



## **NOTICE OF MEETING**

**WHO:** Nashua Regional Planning Commission

**WHEN:** Wednesday – May 17, 2023 @ 7:00 P.M.

**WHERE:** NRPC Conference Room, 30 Temple Street, Suite 310, Nashua, NH. If you are unable to attend in-person, you may participate remotely using the link below:  
<https://us02web.zoom.us/j/85101026233>

## **AGENDA**

7:00 pm - Call to Order

1. MPO Policy Committee (7:05)

- a.* FY2023-2026 NRPC Transportation Improvement Program (TIP) Amendment 1: NRPC staff will provide a summary of proposed TIP Amendment 1 to the adopted FY2023-2026 NRPC TIP (***Action Item***)

2. Adjourn (7:30)

***Next NRPC Commission Meeting: Wednesday, June 21, 2023***

**MEMORANDUM**

**TO:** NRPC MPO Policy Committee  
**FROM:** Matt Waitkins, MPO Coordinator  
**SUBJECT:** FY2023 – 2026 NRPC TIP Amendment #1  
**DATE:** May 11, 2023

The Nashua Regional Planning Commission (NRPC) has received proposed Amendment #1 to the adopted Nashua Metropolitan Area FY 2023 – 2026 Transportation Improvement Program (TIP) from the New Hampshire Department of Transportation (NHDOT). The NRPC is expected to amend the TIP to account for changes to projects within the Nashua region and to maintain consistency with the Statewide TIP (STIP). The NRPC will also amend the 2021 – 2045 Metropolitan Transportation Plan (MTP) project list and fiscal constraint analysis to maintain consistency with the amended TIP project list.

A public comment period is being held from May 5 through May 16 and a public hearing will be held on **Wednesday, May 17, 2023** at 7:00 PM at the Nashua Regional Planning Commission, located at 30 Temple Street, Suite 310, Nashua. The public may also participate via Zoom online access at:

<https://us02web.zoom.us/j/85101026233>

**ANALYSIS AND SUMMARY OF THE PROPOSED CHANGES TO PROJECTS****Regional Projects**

- **Merrimack (10136D):** NH101A - Safety improvements at NH 101A / Cont. Blvd & at Craftsman Lane / Boston Post Rd  
*Analysis:* The total cost of this project within the adopted STIP years is increasing by > 25% which exceeds the threshold outlined in the NHDOT STIP [Revision Procedures](#). Therefore, a STIP amendment is required. There is no change to the scope of this project.
- **Nashua-Hudson (42596):** RTE 111/101A - Bridge Rehabilitation of 2 bridges owned by both Nashua & Hudson. BR #110/068 & 109/068.  
*Analysis:* The Preliminary Engineering and Construction phases for this project are being added to Year 2023 of the adopted STIP. Adding a project phase to the STIP requires a STIP Amendment, as outlined in the NHDOT STIP [Revision Procedures](#). The City of Nashua and Town of Hudson have been consulted and no issues have been raised.

**Statewide Projects**

- **Statewide (44196):** Various – Development of a Resilience Improvement Plan  
*Analysis:* This project is being added to FY2023 of the adopted STIP. Adding a project phase to the STIP requires a STIP Amendment, as outlined in the NHDOT STIP [Revision Procedures](#).

**The following project will be added during the Public Comment period:**

- **Pelham (41751A):** NH128 & NH111A - Intersection Improvements (roundabout) at Mammoth (NH 128) and Marsh Rd (NH111A).  
*Analysis:* Pelham project #41751 originally included intersection improvements at NH128/Sherburne Road **and** NH128/NH111A (Marsh Road). Project #41751 was split into two

projects (41751 & 41751A) during the February Minor Revision to the (previous) FY2021-2024 TIP. This resulted in the following two projects:

- Project # 41751; NH128 & Sherburne Rd – Intersection improvements @ NH128/Sherburne Rd.
- Project# 41751A; NH128 & NH111A (Marsh Rd) - Intersection Improvements (roundabout) at Mammoth (NH 128) and Marsh Rd (NH111A).

NHDOT then rolled both projects into the newly adopted FY2023-2026 S/TIP.

Project #41751A is not included in the NRPC TIP project list at this time and as a result needs to be added during this amendment process.

The Town of Pelham and NHDOT have been consulted and no issues have been raised.

### RECOMMENDATION

The proposed changes made by Amendment #1 to the NRPC TIP and MTP Update meet all applicable conformity requirements under the conformity rule. The attached TIP Amendment details these requirements and the NRPC actions to meet these requirements.

Action is required from the NRPC MPO Policy Committee to adopt the proposed TIP amendment at the May 17th 2023 meeting. NRPC staff has reviewed this amendment in consultation with the NHDOT, NHDES, US EPA, FHWA, FTA and representatives of the NH MPOs, and recommend approving the amendment changes.

*Note: Nashua Transit System, which is the FTA Section 5307(c) applicant, has consulted with the MPO and concurs that the public involvement process adopted by the MPO for the development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant applications, including the provision for public notice and the time established for public review and comment.*

### SUMMARY OF THE PROPOSED CHANGES TO PROJECTS

#### Regional Projects

- **Merrimack (10136D):** NH101A - Safety improvements at NH 101A / Cont. Blvd & at Craftsman Lane / Boston Post Rd
  - Increasing total cost of the project >25% of the current STIP amount.
- **Nashua-Hudson (42596):** RTE 111/101A - Bridge Rehabilitation of 2 bridges owned by both Nashua & Hudson. BR #110/068 & 109/068.
  - Adding Preliminary Engineering and Construction phases to the STIP.
- **Pelham (41751A):** NH128 & NH111A - Intersection Improvements (roundabout) at Mammoth (NH 128) and Marsh Rd (NH111A).
  - Adding project phase to the STIP.

#### Statewide Projects

- **Statewide (44196):** Various – Development of a Resilience Improvement Plan
  - Adding project phase to the STIP.

**The full TIP Amendment is shown on the following pages:**



# **Nashua Metropolitan Planning Organization Transportation Improvement Program 2023-2026**

## **DRAFT Proposed Amendment 1**

### **Table of Contents**

- NHDOT Revision Report (Proposed Amendment)**
  - Fiscal Constraint Documentation**
  - Air Quality Conformity Determination**
  - Draft NRPC Project Listing for Public Review & Comment**
- (Amended Projects Are Highlighted)**

# NHDOT Revision Report

# Revision Report

Pending Approval

A1

4/17/2023

## Approved Dollars

### ALBANY (29597)

All Project Cost: \$13,058,772

Route/Road/Entity: NH 16

Scope: Widen & resurf for install of centerline rumble strips from Tamworth T/L to Conway T/L (~ 4.5m)

| Phase        | Year | Federal            | State      | Other      | Total              | Funding                                   |
|--------------|------|--------------------|------------|------------|--------------------|---|
| 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 |
| Construction | 2025 | \$892,700          | \$0        | \$0        | \$892,700          | National Highway Performance, Toll Credit |
| Construction | 2026 | \$6,657,451        | \$0        | \$0        | \$6,657,451        | National Highway Performance, Toll Credit |
|              |      | <b>\$8,769,026</b> | <b>\$0</b> | <b>\$0</b> | <b>\$8,769,026</b> |   |

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: NCC

## Proposed Dollars

### ALBANY (29597)

All Project Cost: \$13,203,424

Route/Road/Entity: NH 16

Scope: No Change

| Phase | Year | Federal            | State      | Other      | Total              | Funding                                   |
|-------|------|--------------------|------------|------------|--------------------|---|
| PE    | 2024 | \$448,800          | \$0        | \$0        | \$448,800          | National Highway Performance, Toll Credit |
| ROW   | 2024 | \$110,000          | \$0        | \$0        | \$110,000          | National Highway Performance, Toll Credit |
| ROW   | 2025 | \$452,320          | \$0        | \$0        | \$452,320          | National Highway Performance, Toll Credit |
| ROW   | 2026 | \$232,572          | \$0        | \$0        | \$232,572          | National Highway Performance, Toll Credit |
|       |      | <b>\$1,243,692</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,243,692</b> |   |

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: NCC

# Revision Report

Pending Approval

A1

4/17/2023

## Approved Dollars

### CANDIA (41592)

All Project Cost: \$5,922,900

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

Scope: Safety & operational improvements to intersection of NH 27; NH 43 & Raymond Road (~. 1m)

| Phase | Year | Federal          | State      | Other      | Total            | Funding                                    |
|-------|------|------------------|------------|------------|------------------|--|
| PE    | 2023 | \$223,850        | \$0        | \$0        | \$223,850        | STBG-Non Urban Areas Under 5K, Toll Credit |
| PE    | 2026 | \$194,727        | \$0        | \$0        | \$194,727        | STBG-Non Urban Areas Under 5K, Toll Credit |
| ROW   | 2025 | \$126,286        | \$0        | \$0        | \$126,286        | STBG-State Flexible, Toll Credit           |
|       |      | <b>\$544,864</b> | <b>\$0</b> | <b>\$0</b> | <b>\$544,864</b> |  |

Regionally Significant: No

Managed By: DOT

CAA Code: E-51

RPC: SNHPC

## Proposed Dollars

### CANDIA (41592)

All Project Cost: \$6,632,477

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

Scope: No Change

| Phase | Year | Federal            | State      | Other      | Total              | Funding                                    |
|-------|------|--------------------|------------|------------|--------------------|--|
| PE    | 2023 | \$275,000          | \$0        | \$0        | \$275,000          | STBG-Non Urban Areas Under 5K, Toll Credit |
| PE    | 2024 | \$275,000          | \$0        | \$0        | \$275,000          | STBG-Non Urban Areas Under 5K, Toll Credit |
| PE    | 2025 | \$226,160          | \$0        | \$0        | \$226,160          | STBG-Non Urban Areas Under 5K, Toll Credit |
| PE    | 2026 | \$232,492          | \$0        | \$0        | \$232,492          | STBG-Non Urban Areas Under 5K, Toll Credit |
| ROW   | 2025 | \$126,286          | \$0        | \$0        | \$126,286          | STBG-State Flexible, Toll Credit           |
|       |      | <b>\$1,134,939</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,134,939</b> |  |

Regionally Significant: No

Managed By: DOT

CAA Code: E-51

RPC: SNHPC

# Revision Report

Pending Approval

A1

4/17/2023

## Approved Dollars

### ENFIELD (40526)

All Project Cost: \$9,387,590

Route/Road/Entity: US 4

Scope: Add shldr, improv align & rmv clear zone obstructs on US 4 from Main St. to Lebanon T/L (~ 1.5m)

| Phase        | Year | Federal            | State      | Other      | Total              | Funding                                  |
|--------------|------|--------------------|------------|------------|--------------------|--|
| 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 | \$91,688           | \$0        | \$0        | \$91,688           | STBG-State Flexible, Toll Credit         |
| Construction | 2025 | \$2,272,545        | \$0        | \$0        | \$2,272,545        | BRGBIL, STBG-State Flexible, Toll Credit |
| Construction | 2026 | \$5,652,441        | \$0        | \$0        | \$5,652,441        | STBG-State Flexible, Toll Credit         |
|              |      | <b>\$8,709,242</b> | <b>\$0</b> | <b>\$0</b> | <b>\$8,709,242</b> |  |

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: UVLSRPC

## Proposed Dollars

### ENFIELD (40526)

All Project Cost: \$9,836,611

Route/Road/Entity: US 4

Scope: No Change

| Phase | Year | Federal          | State      | Other      | Total            | Funding                          |
|-------|------|------------------|------------|------------|------------------|----------------------------------|
| PE    | 2024 | \$476,192        | \$0        | \$0        | \$476,192        | STBG-State Flexible, Toll Credit |
| ROW   | 2025 | \$222,435        | \$0        | \$0        | \$222,435        | STBG-State Flexible, Toll Credit |
| ROW   | 2026 | \$96,894         | \$0        | \$0        | \$96,894         | STBG-State Flexible, Toll Credit |
|       |      | <b>\$795,521</b> | <b>\$0</b> | <b>\$0</b> | <b>\$795,521</b> |                                  |

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: UVLSRPC

# Revision Report

Pending Approval

A1

4/17/2023

## Approved Dollars

### KEENE (41590)

All Project Cost: \$6,620,251

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    | 2023 | \$150,150        | \$0        | \$0        | \$150,150        | 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>\$499,835</b> | <b>\$0</b> | <b>\$0</b> | <b>\$499,835</b> |   |

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: SWRPC

## Proposed Dollars

### KEENE (41590)

All Project Cost: \$14,477,873

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

Scope: No Change

| Phase | Year | Federal            | State      | Other      | Total              | Funding                                   |
|-------|------|--------------------|------------|------------|--------------------|---|
| PE    | 2023 | \$294,259          | \$0        | \$0        | \$294,259          | National Highway Performance, Toll Credit |
| PE    | 2024 | \$1,650,000        | \$0        | \$0        | \$1,650,000        | National Highway Performance, Toll Credit |
| PE    | 2025 | \$1,696,200        | \$0        | \$0        | \$1,696,200        | National Highway Performance, Toll Credit |
| PE    | 2026 | \$581,231          | \$0        | \$0        | \$581,231          | National Highway Performance, Toll Credit |
| ROW   | 2025 | \$170,045          | \$0        | \$0        | \$170,045          | National Highway Performance, Toll Credit |
|       |      | <b>\$4,391,735</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,391,735</b> |   |

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: SWRPC

### Approved Dollars

#### 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           | 2023 | \$80,000           | \$0        | \$20,000         | \$100,000          | STBG-5 to 49,999, Towns    |
| ROW          | 2023 | \$90,864           | \$0        | \$22,716         | \$113,580          | STBG-5 to 49,999, Towns    |
| Construction | 2024 | \$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

### Proposed Dollars

#### LEBANON (40794)

All Project Cost: \$4,557,035

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

Scope: No Change

| Phase        | Year | Federal            | State      | Other            | Total              | Funding                 |
|--------------|------|--------------------|------------|------------------|--------------------|-------------------------|
| PE           | 2023 | \$40,000           | \$0        | \$10,000         | \$50,000           | STBG-5 to 49,999, Towns |
| PE           | 2024 | \$101,273          | \$0        | \$25,318         | \$126,591          | STBG-5 to 49,999, Towns |
| ROW          | 2024 | \$776,000          | \$0        | \$194,000        | \$970,000          | STBG-5 to 49,999, Towns |
| Construction | 2025 | \$2,568,355        | \$0        | \$642,089        | \$3,210,444        | STBG-5 to 49,999, Towns |
|              |      | <b>\$3,485,628</b> | <b>\$0</b> | <b>\$871,407</b> | <b>\$4,357,035</b> |                         |

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ATT

RPC: UVLSRPC

# Revision Report

Pending Approval

A1

4/17/2023

## Approved Dollars

**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           | 2023 | \$330,000          | \$0        | \$0        | \$330,000          | National Highway Performance, Toll Credit |
| Construction | 2024 | \$1,650,000        | \$0        | \$0        | \$1,650,000        | BRGBIL, Toll Credit                       |
|              |      | <b>\$1,980,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,980,000</b> |   |

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: SRPC

## Proposed Dollars

**LEE (41322)**

All Project Cost: \$2,502,500

Route/Road/Entity: NH Route 125

Scope: No Change

| Phase        | Year | Federal            | State      | Other      | Total              | Funding                                   |
|--------------|------|--------------------|------------|------------|--------------------|---|
| PE           | 2023 | \$330,000          | \$0        | \$0        | \$330,000          | National Highway Performance, Toll Credit |
| ROW          | 2023 | \$27,500           | \$0        | \$0        | \$27,500           | National Highway Performance, Toll Credit |
| Construction | 2024 | \$1,650,000        | \$0        | \$0        | \$1,650,000        | BRGBIL, Toll Credit                       |
|              |      | <b>\$2,007,500</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,007,500</b> |   |

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: SRPC

# Revision Report

Pending Approval

A1

4/17/2023

## Approved Dollars

### MANCHESTER (42886)

All Project Cost: \$2,064,803

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    | 2023 | \$104,000        | \$0        | \$26,000        | \$130,000        | Congestion Mitigation and Air Quality Program, Towns |
| PE    | 2024 | \$57,568         | \$0        | \$14,392        | \$71,960         | Congestion Mitigation and Air Quality Program, Towns |
|       |      | <b>\$161,568</b> | <b>\$0</b> | <b>\$40,392</b> | <b>\$201,960</b> |  |

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

## Proposed Dollars

### MANCHESTER (42886)

All Project Cost: \$1,891,060

Route/Road/Entity: River Rd/Bicentennial Dr

Scope: No Change

| Phase        | Year | Federal            | State      | Other            | Total              | Funding  |
|--------------|------|--------------------|------------|------------------|--------------------|--|
| PE           | 2023 | \$24,000           | \$0        | \$6,000          | \$30,000           | Congestion Mitigation and Air Quality Program, Towns |
| PE           | 2024 | \$136,000          | \$0        | \$34,000         | \$170,000          | Congestion Mitigation and Air Quality Program, Towns |
| Construction | 2025 | \$1,352,848        | \$0        | \$338,212        | \$1,691,060        | Congestion Mitigation and Air Quality Program, Towns |
|              |      | <b>\$1,512,848</b> | <b>\$0</b> | <b>\$378,212</b> | <b>\$1,891,060</b> |  |

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

# Revision Report

Pending Approval

A1

4/17/2023

## Approved Dollars

### 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 | 2023 | \$4,828,374        | \$0        | \$0        | \$4,828,374        | National Highway Performance, STBG-Areas Over 200K, 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

## Proposed Dollars

### MERRIMACK (10136D)

All Project Cost: \$8,461,202

Route/Road/Entity: NH 101A

Scope: No Change

| Phase        | Year | Federal            | State      | Other            | Total              | Funding  |
|--------------|------|--------------------|------------|------------------|--------------------|--|
| Construction | 2023 | \$5,390,000        | \$0        | \$900,000        | \$6,290,000        | National Highway Performance, Non Par Other, STBG-Areas Over 200K, Toll Credit |
| Construction | 2025 | \$356,202          | \$0        | \$0              | \$356,202          | STBG-Areas Over 200K, Toll Credit  |
|              |      | <b>\$5,746,202</b> | <b>\$0</b> | <b>\$900,000</b> | <b>\$6,646,202</b> |  |

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

## Proposed Dollars

### NASHUA HUDSON (42596)

All Project Cost: \$2,700,000

Route/Road/Entity: RTE 111/101A

Scope: Bridge Rehabilitation of 2 bridges owned by both Nashua & Hudson. BR #110/068 & 109/068.

| Phase        | Year | Federal            | State      | Other            | Total              | Funding                    |
|--------------|------|--------------------|------------|------------------|--------------------|----------------------------|
| PE           | 2023 | \$0                | \$0        | \$200,000        | \$200,000          | Non Par Other              |
| Construction | 2023 | \$2,000,000        | \$0        | \$500,000        | \$2,500,000        | Other, STBG-State Flexible |
|              |      | <b>\$2,000,000</b> | <b>\$0</b> | <b>\$700,000</b> | <b>\$2,700,000</b> |                            |

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

# Revision Report

Pending Approval

A1

4/17/2023

## Proposed Dollars

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

All Project Cost: \$211,072,822

Route/Road/Entity: US 1 Bypass

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

| Phase        | Year | Federal            | State      | Other              | Total              | Funding                                 |
|--------------|------|--------------------|------------|--------------------|--------------------|---|
| Construction | 2023 | \$1,570,195        | \$0        | \$1,299,531        | \$2,869,726        | Maine, STBG-State Flexible, Toll Credit |
|              |      | <b>\$1,570,195</b> | <b>\$0</b> | <b>\$1,299,531</b> | <b>\$2,869,726</b> |   |

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

## Approved Dollars

### 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

## Proposed Dollars

### ROCHESTER (43552)

All Project Cost: \$3,896,020

Route/Road/Entity: NH 11

Scope: No Change

| Phase        | Year | Federal            | State      | Other            | Total              | Funding                |
|--------------|------|--------------------|------------|------------------|--------------------|------------------------|
| PE           | 2023 | \$203,200          | \$0        | \$50,800         | \$254,000          | STBG-50 to 200K, Towns |
| PE           | 2025 | \$131,584          | \$0        | \$32,896         | \$164,480          | STBG-50 to 200K, Towns |
| ROW          | 2024 | \$64,000           | \$0        | \$16,000         | \$80,000           | STBG-50 to 200K, Towns |
| Construction | 2025 | \$2,718,032        | \$0        | \$679,508        | \$3,397,540        | STBG-50 to 200K, Towns |
|              |      | <b>\$3,116,816</b> | <b>\$0</b> | <b>\$779,204</b> | <b>\$3,896,020</b> |                        |

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

# Revision Report

Pending Approval

A1

4/17/2023

Project is being removed from the STIP.

## Approved Dollars

### 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 |
| ROW   | 2025 | \$67,634         | \$0        | \$16,909        | \$84,543         | STBG-State Flexible, Towns |
|       |      | <b>\$195,634</b> | <b>\$0</b> | <b>\$48,909</b> | <b>\$244,543</b> |                            |

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ATT

RPC: SRPC

Project is being removed from the STIP.

## Proposed Dollars

### ROCHESTER (43840)

All Project Cost: \$0

Route/Road/Entity: Nashoba/NH11

Scope: No Change

| Phase | Year | Federal    | State      | Other      | Total      | Funding |
|-------|------|------------|------------|------------|------------|---------|
|       |      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |         |

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ATT

RPC: SRPC

# Revision Report

Pending Approval

A1

4/17/2023

## Approved Dollars

### 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 |
| Construction | 2026 | \$2,311,230        | \$0        | \$577,808        | \$2,889,038        | STBG-50 to 200K, Towns |
|              |      | <b>\$2,801,300</b> | <b>\$0</b> | <b>\$700,325</b> | <b>\$3,501,625</b> |                        |

Regionally Significant: No

Managed By: DOT

CAA Code: E-51

RPC: SRPC

## Proposed Dollars

### SOMERSWORTH (40646)

All Project Cost: \$3,582,518

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

Scope: No Change

| Phase | Year | Federal          | State      | Other            | Total            | Funding                |
|-------|------|------------------|------------|------------------|------------------|------------------------|
| PE    | 2024 | \$278,992        | \$0        | \$69,748         | \$348,740        | STBG-50 to 200K, Towns |
| PE    | 2025 | \$95,601         | \$0        | \$23,900         | \$119,502        | STBG-50 to 200K, Towns |
| ROW   | 2025 | \$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

## Proposed Dollars

### STATEWIDE (44196)

All Project Cost: \$165,000

Route/Road/Entity: Various

Scope: Development of a Resilience Improvement Plan

| Phase | Year | Federal          | State      | Other      | Total            | Funding                |
|-------|------|------------------|------------|------------|------------------|------------------------|
| Other | 2023 | \$165,000        | \$0        | \$0        | \$165,000        | Other Fed, Toll Credit |
|       |      | <b>\$165,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$165,000</b> |                        |

Regionally Significant: No

Managed By: DOT

CAA Code: ALL

RPC: Undetermined

# Fiscal Constraint Documentation

## 2023 Federal Highway Formula and Match Funding

| Funding Category                              | Federal               |                 | Local/Other         |  | Total Resources       | Total Programmed      |
|---|-----------------------|-----------------|---------------------|--|-----------------------|-----------------------|
|   | Available             | State Available | Available           |  |                       |                       |
| Carbon Reduction Program 5k to 49,999         | \$ 348,283            | \$ -            | \$ -                |  | \$ 348,283            | \$ -                  |
| Carbon Reduction Program Under 5k             | \$ 1,439,594          | \$ -            | \$ -                |  | \$ 1,439,594          | \$ -                  |
| Carbon Reduction Program>200k                 | \$ 804,890            | \$ -            | \$ -                |  | \$ 804,890            | \$ -                  |
| Carbon Reduction 50k- 200K                    | \$ 802,126            | \$ -            | \$ -                |  | \$ 802,126            | \$ -                  |
| Carbon Reduction Program Flex                 | \$ 1,828,020          | \$ -            | \$ -                |  | \$ 1,828,020          | \$ 1,828,000          |
| Congestion Mitigation and Air Quality Program | \$ 11,271,809         | \$ -            | \$ 907,628          |  | \$ 12,179,437         | \$ 5,431,063          |
| Highway Safety Improvement Program (HSIP)     | \$ 12,179,350         | \$ -            | \$ -                |  | \$ 12,179,350         | \$ 9,436,989          |
| National Highway Freight                      | \$ 5,727,735          | \$ -            | \$ -                |  | \$ 5,727,735          | \$ 5,727,733          |
| National Highway Performance                  | \$ 115,343,246        | \$ -            | \$ -                |  | \$ 115,343,246        | \$ 58,886,764         |
| PROTECT Program                               | \$ 5,820,049          | \$ -            | \$ -                |  | \$ 5,820,049          | \$ 6,000,000          |
| Recreational Trails                           | \$ 1,255,265          | \$ -            | \$ 313,816          |  | \$ 1,569,081          | \$ 1,255,265          |
| RL - Rail Highway                             | \$ 1,225,000          | \$ -            | \$ -                |  | \$ 1,225,000          | \$ 1,180,000          |
| Safe Routes to School                         | \$ -                  | \$ -            | \$ -                |  | \$ -                  | \$ 18,707             |
| STBG-5 to 49,999                              | \$ 2,867,863          | \$ -            | \$ 456,029          |  | \$ 3,323,892          | \$ 2,000,116          |
| STBG-50 to 200K                               | \$ 6,604,937          | \$ -            | \$ 107,000          |  | \$ 6,711,937          | \$ 7,132,646          |
| STBG-Areas Over 200K                          | \$ 6,627,700          | \$ -            | \$ 1,002,131        |  | \$ 7,629,831          | \$ 4,977,578          |
| STBG-Non Urban Areas Under 5K                 | \$ 11,854,032         | \$ -            | \$ -                |  | \$ 11,854,032         | \$ 9,581,511          |
| STBG-Off System Bridge                        | \$ 4,897,123          | \$ -            | \$ 212,631          |  | \$ 5,109,754          | \$ 1,574,035          |
| STBG-State Flexible                           | \$ 20,506,101         | \$ -            | \$ 618,619          |  | \$ 21,124,720         | \$ 83,267,750         |
| TAP-50K to 200K                               | \$ 740,065            | \$ -            | \$ 165,000          |  | \$ 905,065            | \$ 660,000            |
| TAP-5K to 49,999                              | \$ 321,336            | \$ -            | \$ 60,000           |  | \$ 381,336            | \$ 240,000            |
| TAP-Areas Over 200K                           | \$ 742,616            | \$ -            | \$ 165,000          |  | \$ 907,616            | \$ 660,000            |
| TAP-Flex                                      | \$ 2,176,634          | \$ -            | \$ 193,848          |  | \$ 2,370,482          | \$ 775,392            |
| TAP-Non Urban Areas Under 5K                  | \$ 1,328,213          | \$ -            | \$ -                |  | \$ 1,328,213          | \$ 900,000            |
| State Planning and Research                   | \$ 6,302,230          | \$ -            | \$ 390,000          |  | \$ 6,692,230          | \$ 6,058,614          |
| <b>Total</b>                                  | <b>\$ 223,014,217</b> | <b>\$ -</b>     | <b>\$ 4,591,702</b> |  | <b>\$ 227,605,919</b> | <b>\$ 207,592,161</b> |
| <b>Surplus/Deficit</b>                        |                       |                 |                     |  |                       | <b>\$ 20,013,758</b>  |

## 2024 Federal Highway Formula and Match Funding

| Funding Category                              | Federal        |                 | Local/Other  |  | Total Resources | Total               |
|---|----------------|-----------------|--------------|--|-----------------|---------------------|
|   | Available      | State Available | Available    |  |                 | Programmed          |
| Carbon Reduction Program 5k to 49,999         | \$ 355,249     | \$ -            | \$ -         |  | \$ 355,249      | \$ -                |
| Carbon Reduction Program Under 5k             | \$ 1,468,386   | \$ -            | \$ -         |  | \$ 1,468,386    | \$ -                |
| Carbon Reduction Program>200k                 | \$ 820,988     | \$ -            | \$ -         |  | \$ 820,988      | \$ -                |
| Carbon Reduction 50k- 200K                    | \$ 818,169     | \$ -            | \$ -         |  | \$ 818,169      | \$ -                |
| Carbon Reduction Program Flex                 | \$ 1,864,580   | \$ -            | \$ -         |  | \$ 1,864,580    | \$ -                |
| Congestion Mitigation and Air Quality Program | \$ 11,497,245  | \$ -            | \$ 669,987   |  | \$ 12,167,232   | \$ 4,929,947        |
| Highway Safety Improvement Program (HSIP)     | \$ 12,422,937  | \$ -            | \$ -         |  | \$ 12,422,937   | \$ 12,521,257       |
| National Highway Freight                      | \$ 5,842,290   | \$ -            | \$ -         |  | \$ 5,842,290    | \$ 1,760,831        |
| National Highway Performance                  | \$ 117,650,111 | \$ -            | \$ 40,000    |  | \$ 117,690,111  | \$ 97,099,088       |
| PROTECT Program                               | \$ 5,936,450   | \$ -            | \$ -         |  | \$ 5,936,450    | \$ 3,250,000        |
| Recreational Trails                           | \$ 1,280,370   | \$ -            | \$ 313,816   |  | \$ 1,594,187    | \$ 1,255,265        |
| RL - Rail Highway                             | \$ 1,249,500   | \$ -            | \$ -         |  | \$ 1,249,500    | \$ 1,185,000        |
| Safe Routes to School                         | \$ -           | \$ -            | \$ -         |  | \$ -            | \$ -                |
| STBG-5 to 49,999                              | \$ 2,925,220   | \$ -            | \$ 402,818   |  | \$ 3,328,038    | \$ 1,611,273        |
| STBG-50 to 200K                               | \$ 6,737,036   | \$ -            | \$ 175,388   |  | \$ 6,912,424    | \$ 4,852,684        |
| STBG-Areas Over 200K                          | \$ 6,760,254   | \$ -            | \$ 585,200   |  | \$ 7,345,454    | \$ 2,358,006        |
| STBG-Non Urban Areas Under 5K                 | \$ 12,091,113  | \$ -            | \$ 14,997    |  | \$ 12,106,110   | \$ 19,214,175       |
| STBG-Off System Bridge                        | \$ 4,995,065   | \$ -            | \$ -         |  | \$ 4,995,065    | \$ 3,275,796        |
| STBG-State Flexible                           | \$ 20,916,223  | \$ -            | \$ 709,033   |  | \$ 21,625,256   | \$ 62,903,764       |
| TAP-50K to 200K                               | \$ 754,866     | \$ -            | \$ 145,000   |  | \$ 899,866      | \$ 580,000          |
| TAP-5K to 49,999                              | \$ 327,763     | \$ -            | \$ 55,000    |  | \$ 382,763      | \$ 220,000          |
| TAP-Areas Over 200K                           | \$ 757,468     | \$ -            | \$ 145,000   |  | \$ 902,468      | \$ 580,000          |
| TAP-Flex                                      | \$ 2,220,167   | \$ -            | \$ 208,848   |  | \$ 2,429,015    | \$ 835,392          |
| TAP-Non Urban Areas Under 5K                  | \$ 1,354,777   | \$ -            | \$ 225,000   |  | \$ 1,579,777    | \$ 900,000          |
| State Planning and Research                   | \$ 6,428,275   | \$ -            | \$ 390,000   |  | \$ 6,818,275    | \$ 6,043,865        |
|   | \$ 227,474,501 | \$ -            | \$ 4,080,087 |  | \$ 231,554,589  | \$ 225,376,342      |
| <b>Surplus/Deficit</b>                        |                |                 |              |  |                 | <b>\$ 6,178,247</b> |

## 2025 Federal Highway Formula and Match Funding

| Funding Category                              | Federal         |                 | Local/Other  |  | Total Resources | Total               |
|---|-----------------|-----------------|--------------|--|-----------------|---------------------|
|   | Available       | State Available | Available    |  |                 | Programmed          |
| Carbon Reduction Program 5k to 49,999         | \$ 362,354      | \$ -            | \$ -         |  | \$ 362,354      | \$ -                |
| Carbon Reduction Program Under 5k             | \$ 1,497,754    | \$ -            | \$ -         |  | \$ 1,497,754    | \$ -                |
| Carbon Reduction Program>200k                 | \$ 837,408      | \$ -            | \$ -         |  | \$ 837,408      | \$ -                |
| Carbon Reduction 50k- 200K                    | \$ 834,532      | \$ -            | \$ -         |  | \$ 834,532      | \$ -                |
| Carbon Reduction Program Flex                 | \$ 1,901,872    | \$ -            | \$ -         |  | \$ 1,901,872    | \$ -                |
| Congestion Mitigation and Air Quality Program | \$ 11,727,190   | \$ -            | \$ 1,851,757 |  | \$ 13,578,947   | \$ 6,279,150        |
| Highway Safety Improvement Program (HSIP)     | \$ 12,671,396   | \$ -            | \$ -         |  | \$ 12,671,396   | \$ 12,670,072       |
| National Highway Freight                      | \$ 5,959,135    | \$ -            | \$ -         |  | \$ 5,959,135    | \$ 1,726,792        |
| National Highway Performance                  | \$ 120,003,113  | \$ -            | \$ 77,153    |  | \$ 120,080,267  | \$ 76,403,130       |
| PROTECT Program                               | \$ 6,055,179    | \$ -            | \$ -         |  | \$ 6,055,179    | \$ 2,460,589        |
| Recreational Trails                           | \$ 1,305,978    | \$ -            | \$ 313,816   |  | \$ 1,619,794    | \$ 1,255,265        |
| RL - Rail Highway                             | \$ 1,274,490    | \$ -            | \$ -         |  | \$ 1,274,490    | \$ 1,185,000        |
| Safe Routes to School                         | \$ -            | \$ -            | \$ -         |  | \$ -            | \$ -                |
| STBG-5 to 49,999                              | \$ 2,983,725    | \$ -            | \$ 1,371,969 |  | \$ 4,355,693    | \$ 5,487,875        |
| STBG-50 to 200K                               | \$ 6,871,776    | \$ -            | \$ 772,267   |  | \$ 7,644,043    | \$ 9,044,212        |
| STBG-Areas Over 200K                          | \$ 6,895,459    | \$ -            | \$ -         |  | \$ 6,895,459    | \$ 9,976,540        |
| STBG-Non Urban Areas Under 5K                 | \$ 12,332,935   | \$ -            | \$ 56,253    |  | \$ 12,389,188   | \$ 11,552,936       |
| STBG-Off System Bridge                        | \$ 5,094,967    | \$ -            | \$ -         |  | \$ 5,094,967    | \$ 537,755          |
| STBG-State Flexible                           | \$ 21,334,547   | \$ -            | \$ 2,220,852 |  | \$ 23,555,399   | \$ 90,271,866       |
| TAP-50K to 200K                               | \$ 769,964      | \$ -            | \$ 145,000   |  | \$ 914,964      | \$ 580,000          |
| TAP-5K to 49,999                              | \$ 334,318      | \$ -            | \$ 55,000    |  | \$ 389,318      | \$ 220,000          |
| TAP-Areas Over 200K                           | \$ 772,618      | \$ -            | \$ 145,000   |  | \$ 917,618      | \$ 580,000          |
| TAP-Flex                                      | \$ 2,264,570    | \$ -            | \$ 208,848   |  | \$ 2,473,418    | \$ 835,392          |
| TAP-Non Urban Areas Under 5K                  | \$ 1,381,872.81 | \$ -            | \$ 225,000   |  | \$ 1,606,872.81 | \$ 900,000          |
| State Planning and Research                   | \$ 6,556,840.09 |                 | \$ 390,000   |  | \$ 6,946,840.09 | \$ 6,028,821        |
|   | \$ 232,023,991  | \$ -            | \$ 7,832,915 |  | \$ 239,856,906  | \$ 237,995,393      |
| <b>Surplus/Deficit</b>                        |                 |                 |              |  |                 | <b>\$ 1,861,513</b> |

## 2026 Federal Highway Formula and Match Funding

| Funding Category                              | Federal        |                 | Local/Other  |  | Total Resources | Total               |
|---|----------------|-----------------|--------------|--|-----------------|---------------------|
|   | Available      | State Available | Available    |  |                 | Programmed          |
| Carbon Reduction Program 5k to 49,999         | \$ 369,601     | \$ -            | \$ -         |  | \$ 369,601      | \$ -                |
| Carbon Reduction Program Under 5k             | \$ 1,527,709   | \$ -            | \$ -         |  | \$ 1,527,709    | \$ -                |
| Carbon Reduction Program>200k                 | \$ 854,156     | \$ -            | \$ -         |  | \$ 854,156      | \$ -                |
| Carbon Reduction 50k- 200K                    | \$ 851,223     | \$ -            | \$ -         |  | \$ 851,223      | \$ -                |
| Carbon Reduction Program Flex                 | \$ 1,939,909   | \$ -            | \$ -         |  | \$ 1,939,909    | \$ -                |
| Congestion Mitigation and Air Quality Program | \$ 11,961,734  | \$ -            | \$ 132,098   |  | \$ 12,093,832   | \$ 6,279,150        |
| Highway Safety Improvement Program (HSIP)     | \$ 12,924,824  | \$ -            | \$ -         |  | \$ 12,924,824   | \$ 12,670,072       |
| National Highway Freight                      | \$ 6,078,318   | \$ -            | \$ -         |  | \$ 6,078,318    | \$ 1,726,792        |
| National Highway Performance                  | \$ 122,403,175 | \$ -            | \$ 667,963   |  | \$ 123,071,139  | \$ 76,403,130       |
| PROTECT Program                               | \$ 6,176,283   | \$ -            | \$ -         |  | \$ 6,176,283    | \$ 2,460,589        |
| Recreational Trails                           | \$ 1,332,097   | \$ -            | \$ 313,816   |  | \$ 1,645,913    | \$ 1,255,265        |
| RL - Rail Highway                             | \$ 1,299,980   | \$ -            | \$ -         |  | \$ 1,299,980    | \$ 1,185,000        |
| Safe Routes to School                         | \$ -           | \$ -            | \$ -         |  | \$ -            | \$ -                |
| STBG-5 to 49,999                              | \$ 3,043,399   | \$ -            | \$ -         |  | \$ 3,043,399    | \$ 5,487,875        |
| STBG-50 to 200K                               | \$ 7,009,212   | \$ -            | \$ 393,961   |  | \$ 7,403,173    | \$ 9,044,212        |
| STBG-Areas Over 200K                          | \$ 7,033,368   | \$ -            | \$ -         |  | \$ 7,033,368    | \$ 9,976,540        |
| STBG-Non Urban Areas Under 5K                 | \$ 12,579,594  | \$ -            | \$ 254,201   |  | \$ 12,833,794   | \$ 11,552,936       |
| STBG-Off System Bridge                        | \$ 5,196,866   | \$ -            | \$ -         |  | \$ 5,196,866    | \$ 537,755          |
| STBG-State Flexible                           | \$ 21,761,238  | \$ -            | \$ 858,624   |  | \$ 22,619,863   | \$ 90,271,866       |
| TAP-50K to 200K                               | \$ 785,363     | \$ -            | \$ 137,000   |  | \$ 922,363      | \$ 580,000          |
| TAP-5K to 49,999                              | \$ 341,004     | \$ -            | \$ 47,000    |  | \$ 388,004      | \$ 220,000          |
| TAP-Areas Over 200K                           | \$ 788,070     | \$ -            | \$ 137,000   |  | \$ 925,070      | \$ 580,000          |
| TAP-Flex                                      | \$ 2,309,861   | \$ -            | \$ 237,658   |  | \$ 2,547,519    | \$ 835,392          |
| TAP-Non Urban Areas Under 5K                  | \$ 1,409,510   | \$ -            | \$ 220,190   |  | \$ 1,629,700    | \$ 900,000          |
| State Planning and Research                   | \$ 6,687,977   |                 | \$ 460,813   |  | \$ 7,148,789    | \$ 6,028,821        |
|   | \$ 236,664,471 | \$ -            | \$ 3,860,323 |  | \$ 240,524,795  | \$ 237,995,393      |
| <b>Surplus/Deficit</b>                        |                |                 |              |  |                 | <b>\$ 2,529,402</b> |

### General Notes

\* Federal Available for 2023 is from 10/12/2022 Federal Status of Funds Report and includes available prior year funding & anticipated transfers, future years show percentage. Redistribution funds (\$2.4M) and Other Fed Funds (\$118k) are included in the STBG State Flexible Available funding category based on like eligibility:

2023 & 2024 STBG Flex Programmed shows Conway Bypass Payback.

Anticipated return 1% funding has been added to STBG Flex.

Overprogramming in Freight 2026 will use 2025 carryover.

Overprogramming in Flex will be addressed by deobligations , year end redistributions and year end transfers

## Federal Highway Formula and Match Funding for 2023

### Financially Constrained by Funding Category

| Funding Category                              | Federal Apportionment (A) | Proposed Transfers | Federal Available Balance from Prior Years (B)* | Federal Total (C)** = (A)+(B) | State Match (D) | Local/Other Match (E) | Total Resources Available (C) + (D) + (E) | Total Programmed | Surplus/Deficit |
|---|---------------------------|--------------------|---|-------------------------------|-----------------|-----------------------|---|------------------|-----------------|
| Carbon Reduction Program 5k to 49,999         | \$ 348,283                |                    | \$ 1,759,157                                    | \$ 2,107,440                  | \$ -            | \$ -                  | \$ 2,107,440                              | \$ -             | \$ 2,107,440    |
| Carbon Reduction Program Under 5k             | \$ 1,439,594              |                    | \$ 3,395,536                                    | \$ 4,835,130                  | \$ -            | \$ -                  | \$ 4,835,130                              | \$ -             | \$ 4,835,130    |
| Carbon Reduction Program>200k                 | \$ 804,890                |                    | \$ 1,088,617                                    | \$ 1,893,507                  | \$ -            | \$ -                  | \$ 1,893,507                              | \$ -             | \$ 1,893,507    |
| Carbon Reduction 50k- 200K                    | \$ 802,126                |                    | \$ -  | \$ 802,126                    | \$ -            | \$ -                  | \$ 802,126                                | \$ -             | \$ 802,126      |
| Carbon Reduction Program Flex                 | \$ 1,828,020              |                    | \$ 786,398                                      | \$ 2,614,418                  | \$ -            | \$ -                  | \$ 2,614,418                              | \$ 1,828,000     | \$ 786,418      |
| Congestion Mitigation and Air Quality Program | \$ 11,271,809             | \$ (5,000,000)     | \$ 7,833,224                                    | \$ 14,105,033                 | \$ -            | \$ 907,628            | \$ 15,012,661                             | \$ 5,431,063     | \$ 9,581,598    |
| Highway Safety Improvement Program (HSIP)     | \$ 12,179,350             | \$ (2,000,000)     | \$ 5,215,963                                    | \$ 15,395,313                 | \$ -            | \$ -                  | \$ 15,395,313                             | \$ 9,436,989     | \$ 5,958,324    |
| National Highway Freight                      | \$ 5,727,735              |                    | \$ 1,411,367                                    | \$ 7,139,102                  | \$ -            | \$ -                  | \$ 7,139,102                              | \$ 5,727,733     | \$ 1,411,369    |
| National Highway Performance                  | \$ 115,343,246            | \$ (54,000,000)    | \$ 2,969,612                                    | \$ 64,312,858                 | \$ -            | \$ -                  | \$ 64,312,858                             | \$ 58,886,764    | \$ 5,426,095    |
| PROTECT Program                               | \$ 5,820,049              |                    | \$ -  | \$ 5,820,049                  | \$ -            | \$ -                  | \$ 5,820,049                              | \$ 5,820,000     | \$ 50           |
| Recreational Trails                           | \$ 1,255,265              |                    | \$ -  | \$ 1,255,265                  | \$ -            | \$ 313,816            | \$ 1,569,081                              | \$ 1,255,265     | \$ 313,816      |
| RL - Rail Highway                             | \$ 1,225,000              |                    | \$ 789,108                                      | \$ 2,014,108                  | \$ -            | \$ -                  | \$ 2,014,108                              | \$ 1,180,000     | \$ 834,108      |
| Safe Routes to School                         | \$ -                      |                    | \$ 18,707                                       | \$ 18,707                     | \$ -            | \$ -                  | \$ 18,707                                 | \$ 18,707        | \$ -            |
| STBG-5 to 49,999                              | \$ 2,867,863              |                    | \$ -  | \$ 2,867,863                  | \$ -            | \$ 456,029            | \$ 3,323,892                              | \$ 2,000,116     | \$ 1,323,776    |
| STBG-50 to 200K                               | \$ 6,604,937              |                    | \$ 1,718,219                                    | \$ 8,323,156                  | \$ -            | \$ 107,000            | \$ 5,652,385                              | \$ 5,632,646     | \$ 19,740       |
| STBG-Areas Over 200K                          | \$ 6,627,700              |                    | \$ 141,552                                      | \$ 6,769,252                  | \$ -            | \$ 1,002,131          | \$ 7,771,383                              | \$ 4,977,578     | \$ 2,793,805    |
| STBG-Non Urban Areas Under 5K                 | \$ 11,854,032             |                    | \$ -  | \$ 11,854,032                 | \$ -            | \$ -                  | \$ 11,854,032                             | \$ 9,581,511     | \$ 2,272,521    |
| STBG-Off System Bridge                        | \$ 4,897,123              |                    | \$ 5,487,192                                    | \$ 10,384,315                 | \$ -            | \$ 212,631            | \$ 10,596,946                             | \$ 1,574,035     | \$ 9,022,911    |
| STBG-State Flexible                           | \$ 20,506,101             | \$ 61,000,000      | \$ 3,137,604                                    | \$ 84,643,705                 | \$ -            | \$ 618,619            | \$ 85,262,324                             | \$ 84,947,750    | \$ 314,574      |
| TAP-50K to 200K                               | \$ 740,065                |                    | \$ 750,443                                      | \$ 1,490,508                  | \$ -            | \$ 165,000            | \$ 1,655,508                              | \$ 660,000       | \$ 995,508      |
| TAP-5K to 49,999                              | \$ 321,336                |                    | \$ -  | \$ 321,336                    | \$ -            | \$ 60,000             | \$ 381,336                                | \$ 240,000       | \$ 141,336      |
| TAP-Areas Over 200K                           | \$ 742,616                |                    | \$ 341,454                                      | \$ 1,084,070                  | \$ -            | \$ 165,000            | \$ 1,249,070                              | \$ 660,000       | \$ 589,070      |
| TAP-Flex                                      | \$ 2,176,634              |                    | \$ 2,911,189                                    | \$ 5,087,823                  | \$ -            | \$ 193,848            | \$ 5,281,671                              | \$ 775,392       | \$ 4,506,279    |
| TAP-Non Urban Areas Under 5K                  | \$ 1,328,213              |                    | \$ 11,223,519                                   | \$ 12,551,732                 | \$ -            | \$ 225,000            | \$ 12,776,732                             | \$ 900,000       | \$ 11,876,732   |
| State Planning and Research                   | \$ 6,302,230              |                    | \$ 3,031  | \$ 6,305,261                  | \$ -            | \$ 390,000            | \$ 6,695,261                              | \$ 6,058,614     | \$ 636,647      |
| Total   | \$ 223,014,217            | \$ -               | \$ 50,981,891                                   | \$ 273,996,108                | \$ 0            | \$ 4,816,702          | \$ 276,035,039                            | \$ 207,592,161   |                 |

\* Federal Available Balance from Prior Years is taken from the Status of Funds and shows unobligated balances in that Funding Category.

\*\* Include Proposed Transfers

## Federal Highway Non-Formula Funds

| Funding Sources   | Federal Available    | State Available  | Other/Local Available | Total Resources      | Total Programmed     |
|---|----------------------|------------------|-----------------------|----------------------|----------------------|
| <b>2023</b>   |                      |                  |                       |                      |                      |
| Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL ) | \$ 6,889,913         | \$ -             | \$ -                  | \$ 6,889,913         | \$ 6,889,913         |
| Disadvantaged Business Enterprise (DBE)                       | \$ 79,300            | \$ -             | \$ -                  | \$ 79,300            | \$ 79,300            |
| Electric Vehicle Infrastructure                               | \$ 3,460,000         | \$ -             | \$ -                  | \$ 3,460,000         | \$ 3,460,000         |
| Federal Highway Administration (FHWA) Earmarks                | \$ 3,701,445         | \$ -             | \$ 925,361            | \$ 4,626,806         | \$ 4,626,806         |
| Forest Highways   | \$ 427,000           | \$ -             | \$ -                  | \$ 427,000           | \$ 427,000           |
| Highway Infrastructure Exempt Funds                           | \$ 28,902,675        | \$ -             | \$ -                  | \$ 28,902,675        | \$ 28,902,675        |
| Local Tech Assistance Program                                 | \$ 183,000           | \$ -             | \$ -                  | \$ 183,000           | \$ 183,000           |
| MOBIL   | \$ 6,750,000         | \$ -             | \$ -                  | \$ 6,750,000         | \$ 6,750,000         |
| National Highway Performance Exempt                           | \$ 4,424,825         | \$ -             | \$ -                  | \$ 4,424,825         | \$ 4,424,825         |
| NEVI  | \$ 6,235,210         | \$ -             | \$ 1,338,802          | \$ 7,574,012         | \$ 7,574,012         |
| National Summer Transportation Institute (NSTI)               | \$ 61,000            | \$ -             | \$ -                  | \$ 61,000            | \$ 61,000            |
| Skills Training (OJT)   | \$ 36,600            | \$ -             | \$ -                  | \$ 36,600            | \$ 36,600            |
| Statewide Planning Research (SPR) EXEMPT                      | \$ 737,430           | \$ -             | \$ 390,000            | \$ 1,127,430         | \$ 1,127,430         |
| State Transportation Innovation Council (STIC) Funding        | \$ 100,000           | \$ 25,000        | \$ 25,000             | \$ 150,000           | \$ 150,000           |
| Technology Innovative Deploy Aid # 43509                      | \$ 384,000           | \$ -             | \$ -                  | \$ 384,000           | \$ 384,000           |
| <b>TOTAL</b>  | <b>\$ 62,372,398</b> | <b>\$ 25,000</b> | <b>\$ 2,679,164</b>   | <b>\$ 65,076,562</b> | <b>\$ 65,076,562</b> |
| <b>2024</b>   |                      |                  |                       |                      |                      |
| Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)  | \$ 32,494,150        |                  | \$ 2,954,712          | \$ 35,448,861        | \$ 35,448,861        |
| Disadvantaged Business Enterprise (DBE)                       | \$ 79,300            |                  | \$ -                  | \$ 79,300            | \$ 79,300            |
| Electric Vehicle Infrastructure                               | \$ 3,460,000         |                  | \$ -                  | \$ 3,460,000         | \$ 3,460,000         |
| Federal Highway Administration (FHWA) Earmarks                | \$ 6,750,776         |                  | \$ 1,687,694          | \$ 8,438,470         | \$ 8,438,470         |
| Forest Highways   | \$ 427,000           |                  | \$ -                  | \$ 427,000           | \$ 427,000           |
| Highway Infrastructure Exempt Funds                           | \$ 11,329,353        |                  | \$ -                  | \$ 11,329,353        | \$ 11,329,353        |
| Local Tech Assistance Program                                 | \$ 183,000           |                  | \$ -                  | \$ 183,000           | \$ 183,000           |
| MOBIL   | \$ 6,750,000         |                  | \$ -                  | \$ 6,750,000         | \$ 6,750,000         |
| National Highway Performance Exempt                           | \$ 3,843,874         |                  | \$ 40,000             | \$ 3,883,874         | \$ 3,883,874         |
| National Electric Vehical Infrastructure (NEVI)               | \$ -                 |                  | \$ -                  |                      |                      |
| National Summer Transportation Institute (NSTI)               | \$ 61,000            |                  | \$ -                  | \$ 61,000            | \$ 61,000            |
| Skills Training (OJT)   | \$ 36,600            |                  | \$ -                  | \$ 36,600            | \$ 36,600            |
| Statewide Planning Research (SPR) EXEMPT                      | \$ 752,179           |                  | \$ 390,000            | \$ 1,142,179         | \$ 1,142,179         |
| State Transportation Innovation Council (STIC) Funding        | \$ 100,000           | \$ 25,000        | \$ 25,000             | \$ 150,000           | \$ 150,000           |
| <b>TOTAL</b>  | <b>\$ 66,267,233</b> | <b>\$ 25,000</b> | <b>\$ 5,097,406</b>   | <b>\$ 71,389,638</b> | <b>\$ 71,389,638</b> |
| <b>2025</b>   |                      |                  |                       |                      |                      |
| Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)  | \$ 52,762,500        |                  | \$ 4,799,286          | \$ 57,561,786        | \$ 57,561,786        |
| Disadvantaged Business Enterprise (DBE)                       | \$ 79,300            |                  | \$ -                  | \$ 79,300            | \$ 79,300            |
| Electric Vehicle Infrastructure                               | \$ 3,460,000         |                  | \$ -                  | \$ 3,460,000         | \$ 3,460,000         |
| Federal Highway Administration (FHWA) Earmarks                | \$ 4,098,115         |                  | \$ 1,024,529          | \$ 5,122,643         | \$ 5,122,643         |
| Forest Highways   | \$ 427,000           |                  | \$ -                  | \$ 427,000           | \$ 427,000           |
| Highway Infrastructure Exempt Funds                           | \$ 20,471,600        |                  | \$ -                  | \$ 20,471,600        | \$ 20,471,600        |
| Local Tech Assistance Program                                 | \$ 183,000           |                  | \$ -                  | \$ 183,000           | \$ 183,000           |
| MOBIL   | \$ 6,750,000         |                  | \$ -                  | \$ 6,750,000         | \$ 6,750,000         |
| National Highway Performance Exempt                           | \$ 3,859,152         |                  | \$ 77,153             | \$ 3,936,305         | \$ 3,936,305         |
| National Electric Vehical Infrastructure (NEVI)               | \$ -                 |                  | \$ -                  |                      |                      |
| National Summer Transportation Institute (NSTI)               | \$ 61,000            |                  | \$ -                  | \$ 61,000            | \$ 61,000            |
| Skills Training (OJT)   | \$ 36,600            |                  | \$ -                  | \$ 36,600            | \$ 36,600            |
| Statewide Planning Research (SPR) EXEMPT                      | \$ 767,223           |                  | \$ 390,000            | \$ 1,157,223         | \$ 1,157,223         |
| State Transportation Innovation Council (STIC) Funding        | \$ 100,000           | \$ 25,000        | \$ 25,000             | \$ 150,000           | \$ 150,000           |
| <b>TOTAL</b>  | <b>\$ 93,055,489</b> | <b>\$ 25,000</b> | <b>\$ 6,315,968</b>   | <b>\$ 99,396,457</b> | <b>\$ 99,396,457</b> |

## Federal Highway Non-Formula Funds

| Funding Sources  | Federal Available    | State Available  | Other/Local Available | Total Resources      | Total Programmed     |
|--|----------------------|------------------|-----------------------|----------------------|----------------------|
| <b>2026</b>  |                      |                  |                       |                      |                      |
| Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL) | \$ 33,953,014        | \$ -             | \$ 4,048,005          | \$ 38,001,019        | \$ 38,001,019        |
| Disadvantaged Business Enterprise (DBE)                      | \$ 79,300            | \$ -             | \$ -                  | \$ 79,300            | \$ 79,300            |
| Electric Vehicle Infrastructure                              | \$ 3,460,000         | \$ -             | \$ -                  | \$ 3,460,000         | \$ 3,460,000         |
| Federal Highway Administration (FHWA) Earmarks               | \$ -                 | \$ -             | \$ -                  | \$ -                 | \$ -                 |
| Forest Highways  | \$ 427,000           | \$ -             | \$ -                  | \$ 427,000           | \$ 427,000           |
| Highway Infrastructure Exempt Funds                          | \$ -                 | \$ -             | \$ -                  | \$ -                 | \$ -                 |
| Local Tech Assistance Program                                | \$ 183,000           | \$ -             | \$ -                  | \$ 183,000           | \$ 183,000           |
| MOBIL  | \$ 6,750,000         | \$ -             | \$ -                  | \$ 6,750,000         | \$ 6,750,000         |
| National Highway Performance Exempt                          | \$ 3,874,735         | \$ 10,950        | \$ 667,963            | \$ 4,553,648         | \$ 4,553,648         |
| National Electric Vehical Infrastructure (NEVI)              | \$ -                 |                  | \$ -                  |                      |                      |
| National Summer Transportation Institute (NSTI)              | \$ 61,000            | \$ -             | \$ -                  | \$ 61,000            | \$ 61,000            |
| Skills Training (OJT)  | \$ 36,600            | \$ -             | \$ -                  | \$ 36,600            | \$ 36,600            |
| Statewide Planning Research (SPR) EXEMPT                     | \$ 650,790           | \$ -             | \$ 460,813            | \$ 1,111,602         | \$ 1,111,602         |
| State Transportation Innovation Council (STIC) Funding       | \$ 100,000           | \$ 25,000        | \$ 25,000             | \$ 150,000           | \$ 150,000           |
| <b>TOTAL</b>   | <b>\$ 49,575,439</b> | <b>\$ 35,950</b> | <b>\$ 5,201,781</b>   | <b>\$ 54,813,170</b> | <b>\$ 54,813,170</b> |

## Federal Transit Administration Funding

| Funding Sources  | Federal Available    | State Available | Other/Local Available | Total Resources      | Total Programmed     |
|--|----------------------|-----------------|-----------------------|----------------------|----------------------|
| <b>2023</b>  |                      |                 |                       |                      |                      |
| FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program  | \$ 44,516            | \$ -            | \$ 44,516             | \$ 89,031            | \$ 89,031            |
| FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities | \$ 3,138,558         | \$ -            | \$ 3,138,558          | \$ 6,277,115         | \$ 6,277,115         |
| FTA5311-Nonurbanized Area (Rural) formula program                                      | \$ 6,426,068         | \$ -            | \$ 6,426,068          | \$ 12,852,136        | \$ 12,852,136        |
| FTA5339- Capital bus and bus facilities for statewide public transportation            | \$ 8,030,479         | \$ -            | \$ 8,030,479          | \$ 16,060,958        | \$ 16,060,958        |
| <b>TOTAL</b>   | <b>\$ 17,639,621</b> | <b>\$ -</b>     | <b>\$ 17,639,621</b>  | <b>\$ 35,279,241</b> | <b>\$ 35,279,241</b> |
| <b>2024</b>  |                      |                 |                       |                      |                      |
| FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program  | \$ 45,651            | \$ -            | \$ 45,651             | \$ 91,302            | \$ 91,302            |
| FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities | \$ 2,709,458         | \$ -            | \$ 2,709,458          | \$ 5,418,917         | \$ 5,418,917         |
| FTA5311-Nonurbanized Area (Rural) formula program                                      | \$ 6,089,700         | \$ -            | \$ 6,089,700          | \$ 12,179,399        | \$ 12,179,399        |
| FTA5339- Capital bus and bus facilities for statewide public transportation            | \$ 4,440,434         | \$ -            | \$ 4,440,434          | \$ 8,880,867         | \$ 8,880,867         |
| <b>TOTAL</b>   | <b>\$ 13,285,242</b> | <b>\$ -</b>     | <b>\$ 13,285,242</b>  | <b>\$ 26,570,485</b> | <b>\$ 26,570,485</b> |
| <b>2025</b>  |                      |                 |                       |                      |                      |
| FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program  | \$ 46,815            | \$ -            | \$ 46,815             | \$ 93,630            | \$ 93,630            |
| FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities | \$ 2,763,648         | \$ -            | \$ 2,763,648          | \$ 5,527,296         | \$ 5,527,296         |
| FTA5311-Nonurbanized Area (Rural) formula program                                      | \$ 6,211,494         | \$ -            | \$ 6,211,494          | \$ 12,422,987        | \$ 12,422,987        |
| FTA5339- Capital bus and bus facilities for statewide public transportation            | \$ 4,529,242         | \$ -            | \$ 4,529,242          | \$ 9,058,485         | \$ 9,058,485         |
| <b>TOTAL</b>   | <b>\$ 13,551,199</b> | <b>\$ -</b>     | <b>\$ 13,551,199</b>  | <b>\$ 27,102,398</b> | <b>\$ 27,102,398</b> |
| <b>2026</b>  |                      |                 |                       |                      |                      |
| FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program  | \$ 48,009            | \$ -            | \$ 48,009             | \$ 96,018            | \$ 96,018            |
| FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities | \$ 2,818,921         | \$ -            | \$ 2,818,921          | \$ 5,637,842         | \$ 5,637,842         |
| FTA5311-Nonurbanized Area (Rural) formula program                                      | \$ 6,335,724         | \$ -            | \$ 6,335,724          | \$ 12,671,447        | \$ 12,671,447        |
| FTA5339- Capital bus and bus facilities for statewide public transportation            | \$ 4,619,827         | \$ -            | \$ 4,619,827          | \$ 9,239,654         | \$ 9,239,654         |
| <b>TOTAL</b>   | <b>\$ 13,822,480</b> | <b>\$ -</b>     | <b>\$ 13,822,480</b>  | <b>\$ 27,644,961</b> | <b>\$ 27,644,961</b> |

## Innovative and State Funding (for projects in A1)

| Funding Sources   | Federal Available |   | State Available | Other/Local Available | Total Resources | Total Programmed |
|---|-------------------|---|-----------------|-----------------------|-----------------|------------------|
| 2023  |                   |   |                 |                       |                 |                  |
| BETTERMENT-State Funded   | \$                | - | \$              | -                     | \$              | -                |
| Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)                         | \$                | - | \$              | -                     | \$              | -                |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) | \$                | - | \$              | -                     | \$              | -                |
| Recovery Zone Economic Development Credit (RZED)                                | \$                | - | \$              | -                     | \$              | -                |
| State Aid Bridge (SAB)  | \$                | - | \$              | -                     | \$              | -                |
| Senate Bill 367 Gas Tax (SB367-4 Cents)   | \$                | - | \$              | 350,000               | \$              | 350,000          |
| Turnpike Capital  | \$                | - | \$              | 3,000,000             | \$              | 3,000,000        |
| Turnpike Renewal & Rehabilitation (Turnpike R&R)                                | \$                | - | \$              | -                     | \$              | -                |
| TOTAL   | \$                | - | \$              | 3,350,000             | \$              | 3,350,000        |
| 2024  |                   |   |                 |                       |                 |                  |
| BETTERMENT-State Funded   | \$                | - | \$              | -                     | \$              | -                |
| Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)                         | \$                | - | \$              | -                     | \$              | -                |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) | \$                | - | \$              | -                     | \$              | -                |
| Recovery Zone Economic Development Credit (RZED)                                | \$                | - | \$              | -                     | \$              | -                |
| State Aid Bridge (SAB)  | \$                | - | \$              | -                     | \$              | -                |
| Senate Bill 367 Gas Tax (SB367-4 Cents)   | \$                | - | \$              | 1,233,331             | \$              | 1,233,331        |
| Turnpike Capital  | \$                | - | \$              | 14,720,637            | \$              | 14,720,637       |
| Turnpike Renewal & Rehabilitation (Turnpike R&R)                                | \$                | - | \$              | -                     | \$              | -                |
| TOTAL   | \$                | - | \$              | 15,953,969            | \$              | 15,953,969       |
| 2025  |                   |   |                 |                       |                 |                  |
| BETTERMENT-State Funded   | \$                | - | \$              | -                     | \$              | -                |
| Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)                         | \$                | - | \$              | -                     | \$              | -                |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) | \$                | - | \$              | -                     | \$              | -                |
| Recovery Zone Economic Development Credit (RZED)                                | \$                | - | \$              | -                     | \$              | -                |
| State Aid Bridge (SAB)  | \$                | - | \$              | -                     | \$              | -                |
| Senate Bill 367 Gas Tax (SB367-4 Cents)   | \$                | - | \$              | -                     | \$              | -                |
| Turnpike Capital  | \$                | - | \$              | 872,878               | \$              | 872,878          |
| Turnpike Renewal & Rehabilitation (Turnpike R&R)                                | \$                | - | \$              | 43,711,378            | \$              | 43,711,378       |
| TOTAL   | \$                | - | \$              | 44,584,256            | \$              | 44,584,256       |
| 2026  |                   |   |                 |                       |                 |                  |
| BETTERMENT-State Funded   | \$                | - | \$              | -                     | \$              | -                |
| Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)                         | \$                | - | \$              | -                     | \$              | -                |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) | \$                | - | \$              | -                     | \$              | -                |
| Recovery Zone Economic Development Credit (RZED)                                | \$                | - | \$              | -                     | \$              | -                |
| State Aid Bridge (SAB)  | \$                | - | \$              | -                     | \$              | -                |
| Senate Bill 367 Gas Tax (SB367-4 Cents)   | \$                | - | \$              | 224,323               | \$              | 224,323          |
| Turnpike Capital  | \$                | - | \$              | 49,156,924            | \$              | 49,156,924       |
| Turnpike Renewal & Rehabilitation (Turnpike R&R)                                | \$                | - | \$              | -                     | \$              | -                |
| TOTAL   | \$                | - | \$              | 49,381,247            | \$              | 49,381,247       |

# Air Quality Conformity Determination

## AIR QUALITY CONFORMITY DETERMINATION

As of July 20, 2013, all New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard, and as of April 6, 2015, the 1997 8-Hour Ozone NAAQS (the 1997 ozone standard) is revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area. On November 29, 2018, the Environmental Protection Agency (EPA) issued “Transportation Conformity Guidance for the *South Coast II* Court Decision” (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for metropolitan transportation plans (MTPs) and transportation improvement programs (TIPs) include: latest planning assumptions (§ 93.110), latest emissions model (§ 93.111), consultation (§ 93.112), transportation control measures (§ 93.113(b) and (c)), and emissions budget and/or interim emissions (§ 93.118 and/or § 93.119). For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court case upheld the revocation. As no regional emission analysis is required for conformity determinations in the Boston-Manchester-Portsmouth (SE), NH area, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

On March 10, 2014, EPA approved carbon monoxide (CO) maintenance plans, known as “limited maintenance plans,” for the City of Manchester and City of Nashua. These limited maintenance plans were established with a 2021 horizon year. The second ten-year CO maintenance period for these plans terminated on January 29, 2021.

On March 22, 2021, EPA provided a letter to NHDOT acknowledging the end of transportation conformity requirements for the CO National Ambient Air Quality Standards for the City of Manchester and City of Nashua maintenance areas. This letter states that “The 20-year maintenance period for the Nashua and Manchester CO maintenance areas expired on January 29, 2021. Therefore, these areas are no longer required to demonstrate transportation conformity for their respective CO maintenance areas. The rest of the maintenance plan requirements, however, continue to apply, in accordance with the New Hampshire State Implementation Plan (SIP).”

Transportation conformity requirements include the following:

**Latest Planning Assumptions** - In 2018, for preparation of a full update of the Metropolitan Transportation Plan, NRPC undertook enhancements to its regional travel model. Free flow (uncongested) speed data were reviewed and adjusted where appropriate. Congested speed data were compared with INRIX data during peak periods. Two adjustments to the model were made to better represent congested conditions. A modified Bureau of Public Roads (BPR) curve which results in a new

Alpha coefficient and two Beta (exponent of the power function) coefficients for non-expressway and expressway facilities. Lane capacities were also reviewed and modified as necessary to produce the desired congested speeds representing AM and PM peak period speeds. NRPC continues to monitor speed data through analysis of the National Performance Monitoring Research Data Set (NPMRDS) on a facility by facility basis. Findings will be used to continually update travel model inputs, as accurate speed data is an integral component to emissions analysis.

NRPC also conducted new forecasts of population and employment in 2018 as inputs to the travel model for future traffic forecasting using the following methodology:

a. Population - Through a combination of in-person interviews and other correspondence with local officials in most communities, NRPC compiled a list of known and potential areas of residential development through 2045. These new households were then added to the appropriate TAZ and current Census/ACS ratios were used to split the totals for various subcategories, such as:

- Household size
- Vehicles available
- Labor force
- Occupation

This data was measured against the results of NRPC's in-house population projections, which rely on a similar methodology to one once used by what is now the New Hampshire State Office of Strategic Initiatives. In cases where potential developments did not generate enough population to reach the projected totals, further households were added to TAZs where vacant and properly zoned land was available, if possible. In cases where they generated more population than projected, NRPC did not include developments that were assumed as potential rather than known to be built. If known developments alone still surpassed projections, NRPC allowed them to be entered as model inputs.

For the rural towns with little assumed future growth, NRPC relied strictly on the population projects and manually adding new households to appropriate TAZs with buildable area.

b. Employment - New Hampshire Employment Security publishes industry-specific employment projections at the planning region level for 10 years out. To reach NRPC's horizon year of 2045, these projections were extended out using straight-line methodology and assumed to be proportionally distributed across all 13 communities. Methodology for assigning new employees to the TAZ level are similar to the above population projections, with known and assumed developments taking precedence and manual adjustments made up or down where possible to replicate the total projections.

**Consultation** - The Nashua MPO engages in several consultation processes relevant to air quality conformity. The Partnering for Performance in New Hampshire (PFPNH) monthly meetings bring together the four NH MPO's, the FHWA and NHDOT/NHDES (for relevant topics) to discuss coordinated approaches to planning tasks. These include development of Performance Measures, use and analysis of NPMRDS speed data for congestion analysis, Air Quality Conformity issues, UPWP coordination, etc.

The MPOs engage in one Interagency Consultation per month with NHDOT, NHDES, FHWA and FTA to coordinate planning efforts and methodologies, including those pertinent to the Air Quality Conformity process.

Beginning in 2018, the modeling staff from the MPOs began meeting on a periodic basis as a Model Users Group, to work toward model enhancements, comparison of model approaches and input data and work toward the potential development of an integrated Southern New Hampshire Travel Model. An integrated model would enable more accurate forecasting of project impacts across regions and hence more accurate modeling for air quality purposes, if required.

**Transportation Control Measures** - New Hampshire does not have any Transportation Control Measures (TCM) included in the SIP. However, there is a motor vehicle inspection/maintenance (I/M) program, which identifies vehicles that exceed or may exceed air pollution emission standards and requires such vehicles to be repaired. This program is an important part of the state's strategy to attain and maintain the National Ambient Air Quality Standard for ozone.

Section 182(c) of the federal Clean Air Act requires "enhanced" vehicle I/M programs in certain areas having a history of elevated concentrations of ground-level ozone, the chief component of smog. In addition, Section 184(b) of the CAA outlines I/M requirements for larger population centers of the member states of the Northeast Ozone Transport Region (OTR), which includes New Hampshire.

Based on monitored ozone values, portions of southern New Hampshire (all or parts of Hillsborough, Rockingham, Strafford and Merrimack counties) have qualified in the past for shared I/M.

New Hampshire meets its I/M obligations through an Enhanced Safety Inspection (ESI), which is implemented statewide. The ESI has the following mandatory features:

- Visual anti-tampering inspection of vehicles less than 20 years old;
- A statewide On-Board Diagnostics (OBD II) Inspection Program for light-duty vehicles (less than 8500 lbs. GVWR) less than 20 years old; and
- A Diesel Opacity Testing Program for heavy-duty vehicles (greater than 10,000 lbs. GVWR).

**Fiscal Constraint** - Transportation Conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The NRPC 2019-2045 Metropolitan Transportation Plan and 2021-2024 TIP are fiscally constrained. A comprehensive Financial Analysis is conducted in Chapter VI this TIP and in the MTP demonstrate fiscal constraint of both documents. A long-range analysis of transit funding and expenditures has been added to the MTP financial constraint, per corrective action of the 2019 Federal TMA/MPO Certification Review.

Draft NRPC Project List

Regional Projects

# Nashua Metropolitan Planning Organization

## 2023-2026 Transportation Improvement Program Amendment 1

## Draft for Public Review and Comment

### AMHERST (40657)

**Facility:** Thornton Ferry Road

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

Managed By: Muni/Local  
Reg Signif: No  
CAA Status: E-19  
RPCs: NRPC

| Phase             | FY   | Federal            | State            | Other           | Total              | Funding Sources            |                    |                    |
|-------------------|------|--------------------|------------------|-----------------|--------------------|----------------------------|--------------------|--------------------|
| PE                | 2024 | \$0                | \$211,490        | \$52,873        | \$264,363          | SB367-4-Cents, Town        |                    |                    |
| ROW               | 2024 | \$0                | \$4,112          | \$1,028         | \$5,140            | SB367-4-Cents, Town        |                    |                    |
| CON               | 2024 | \$1,448,947        | \$0              | \$0             | \$1,448,947        | MOBIL                      |                    |                    |
| <b>TIP Total:</b> |      | <b>\$1,448,947</b> | <b>\$215,602</b> | <b>\$53,901</b> | <b>\$1,718,450</b> | <b>Total Project Cost:</b> | <b>\$1,718,450</b> | Revised: A0.M.5.23 |

### AMHERST (42593)

**Facility:** Baboosic Greenway

**Scope:** Rail trail between Baboosic Lake Road and Walnut Hill Road along abandoned railroad ROW

Managed By: Muni/Local  
Reg Signif: No  
CAA Status: E-33  
RPCs: NRPC

| Phase             | FY   | Federal         | State      | Other      | Total           | Funding Sources            |                  |             |
|-------------------|------|-----------------|------------|------------|-----------------|----------------------------|------------------|-------------|
| PE                | 2026 | \$88,516        | \$0        | \$0        | \$88,516        | STBG-Flex                  | Toll Credit      | \$17,703.1  |
| <b>TIP Total:</b> |      | <b>\$88,516</b> | <b>\$0</b> | <b>\$0</b> | <b>\$88,516</b> | <b>Total Project Cost:</b> | <b>\$852,566</b> | Revised: A0 |

### BEDFORD - MERRIMACK (16100)

**Facility:** F.E. Everett Turnpike

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

Managed By: NHDOT  
Reg Signif: Yes  
CAA Status: E-7  
RPCs: NRPC, SNHPC

| Phase             | FY   | Federal    | State               | Other      | Total               | Funding Sources            |                     |             |
|-------------------|------|------------|---------------------|------------|---------------------|----------------------------|---------------------|-------------|
| CON               | 2023 | \$0        | \$2,056,000         | \$0        | \$2,056,000         | Turnpike Capital           |                     |             |
| CON               | 2024 | \$0        | \$9,194,021         | \$0        | \$9,194,021         | Turnpike Capital           |                     |             |
| <b>TIP Total:</b> |      | <b>\$0</b> | <b>\$11,250,021</b> | <b>\$0</b> | <b>\$11,250,021</b> | <b>Total Project Cost:</b> | <b>\$13,455,021</b> | Revised: A0 |

### BROOKLINE (40662)

**Facility:** NH 13

**Scope:** Construct southbound left turn lane onto Old Milford Rd

Managed By: NHDOT  
Reg Signif: No  
CAA Status: E-51  
RPCs: NRPC

| Phase             | FY   | Federal          | State      | Other      | Total            | Funding Sources            |                  |             |
|-------------------|------|------------------|------------|------------|------------------|----------------------------|------------------|-------------|
| PE                | 2024 | \$38,500         | \$0        | \$0        | \$38,500         | STBG-Flex                  | Toll Credit      | \$7,700     |
| ROW               | 2024 | \$58,123         | \$0        | \$0        | \$58,123         | STBG-Flex                  | Toll Credit      | \$11,625    |
| CON               | 2026 | \$685,974        | \$0        | \$0        | \$685,974        | STBG-Flex                  | Toll Credit      | \$137,195   |
| <b>TIP Total:</b> |      | <b>\$782,597</b> | <b>\$0</b> | <b>\$0</b> | <b>\$782,597</b> | <b>Total Project Cost:</b> | <b>\$892,597</b> | Revised: A0 |

**Nashua Metropolitan Planning Organization****2023-2026 Transportation Improvement Program Amendment 1****Draft for Public Review and Comment****HUDSON (41754)****Facility:** NH 3A**Scope:** Construct a third southbound right turn lane on NH 3A Lowell Rd

Managed By: Muni/Local

Reg Signif: No

CAA Status: E-51

RPCs: NRPC

| Phase             | FY   | Federal            | State      | Other            | Total              | Funding Sources                        |
|-------------------|------|--------------------|------------|------------------|--------------------|--|
| PE                | 2023 | \$2,400            | \$0        | \$600            | \$3,000            | CMAQ, Town                             |
| ROW               | 2023 | \$800              | \$0        | \$200            | \$1,000            | CMAQ, Town                             |
| CON               | 2023 | \$1,000,000        | \$0        | \$250,000        | \$1,250,000        | CMAQ, Town                             |
| <b>TIP Total:</b> |      | <b>\$1,003,200</b> | <b>\$0</b> | <b>\$250,800</b> | <b>\$1,254,000</b> | <b>Total Project Cost: \$1,552,796</b> |

Revised: A0

**HUDSON (42108)****Facility:** Circ Hwy**Scope:** Plan, Eng & Construct a roadway b/t NH3A & NH111, southern portion of Circ Hwy

Managed By: Muni/Local

Reg Signif:

CAA Status:

RPCs: NRPC

| Phase             | FY   | Federal          | State      | Other            | Total            | Funding Sources                         |
|-------------------|------|------------------|------------|------------------|------------------|---|
| PE                | 2024 | \$177,131        | \$0        | \$44,283         | \$221,414        | STBG Flex, Towns                        |
| PE                | 2025 | \$530,598        | \$0        | \$132,649        | \$663,247        | STBG Flex, Towns                        |
| <b>TIP Total:</b> |      | <b>\$707,729</b> | <b>\$0</b> | <b>\$176,932</b> | <b>\$884,661</b> | <b>Total Project Cost: \$54,679,257</b> |

Revised: A0

**LYNDEBOROUGH (41435)****Facility:** NH Railroad**Scope:** Address Red List bridge carrying NHRR over Glass Factory Road in the Town of Lyndeborough (108/070)

Managed By: NHDOT

Reg Signif: Mo

CAA Status: E-19

RPCs: NRPC

| Phase             | FY   | Federal          | State      | Other      | Total            | Funding Sources                        |
|-------------------|------|------------------|------------|------------|------------------|--|
| PE                | 2026 | \$122,847        | \$0        | \$0        | \$122,847        | STBG-Non Urban <5K                     |
| <b>TIP Total:</b> |      | <b>\$122,847</b> | <b>\$0</b> | <b>\$0</b> | <b>\$122,847</b> | <b>Total Project Cost: \$1,547,363</b> |

Revised: A0

**MERRIMACK (10136D)****Facility:** NH 101A**Scope:** Safety impr. at NH 101A / Continental Blvd & at Craftsman Lane / Boston Post Rd

Managed By: NHDOT

Reg Signif: Yes

CAA Status: E-52

RPCs: NRPC

| Phase             | FY   | Federal            | State      | Other            | Total              | Funding Sources   |
|-------------------|------|--------------------|------------|------------------|--------------------|---|
| CON               | 2023 | \$5,390,000        | \$0        | \$900,000        | \$6,290,000        | National Hwy Perf, NonPar, Other, STBG >200k, Toll Credit |
| CON               | 2025 | \$356,202          | \$0        | \$0              | \$356,202          | STBG >200k, Toll Credit                                   |
| <b>TIP Total:</b> |      | <b>\$5,746,202</b> | <b>\$0</b> | <b>\$900,000</b> | <b>\$6,646,202</b> | <b>Total Project Cost: \$8,461,202</b>                    |

Revised: A1

**Nashua Metropolitan Planning Organization**  
**2023-2026 Transportation Improvement Program Amendment 1**

**Draft for Public Review and Comment**

**MERRIMACK (29174)**

Managed By: NHDOT  
 Reg Signif: No  
 CAA Status: E-19  
 RPCs: NRPC

**Facility:** US 3

**Scope:** Bridge replacement - US 3 over Baboosic Brook #118/135

| Phase             | FY   | Federal            | State            | Other              | Total              | Funding Sources                        |
|-------------------|------|--------------------|------------------|--------------------|--------------------|--|
| PE                | 2024 | \$0                | \$830,113        | \$207,528          | \$1,037,642        | SB367-4-Cents, Town                    |
| ROW               | 2024 | \$0                | \$50,989         | \$12,747           | \$63,736           | SB367-4-Cents, Town                    |
| CON               | 2025 | \$421,953          | \$0              | \$2,219,056        | \$2,641,009        | BRGBIL, Towns, Non-Par/Other           |
| CON               | 2026 | \$2,599,476        | \$0              | \$649,869          | \$3,249,344        | BRGBIL, Towns                          |
| <b>TIP Total:</b> |      | <b>\$3,021,428</b> | <b>\$881,102</b> | <b>\$3,089,201</b> | <b>\$6,991,731</b> | <b>Total Project Cost: \$6,991,731</b> |
|                   |      |                    |                  |                    |                    | Revised: A0                            |

**MILFORD (41587)**

Managed By: NHDOT  
 Reg Signif: No  
 CAA Status: E-19  
 RPCs: NRPC

**Facility:** Bridge Street

**Scope:** Rehabilitation of the Swing Bridge

| Phase             | FY   | Federal          | State      | Other      | Total            | Funding Sources                      |
|-------------------|------|------------------|------------|------------|------------------|--------------------------------------|
| PE                | 2024 | \$116,246        | \$0        | \$0        | \$116,246        | STBG > 200k Toll Credit \$23,249     |
| ROW               | 2025 | \$5,975          | \$0        | \$0        | \$5,975          | STBG > 200k Toll Credit \$1,195      |
| CON               | 2025 | \$717,007        | \$0        | \$0        | \$717,007        | STBG > 200k Toll Credit \$143,401    |
| <b>TIP Total:</b> |      | <b>\$839,228</b> | <b>\$0</b> | <b>\$0</b> | <b>\$839,228</b> | <b>Total Project Cost: \$899,728</b> |
|                   |      |                  |            |            |                  | Revised: A0                          |

**MILFORD (42470)**

Managed By: Muni/Local  
 Reg Signif: No  
 CAA Status: E-51  
 RPCs: NRPC

**Facility:** NH 101A & NH 13

**Scope:** Improvements to the oval area

| Phase             | FY   | Federal            | State      | Other            | Total              | Funding Sources                        |
|-------------------|------|--------------------|------------|------------------|--------------------|--|
| PE                | 2023 | \$80,000           | \$0        | \$20,000         | \$100,000          | FHWA Earmarks, Town                    |
| ROW               | 2023 | \$64,000           | \$0        | \$16,000         | \$80,000           | FHWA Earmarks, Town                    |
| CON               | 2023 | \$1,345,001        | \$0        | \$336,250        | \$1,681,251        | FHWA Earmarks, Town                    |
| <b>TIP Total:</b> |      | <b>\$1,489,001</b> | <b>\$0</b> | <b>\$372,250</b> | <b>\$1,861,251</b> | <b>Total Project Cost: \$2,032,346</b> |
|                   |      |                    |            |                  |                    | Revised: A0                            |

**Nashua Metropolitan Planning Organization****2023-2026 Transportation Improvement Program Amendment 1****Draft for Public Review and Comment****NASHUA (10136A)**

Managed By: NHDOT

Reg Signif: Yes

CAA Status: N/E

RPCs: NRPC

**Facility:** NH 101A**Scope:** Capacity, pedestrian, bike and transit improvements to NH 101A from Celina Ave to Somerset Parkway

| Phase             | FY   | Federal             | State      | Other            | Total               | Funding Sources            |                     |             |
|-------------------|------|---------------------|------------|------------------|---------------------|----------------------------|---------------------|-------------|
| PE                | 2023 | \$1,172,226         | \$0        | \$0              | \$1,172,226         | NHP                        | Toll Credit         | \$234,445   |
| PE                | 2024 | \$1,792,517         | \$0        | \$0              | \$1,792,517         | STBG > 200k                | Toll Credit         | \$358,503   |
| ROW               | 2024 | \$5,150,566         | \$0        | \$0              | \$5,150,566         | STBG > 200k                | Toll Credit         | \$1,030,113 |
| ROW               | 2025 | \$2,398,920         | \$0        | \$0              | \$2,398,920         | STBG > 200k                | Toll Credit         | \$479,784   |
| CON               | 2025 | \$0                 | \$0        | \$564,601        | \$564,601           | Non Participating          |                     |             |
| CON               | 2026 | \$4,554,381         | \$0        | \$0              | \$4,554,381         | NHP                        | Toll Credit         | \$910,876   |
| <b>TIP Total:</b> |      | <b>\$15,068,609</b> | <b>\$0</b> | <b>\$564,601</b> | <b>\$15,633,210</b> | <b>Total Project Cost:</b> | <b>\$22,988,193</b> | Revised: A0 |

**NASHUA (16314)**

Managed By: Muni/Local

Reg Signif: No

CAA Status: N/E

RPCs: NRPC

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

| Phase             | FY   | Federal            | State      | Other      | Total              | Funding Sources            |                    |             |
|-------------------|------|--------------------|------------|------------|--------------------|----------------------------|--------------------|-------------|
| PE                | 2023 | \$150,000          | \$0        | \$0        | \$150,000          | STBG > 200k                | Toll Credit        | \$30,000    |
| ROW               | 2023 | \$223,837          | \$0        | \$0        | \$223,837          | National Hwy Performance   | Toll Credit        | \$44,767    |
| CON               | 2024 | \$2,862,900        | \$0        | \$0        | \$2,862,900        | National Hwy Performance   | Toll Credit        | \$572,580   |
| <b>TIP Total:</b> |      | <b>\$3,236,738</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,236,738</b> | <b>Total Project Cost:</b> | <b>\$3,766,738</b> | Revised: A0 |

**NASHUA (40660)**

Managed By: NHDOT

Reg Signif: No

CAA Status: N/E

RPCs: NRPC

**Facility:** East Hollis St.**Scope:** Improvements along E. Hollis St from Main St east to C St. (limit of project 16314)

| Phase             | FY   | Federal            | State      | Other            | Total              | Funding Sources            |                    |             |
|-------------------|------|--------------------|------------|------------------|--------------------|----------------------------|--------------------|-------------|
| PE                | 2023 | \$292,000          | \$0        | \$73,000         | \$365,000          | NHP, City                  |                    |             |
| ROW               | 2024 | \$150,088          | \$0        | \$37,522         | \$187,610          | NHP, City                  |                    |             |
| CON               | 2025 | \$2,622,938        | \$0        | \$655,734        | \$3,278,672        | NHP, City                  |                    |             |
| <b>TIP Total:</b> |      | <b>\$3,065,026</b> | <b>\$0</b> | <b>\$766,256</b> | <b>\$3,831,282</b> | <b>Total Project Cost:</b> | <b>\$3,831,282</b> | Revised: A0 |

**Nashua Metropolitan Planning Organization****2023-2026 Transportation Improvement Program Amendment 1****Draft for Public Review and Comment****NASHUA (41585)****Facility:** Daniel Webster Highway**Scope:** DW Highway pedestrian safety improvements

Managed By: Town/Muni

Reg Signif: No

CAA Status: E-33

RPCs: NRPC

| Phase             | FY   | Federal          | State      | Other      | Total            | Funding Sources            |             |                              |
|-------------------|------|------------------|------------|------------|------------------|----------------------------|-------------|------------------------------|
| PE                | 2023 | \$89,626         | \$0        | \$0        | \$89,626         | STBG-Flex                  | Toll Credit | \$17,925                     |
| PE                | 2025 | \$31,572         | \$0        | \$0        | \$31,572         | STBG-Flex                  | Toll Credit | \$6,314                      |
| ROW               | 2025 | \$6,472          | \$0        | \$0        | \$6,472          | STBG-Flex                  | Toll Credit | \$1,294                      |
| <b>TIP Total:</b> |      | <b>\$127,670</b> | <b>\$0</b> | <b>\$0</b> | <b>\$127,670</b> | <b>Total Project Cost:</b> |             | <b>\$575,888</b> Revised: A0 |

**NASHUA (41586)****Facility:** Walnut St/Chestnut St/Central St**Scope:** Safety, capacity and multimodal access improvements to the Walnut Street Oval intersection

Managed By: Muni/Local

Reg Signif: No

CAA Status: E-51

RPCs: NRPC

| Phase             | FY   | Federal            | State      | Other            | Total              | Funding Sources            |  |                                |
|-------------------|------|--------------------|------------|------------------|--------------------|----------------------------|--|--------------------------------|
| PE                | 2023 | \$200,000          | \$0        | \$50,000         | \$250,000          | STBG-Flex, City            |  |                                |
| PE                | 2024 | \$104,000          | \$0        | \$26,000         | \$130,000          | STBG-Flex, City            |  |                                |
| ROW               | 2024 | \$200,000          | \$0        | \$50,000         | \$250,000          | STBG-Flex, City            |  |                                |
| CON               | 2025 | \$2,543,735        | \$0        | \$635,934        | \$3,179,669        |                            |  |                                |
| <b>TIP Total:</b> |      | <b>\$3,047,735</b> | <b>\$0</b> | <b>\$761,934</b> | <b>\$3,809,669</b> | <b>Total Project Cost:</b> |  | <b>\$3,809,669</b> Revised: A0 |

**NASHUA (41742)****Facility:** Heritage Rail Trail East**Scope:** Construct the Heritage Rail Trail East

Managed By: Muni/Local

Reg Signif: No

CAA Status: E-33

RPCs: NRPC

| Phase             | FY   | Federal            | State      | Other            | Total              | Funding Sources            |  |                                |
|-------------------|------|--------------------|------------|------------------|--------------------|----------------------------|--|--------------------------------|
| PE                | 2023 | \$29,697           | \$0        | \$7,424          | \$37,121           | CMAQ, City                 |  |                                |
| CON               | 2024 | \$1,078,032        | \$0        | \$269,508        | \$1,347,540        | CMAQ, City                 |  |                                |
| <b>TIP Total:</b> |      | <b>\$1,107,729</b> | <b>\$0</b> | <b>\$276,932</b> | <b>\$1,384,661</b> | <b>Total Project Cost:</b> |  | <b>\$1,523,134</b> Revised: A0 |

**Nashua Metropolitan Planning Organization****2023-2026 Transportation Improvement Program Amendment 1****Draft for Public Review and Comment****NASHUA (42594)****Facility:** F.E.Everett Turnpike**Scope:** Realign Exit 5E southbound off-ramp and Turnpike southbound on-ramp

Managed By: NHDOT

Reg Signif: No

CAA Status: ATT

RPCs: NRPC

| Phase             | FY   | Federal         | State      | Other           | Total           | Funding Sources                                    |
|-------------------|------|-----------------|------------|-----------------|-----------------|--|
| PE                | 2026 | \$48,916        | \$0        | \$12,229        | \$61,144        | National Hiway Perf, City                          |
| <b>TIP Total:</b> |      | <b>\$48,916</b> | <b>\$0</b> | <b>\$12,229</b> | <b>\$61,144</b> | <b>Total Project Cost: \$1,115,362</b> Revised: A0 |

**NASHUA (42717)****Facility:** Broad Street Parkway**Scope:** Construct a new interchange along the Broad Street Parkway to connect to Franklin St and Front St

Managed By: NHDOT

Reg Signif: No

CAA Status: E-51

RPCs: NRPC

| Phase             | FY   | Federal          | State      | Other      | Total            | Funding Sources                                    |
|-------------------|------|------------------|------------|------------|------------------|--|
| PE                | 2026 | \$137,978        | \$0        | \$0        | \$137,978        | National Hiway Perf, Toll \$27,596                 |
| <b>TIP Total:</b> |      | <b>\$137,978</b> | <b>\$0</b> | <b>\$0</b> | <b>\$137,978</b> | <b>Total Project Cost: \$1,517,771</b> Revised: A0 |

**NASHUA (42882)****Facility:** Main St/Canal St/Lowell St**Scope:** Intersection and Roadway Improvements, Canal St/Franklin St/Main St

Managed By: Muni/Local

Reg Signif: No

CAA Status: E-51

RPCs: NRPC

| Phase             | FY   | Federal          | State      | Other            | Total            | Funding Sources                      |
|-------------------|------|------------------|------------|------------------|------------------|--------------------------------------|
| PE                | 2023 | \$28,000         | \$0        | \$7,000          | \$35,000         | CMAQ, City                           |
| PE                | 2024 | \$80,000         | \$0        | \$20,000         | \$100,000        | CMAQ, City                           |
| PE                | 2025 | \$74,016         | \$0        | \$18,504         | \$92,520         | CMAQ, City                           |
| ROW               | 2025 | \$20,560         | \$0        | \$5,140          | \$25,700         | CMAQ, City                           |
| CON               | 2026 | \$528,391        | \$0        | \$132,098        | \$660,488        | CMAQ, City                           |
| <b>TIP Total:</b> |      | <b>\$730,967</b> | <b>\$0</b> | <b>\$182,742</b> | <b>\$913,708</b> | <b>\$1,592,691</b> Revised: A0.M4.23 |

**Nashua Metropolitan Planning Organization**  
**2023-2026 Transportation Improvement Program Amendment 1**

**Draft for Public Review and Comment**

**NASHUA (43509)**

Managed By: Muni/Local  
Reg Signif: No  
CAA Status: E-33  
RPCs: NRPC

**Facility:** Various Streets Downtown

**Scope:** Installation of Rectangular Rapid-Flashing Beacons (RRFB), crosswalk visibility enhancements at various streets along Main Street, Nashua

| Phase             | FY   | Federal          | State      | Other            | Total            | Funding Sources                      |
|-------------------|------|------------------|------------|------------------|------------------|--------------------------------------|
| PE                | 2023 | \$16,000         | \$0        | \$4,000          | \$20,000         | Other Fed, City                      |
| ROW               | 2023 | \$20,000         | \$0        | \$5,000          | \$25,000         | Other Fed, City                      |
| CON               | 2023 | \$384,000        | \$0        | \$96,000         | \$480,000        | Other Fed, City                      |
| <b>TIP Total:</b> |      | <b>\$420,000</b> | <b>\$0</b> | <b>\$105,000</b> | <b>\$525,000</b> | <b>Total Project Cost: \$565,000</b> |

Revised: A0

**NASHUA (44141)**

Managed By: Muni/Local  
Reg Signif: No  
CAA Status: ATT  
RPCs: NRPC

**Facility:** Cotton Mill Bridge ADA Ramp near Front St

**Scope:** To provide ADA Accessibility to the Cotton Mill Transfer Bridge.

| Phase             | FY   | Federal          | State      | Other            | Total              | Funding Sources                        |
|-------------------|------|------------------|------------|------------------|--------------------|--|
| CON               | 2023 | \$300,000        | \$0        | \$840,000        | \$1,140,000        | FHWA Earmarks, Other, Towns            |
| <b>TIP Total:</b> |      | <b>\$300,000</b> | <b>\$0</b> | <b>\$840,000</b> | <b>\$1,140,000</b> | <b>Total Project Cost: \$1,140,000</b> |

Revised: A0

**NASHUA-HUDSON (42596)**

Managed By: Muni/Local  
Reg Signif: No  
CAA Status: ATT  
RPCs: NRPC

**Facility:** RTE 111/101A

**Scope:** Bridge Rehabilitation of 2 bridges owned by both Nashua & Hudson. BR #110/068 & 109/068.

| Phase             | FY   | Federal            | State      | Other            | Total              | Funding Sources                        |
|-------------------|------|--------------------|------------|------------------|--------------------|--|
| PE                | 2023 | \$0                | \$0        | \$200,000        | \$200,000          | Non Par, Other                         |
| CON               | 2023 | \$2,000,000        | \$0        | \$500,000        | \$2,500,000        | Other, STBG-State Flexible             |
| <b>TIP Total:</b> |      | <b>\$2,000,000</b> | <b>\$0</b> | <b>\$700,000</b> | <b>\$2,700,000</b> | <b>Total Project Cost: \$2,700,000</b> |

Revised: A1

**Nashua Metropolitan Planning Organization****2023-2026 Transportation Improvement Program Amendment 1****Draft for Public Review and Comment****NASHUA - MERRIMACK - BEDFORD (13761)****Facility:** F.E. Everett Turnpike**Scope:** F.E.E. Turnpike widening of 2-lane sections from Exit 8 Nashua to I-293 Bedford**Managed By:** NHDOT  
**Reg Signif:** Yes  
**CAA Status:** N/E  
**RPCs:** NRPC, SNHPC

| Phase             | FY   | Federal    | State              | Other      | Total              | Funding Sources                                     |
|-------------------|------|------------|--------------------|------------|--------------------|---|
| PE                | 2023 | \$0        | \$6,000,000        | \$0        | \$6,000,000        | Turnpike Capital                                    |
| <b>TIP Total:</b> |      | <b>\$0</b> | <b>\$6,000,000</b> | <b>\$0</b> | <b>\$6,000,000</b> | <b>Total Project Cost: \$25,800,000</b> Revised: A0 |

**NASHUA - MERRIMACK - BEDFORD (13761A)****Facility:** F.E. Everett Turnpike**Scope:** FE Everett Turnpike widening of a 2-lane section from Exit 8 Nashua to Exit 10 Merrimack**Managed By:** NHDOT  
**Reg Signif:** Yes  
**CAA Status:** N/E  
**RPCs:** NRPC

| Phase             | FY   | Federal    | State               | Other      | Total               | Funding Sources                                     |
|-------------------|------|------------|---------------------|------------|---------------------|---|
| CON               | 2024 | \$0        | \$15,851,760        | \$0        | \$15,851,760        | Turnpike Capital                                    |
| CON               | 2025 | \$0        | \$11,547,634        | \$0        | \$11,547,634        | Turnpike Capital                                    |
| CON               | 2026 | \$0        | \$7,419,934         | \$0        | \$7,419,934         | Turnpike Capital                                    |
| <b>TIP Total:</b> |      | <b>\$0</b> | <b>\$34,819,328</b> | <b>\$0</b> | <b>\$34,819,328</b> | <b>Total Project Cost: \$34,819,328</b> Revised: A0 |

**NASHUA - MERRIMACK - BEDFORD (13761B)****Facility:** F.E. Everett Turnpike**Scope:** Replace Wire Road and Baboosic Lake Road Bridges over the FE Everett Turnpike (Merrimack).**Managed By:** NHDOT  
**Reg Signif:** Yes  
**CAA Status:** N/E  
**RPCs:** NRPC

| Phase             | FY   | Federal    | State               | Other      | Total               | Funding Sources                                     |
|-------------------|------|------------|---------------------|------------|---------------------|---|
| CON               | 2024 | \$0        | \$4,227,136         | \$0        | \$4,227,136         | Turnpike Capital                                    |
| CON               | 2025 | \$0        | \$6,700,755         | \$0        | \$6,700,755         | Turnpike Capital                                    |
| CON               | 2026 | \$0        | \$2,142,864         | \$0        | \$2,142,864         | Turnpike Capital                                    |
| <b>TIP Total:</b> |      | <b>\$0</b> | <b>\$13,070,754</b> | <b>\$0</b> | <b>\$13,070,754</b> | <b>Total Project Cost: \$13,070,754</b> Revised: A0 |

**NASHUA - MERRIMACK - BEDFORD (13761C)****Facility:** F.E. Everett Turnpike**Scope:** FE Everett Turnpike widening in Merrimack of a 2-lane section from Exit 11 to south of Exit 13.**Managed By:** NHDOT  
**Reg Signif:** Yes  
**CAA Status:** N/E  
**RPCs:** NRPC

| Phase             | FY   | Federal    | State               | Other      | Total               | Funding Sources                                      |
|-------------------|------|------------|---------------------|------------|---------------------|--|
| CON               | 2024 | \$0        | \$9,457,600         | \$0        | \$9,457,600         | Turnpike Capital                                     |
| CON               | 2025 | \$0        | \$23,249,248        | \$0        | \$23,249,248        | Turnpike Capital                                     |
| CON               | 2026 | \$0        | \$27,159,349        | \$0        | \$27,159,349        | Turnpike Capital                                     |
| <b>TIP Total:</b> |      | <b>\$0</b> | <b>\$59,866,197</b> | <b>\$0</b> | <b>\$59,866,197</b> | <b>Total Project Cost: \$109,842,256</b> Revised: A0 |

**Nashua Metropolitan Planning Organization****2023-2026 Transportation Improvement Program Amendment 1****Draft for Public Review and Comment****NASHUA - MERRIMACK - BEDFORD (13761E)**

Managed By: NHDOT

Reg Signif: Yes

CAA Status: N/E

RPCs: NRPC

**Facility:** F.E. Everett Turnpike**Scope:** FE Everett Turnpike widening in Merrimack of a 2-lane section from Bedford Rd to south of Exit 13.

| Phase             | FY   | Federal    | State               | Other      | Total               | Funding Sources                         |
|-------------------|------|------------|---------------------|------------|---------------------|---|
| CON               | 2023 | \$0        | \$5,000,000         | \$0        | \$5,000,000         | Turnpike Capital                        |
| CON               | 2024 | \$0        | \$11,102,400        | \$0        | \$11,102,400        | Turnpike Capital                        |
| CON               | 2025 | \$0        | \$3,170,352         | \$0        | \$3,170,352         | Turnpike Capital                        |
| <b>TIP Total:</b> |      | <b>\$0</b> | <b>\$19,272,752</b> | <b>\$0</b> | <b>\$19,272,752</b> | <b>Total Project Cost: \$19,272,752</b> |

Revised: A0

**NASHUA - PROGRAM (NTS5307)**

Managed By: Muni/Local

Reg Signif: No

CAA Status: E-21

RPCs: NRPC

**Facility:** Nashua Transit System**Scope:** NTS FTA 5307 formula funds for capital planning, capital preventative maintenance, capital investments (including fleet replacement/rehabilitation/purchases), ADA operations and operating assistance

| Phase             | FY   | Federal            | State      | Other              | Total               | Funding Sources                         |
|-------------------|------|--------------------|------------|--------------------|---------------------|---|
| OTHER             | 2023 | \$1,711,263        | \$0        | \$1,711,263        | \$3,422,526         | FTA 5307, City                          |
| OTHER             | 2024 | \$1,745,489        | \$0        | \$1,745,489        | \$3,490,977         | FTA 5307, City                          |
| OTHER             | 2025 | \$1,780,398        | \$0        | \$1,780,398        | \$3,560,796         | FTA 5307, City                          |
| OTHER             | 2026 | \$1,816,006        | \$0        | \$1,816,006        | \$3,632,012         | FTA 5307, City                          |
| <b>TIP Total:</b> |      | <b>\$7,053,156</b> | <b>\$0</b> | <b>\$7,053,156</b> | <b>\$14,106,311</b> | <b>Total Project Cost: \$51,677,959</b> |

Revised: A0

**NASHUA - PROGRAM (NTS5310)**

Managed By: Muni/Local

Reg Signif: No

CAA Status: E-30

RPCs: NRPC

**Facility:** Nashua Transit System**Scope:** NTS FTA 5310 Formula Funds for fleet replacement/rehabilitation/purchases, passenger enhancements, mobility management and purchase of transit service to support enhanced mobility of seniors & individuals with disabilities

| Phase             | FY   | Federal          | State      | Other            | Total              | Funding Sources                        |
|-------------------|------|------------------|------------|------------------|--------------------|--|
| OTHER             | 2023 | \$229,135        | \$0        | \$57,284         | \$286,419          | FTA 5310, City                         |
| OTHER             | 2024 | \$233,718        | \$0        | \$58,429         | \$292,147          | FTA 5310, City                         |
| OTHER             | 2025 | \$238,392        | \$0        | \$59,598         | \$297,990          | FTA 5310, City                         |
| OTHER             | 2026 | \$243,160        | \$0        | \$60,790         | \$303,950          | FTA 5310, City                         |
| <b>TIP Total:</b> |      | <b>\$944,405</b> | <b>\$0</b> | <b>\$236,101</b> | <b>\$1,180,506</b> | <b>Total Project Cost: \$4,167,164</b> |

Revised: A0

**Nashua Metropolitan Planning Organization****2023-2026 Transportation Improvement Program Amendment 1****Draft for Public Review and Comment****NASHUA - PROGRAM (NTS5339)**

Managed By: Muni/Local

Reg Signif: No

CAA Status: E-31

RPCs: NRPC

**Facility:** Nashua Transit System**Scope:** NTS FTA 5339 Formula Funds for Capital Projects, including fleet replacement/rehabilitation/purchases, passenger amenities and construction/rehabilitation of bus-related facilities

| Phase             | FY   | Federal          | State      | Other            | Total            | Funding Sources             |                    |             |
|-------------------|------|------------------|------------|------------------|------------------|-----------------------------|--------------------|-------------|
| OTHER             | 2023 | \$135,730        | \$0        | \$33,932         | \$169,662        | FTA 5339, NH Hwy Fund, City |                    |             |
| OTHER             | 2024 | \$138,444        | \$0        | \$34,611         | \$173,055        | FTA 5339, NH Hwy Fund, City |                    |             |
| OTHER             | 2025 | \$141,213        | \$0        | \$35,303         | \$176,516        | FTA 5339, NH Hwy Fund, City |                    |             |
| OTHER             | 2026 | \$144,037        | \$0        | \$36,009         | \$180,046        | FTA 5339, NH Hwy Fund, City |                    |             |
| <b>TIP Total:</b> |      | <b>\$559,423</b> | <b>\$0</b> | <b>\$139,856</b> | <b>\$699,279</b> | <b>Total Project Cost:</b>  | <b>\$3,281,529</b> | Revised: A0 |

**PELHAM (16145)**

Managed By: NHDOT

Reg Signif: No

CAA Status: E-19

RPCs: NRPC

**Facility:** Main Street**Scope:** Main Street over Beaver Brook - bridge replacement #110/090 and culvert replacement #111/090

| Phase             | FY   | Federal          | State              | Other      | Total              | Funding Sources            |                    |             |
|-------------------|------|------------------|--------------------|------------|--------------------|----------------------------|--------------------|-------------|
| PE                | 2023 | \$160,600        | \$0                | \$0        | \$160,600          | STBG Off-System Bridge     | Toll Credit        | \$32,120    |
| ROW               | 2023 | \$46,750         | \$0                | \$0        | \$46,750           | STBG Off-System Bridge     | Toll Credit        | \$9,350     |
| CON               | 2024 | \$0              | \$1,870,960        | \$0        | \$1,870,960        | SB367-4-Cents              |                    |             |
| <b>TIP Total:</b> |      | <b>\$207,350</b> | <b>\$1,870,960</b> | <b>\$0</b> | <b>\$2,078,310</b> | <b>Total Project Cost:</b> | <b>\$2,354,572</b> | Revised: A0 |

**PELHAM (29450)**

Managed By: NHDOT

Reg Signif: No

CAA Status: E-19

RPCs: NRPC

**Facility:** Old Bridge Street**Scope:** Bridge rehabilitation - Old Bridge Street over Beaver Brook #109/081

| Phase             | FY   | Federal            | State            | Other           | Total              | Funding Sources            |                    |             |
|-------------------|------|--------------------|------------------|-----------------|--------------------|----------------------------|--------------------|-------------|
| PE                | 2023 | \$0                | \$255,208        | \$63,802        | \$319,010          | SB367-4-Cents, Town        |                    |             |
| ROW               | 2023 | \$0                | \$48,000         | \$12,000        | \$60,000           | SB367-4-Cents, Town        |                    |             |
| CON               | 2023 | \$1,449,516        | \$0              | \$0             | \$1,449,516        | MOBIL                      |                    |             |
| <b>TIP Total:</b> |      | <b>\$1,449,516</b> | <b>\$303,208</b> | <b>\$75,802</b> | <b>\$1,828,526</b> | <b>Total Project Cost:</b> | <b>\$1,828,526</b> | Revised: A0 |

**Nashua Metropolitan Planning Organization****2023-2026 Transportation Improvement Program Amendment 1****Draft for Public Review and Comment****PELHAM (41751)**

Managed By: Muni/Local  
Reg Signif: No  
CAA Status: **N/E**  
RPCs: NRPC

**Facility:** NH 128 & Sherburne Rd**Scope:** Intersection improvements at the intersections of NH 128/Sherburne Rd

| Phase             | FY   | Federal          | State      | Other            | Total              | Funding Sources                        |
|-------------------|------|------------------|------------|------------------|--------------------|--|
| PE                | 2023 | \$33,791         | \$0        | \$22,528         | \$56,319           | CMAQ, Town                             |
| ROW               | 2023 | \$30,000         | \$0        | \$20,000         | \$50,000           | CMAQ, Town                             |
| CON               | 2025 | \$826,204        | \$0        | \$550,802        | \$1,377,006        | CMAQ, Town                             |
| <b>TIP Total:</b> |      | <b>\$889,995</b> | <b>\$0</b> | <b>\$593,330</b> | <b>\$1,483,325</b> | <b>Total Project Cost: \$1,656,185</b> |

Revised: A1

**PELHAM (41751A)**

Managed By: Muni/Local  
Reg Signif: No  
CAA Status: **N/E**  
RPCs: NRPC

**Facility:** NH 128 & NH111A**Scope:** Intersection Improvements (roundabout) at Mammoth (NH 128) and Marsh Rd (NH111A)

| Phase             | FY   | Federal          | State      | Other            | Total              | Funding Sources                        |
|-------------------|------|------------------|------------|------------------|--------------------|--|
| PE                | 2023 | \$30,000         | \$0        | \$20,000         | \$50,000           | CMAQ, Town                             |
| ROW               | 2024 | \$60,000         | \$0        | \$40,000         | \$100,000          | CMAQ, Town                             |
| CON               | 2025 | \$826,204        | \$0        | \$550,802        | \$1,377,006        | CMAQ, Town                             |
| <b>TIP Total:</b> |      | <b>\$916,204</b> | <b>\$0</b> | <b>\$610,802</b> | <b>\$1,527,006</b> | <b>Total Project Cost: \$1,527,006</b> |

Revised: A1

**WILTON (15768)**

Managed By: NHDOT  
Reg Signif: No  
CAA Status: E-19  
RPCs: NRPC

**Facility:** Old County Farm Road**Scope:** Bridge rehabilitation - Old County Farm Road over Blood Brook #060/118

| Phase             | FY   | Federal          | State           | Other           | Total            | Funding Sources                      |
|-------------------|------|------------------|-----------------|-----------------|------------------|--------------------------------------|
| PE                | 2023 | \$0              | \$50,514        | \$12,629        | \$63,143         | SB367-4-Cents, Town                  |
| ROW               | 2024 | \$0              | \$4,721         | \$1,180         | \$5,901          | SB367-4-Cents, Town                  |
| CON               | 2025 | \$484,066        | \$0             | \$0             | \$484,066        | MOBIL                                |
| <b>TIP Total:</b> |      | <b>\$484,066</b> | <b>\$55,235</b> | <b>\$13,809</b> | <b>\$553,110</b> | <b>Total Project Cost: \$553,110</b> |

Revised: A0

**Nashua Metropolitan Planning Organization****2023-2026 Transportation Improvement Program Amendment 1****Draft for Public Review and Comment****WILTON - MILFORD - AMHERST - BEDFORD (13692D)**

Managed By: NHDOT

Reg Signif: No

CAA Status: E-51

RPCs: NRPC

Facility: NH101

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

| Phase      | FY   | Federal     | State | Other | Total       | Funding Sources          |             |             |
|------------|------|-------------|-------|-------|-------------|--------------------------|-------------|-------------|
| PE         | 2023 | \$698,603   | \$0   | \$0   | \$698,603   | National Hwy Performance | Toll Credit | \$139,721   |
| ROW        | 2023 | \$275,000   | \$0   | \$0   | \$275,000   | National Hwy Performance | Toll Credit | \$55,000    |
| CON        | 2023 | \$5,225,537 | \$0   | \$0   | \$5,225,537 | National Hwy Performance | Toll Credit | \$1,045,107 |
| CON        | 2024 | \$2,918,288 | \$0   | \$0   | \$2,918,288 | National Hwy Performance | Toll Credit | \$583,658   |
| TIP Total: |      | \$9,117,428 | \$0   | \$0   | \$9,117,428 | Total Project Cost:      |             | \$9,997,428 |
|            |      |             |       |       |             | Revised: A0              |             |             |

**WILTON - MILFORD - AMHERST - BEDFORD (13692E)**

Managed By: NHDOT

Reg Signif: No

CAA Status: ATT

RPCs: NRPC

Facility: NH101

Scope: Traffic and safety improvements based on the 2002 corridor study

| Phase      | FY   | Federal     | State | Other | Total       | Funding Sources          |             |             |
|------------|------|-------------|-------|-------|-------------|--------------------------|-------------|-------------|
| PE         | 2023 | \$880,000   | \$0   | \$0   | \$880,000   | National Hwy Performance | Toll Credit | \$176,000   |
| PE         | 2024 | \$565,400   | \$0   | \$0   | \$565,400   | National Hwy Performance | Toll Credit | \$113,080   |
| ROW        | 2025 | \$523,108   | \$0   | \$0   | \$523,108   | National Hwy Performance | Toll Credit | \$104,622   |
| CON        | 2026 | \$5,421,834 | \$0   | \$0   | \$5,421,834 | National Hwy Performance | Toll Credit | \$1,084,367 |
| TIP Total: |      | \$7,390,342 | \$0   | \$0   | \$7,390,342 | Total Project Cost:      |             | \$7,390,342 |
|            |      |             |       |       |             | Revised: A0              |             |             |

Draft NRPC Project List  
Statewide Projects

# Nashua Metropolitan Planning Organization

## 2023-2026 Transportation Improvement Program Amendment 1

Draft for Public Review and Comment

### NEVI PROGRAM CHARGING (44093)

Facility: Statewide

Scope: Administer NEVI funds to develop direct current fast charging stations along AFCs

Managed By: NHDOT  
Reg Signif: No  
CAA Code: All  
RPCs: Undetermin

| Phase      | FY   | Federal     | State | Other       | Total       | Funding Sources     |             |                         |
|------------|------|-------------|-------|-------------|-------------|---------------------|-------------|-------------------------|
| PE         | 2023 | \$880,000   | \$0   | \$0         | \$880,000   | NEVI                |             | \$176,000               |
| CON        | 2023 | \$5,355,210 | \$0   | \$1,338,802 | \$6,694,012 | NEVI, Non Par Other | Toll Credit |                         |
| TIP Total: |      | \$6,235,210 | \$0   | \$1,338,802 | \$7,574,012 | Total Project Cost: |             | \$7,574,012 Revised: A0 |

### PROGRAM (ADA)

Facility: Various

Scope: Upgrades to sidewalks, curb ramps and signals to be compliant with ADA laws

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-33  
RPCs: Statewide

| Phase      | FY   | Federal   | State | Other | Total     | Funding Sources     |             |                         |
|------------|------|-----------|-------|-------|-----------|---------------------|-------------|-------------------------|
| PE         | 2023 | \$85,000  | \$0   | \$0   | \$85,000  | STBG-Flex           | Toll Credit | \$17,000                |
| PE         | 2025 | \$85,000  | \$0   | \$0   | \$85,000  | STBG-Flex           | Toll Credit | \$17,000                |
| ROW        | 2023 | \$10,000  | \$0   | \$0   | \$10,000  | STBG-Flex           | Toll Credit | \$2,000                 |
| ROW        | 2025 | \$10,000  | \$0   | \$0   | \$10,000  | STBG-Flex           | Toll Credit | \$2,000                 |
| CON        | 2024 | \$355,000 | \$0   | \$0   | \$355,000 | STBG-Safety         | Toll Credit | \$71,000                |
| CON        | 2026 | \$355,000 | \$0   | \$0   | \$355,000 | STBG-Safety         | Toll Credit | \$71,000                |
| TIP Total: |      | \$900,000 | \$0   | \$0   | \$900,000 | Total Project Cost: |             | \$3,540,000 Revised: A0 |

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

Facility: Various

Scope: Maintenance and preservation efforts for High Investment Bridges

Managed By: NHDOT  
Reg Signif: No  
CAA Code: All  
RPCs: Statewide

| Phase      | FY   | Federal      | State | Other | Total        | Funding Sources          |             |                          |
|------------|------|--------------|-------|-------|--------------|--------------------------|-------------|--------------------------|
| PE         | 2023 | \$100,000    | \$0   | \$0   | \$100,000    | STBG-Flex                | Toll Credit | \$20,000                 |
| PE         | 2024 | \$100,000    | \$0   | \$0   | \$100,000    | STBG-Flex                | Toll Credit | \$20,000                 |
| PE         | 2025 | \$100,000    | \$0   | \$0   | \$100,000    | STBG-Flex                | Toll Credit | \$20,000                 |
| PE         | 2026 | \$100,000    | \$0   | \$0   | \$100,000    | STBG-Flex                | Toll Credit | \$20,000                 |
| ROW        | 2023 | \$20,000     | \$0   | \$0   | \$20,000     | STBG-Flex                | Toll Credit | \$4,000                  |
| ROW        | 2024 | \$20,000     | \$0   | \$0   | \$20,000     | STBG-Flex                | Toll Credit | \$4,000                  |
| ROW        | 2025 | \$20,000     | \$0   | \$0   | \$20,000     | STBG-Flex                | Toll Credit | \$4,000                  |
| ROW        | 2026 | \$20,000     | \$0   | \$0   | \$20,000     | STBG-Flex                | Toll Credit | \$4,000                  |
| CON        | 2023 | \$2,875,000  | \$0   | \$0   | \$2,875,000  | STBG-Flex                | Toll Credit | \$53,800                 |
| CON        | 2024 | \$2,965,728  | \$0   | \$0   | \$2,965,728  | National Hwy Performance | Toll Credit | \$53,800                 |
| CON        | 2025 | \$3,100,000  | \$0   | \$0   | \$3,100,000  | NHP;STBG 5-200k,Flex     | Toll Credit | \$560,000                |
| CON        | 2026 | \$3,100,000  | \$0   | \$0   | \$3,100,000  | NHP;STBG 5-200k,Flex     | Toll Credit | \$560,000                |
| TIP Total: |      | \$12,520,728 | \$0   | \$0   | \$12,520,728 | Total Project Cost:      |             | \$57,253,360 Revised: A0 |

# Nashua Metropolitan Planning Organization

## 2023-2026 Transportation Improvement Program Amendment 1

Draft for Public Review and Comment

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

Facility: Various

Scope: Maintenance and preservation of Tier 1 & 2 bridges

Managed By: NHDOT  
Reg Signif: No  
CAA Code: All  
RPCs: Statewide

| Phase      | FY   | Federal      | State | Other | Total        | Funding Sources                    |             | Revised: AU               |
|------------|------|--------------|-------|-------|--------------|------------------------------------|-------------|---------------------------|
| PE         | 2023 | \$200,000    | \$0   | \$0   | \$200,000    | National Hwy Performance           | Toll Credit | \$20,000                  |
| PE         | 2024 | \$100,000    | \$0   | \$0   | \$100,000    | National Hwy Performance           | Toll Credit | \$20,000                  |
| PE         | 2025 | \$100,000    | \$0   | \$0   | \$100,000    | NTS,STBG-Flex                      | Toll Credit | \$40,000                  |
| PE         | 2026 | \$100,000    | \$0   | \$0   | \$100,000    | NTS,STBG-Flex                      | Toll Credit | \$20,000                  |
| ROW        | 2023 | \$25,000     | \$0   | \$0   | \$25,000     | NTS,STBG-Flex                      | Toll Credit | \$5,000                   |
| ROW        | 2024 | \$25,000     | \$0   | \$0   | \$25,000     | NTS,STBG-Flex                      | Toll Credit | \$5,000                   |
| ROW        | 2025 | \$25,000     | \$0   | \$0   | \$25,000     | NTS,STBG-Flex                      | Toll Credit | \$5,000                   |
| ROW        | 2026 | \$25,000     | \$0   | \$0   | \$25,000     | NTS,STBG-Flex                      | Toll Credit | \$5,000                   |
| CON        | 2023 | \$8,000,000  | \$0   | \$0   | \$8,000,000  | Gen Fund,NHP,STBG 5-200k           | Toll Credit | \$839,000                 |
| CON        | 2024 | \$4,000,000  | \$0   | \$0   | \$4,000,000  | Gen Fund,NHP,STBG <5k, Flex        | Toll Credit | \$924,000                 |
| CON        | 2025 | \$8,600,000  | \$0   | \$0   | \$8,600,000  | Gen Fund,NHP,STBG 5-200k,<5k, Flex | Toll Credit | \$1,501,000               |
| CON        | 2026 | \$8,600,000  | \$0   | \$0   | \$8,600,000  | Gen Fund,NHP,STBG 5-200k,<5k, Flex | Toll Credit | \$1,520,000               |
| TIP Total: |      | \$29,800,000 | \$0   | \$0   | \$29,800,000 | Total Project Cost:                |             | \$179,832,000 Revised: AU |

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

Facility: Various

Scope: Maintenance and preservation of Tier 3 & 4 bridges

Managed By: NHDOT  
Reg Signif: No  
CAA Code: All  
RPCs: Statewide

| Phase      | FY   | Federal      | State | Other | Total        | Funding Sources                    |             |                                 |
|------------|------|--------------|-------|-------|--------------|------------------------------------|-------------|---------------------------------|
| PE         | 2023 | \$625,000    | \$0   | \$0   | \$625,000    | National Hwy Performance           | Toll Credit | \$125,000                       |
| PE         | 2024 | \$50,000     | \$0   | \$0   | \$50,000     | National Hwy Performance           | Toll Credit | \$10,000                        |
| PE         | 2025 | \$50,000     | \$0   | \$0   | \$50,000     | National Hwy Performance           | Toll Credit | \$10,000                        |
| PE         | 2026 | \$50,000     | \$0   | \$0   | \$50,000     | NHP,STBG-Flex                      | Toll Credit | \$10,000                        |
| ROW        | 2023 | \$10,000     | \$0   | \$0   | \$10,000     | NHP,STBG-Flex                      | Toll Credit | \$2,000                         |
| ROW        | 2024 | \$10,000     | \$0   | \$0   | \$10,000     | NHP,STBG-Flex                      | Toll Credit | \$2,000                         |
| ROW        | 2025 | \$10,000     | \$0   | \$0   | \$10,000     | NHP,STBG-Flex                      | Toll Credit | \$2,000                         |
| ROW        | 2026 | \$10,000     | \$0   | \$0   | \$10,000     | NHP,STBG-Flex                      | Toll Credit | \$2,000                         |
| CON        | 2023 | \$3,875,000  | \$0   | \$0   | \$3,875,000  | Gen Fund,NHP,STBG 5-200k,<5k, Flex | Toll Credit | \$646,000                       |
| CON        | 2024 | \$2,650,000  | \$0   | \$0   | \$2,650,000  | Gen Fund,NHP,STBG 5-200k,<5k, Flex | Toll Credit | \$378,000                       |
| CON        | 2025 | \$3,900,000  | \$0   | \$0   | \$3,900,000  | Gen Fund,NHP,STBG 5-200k,<5k, Flex | Toll Credit | \$780,000                       |
| CON        | 2026 | \$3,900,000  | \$0   | \$0   | \$3,900,000  | Gen Fund,NHP,STBG 5-200k,<5k, Flex | Toll Credit | \$780,000                       |
| TIP Total: |      | \$15,140,000 | \$0   | \$0   | \$15,140,000 | Total Project Cost:                |             | \$71,447,000 Revised: AU.M.4.23 |

# Nashua Metropolitan Planning Organization

## 2023-2026 Transportation Improvement Program Amendment 1

Draft for Public Review and Comment

### PROGRAM (CBI)

Facility: Various

Scope: Complex Bridge Inspection (Parent)

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-38  
RPCs: Statewide

| Phase             | FY   | Federal            | State      | Other      | Total              | Funding Sources            |             |                    |
|-------------------|------|--------------------|------------|------------|--------------------|----------------------------|-------------|--------------------|
| OTHER             | 2023 | \$270,000          | \$0        | \$0        | \$270,000          | STBG-Flex                  | Toll Credit | \$54,000           |
| OTHER             | 2024 | \$270,000          | \$0        | \$0        | \$270,000          | STBG-Flex                  | Toll Credit | \$54,000           |
| OTHER             | 2025 | \$270,000          | \$0        | \$0        | \$270,000          | STBG-Flex                  | Toll Credit | \$54,000           |
| OTHER             | 2026 | \$270,000          | \$0        | \$0        | \$270,000          | STBG-Flex                  | Toll Credit | \$54,000           |
| <b>TIP Total:</b> |      | <b>\$1,080,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,080,000</b> | <b>Total Project Cost:</b> |             | <b>\$8,457,276</b> |
|                   |      |                    |            |            |                    | Revised: AU                |             |                    |

### PROGRAM (CORRST)

Facility: Various

Scope: Corridor Studies Statewide

Managed By: NHDOT  
Reg Signif: No  
CAA Code: ATT  
RPCs: Statewide

| Phase             | FY   | Federal            | State      | Other      | Total              | Funding Sources            |             |                    |
|-------------------|------|--------------------|------------|------------|--------------------|----------------------------|-------------|--------------------|
| OTHER             | 2023 | \$700,000          | \$0        | \$0        | \$700,000          | CMAQ                       | Toll Credit | \$140,000          |
| OTHER             | 2024 | \$700,000          | \$0        | \$0        | \$700,000          | CMAQ                       | Toll Credit | \$140,000          |
| OTHER             | 2025 | \$700,000          | \$0        | \$0        | \$700,000          | CMAQ                       | Toll Credit | \$140,000          |
| OTHER             | 2026 | \$700,000          | \$0        | \$0        | \$700,000          | CMAQ                       | Toll Credit | \$140,000          |
| <b>TIP Total:</b> |      | <b>\$2,800,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,800,000</b> | <b>Total Project Cost:</b> |             | <b>\$8,400,000</b> |
|                   |      |                    |            |            |                    | Revised: AU                |             |                    |

# Nashua Metropolitan Planning Organization

## 2023-2026 Transportation Improvement Program Amendment 1

Draft for Public Review and Comment

### PROGRAM (CRDR)

Facility: Various

Scope: Culvert Replacement/Rehabilitation & Drainage Repairs (Annual Project)

Managed By: NHDOT  
Reg Signif: No  
CAA Code: All  
RPCs: Statewide

| Phase      | FY   | Federal      | State | Other | Total        | Funding Sources     |             |              |
|------------|------|--------------|-------|-------|--------------|---------------------|-------------|--------------|
| PE         | 2023 | \$500,000    | \$0   | \$0   | \$500,000    | NHP,STBG-Flex       | Toll Credit | \$100,000    |
| PE         | 2024 | \$100,000    | \$0   | \$0   | \$100,000    | NHP,STBG-Flex       | Toll Credit | \$20,000     |
| PE         | 2025 | \$100,000    | \$0   | \$0   | \$100,000    | NHP,STBG-Flex       | Toll Credit | \$20,000     |
| PE         | 2026 | \$200,000    | \$0   | \$0   | \$200,000    | NHP,STBG-Flex       | Toll Credit | \$40,000     |
| ROW        | 2023 | \$54,100     | \$0   | \$0   | \$54,100     | NHP,STBG-Flex       | Toll Credit | \$10,820     |
| ROW        | 2024 | \$25,000     | \$0   | \$0   | \$25,000     | NHP,STBG-Flex       | Toll Credit | \$5,000      |
| ROW        | 2025 | \$30,000     | \$0   | \$0   | \$30,000     | NHP,STBG-Flex       | Toll Credit | \$6,000      |
| ROW        | 2026 | \$30,000     | \$0   | \$0   | \$30,000     | NHP,STBG-Flex       | Toll Credit | \$6,000      |
| CON        | 2023 | \$2,715,000  | \$0   | \$0   | \$2,715,000  | NHP,STBG-Flex       | Toll Credit | \$543,000    |
| CON        | 2024 | \$3,413,170  | \$0   | \$0   | \$3,413,170  | NHP,STBG-Flex       | Toll Credit | \$682,634    |
| CON        | 2025 | \$4,120,000  | \$0   | \$0   | \$4,120,000  | NHP,STBG-Flex       | Toll Credit | \$824,000    |
| CON        | 2026 | \$5,436,030  | \$0   | \$0   | \$5,436,030  | NHP,STBG-Flex       | Toll Credit | \$1,087,206  |
| OTHER      | 2023 | \$5,000      | \$0   | \$0   | \$5,000      | NHP,STBG-Flex       | Toll Credit | \$1,000      |
| OTHER      | 2024 | \$5,000      | \$0   | \$0   | \$5,000      | NHP,STBG-Flex       | Toll Credit | \$1,000      |
| OTHER      | 2025 | \$5,000      | \$0   | \$0   | \$5,000      | NHP,STBG-Flex       | Toll Credit | \$1,000      |
| OTHER      | 2026 | \$5,000      | \$0   | \$0   | \$5,000      | NHP,STBG-Flex       | Toll Credit | \$1,000      |
| TIP Total: |      | \$16,743,300 | \$0   | \$0   | \$16,743,300 | Total Project Cost: |             | \$82,096,666 |
|            |      |              |       |       |              | Revised: A0         |             |              |

### PROGRAM (DBE)

Facility: Various

Scope: In-house administration of the FHWA supportive program "DBE Compliance Monitoring". Annual Program

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-0  
RPCs: Statewide

| Phase      | FY   | Federal   | State | Other | Total     | Funding Sources     |  |             |
|------------|------|-----------|-------|-------|-----------|---------------------|--|-------------|
| OTHER      | 2023 | \$79,300  | \$0   | \$0   | \$79,300  | DBE                 |  |             |
| OTHER      | 2024 | \$79,300  | \$0   | \$0   | \$79,300  | DBE                 |  |             |
| OTHER      | 2025 | \$81,520  | \$0   | \$0   | \$81,520  | DBE                 |  |             |
| OTHER      | 2026 | \$83,803  | \$0   | \$0   | \$83,803  | DBE                 |  |             |
| TIP Total: |      | \$323,923 | \$0   | \$0   | \$323,923 | Total Project Cost: |  | \$1,699,707 |
|            |      |           |       |       |           | Revised: A0.M.5.23  |  |             |

# Nashua Metropolitan Planning Organization

## 2023-2026 Transportation Improvement Program Amendment 1

## Draft for Public Review and Comment

### PROGRAM (ENV-POST-CON)

**Facility:** Various

**Scope:** Environmental commitments for post-construction obligations

Managed By: NHDOT  
Reg Signif: No  
CAA Code: ALL  
RPCs: Statewide

| Phase             | FY   | Federal          | State      | Other      | Total            | Funding Sources            |             |                    |
|-------------------|------|------------------|------------|------------|------------------|----------------------------|-------------|--------------------|
| OTHER             | 2023 | \$100,000        | \$0        | \$0        | \$100,000        | STBG-Flex                  | Toll Credit | \$20,000           |
| OTHER             | 2024 | \$100,000        | \$0        | \$0        | \$100,000        | STBG-Flex                  | Toll Credit | \$20,000           |
| OTHER             | 2025 | \$100,000        | \$0        | \$0        | \$100,000        | STBG-Flex                  | Toll Credit | \$20,000           |
| OTHER             | 2026 | \$100,000        | \$0        | \$0        | \$100,000        | STBG-Flex                  | Toll Credit | \$20,000           |
| <b>TIP Total:</b> |      | <b>\$400,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$400,000</b> | <b>Total Project Cost:</b> |             | <b>\$1,684,813</b> |
|                   |      |                  |            |            |                  | Revised: AU                |             |                    |

### PROGRAM (FLAP)

**Facility:** Various

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

Managed By: NHDOT  
Reg Signif: No  
CAA Code: ALL  
RPCs: Statewide

| Phase             | FY   | Federal            | State      | Other      | Total              | Funding Sources            |  |                    |
|-------------------|------|--------------------|------------|------------|--------------------|----------------------------|--|--------------------|
| PE                | 2023 | \$50,000           | \$0        | \$0        | \$50,000           | FLAP                       |  |                    |
| PE                | 2024 | \$50,000           | \$0        | \$0        | \$50,000           | FLAP                       |  |                    |
| PE                | 2025 | \$50,000           | \$0        | \$0        | \$50,000           | FLAP                       |  |                    |
| PE                | 2026 | \$50,000           | \$0        | \$0        | \$50,000           | FLAP                       |  |                    |
| ROW               | 2023 | \$25,000           | \$0        | \$0        | \$25,000           | FLAP                       |  |                    |
| ROW               | 2024 | \$25,000           | \$0        | \$0        | \$25,000           | FLAP                       |  |                    |
| ROW               | 2025 | \$25,000           | \$0        | \$0        | \$25,000           | FLAP                       |  |                    |
| ROW               | 2026 | \$25,000           | \$0        | \$0        | \$25,000           | FLAP                       |  |                    |
| CON               | 2023 | \$352,000          | \$0        | \$0        | \$352,000          | FLAP                       |  |                    |
| CON               | 2024 | \$352,000          | \$0        | \$0        | \$352,000          | FLAP                       |  |                    |
| CON               | 2025 | \$352,000          | \$0        | \$0        | \$352,000          | FLAP                       |  |                    |
| CON               | 2026 | \$352,000          | \$0        | \$0        | \$352,000          | FLAP                       |  |                    |
| <b>TIP Total:</b> |      | <b>\$1,708,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,708,000</b> | <b>Total Project Cost:</b> |  | <b>\$6,806,200</b> |
|                   |      |                    |            |            |                    | Revised: AU                |  |                    |

### PROGRAM (FTA 5307)

**Facility:** Boston Urbanized Area (UZA)

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

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-21  
RPCs: Boston UZA

| Phase             | FY   | Federal             | State      | Other      | Total               | Funding Sources            |             |                      |
|-------------------|------|---------------------|------------|------------|---------------------|----------------------------|-------------|----------------------|
| OTHER             | 2023 | \$9,624,123         | \$0        | \$0        | \$9,624,123         | FTA 5307                   | Toll Credit | \$1,924,825          |
| OTHER             | 2024 | \$6,719,372         | \$0        | \$0        | \$6,719,372         | FTA 5307                   | Toll Credit | \$1,343,874          |
| OTHER             | 2025 | \$6,795,759         | \$0        | \$0        | \$6,795,759         | FTA 5307                   | Toll Credit | \$1,359,152          |
| OTHER             | 2026 | \$6,873,674         | \$0        | \$0        | \$6,873,674         | FTA 5307                   | Toll Credit | \$1,374,735          |
| <b>TIP Total:</b> |      | <b>\$30,012,928</b> | <b>\$0</b> | <b>\$0</b> | <b>\$30,012,928</b> | <b>Total Project Cost:</b> |             | <b>\$100,250,367</b> |
|                   |      |                     |            |            |                     | Revised: AU                |             |                      |

**Nashua Metropolitan Planning Organization  
2023-2026 Transportation Improvement Program Amendment 1**

**Draft for Public Review and Comment**

**PROGRAM (FTA 5310)**

**Facility:** Various

**Scope:** Capital, Mobility Management and Operating for Seniors and Individuals with disabilities

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-30  
RPCs: Statewide

| Phase             | FY   | Federal             | State      | Other              | Total               | Funding Sources                         |
|-------------------|------|---------------------|------------|--------------------|---------------------|---|
| OTHER             | 2023 | \$3,138,558         | \$0        | \$784,639          | \$3,923,197         | FTA 5310, Other, STBG-Flex              |
| OTHER             | 2024 | \$2,709,458         | \$0        | \$677,364          | \$3,386,822         | FTA 5310, Other, STBG-Flex              |
| OTHER             | 2025 | \$2,763,648         | \$0        | \$690,912          | \$3,454,560         | FTA 5310, Other, STBG-Flex              |
| OTHER             | 2026 | \$2,818,921         | \$0        | \$704,730          | \$3,523,651         | FTA 5310, Other, STBG-Flex              |
| <b>TIP Total:</b> |      | <b>\$11,430,585</b> | <b>\$0</b> | <b>\$2,857,646</b> | <b>\$14,288,230</b> | <b>Total Project Cost: \$67,209,596</b> |

Revised: A0

**PROGRAM (FTA 5339)**

**Facility:** Various

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

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-30  
RPCs: Statewide

| Phase             | FY   | Federal             | State              | Other              | Total               | Funding Sources                          |
|-------------------|------|---------------------|--------------------|--------------------|---------------------|--|
| OTHER             | 2023 | \$8,030,479         | \$1,003,810        | \$1,003,810        | \$10,038,099        | FTA 5339, NH, Other                      |
| OTHER             | 2024 | \$4,440,434         | \$555,054          | \$555,054          | \$5,550,542         | FTA 5339, NH, Other                      |
| OTHER             | 2025 | \$4,529,242         | \$566,155          | \$566,155          | \$5,661,553         | FTA 5339, NH, Other                      |
| OTHER             | 2026 | \$4,619,827         | \$577,478          | \$577,478          | \$5,774,784         | FTA 5339, NH, Other                      |
| <b>TIP Total:</b> |      | <b>\$21,619,982</b> | <b>\$2,702,498</b> | <b>\$2,702,498</b> | <b>\$27,024,978</b> | <b>Total Project Cost: \$137,944,254</b> |

Revised: A0

**PROGRAM (GRR)**

**Facility:** Various

**Scope:** Guardrail Replacement [Federal Aid Guardrail Improvement Program] (Annual Project)

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-9  
RPCs: Statewide

| Phase             | FY   | Federal            | State      | Other      | Total              | Funding Sources                         |
|-------------------|------|--------------------|------------|------------|--------------------|---|
| PE                | 2023 | \$150,000          | \$0        | \$0        | \$150,000          | NHP, STBG-Flex Toll Credit \$30,000     |
| PE                | 2024 | \$150,000          | \$0        | \$0        | \$150,000          | NHP, STBG-Flex Toll Credit \$30,000     |
| PE                | 2025 | \$150,000          | \$0        | \$0        | \$150,000          | NHP, STBG-Flex Toll Credit \$30,000     |
| PE                | 2026 | \$150,000          | \$0        | \$0        | \$150,000          | NHP, STBG-Flex Toll Credit \$30,000     |
| ROW               | 2023 | \$5,000            | \$0        | \$0        | \$5,000            | NHP, STBG-Flex Toll Credit \$1,000      |
| ROW               | 2024 | \$5,000            | \$0        | \$0        | \$5,000            | NHP, STBG-Flex Toll Credit \$1,000      |
| ROW               | 2025 | \$5,000            | \$0        | \$0        | \$5,000            | NHP, STBG-Flex Toll Credit \$1,000      |
| ROW               | 2026 | \$5,000            | \$0        | \$0        | \$5,000            | NHP, STBG-Flex Toll Credit \$1,000      |
| CON               | 2023 | \$2,055,000        | \$0        | \$0        | \$2,055,000        | NHP, STBG-Flex Toll Credit \$411,000    |
| CON               | 2024 | \$2,055,000        | \$0        | \$0        | \$2,055,000        | NHP, STBG-Flex Toll Credit \$411,000    |
| CON               | 2025 | \$2,055,000        | \$0        | \$0        | \$2,055,000        | NHP, STBG-Flex Toll Credit \$411,000    |
| CON               | 2026 | \$2,055,000        | \$0        | \$0        | \$2,055,000        | NHP, STBG-Flex Toll Credit \$411,000    |
| <b>TIP Total:</b> |      | <b>\$8,840,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$8,840,000</b> | <b>Total Project Cost: \$36,592,685</b> |

Revised: A0

# Nashua Metropolitan Planning Organization

## 2023-2026 Transportation Improvement Program Amendment 1

Draft for Public Review and Comment

### PROGRAM (HSIP)

Facility: Various

Scope: Highway Safety Improvement Program (HSIP)

Managed By: NHDOT

Reg Signif: No

CAA Code: E-6

RPCs: Statewide

| Phase             | FY   | Federal             | State      | Other      | Total               | Funding Sources            |             |                      |
|-------------------|------|---------------------|------------|------------|---------------------|----------------------------|-------------|----------------------|
| PE                | 2023 | \$1,650,000         | \$0        | \$0        | \$1,650,000         | HSIP                       | Toll Credit | \$165,000            |
| PE                | 2024 | \$600,000           | \$0        | \$0        | \$600,000           | HSIP                       | Toll Credit | \$60,000             |
| PE                | 2025 | \$500,000           | \$0        | \$0        | \$500,000           | HSIP                       | Toll Credit | \$50,000             |
| PE                | 2026 | \$500,000           | \$0        | \$0        | \$500,000           | HSIP                       | Toll Credit | \$50,000             |
| ROW               | 2023 | \$200,000           | \$0        | \$0        | \$200,000           | HSIP                       | Toll Credit | \$20,000             |
| ROW               | 2024 | \$150,000           | \$0        | \$0        | \$150,000           | HSIP                       | Toll Credit | \$15,000             |
| ROW               | 2025 | \$150,000           | \$0        | \$0        | \$150,000           | HSIP                       | Toll Credit | \$15,000             |
| ROW               | 2026 | \$150,000           | \$0        | \$0        | \$150,000           |                            |             | \$15,000             |
| CON               | 2023 | \$7,386,989         | \$0        | \$0        | \$7,386,989         | HSIP                       | Toll Credit | \$738,699            |
| CON               | 2024 | \$11,596,257        | \$0        | \$0        | \$11,596,257        | HSIP                       | Toll Credit | \$1,159,626          |
| CON               | 2025 | \$11,880,072        | \$0        | \$0        | \$11,880,072        | HSIP                       | Toll Credit | \$1,188,007          |
| CON               | 2026 | \$12,164,464        | \$0        | \$0        | \$12,164,464        | HSIP                       | Toll Credit | \$1,216,446          |
| OTHER             | 2023 | \$200,000           | \$0        | \$0        | \$200,000           | HSIP                       | Toll Credit | \$20,000             |
| OTHER             | 2024 | \$175,000           | \$0        | \$0        | \$175,000           | HSIP                       | Toll Credit | \$17,500             |
| OTHER             | 2025 | \$140,000           | \$0        | \$0        | \$140,000           | HSIP                       | Toll Credit | \$14,000             |
| OTHER             | 2026 | \$100,000           | \$0        | \$0        | \$100,000           | HSIP                       | Toll Credit | \$10,000             |
| <b>TIP Total:</b> |      | <b>\$47,542,782</b> | <b>\$0</b> | <b>\$0</b> | <b>\$47,542,782</b> | <b>Total Project Cost:</b> |             | <b>\$244,467,602</b> |
|                   |      |                     |            |            |                     | Revised: A0.M.4.23         |             |                      |

### PROGRAM (LTAP)

Facility: Various

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

Managed By: NHDOT

Reg Signif: No

CAA Code: E-35

RPCs: Statewide

| Phase             | FY   | Federal          | State      | Other      | Total            | Funding Sources               |  |                    |
|-------------------|------|------------------|------------|------------|------------------|-------------------------------|--|--------------------|
| OTHER             | 2023 | \$183,000        | \$0        | \$0        | \$183,000        | Local Tech Assistance Program |  |                    |
| OTHER             | 2024 | \$183,000        | \$0        | \$0        | \$183,000        | Local Tech Assistance Program |  |                    |
| OTHER             | 2025 | \$183,000        | \$0        | \$0        | \$183,000        | Local Tech Assistance Program |  |                    |
| OTHER             | 2026 | \$183,000        | \$0        | \$0        | \$183,000        | Local Tech Assistance Program |  |                    |
| <b>TIP Total:</b> |      | <b>\$732,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$732,000</b> | <b>Total Project Cost:</b>    |  | <b>\$3,133,000</b> |
|                   |      |                  |            |            |                  | Revised: A0                   |  |                    |

**Nashua Metropolitan Planning Organization****2023-2026 Transportation Improvement Program Amendment 1****Draft for Public Review and Comment****PROGRAM (MOBIL)**

Managed By: NHDOT

Reg Signif: No

CAA Code: ATT

RPCs: Undetermin

**Facility:** Various**Scope:** Municipal Bridge Replacement & Replace Projects

| Phase             | FY   | Federal             | State      | Other      | Total               | Funding Sources                         |
|-------------------|------|---------------------|------------|------------|---------------------|---|
| CON               | 2023 | \$6,750,000         | \$0        | \$0        | \$6,750,000         | NSTI                                    |
| CON               | 2024 | \$6,750,000         | \$0        | \$0        | \$6,750,000         | NSTI                                    |
| CON               | 2025 | \$6,750,000         | \$0        | \$0        | \$6,750,000         | NSTI                                    |
| CON               | 2026 | \$6,750,000         | \$0        | \$0        | \$6,750,000         | NSTI                                    |
| <b>TIP Total:</b> |      | <b>\$27,000,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$27,000,000</b> | <b>Total Project Cost: \$33,750,000</b> |

Revised: A0

**PROGRAM (MOBRR)**

Managed By: NHDOT

Reg Signif: No

CAA Code: All

RPCs: Statewide

**Facility:** Various**Scope:** Municipal Owned Bridge Rehabilitation & Replacement Projects (MOBRR Program)

| Phase             | FY   | Federal             | State      | Other              | Total               | Funding Sources                         |
|-------------------|------|---------------------|------------|--------------------|---------------------|---|
| PE                | 2023 | \$480,000           | \$0        | \$120,000          | \$600,000           | STBG-Flex, Other                        |
| PE                | 2024 | \$240,000           | \$0        | \$60,000           | \$300,000           | STBG-Flex, Other                        |
| PE                | 2025 | \$80,000            | \$0        | \$20,000           | \$100,000           | STBG-Flex, Other                        |
| PE                | 2026 | \$8,000             | \$0        | \$2,000            | \$10,000            | STBG-Flex, Other                        |
| ROW               | 2023 | \$40,000            | \$0        | \$10,000           | \$50,000            | STBG-Flex, Other                        |
| ROW               | 2024 | \$800               | \$0        | \$200              | \$1,000             | STBG-Flex, Other                        |
| ROW               | 2025 | \$800               | \$0        | \$200              | \$1,000             | STBG-Flex, Other                        |
| ROW               | 2026 | \$800               | \$0        | \$200              | \$1,000             | STBG-Flex, Other                        |
| CON               | 2023 | \$2,400,000         | \$0        | \$600,000          | \$3,000,000         | STBG-Flex, Other                        |
| CON               | 2024 | \$1,600,000         | \$0        | \$400,000          | \$2,000,000         | STBG-Flex, Other                        |
| CON               | 2025 | \$7,000,000         | \$0        | \$1,750,000        | \$8,750,000         | STBG-Flex, Other                        |
| CON               | 2026 | \$7,000,000         | \$0        | \$1,750,000        | \$8,750,000         | STBG-Flex, Other                        |
| <b>TIP Total:</b> |      | <b>\$18,850,400</b> | <b>\$0</b> | <b>\$4,712,600</b> | <b>\$23,563,000</b> | <b>Total Project Cost: \$85,341,233</b> |

Revised: A0.M.5.23

**Nashua Metropolitan Planning Organization**  
**2023-2026 Transportation Improvement Program Amendment 1**

**Draft for Public Review and Comment**

**PROGRAM (NSTI)**

**Facility:** National Summer Transportation Institute

**Scope:** Cooperative Project Agreement (CPA) with the University of NewHampshire.

Managed By: NHDOT  
 Reg Signif: No  
 CAA Code: E-35  
 RPCs: Statewide

| Phase             | FY   | Federal          | State      | Other      | Total            | Funding Sources                      |
|-------------------|------|------------------|------------|------------|------------------|--------------------------------------|
| OTHER             | 2023 | \$61,000         | \$0        | \$0        | \$61,000         | Skills Training                      |
| OTHER             | 2024 | \$61,000         | \$0        | \$0        | \$61,000         | Skills Training                      |
| OTHER             | 2025 | \$61,000         | \$0        | \$0        | \$61,000         | Skills Training                      |
| OTHER             | 2026 | \$61,000         | \$0        | \$0        | \$61,000         | Skills Training                      |
| <b>TIP Total:</b> |      | <b>\$244,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$244,000</b> | <b>Total Project Cost: \$926,000</b> |

Revised: A0

**PROGRAM (OJT/SS)**

**Facility:** Various

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

Managed By: NHDOT  
 Reg Signif: No  
 CAA Code: E-35  
 RPCs: Statewide

| Phase             | FY   | Federal          | State      | Other      | Total            | Funding Sources                      |
|-------------------|------|------------------|------------|------------|------------------|--------------------------------------|
| OTHER             | 2023 | \$36,600         | \$0        | \$0        | \$36,600         | Skills Training                      |
| OTHER             | 2024 | \$36,600         | \$0        | \$0        | \$36,600         | Skills Training                      |
| OTHER             | 2025 | \$36,600         | \$0        | \$0        | \$36,600         | Skills Training                      |
| OTHER             | 2026 | \$36,600         | \$0        | \$0        | \$36,600         | Skills Training                      |
| <b>TIP Total:</b> |      | <b>\$146,400</b> | <b>\$0</b> | <b>\$0</b> | <b>\$146,400</b> | <b>Total Project Cost: \$576,600</b> |

Revised: A0

**PROGRAM - (PAVE-T1-RESURF)**

**Facility:** Various

**Scope:** Resurface Tier 1 Highways

Managed By: NHDOT  
 Reg Signif: No  
 CAA Code: E-10  
 RPCs: Statewide

| Phase             | FY   | Federal             | State      | Other      | Total               | Funding Sources                          |
|-------------------|------|---------------------|------------|------------|---------------------|--|
| PE                | 2023 | \$450,000           | \$0        | \$0        | \$450,000           | NHP,STBG-Flex Toll Credit \$90,000       |
| PE                | 2024 | \$300,000           | \$0        | \$0        | \$300,000           | NHP,STBG-Flex Toll Credit \$60,000       |
| PE                | 2025 | \$300,000           | \$0        | \$0        | \$300,000           | NHP,STBG-Flex Toll Credit \$60,000       |
| PE                | 2026 | \$300,000           | \$0        | \$0        | \$300,000           | NHP,STBG-Flex Toll Credit \$60,000       |
| CON               | 2023 | \$13,000,000        | \$0        | \$0        | \$13,000,000        | NHP,STBG-Flex Toll Credit \$2,600,000    |
| CON               | 2024 | \$13,000,000        | \$0        | \$0        | \$13,000,000        | NHP,STBG-Flex Toll Credit \$2,600,000    |
| CON               | 2025 | \$12,000,000        | \$0        | \$0        | \$12,000,000        | NHP,STBG-Flex Toll Credit \$2,400,000    |
| CON               | 2026 | \$12,000,000        | \$0        | \$0        | \$12,000,000        | NHP,STBG-Flex Toll Credit \$2,400,000    |
| <b>TIP Total:</b> |      | <b>\$51,350,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$51,350,000</b> | <b>Total Project Cost: \$217,382,690</b> |

Revised: A0.M.5.23

# Nashua Metropolitan Planning Organization

## 2023-2026 Transportation Improvement Program Amendment 1

Draft for Public Review and Comment

### PROGRAM (PAVE-T2-REHAB)

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-10  
RPCs: Statewide

Facility: Various

Scope: Rehab of Tier 2 highways

| Phase             | FY   | Federal            | State      | Other      | Total              | Funding Sources            |                     |                    |
|-------------------|------|--------------------|------------|------------|--------------------|----------------------------|---------------------|--------------------|
| PE                | 2023 | \$125,000          | \$0        | \$0        | \$125,000          | NHP,STBG-Flex              | Toll Credit         | \$25,000           |
| PE                | 2024 | \$125,000          | \$0        | \$0        | \$125,000          | NHP,STBG-Flex              | Toll Credit         | \$25,000           |
| PE                | 2025 | \$200,000          | \$0        | \$0        | \$200,000          | NHP,STBG-Flex              | Toll Credit         | \$40,000           |
| PE                | 2026 | \$200,000          | \$0        | \$0        | \$200,000          | NHP,STBG-Flex              | Toll Credit         | \$40,000           |
| ROW               | 2023 | \$30,000           | \$0        | \$0        | \$30,000           | NHP,STBG-Flex              | Toll Credit         | \$6,000            |
| ROW               | 2024 | \$30,000           | \$0        | \$0        | \$30,000           | NHP,STBG-Flex              | Toll Credit         | \$6,000            |
| ROW               | 2025 | \$30,000           | \$0        | \$0        | \$30,000           | NHP,STBG-Flex              | Toll Credit         | \$6,000            |
| ROW               | 2026 | \$30,000           | \$0        | \$0        | \$30,000           | NHP,STBG-Flex              | Toll Credit         | \$6,000            |
| CON               | 2023 | \$200,000          | \$0        | \$0        | \$200,000          | STBG-Flex                  | Toll Credit         | \$40,000           |
| CON               | 2024 | \$2,500,000        | \$0        | \$0        | \$2,500,000        | STBG-Flex                  | Toll Credit         | \$500,000          |
| CON               | 2025 | \$2,500,000        | \$0        | \$0        | \$2,500,000        | STBG-Flex                  | Toll Credit         | \$500,000          |
| CON               | 2026 | \$2,500,000        | \$0        | \$0        | \$2,500,000        | NHP                        | Toll Credit         | \$500,000          |
| <b>TIP Total:</b> |      | <b>\$8,470,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$8,470,000</b> | <b>Total Project Cost:</b> | <b>\$81,974,179</b> | Revised: A0.M.5.23 |

### PROGRAM (PAVE-T2-RESURF)

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-10  
RPCs: Statewide

Facility: Various

Scope: Resurfacing Tier 2 roadways

| Phase             | FY   | Federal             | State               | Other      | Total                | Funding Sources            |                      |                    |
|-------------------|------|---------------------|---------------------|------------|----------------------|----------------------------|----------------------|--------------------|
| PE                | 2023 | \$2,350,000         | \$0                 | \$0        | \$2,350,000          | NHP, STBG-Flex             | Toll Credit          | \$470,000          |
| PE                | 2024 | \$750,000           | \$0                 | \$0        | \$750,000            | NHP, STBG-Flex             | Toll Credit          | \$150,000          |
| PE                | 2025 | \$500,000           | \$0                 | \$0        | \$500,000            | NHP, STBG-Flex             | Toll Credit          | \$100,000          |
| PE                | 2026 | \$300,000           | \$0                 | \$0        | \$300,000            | NHP, STBG-Flex             | Toll Credit          | \$60,000           |
| ROW               | 2023 | \$25,000            | \$0                 | \$0        | \$25,000             | NHP, STBG-Flex             | Toll Credit          | \$5,000            |
| ROW               | 2024 | \$25,000            | \$0                 | \$0        | \$25,000             | NHP, STBG-Flex             | Toll Credit          | \$5,000            |
| ROW               | 2025 | \$25,000            | \$0                 | \$0        | \$25,000             | NHP, STBG-Flex             | Toll Credit          | \$5,000            |
| ROW               | 2026 | \$25,000            | \$0                 | \$0        | \$25,000             | NHP, STBG-Flex             | Toll Credit          | \$5,000            |
| CON               | 2023 | \$20,500,000        | \$6,000,000         | \$0        | \$26,500,000         | Betterment, NHP, STBG-Flex | Toll Credit          | \$4,100,000        |
| CON               | 2024 | \$14,725,000        | \$6,000,000         | \$0        | \$20,725,000         | Betterment, NHP, STBG-Flex | Toll Credit          | \$2,945,000        |
| CON               | 2025 | \$25,425,000        | \$2,750,000         | \$0        | \$28,175,000         | Betterment, NHP, STBG-Flex | Toll Credit          | \$5,085,000        |
| CON               | 2026 | \$25,425,000        | \$2,750,000         | \$0        | \$28,175,000         | Betterment, NHP, STBG-Flex | Toll Credit          | \$5,085,000        |
| <b>TIP Total:</b> |      | <b>\$90,075,000</b> | <b>\$17,500,000</b> | <b>\$0</b> | <b>\$107,575,000</b> | <b>Total Project Cost:</b> | <b>\$512,875,000</b> | Revised: A0.M.5.23 |

# Nashua Metropolitan Planning Organization

## 2023-2026 Transportation Improvement Program Amendment 1

## Draft for Public Review and Comment

### PROGRAM (PVMRK)

**Facility:** Various

**Scope:** Statewide pavement marking annual project

Managed By: NHDOT

Reg Signif: No

CAA Code: E-11

RPCs: Statewide

| Phase             | FY   | Federal             | State      | Other      | Total               | Funding Sources            |                     |                    |
|-------------------|------|---------------------|------------|------------|---------------------|----------------------------|---------------------|--------------------|
| PE                | 2023 | \$1,000             | \$0        | \$0        | \$1,000             | NHP, STBG-Flex             | Toll Credit         | \$200              |
| PE                | 2024 | \$1,000             | \$0        | \$0        | \$1,000             | NHP, STBG-Flex             | Toll Credit         | \$200              |
| PE                | 2025 | \$1,000             | \$0        | \$0        | \$1,000             | STBG-Flex                  | Toll Credit         | \$200              |
| PE                | 2026 | \$1,000             | \$0        | \$0        | \$1,000             | STBG-Flex                  | Toll Credit         | \$200              |
| CON               | 2023 | \$3,349,000         | \$0        | \$0        | \$3,349,000         | NHP, STBG-Flex             | Toll Credit         | \$669,800          |
| CON               | 2024 | \$3,349,000         | \$0        | \$0        | \$3,349,000         | STBG-Flex                  | Toll Credit         | \$669,800          |
| CON               | 2025 | \$3,349,000         | \$0        | \$0        | \$3,349,000         | NHP, STBG-Flex             | Toll Credit         | \$669,800          |
| CON               | 2026 | \$3,349,000         | \$0        | \$0        | \$3,349,000         | NHP, STBG-Flex             | Toll Credit         | \$669,800          |
| <b>TIP Total:</b> |      | <b>\$13,400,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$13,400,000</b> | <b>Total Project Cost:</b> | <b>\$69,900,000</b> | Revised: A0.M.4.23 |

### PROGRAM (RCTRL)

**Facility:** Various

**Scope:** Recreational Trails Fund Act - Projects selected annually

Managed By: NHDOT

Reg Signif: No

CAA Code: All

RPCs: Statewide

| Phase             | FY   | Federal            | State      | Other              | Total              | Funding Sources            |                     |             |
|-------------------|------|--------------------|------------|--------------------|--------------------|----------------------------|---------------------|-------------|
| OTHER             | 2023 | \$1,255,265        | \$0        | \$313,816          | \$1,569,081        | DNCR, Rec Trails           |                     |             |
| OTHER             | 2024 | \$1,255,265        | \$0        | \$313,816          | \$1,569,081        | DNCR, Rec Trails           |                     |             |
| OTHER             | 2025 | \$1,255,265        | \$0        | \$313,816          | \$1,569,081        | DNCR, Rec Trails           |                     |             |
| OTHER             | 2026 | \$1,255,265        | \$0        | \$313,816          | \$1,569,081        | DNCR, Rec Trails           |                     |             |
| <b>TIP Total:</b> |      | <b>\$5,021,059</b> | <b>\$0</b> | <b>\$1,255,265</b> | <b>\$6,276,324</b> | <b>Total Project Cost:</b> | <b>\$29,233,536</b> | Revised: A0 |

# Nashua Metropolitan Planning Organization

## 2023-2026 Transportation Improvement Program Amendment 1

Draft for Public Review and Comment

### PROGRAM (RRCS)

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-1  
RPCs: Statewide

Facility: Various

Scope: Reconstruction of crossings, signals and related work (Annual Project)

| Phase      | FY   | Federal     | State | Other | Total       | Funding Sources     |             |                          |
|------------|------|-------------|-------|-------|-------------|---------------------|-------------|--------------------------|
| PE         | 2023 | \$250,000   | \$0   | \$0   | \$250,000   | RL-Rail Hwy         | Toll Credit | \$25,000                 |
| PE         | 2024 | \$250,000   | \$0   | \$0   | \$250,000   | RL-Rail Hwy         | Toll Credit | \$25,000                 |
| PE         | 2025 | \$250,000   | \$0   | \$0   | \$250,000   | RL-Rail Hwy         | Toll Credit | \$25,000                 |
| PE         | 2026 | \$250,000   | \$0   | \$0   | \$250,000   | RL-Rail Hwy         | Toll Credit | \$25,000                 |
| ROW        | 2024 | \$5,000     | \$0   | \$0   | \$5,000     | RL-Rail Hwy         | Toll Credit | \$500                    |
| ROW        | 2025 | \$5,000     | \$0   | \$0   | \$5,000     | RL-Rail Hwy         | Toll Credit | \$500                    |
| ROW        | 2026 | \$5,000     | \$0   | \$0   | \$5,000     | RL-Rail Hwy         | Toll Credit | \$500                    |
| CON        | 2023 | \$925,000   | \$0   | \$0   | \$925,000   | RL-Rail Hwy         | Toll Credit | \$92,500                 |
| CON        | 2024 | \$925,000   | \$0   | \$0   | \$925,000   | RL-Rail Hwy         | Toll Credit | \$92,500                 |
| CON        | 2025 | \$925,000   | \$0   | \$0   | \$925,000   | RL-Rail Hwy         | Toll Credit | \$92,500                 |
| CON        | 2026 | \$925,000   | \$0   | \$0   | \$925,000   | RL-Rail Hwy         | Toll Credit | \$92,500                 |
| OTHER      | 2023 | \$5,000     | \$0   | \$0   | \$5,000     | RL-Rail Hwy         | Toll Credit | \$500                    |
| OTHER      | 2024 | \$5,000     | \$0   | \$0   | \$5,000     | RL-Rail Hwy         | Toll Credit | \$500                    |
| OTHER      | 2025 | \$5,000     | \$0   | \$0   | \$5,000     | RL-Rail Hwy         | Toll Credit | \$500                    |
| OTHER      | 2026 | \$5,000     | \$0   | \$0   | \$5,000     | RL-Rail Hwy         | Toll Credit | \$500                    |
| TIP Total: |      | \$4,735,000 | \$0   | \$0   | \$4,735,000 | Total Project Cost: |             | \$28,813,761 Revised: A0 |

### PROGRAM (SRTS)

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-6  
RPCs: Statewide

Facility: Various

Scope: Safe Routes to School Program

| Phase      | FY   | Federal  | State | Other | Total    | Funding Sources       |  |                         |
|------------|------|----------|-------|-------|----------|-----------------------|--|-------------------------|
| OTHER      | 2023 | \$25,000 | \$0   | \$0   | \$25,000 | Safe Routes to School |  |                         |
| TIP Total: |      | \$25,000 | \$0   | \$0   | \$25,000 | Total Project Cost:   |  | \$8,032,473 Revised: A0 |

**Draft for Public Review and Comment**

## Managed By: Muni/Local

Reg Signif: No

CAA Code: E-0

RPCs:           Statewide

Managed By: NHDOT

Reg Signif: No

CAA Code: E-0

RPCs: Statewide

## Managed By: NHDOT

Reg Signif: No

CAA Code: E-33

RPCs:           Statewide

# Nashua Metropolitan Planning Organization

## 2023-2026 Transportation Improvement Program Amendment 1

Draft for Public Review and Comment

### PROGRAM (TRAC)

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-0  
RPCs: Statewide

Facility: Statewide

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

| Phase      | FY   | Federal  | State | Other | Total    | Funding Sources     |             |                       |
|------------|------|----------|-------|-------|----------|---------------------|-------------|-----------------------|
| OTHER      | 2023 | \$22,000 | \$0   | \$0   | \$22,000 | STBG-Flex           | Toll Credit | \$4,400               |
| OTHER      | 2024 | \$22,000 | \$0   | \$0   | \$22,000 | STBG-Flex           | Toll Credit | \$4,400               |
| OTHER      | 2025 | \$22,000 | \$0   | \$0   | \$22,000 | STBG-Flex           | Toll Credit | \$4,400               |
| OTHER      | 2026 | \$22,000 | \$0   | \$0   | \$22,000 | STBG-Flex           | Toll Credit | \$4,400               |
| TIP Total: |      | \$88,000 | \$0   | \$0   | \$88,000 | Total Project Cost: |             | \$440,000 Revised: A0 |

### PROGRAM (TRAIN)

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-0  
RPCs: Statewide

Facility: Statewide

Scope: Annual Training Program

| Phase      | FY   | Federal     | State | Other | Total       | Funding Sources     |             |                         |
|------------|------|-------------|-------|-------|-------------|---------------------|-------------|-------------------------|
| OTHER      | 2023 | \$250,000   | \$0   | \$0   | \$250,000   | STBG-Flex           | Toll Credit | \$50,000                |
| OTHER      | 2024 | \$250,000   | \$0   | \$0   | \$250,000   | STBG-Flex           | Toll Credit | \$50,000                |
| OTHER      | 2025 | \$250,000   | \$0   | \$0   | \$250,000   | STBG-Flex           | Toll Credit | \$50,000                |
| OTHER      | 2026 | \$250,000   | \$0   | \$0   | \$250,000   | STBG-Flex           | Toll Credit | \$50,000                |
| TIP Total: |      | \$1,000,000 | \$0   | \$0   | \$1,000,000 | Total Project Cost: |             | \$4,930,262 Revised: A0 |

### PROGRAM (TRCK-WGHT-SFTY)

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-6  
RPCs: Statewide

Facility: Statewide

Scope: Truck weight safety inspection & maintenance program

| Phase      | FY   | Federal   | State | Other | Total     | Funding Sources     |             |                         |
|------------|------|-----------|-------|-------|-----------|---------------------|-------------|-------------------------|
| OTHER      | 2023 | \$175,000 | \$0   | \$0   | \$175,000 | STBG-Flex           | Toll Credit | \$35,000                |
| OTHER      | 2024 | \$25,000  | \$0   | \$0   | \$25,000  | STBG-Flex           | Toll Credit | \$5,000                 |
| OTHER      | 2025 | \$100,000 | \$0   | \$0   | \$100,000 | STBG-Flex           | Toll Credit | \$20,000                |
| OTHER      | 2026 | \$100,000 | \$0   | \$0   | \$100,000 | STBG-Flex           | Toll Credit | \$20,000                |
| TIP Total: |      | \$400,000 | \$0   | \$0   | \$400,000 | Total Project Cost: |             | \$1,600,000 Revised: A0 |

# Nashua Metropolitan Planning Organization

## 2023-2026 Transportation Improvement Program Amendment 1

Draft for Public Review and Comment

### PROGRAM (TSMO)

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-7  
RPCs: Statewide

Facility: Statewide

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

| Phase             | FY   | Federal            | State      | Other              | Total               | Funding Sources            |                     |             |
|-------------------|------|--------------------|------------|--------------------|---------------------|----------------------------|---------------------|-------------|
| OTHER             | 2023 | \$2,050,000        | \$0        | \$1,904,042        | \$3,954,042         | NHP, STBG-Flex             | Toll Credit         | \$410,000   |
| OTHER             | 2024 | \$2,000,000        | \$0        | \$1,785,308        | \$3,785,308         | Maine, STBG-Flex,VT        | Toll Credit         | \$400,000   |
| OTHER             | 2025 | \$2,000,000        | \$0        | \$1,184,773        | \$3,184,773         | Maine, STBG-Flex,VT        | Toll Credit         | \$400,000   |
| OTHER             | 2026 | \$2,000,000        | \$0        | \$285,919          | \$2,285,919         | Maine, STBG-Flex,VT        | Toll Credit         | \$400,000   |
| <b>TIP Total:</b> |      | <b>\$8,050,000</b> | <b>\$0</b> | <b>\$5,160,042</b> | <b>\$13,210,042</b> | <b>Total Project Cost:</b> | <b>\$26,902,631</b> | Revised: A0 |

### PROGRAM (UBI)

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-38  
RPCs: Statewide

Facility: Statewide

Scope: Underwater Bridge Inspection (Annual Project)

| Phase             | FY   | Federal          | State      | Other      | Total            | Funding Sources            |                    |             |
|-------------------|------|------------------|------------|------------|------------------|----------------------------|--------------------|-------------|
| OTHER             | 2023 | \$38,000         | \$0        | \$0        | \$38,000         | STBG-Flex                  | Toll Credit        | \$7,600     |
| OTHER             | 2024 | \$55,000         | \$0        | \$0        | \$55,000         | STBG-Flex                  | Toll Credit        | \$11,000    |
| OTHER             | 2025 | \$64,000         | \$0        | \$0        | \$64,000         | STBG-Flex                  | Toll Credit        | \$12,800    |
| OTHER             | 2026 | \$64,000         | \$0        | \$0        | \$64,000         | STBG-Flex                  | Toll Credit        | \$12,800    |
| <b>TIP Total:</b> |      | <b>\$221,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$221,000</b> | <b>Total Project Cost:</b> | <b>\$1,433,500</b> | Revised: A0 |

### PROGRAM (USSS)

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-44  
RPCs: Statewide

Facility: Various

Scope: Project to Update Signing on the State Highway System

| Phase             | FY   | Federal            | State      | Other      | Total              | Funding Sources            |                     |             |
|-------------------|------|--------------------|------------|------------|--------------------|----------------------------|---------------------|-------------|
| PE                | 2023 | \$30,000           | \$0        | \$0        | \$30,000           | NHP,STBG-Flex              | Toll Credit         | \$6,000     |
| PE                | 2024 | \$30,000           | \$0        | \$0        | \$30,000           | NHP,STBG-Flex              | Toll Credit         | \$6,000     |
| PE                | 2025 | \$30,000           | \$0        | \$0        | \$30,000           | NHP,STBG-Flex              | Toll Credit         | \$6,000     |
| PE                | 2026 | \$30,000           | \$0        | \$0        | \$30,000           | NHP,STBG-Flex              | Toll Credit         | \$6,000     |
| CON               | 2023 | \$540,000          | \$0        | \$0        | \$540,000          | NHP,STBG-Flex              | Toll Credit         | \$108,000   |
| CON               | 2024 | \$540,000          | \$0        | \$0        | \$540,000          | NHP,STBG-Flex              | Toll Credit         | \$108,000   |
| CON               | 2025 | \$540,000          | \$0        | \$0        | \$540,000          | NHP,STBG-Flex              | Toll Credit         | \$108,000   |
| CON               | 2026 | \$540,000          | \$0        | \$0        | \$540,000          | NHP,STBG-Flex              | Toll Credit         | \$108,000   |
| <b>TIP Total:</b> |      | <b>\$2,280,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,280,000</b> | <b>Total Project Cost:</b> | <b>\$10,420,900</b> | Revised: A0 |

# Nashua Metropolitan Planning Organization

## 2023-2026 Transportation Improvement Program Amendment 1

## Draft for Public Review and Comment

### STATEWIDE (41756)

**Facility:** Various

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

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-52  
RPCs: Statewide

| Phase             | FY   | Federal         | State      | Other      | Total           | Funding Sources            |             |                             |
|-------------------|------|-----------------|------------|------------|-----------------|----------------------------|-------------|-----------------------------|
| OTHER             | 2023 | \$25,000        | \$0        | \$0        | \$25,000        | CMAQ                       | Toll Credit | \$5,000                     |
| <b>TIP Total:</b> |      | <b>\$25,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$25,000</b> | <b>Total Project Cost:</b> |             | <b>\$25,000</b> Revised: A0 |

### STATEWIDE (43104)

**Facility:** Various

**Scope:** Underwater Underwater Bridge Inspection for years from 2021 to 2023

Managed By: NHDOT  
Reg Signif: No  
CAA Code: E-52  
RPCs: Statewide

| Phase             | FY   | Federal         | State           | Other      | Total           | Funding Sources            |             |                              |
|-------------------|------|-----------------|-----------------|------------|-----------------|----------------------------|-------------|------------------------------|
| CON               | 2023 | \$38,000        | \$30,810        | \$0        | \$68,810        | CMAQ                       | Toll Credit | \$7,600                      |
| <b>TIP Total:</b> |      | <b>\$38,000</b> | <b>\$30,810</b> | <b>\$0</b> | <b>\$68,810</b> | <b>Total Project Cost:</b> |             | <b>\$219,880</b> Revised: A0 |

### STATEWIDE (43932)

**Facility:** Various

**Scope:** Construct Vehicle Classification Stations and Vehicle Count Stations for traffic data collection

Managed By: NHDOT  
Reg Signif: No  
CAA Code: ATT  
RPCs: Statewide

| Phase             | FY   | Federal            | State      | Other      | Total              | Funding Sources            |             |                                |
|-------------------|------|--------------------|------------|------------|--------------------|----------------------------|-------------|--------------------------------|
| CON               | 2023 | \$2,253,240        | \$0        | \$0        | \$2,253,240        | CMAQ                       | Toll Credit | \$450,648                      |
| <b>TIP Total:</b> |      | <b>\$2,253,240</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,253,240</b> | <b>Total Project Cost:</b> |             | <b>\$2,299,240</b> Revised: A0 |

### STATEWIDE SOUTH GUARDRAIL (43993)

**Facility:**

**Scope:** Replacement of NCHRP-350 terminals with MASH terminals, in the southern portion of the state.

Managed By: NHDOT  
Reg Signif: No  
CAA Code: ATT  
RPCs: Statewide

| Phase             | FY   | Federal          | State            | Other      | Total            | Funding Sources            |  |                              |
|-------------------|------|------------------|------------------|------------|------------------|----------------------------|--|------------------------------|
| Other             | 2023 | \$687,500        | \$220,000        |            | \$907,500        |                            |  | \$137,500                    |
| <b>TIP Total:</b> |      | <b>\$687,500</b> | <b>\$220,000</b> | <b>\$0</b> | <b>\$907,500</b> | <b>Total Project Cost:</b> |  | <b>\$962,500</b> Revised: A0 |

### STATEWIDE (44196)

**Facility:** Various

**Scope:** Development of a Resilience Improvement Plan

Managed By: NHDOT  
Reg Signif: No  
CAA Code: ATT  
RPCs: Statewide

| Phase             | FY   | Federal          | State      | Other      | Total            | Funding Sources            |  |                              |
|-------------------|------|------------------|------------|------------|------------------|----------------------------|--|------------------------------|
| Other             | 2023 | \$165,000        | \$0        | \$0        | \$165,000        | Other, Toll Credit         |  |                              |
| <b>TIP Total:</b> |      | <b>\$165,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$165,000</b> | <b>Total Project Cost:</b> |  | <b>\$150,000</b> Revised: A1 |