$3,864,402	\$23,425,706	\$4,591,207			\$0	\$ 19,980,000
2028	\$31,562,502	\$3,825,758	\$23,425,706	\$4,311,038	-		\$0	\$ 19,780,000
2029	\$31,246,877	\$3,787,500	\$23,425,706	\$4,033,671	-		\$0	\$ 19,580,000
2030	\$30,965,655	\$3,749,625	\$23,425,706	\$3,790,324	-		\$0	\$ 19,380,000
2031	\$30,686,964	\$3,715,879	\$23,425,706	\$3,545,379	-		\$0	\$ 19,230,000
2032	\$30,410,781	\$3,682,436	\$23,425,706	\$3,302,640	-		\$0	\$ 19,050,000
2033	\$30,137,084	\$3,649,294	\$23,425,706	\$3,062,084	-		\$0	
2034	\$29,865,850	\$3,616,450	\$23,425,706	\$2,823,694	-		\$0	
2035	\$0	\$0	\$0	\$0	-		\$0	
<b>TOTAL</b>	<b>\$651,133,823</b>	<b>\$74,552,157</b>	<b>\$226,261,389</b>	<b>\$111,451,830</b>	<b>\$16,600,000</b>	<b>4,000,000</b>	<b>\$226,268,447</b>	<b>\$ 260,210,607</b>

TIFIA Pledge for  
 Bridge & Paving  
 Ends 2025

<sup>1</sup> - FY2022 and FY2023 Enacted Budget (CH 91 L of 21); FY2024 - FY2034 % reductions provided by Cambridge Systematics as part of the Road Usage Fee Study.

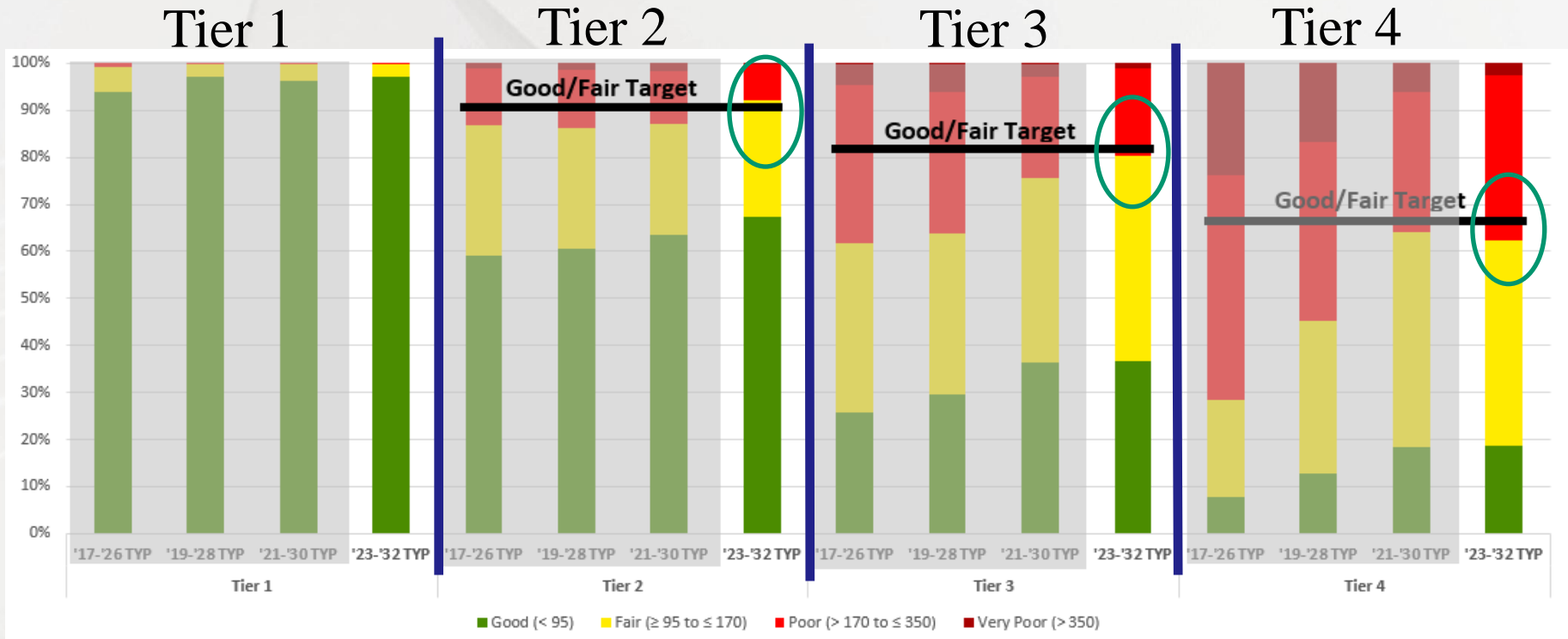
<sup>2</sup> - Actual/Projected debt service based on loan closing 5/24/2016.  
 - \$200M TIFIA Financing; 9 year deferral period for principal payments  
 - All-In True Interest Cost = 1.09%  
 - Includes \$20,000 annual TIFIA Administrative Fee.

<sup>3</sup> - Pursuant to SB367 requirements, funds identified will be allocated based on RSA 235:23-a, Highway and Bridge Betterment Account.

<sup>4</sup> - Savings realized in Highway Maintenance in FY2016 transferred to TIFIA Pledged Paving and Bridge Repair pursuant to CH 0324:10 L16.

BUDGETARY ESTIMATES WITH TIFIA FINANCING - RUF ASSUMPTIONS DOT 11/8/2021

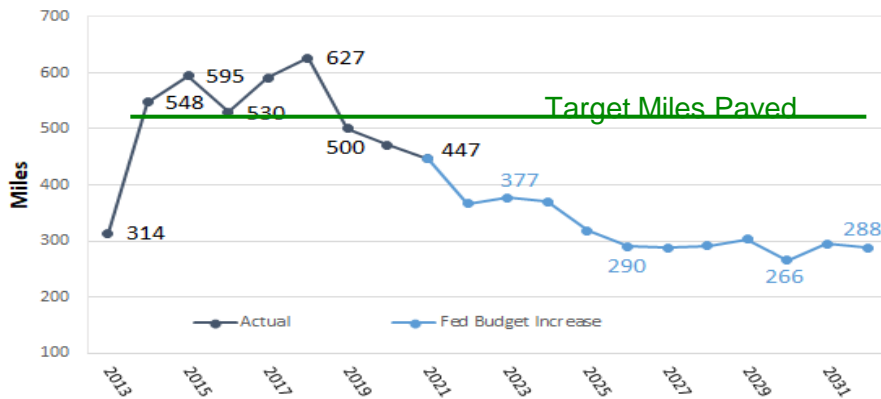
# Current State of Infrastructure (Roads)



- Tier 1 – 96% in good condition - Target 95% - unchanged
- Tier 2 – 92% in good or fair condition – Target 90% - **up 5%**
- Tier 3 – 80% in good or fair condition – Target 80% - **up 4%**
- Tier 4 – 62% in good or fair condition – Target 65% - **down 2%**
- Overall, 80% of NH's roads (state) in good or fair condition – **up 1%**
- Conversely, 20% (805 miles) are poor/very poor condition **down 2%**

# State of the Infrastructure – Road & Bridge Condition Projections

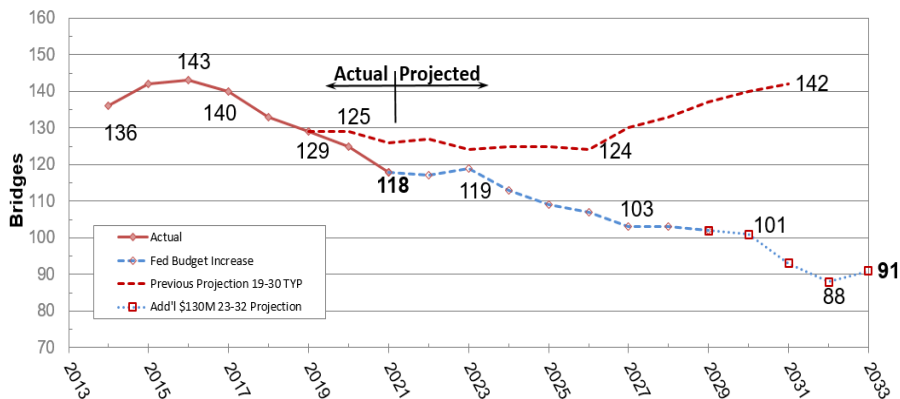
**NHDOT Miles of Road Resurfaced**



## Increase State Paving Investment

- Overall paving miles decrease through the Draft TYP years (\$88M/yr. Average)
- Conditions for the next 4 years are expected to be 80% good/fair – above average
- Overall conditions in the later years are expected to decline by 30% to 50% good/fair
- Tier 3 / 4 roads are expected to decline the most with anticipated decreases in state funds

**State Red List Bridges**



## Increase State Bridge Investment

- Project the number of Red List bridges to be reduced by 27 bridges by 2032 (\$82M/yr. Average)
- 91 red list bridges remain at end of Draft TYP

# Items For Discussion

- Tilton 29753 - Calef Hill Road - \$3.25M General Funds
  - Included in the Draft (2023)
- Portsmouth-Kittery 15731 – Port Authority functional replacement
  - \$32M construction – \$14.4M Unsuccessful Grant, 2022 program
- Statewide 40915 - Exit Sign Renumbering project (Tier 1)
  - Included in Draft (2024) - *Removed by GACIT*
- I-95 Portsmouth Sound Walls
  - Included in Draft - CON phase funded in 2023 & 2024 (federal)
- Dover-Rochester-Somersworth 40599 - Spaulding Exit 10 study
  - Included in Draft w/ expanded scope (2024)
- Dixville-Colebrook 40518 - Balsams, Golf Links Road
  - Not included in Draft
- Hudson 42108 – Circumferential Highway
  - Not included in Draft

# Accelerated Municipal Bridges

Accelerated Municipal Bridge Projects - 29  
Draft 2023- 2032 Ten Year Plan

12/6/2021

TOWN	PROJECT NUMBER	PROJECT TYPE	PROJECT SCOPE	TOTAL PROJECT COST WITH MATCH	CONSTRUCTION START	PROPOSED START YEAR	COMMENTS
ALSTEAD	40661	Replacement	Bridge Replacement-Comstock Road over Darby Brook-Br. #046/141	\$ 1,170,645	2025	2024	Advance 1 year
AMHERST	40657	Replacement	Bridge Replacement-Thornton Ferry Road over Beaver Brook-Br. #145/106	\$ 1,664,406	2025	2024	Advance 1 year
ANDOVER	41407	Replacement	Bridge Replacement-Lawrence Road over Blackwater River-Br. #098/093	\$ 3,862,237	2028	2024	Advance 4 years
BARRINGTON	41410	Replacement	Bridge Replacement-Old Canaan Road over Spruce Brook-Br. #052/059	\$ 1,079,164	2026	2025	Advance 1 year
BEDFORD	21684*	Replacement	Bridge Replacement-Catesby Lane over McQuade Brook-Br. #102/098 (New)	\$ 1,043,191	2026	2023	Advance 1 year
BEDFORD	24217	Replacement	BRIDGE REPLACEMENT-BEALS RD OVER BABOOSIC BROOK-BR. #105-055	\$ 1,123,830	2023	2023	Fully Funded in FY 2023 now
BOW	24223*	Replacement	BRIDGE REPLACEMENT-PAGE RD OVER BELA BROOK-BR. #065/140	\$ 998,508	2024	2024	Fully Funded in FY 2024 now
BOW	24224*	Replacement	BRIDGE REPLACEMENT-RIVER RD OVER BOW BOG BROOK-BR. #184/127	\$ 1,398,026	2029	2025	Advance 4 years
BOW	24225	Replacement	BRIDGE REPLACEMENT-BIRCHDALE RD OVER WHITE BROOK-BR. #092/136	\$ 914,298	2025	2023	Advance 2 years
BROOKLINE	41408	Rehabilitation	Bridge Rehabilitation-Bond Street over Nissitissit River-Br. #088/074	\$ 1,081,428	2026	2025	Advance 1 year
CANAAN	26704*	Replacement	BRIDGE REPLACEMENT-CLARK POND RD OVER CLARK POND BROOK-BR. #101/152	\$ 572,747	2023	2023	Fully Funded in FY 2023 now
CANAAN	41406	Rehabilitation	Bridge Rehabilitation-Grist Mill Hill Road over Indian River-Br. #172/070	\$ 1,036,165	2025	2024	Advance 1 year
COLEBROOK	40651*	Rehabilitation	Bridge Rehabilitation-Harvey Swell Road over East Branch-Br. #190/109	\$ 457,992	2023	2023	Fully Funded in FY 2023 now
DORCHESTER	42092	Replacement	Bridge Replacement-Province Road over South Branch of Baker River-Br. #156/053	\$ 260,927	2026	2025	Advance 1 year
ENFIELD	13592	Replacement	SHAKER BLVD OVER KNOX RIVER	\$ 628,879	2027	2025	Advance 2 years
LACONIA	26706	Replacement	BRIDGE REPLACEMENT-ACADEMY ST OVER DURKEE BROOK-BR. #121/037	\$ 796,938	2023	2023	Fully Funded in FY 2023 now
LANCASTER	22192	Rehabilitation	Mount Orne Road over Connecticut River; Mount Orne Covered Bridge #039/105	\$ 358,689	2026	2025	Advance 1 year
LEBANON	24222	Replacement	BRIDGE REPLACEMENT NH 120 OVER NHRR (ABD)-BR. #121/117	\$ 1,580,456	2023	2023	Fully Funded in FY 2023 now
MADBURY	41462*	Replacement	Bridge Replacement-Fedshet Road over Johnson Creek-Br. #160/086	\$ 1,406,369	2028	2026	Advance 2 years
MANCHESTER	15837	Rehabilitation	BRIDGE REHABILITATION-US 3 (ELM ST) OVER B&MRR-BR. #144/075	\$ 5,078,993	2031	2025	Advance 6 years
MANCHESTER	24212	Rehabilitation	Amoskeg East Bnd - SALMON ST OVER RD,RR,& RIVER	\$ 14,366,315	2026	2024	Advanced 2 years
MERRIMACK	29174	Replacement	BRIDGE REPLACEMENT-US 3 OVER BABOOSIC BROOK-BR. # 118/135	\$ 6,375,830	2026	2026	Fully Funded in FY 2026 now
NEW BOSTON	15505	Replacement	Bridge Replacement-Tucker Mill Road over Mid Br. Piscataquog-Br. #087/150	\$ 1,089,055	2025	2024	Advance 1 year
PELHAM	29450	Rehabilitation	BRIDGE REHABILITATION-OLD BRIDGE ST OVER BEAVER BROOK-BR. #109/081	\$ 1,557,615	2023	2023	Project Delayed from 2022 to 2023
PITTSFIELD	14972*	Replacement	BRIDGE REPLACEMENT OVER KELLY BROOK	\$ 755,060	2027	2025	Advance 2 years
SANDOWN	41412*	Replacement	BRIDGE REPLACEMENT-PHILLIPS ROAD OVER EXETER RIVER-BR. #093/109	\$ 922,658	2029	2027	Advance 2 years
SWANZEY	41403	Replacement	Bridge Replacement-Christian Hill Road over NHRR-Br. #098/122	\$ 1,156,130	2024	2024	Fully Funded in FY 2024 now
WEBSTER	40810	Replacement	Bridge Replacement-Clothespin Bridge Road over Blackwater River-Br. #121/103	\$ 2,384,544	2023	2023	Fully Funded in FY 2023 now
WILTON	15768	Replacement	BRIDGE REPLACEMENT-OLD COUNTY FARM RD OVER BLOOD BROOK-BR. #060/118	\$ 526,939	2027	2025	Advance 2 years

\* State Funded

# Amendment to HB 2022

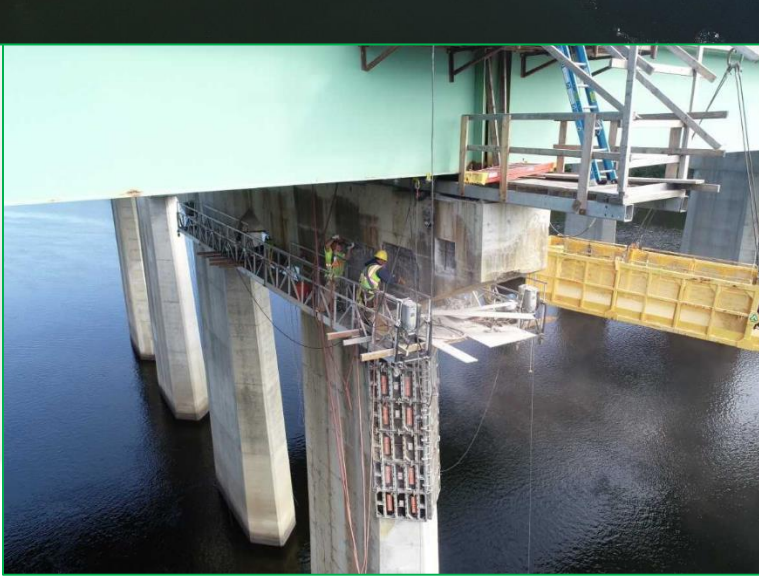
## Highlights

- Transfer of ownership of the state-owned portion of Continental Boulevard in Merrimack to the town
- Restore Hudson 42108 to the Draft 2023 – 2032 TYP
  - Update scope to include feasibility study (\$1.0M FY24-FY25)
- Fund municipal owned bridges with SAB, MOBRR, and MOBIL programs to meet accelerated schedules and eligibilities





# Questions



# Acronyms

- TYP – Ten Year Plan
- COAST - Cooperative Alliance for Seacoast Transportation
- DNCR – Department of Natural & Cultural Resources
- EV – Electric Vehicles
- IIA – Infrastructure Investment & Jobs Act
  - aka....BIL – Bipartisan Infrastructure Law
- MOBIL – Municipal Owned Bridge-Bipartisan Infrastructure Law
- MTA – Manchester Transit Authority
- NTA – Nashua Transit Authority
- SAB – State Aid Bridge Program
- TIFIA – Transportation Infrastructure Finance Innovation Act
- UZA – Urbanized Zone Areas