

Transportation Improvement Program DRAFT Amendment 6 FY 2023 – FY 2026

Nashua Regional Planning Commission



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NRPC FY2023-2026 TIP Amendment #6

Public Notice

Public Comment Opportunity & Public Hearing: NRPC FY2023-2026 TIP Amendment 6

June 7, 2024

NOTICE OF PUBLIC COMMENT PERIOD & PUBLIC HEARING

Regarding Amendments to:

FY2023 – 2026 Transportation Improvement Program with corresponding updates to the FY2023 - 2050 Metropolitan Plan.

The Nashua Regional Planning Commission (NRPC), as the designated Metropolitan Planning Organization (MPO) for the Nashua Region, is holding a public comment period on proposed Amendment #6 to the adopted Nashua Metropolitan Area 2023-2026 Transportation Improvement Program (TIP). The TIP is a prioritized list of federal and state funded regional transportation projects programmed for the next 4 years. The NRPC is amending the TIP to account for changes to projects within the Nashua region and to maintain consistency with the Statewide TIP (STIP). This process is being conducted in accordance with the Nashua MPO Public Involvement Procedures, and Federal and State Regulations. Amendment #6 impacts projects listed in the FY2023-2026 TIP which is part of the 2023-2050 Metropolitan Transportation Plan (MTP) for the region.

A ten (10) day public comment period for Amendment 6 to the TIP and MTP begins on Friday, June 7, 2024, and ends on Monday, June 17, 2024. During this period, Amendment #6 to the TIP and MTP will be available for public review on the NRPC website [Link to Amendment #6](#) and physical copies can be provided upon request to Matt Waitkins, MPO Coordinator at mattw@nashuarpc.org.

Written comments may be submitted through Monday, June 17, 2024, via email to mattw@nashuarpc.org or via US mail to: Matt Waitkins, NRPC, 30 Temple Street, Suite 310, Nashua, NH 03060.

Following the public comment period, and pursuant to the NRPC Public Participation Plan, the NRPC MPO Policy Committee will hold a public hearing to review comments, solicit final public feedback, and consider adoption of Amendment 6 to the TIP and MTP. The public hearing has been scheduled for Wednesday, June 19, 2024, at 7:00 PM at the Nashua Regional Planning Commission, located at 30 Temple Street, Suite 310, Nashua. The public hearing also can be attended via Zoom at the following link:

<https://nashuarpc.zoom.us/j/88284199663?pwd=cGZKaE5PZEpYRXdROU5UTzhRYnU3dz09>

Meeting ID: 882 8419 9663

Passcode: 875446

Phone: 1 929 205 6099

Individuals requiring assistance or special arrangements to attend the public hearing should contact Kathy Kirby, NRPC Administrative/Communications Assistant, at (603) 417-6568.

The proposed changes made by Amendment #6 to the NRPC TIP and MTP meet all applicable conformity requirements under the conformity rule. The full TIP Amendment lists these requirements and identifies NRPC actions to meet these requirements.

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.

Oportunidad de Comentario Público y Audiencia Pública: NRPC FY2023-2026 TIP Enmienda 6

El June 7 de 2024

AVISO DE PERÍODO DE COMENTARIOS PÚBLICOS Y AUDIENCIA PÚBLICA

Con respecto a las enmiendas a:

Programa de Mejoramiento del Transporte para los años fiscales 2023 a 2026 con las actualizaciones correspondientes al Plan Metropolitano para los años fiscales 2023 a 2050.

La Comisión de Planificación Regional de Nashua (NRPC, por sus siglas en inglés), como Organización de Planificación Metropolitana (MPO, por sus siglas en inglés) designada para la región de Nashua, está llevando a cabo un período de comentarios públicos sobre la Enmienda 6 propuesta al Programa de Mejora del Transporte (TIP) del Área Metropolitana de Nashua 2023-2026 adoptado. El TIP es una lista priorizada de proyectos de transporte regional financiados por el gobierno federal y estatal programados para los próximos 4 años. El NRPC está enmendando el TIP para tener en cuenta los cambios en los proyectos dentro de la región de Nashua y para mantener la coherencia con el TIP Estatal (STIP). Este proceso se está llevando a cabo de acuerdo con los Procedimientos de Participación Pública de Nashua MPO y las Regulaciones Federales y Estatales. La Enmienda 6 afecta a los proyectos enumerados en el TIP del año fiscal 2023-2026, que forma parte del Plan de Transporte Metropolitano (MTP) 2023-2050 para la región.

Un período de comentarios públicos de diez (10) días para la Enmienda 6 al TIP y MTP comienza viernes el siete de junio de 2024 y finaliza el lunes el diecisiete de junio de 2024. Durante este período, la Enmienda 6 al TIP y MTP estará disponible para revisión pública [en el sitio web de NRPC](#) enlace a la enmienda 6 y se pueden proporcionar copias físicas a pedido a Matt Waitkins, Coordinador de MPO en mattw@nashuarpc.org.

Los comentarios por escrito pueden enviarse hasta lunes, el diecisiete de junio de 2024, por correo electrónico a mattw@nashuarpc.org o por correo postal de EE. UU. a: Matt Waitkins, NRPC, 30 Temple Street, Suite 310, Nashua, NH 03060.

Después del período de comentarios públicos, y de conformidad con el Plan de Participación Pública de NRPC, el Comité de Políticas de MPO de NRPC llevará a cabo una audiencia pública para revisar los comentarios, solicitar comentarios finales del público y considerar la adopción de la Enmienda 6 al TIP y MTP. La audiencia pública ha sido programada para el miércoles, el diecisiete de junio de 2024, a las 7:00 p.m. en la Comisión de Planificación Regional de Nashua, ubicada en 30 Temple Street, Suite 310, Nashua. A la audiencia pública también se puede asistir vía Zoom en el siguiente enlace:

<https://nashuarpc.zoom.us/j/88284199663?pwd=cGZKaE5PZEpYRXdROU5UTzhRYnU3dz09>

ID de reunión: 882 8419 9663

Passcode: 875446

Teléfono: 1 929 205 6099

Las personas que requieran asistencia o arreglos especiales para asistir a la audiencia pública deben comunicarse con Kathy Kirby, Asistente Administrativa / de Comunicaciones de NRPC, al (603) 417-6568.

Los cambios propuestos por la Enmienda #5 a la Actualización del TIP y MTP de NRPC cumplen con todos los requisitos de conformidad aplicables bajo la regla de conformidad. La Enmienda TIP enumera estos requisitos e identifica las acciones de NRPC para cumplir con estos requisitos.

Nota: Nashua Transit System, que es el solicitante de la Sección 5307(c) de la FTA, ha consultado con la MPO y está de acuerdo en que el proceso de participación pública adoptado por la MPO para el desarrollo del TIP satisface los requisitos de audiencia pública que pertenecen al desarrollo del Programa de Proyectos para la Sección 5307 regular,

Programa de Fórmula de Área Urbanizada, solicitudes de subvención, incluida la disposición de notificación pública y el tiempo establecido para la revisión y los comentarios públicos.

NRPC FY2023-2026 TIP Amendment #6

Project Changes

Currently Approved Scope & Cost						
AMHERST (44351)						Managed By: Muni/Local
Facility: NH122						Reg Signif: No
Scope:						CAA Status: ATT
						RPCs: NRPC
Phase	FY	Federal	State	Other	Total	Funding Sources
PE	2025	\$82,960	\$0	\$20,740	\$103,700	STBG-Flex, Towns
PE	2025	\$52,478	\$0	\$13,120	\$65,598	STBG-Flex, Towns
TIP Total:		\$135,438	\$0	\$33,860	\$169,298	Total Project Cost: \$1,857,878 Revised: A4
Proposed Scope (adding scope) & Cost (no change)						
AMHERST (44351)						Managed By: Muni/Local
Facility: NH122						Reg Signif: No
Scope: Construct Multimodal Path 3,611 Linear FT Along North Side of Road to Bridge a Gap in Multimodal Facilities.						CAA Status: ATT
						RPCs: NRPC
Phase	FY	Federal	State	Other	Total	Funding Sources
PE	2025	\$82,960	\$0	\$20,740	\$103,700	CMAQ, Towns
PE	2025	\$52,478	\$0	\$13,120	\$65,598	CMAQ, Towns
TIP Total:		\$135,438	\$0	\$33,860	\$169,298	Total Project Cost: \$1,857,878 Revised: A6

Currently Approved Scope & Cost							
BEDFORD - MERRIMACK (24217)						Managed By:	Muni/Local
Facility: Beals Rd over Baboosic Brook						Reg Signif:	No
Scope: Bridge Replacement - Beals Rd over Baboosic Brook- BR. #105-005						CAA Status:	E-19
						RPCs:	SNHPC
Phase	FY	Federal	State	Other	Total	Funding Sources	
PE	2025	\$0	\$160,037	\$40,009	\$200,046	SB367-4-Cents, Towns	
ROW	2025	\$0	\$43,747	\$10,937	\$54,684	SB367-4-Cents, Towns	
CON	2025	\$990,295	\$0	\$0	\$990,295	MOBIL	
TIP Total:		\$990,295	\$203,784	\$50,946	\$1,245,025	Total Project Cost:	\$1,245,025 Revised:
Proposed Scope (no change) & Cost							
BEDFORD - MERRIMACK (24217)						Managed By:	Muni/Local
Facility: Beals Rd over Baboosic Brook						Reg Signif:	No
Scope: Bridge Replacement - Beals Rd over Baboosic Brook- BR. #105-005						CAA Status:	E-19
						RPCs:	SNHPC
Phase	FY	Federal	State	Other	Total	Funding Sources	
PE	2025	\$0	\$184,140	\$46,035	\$230,175	SB367-4-Cents, Towns	
ROW	2025	\$0	\$43,747	\$10,937	\$54,684	SB367-4-Cents, Towns	
CON	2025	\$2,104,262	\$0	\$0	\$2,104,262	MOBIL	
TIP Total:		\$2,104,262	\$227,887	\$56,972	\$2,389,121	Total Project Cost:	\$2,389,121 Revised: A6

Currently Approved Scope & Cost							
HUDSON (42108)						Managed By:	Muni/Local
Facility: Circ Hwy						Reg Signif:	Yes
Scope: Plan, Eng & Construct a roadway b/t NH3A & NH111, southern portion of Circ Hwy						CAA Status:	ATT
						RPCs:	NRPC
Phase	FY	Federal	State	Other	Total	Funding Sources	
PE	2024	\$0	\$0	\$0	\$0	STBG Flex, Towns	
PE	2025	\$535,243	\$0	\$133,811	\$669,054	STBG Flex, Towns	
TIP Total:		\$535,243	\$0	\$133,811	\$669,054	Total Project Cost:	\$60,061,532 Revised: A0.M.6.23
Proposed Scope & Cost - Project is being removed from the TIP							
HUDSON (42108)						Managed By:	Muni/Local
Facility: Circ Hwy						Reg Signif:	Yes
Scope: Plan, Eng & Construct a roadway b/t NH3A & NH111, southern portion of Circ Hwy						CAA Status:	ATT
						RPCs:	NRPC
Phase	FY	Federal	State	Other	Total	Funding Sources	
		\$0	\$0	\$0	\$0		
TIP Total:		\$0	\$0	\$0	\$0	Total Project Cost:	Revised: A6

Currently Approved Scope & Cost							
NASHUA (42882)						Managed By:	Muni/Local
Facility: Main St/Canal St/Lowell St						Reg Signif:	No
Scope: Intersection and Roadway Improvements, Canal St/Franklin St/Main St						CAA Status:	E-51
						RPCs:	NRPC
Phase	FY	Federal	State	Other	Total	Funding Sources	
PE	2024	\$108,000	\$0	\$27,000	\$135,000	CMAQ, City	
PE	2025	\$76,755	\$0	\$19,189	\$95,944	CMAQ, City	
ROW	2025	\$21,321	\$0	\$5,330	\$26,651	CMAQ, City	
CON	2026	\$568,215	\$0	\$142,054	\$710,269	CMAQ, City	
TIP Total:		\$774,291	\$0	\$193,573	\$967,864	Total Project Cost:	\$1,704,412 Revised: A1.M.8.23
Proposed Scope (no change) & Cost							
NASHUA (42882)						Managed By:	Muni/Local
Facility: Main St/Canal St/Lowell St						Reg Signif:	No
Scope: Intersection and Roadway Improvements, Canal St/Franklin St/Main St						CAA Status:	E-51
						RPCs:	NRPC
Phase	FY	Federal	State	Other	Total	Funding Sources	
PE	2025	\$128,000	\$0	\$32,000	\$160,000	CMAQ, City	
PE	2026	\$78,812	\$0	\$19,703	\$98,515	CMAQ, City	
ROW	2026	\$21,321	\$0	\$5,330	\$26,651	CMAQ, City	
TIP Total:		\$228,133	\$0	\$57,033	\$285,166	Total Project Cost:	\$1,887,466 Revised: A6

<i>Proposed Scope & Cost</i>							
PROGRAM (OHSS)						Managed By:	NHDOT
Facility: Various						Reg Signif:	No
Scope: Replacemnt or Rehabilitation of Overhead Sign Structure						CAA Code:	ATT
						RPCs:	Undetermin
Phase	FY	Federal	State	Other	Total	Funding Sources	
PE	2025	\$200,000	\$0	\$0	\$200,000	STBG-State Flexible. Toll Credit	
PE	2026	\$200,000	\$0	\$0	\$200,000	STBG-State Flexible. Toll Credit	
CON	2025	\$800,000	\$0	\$0	\$800,000	STBG-State Flexible. Toll Credit	
CON	2026	\$800,000	\$0	\$0	\$800,000	STBG-State Flexible. Toll Credit	
TIP Total:		\$2,000,000	\$0	\$0	\$2,000,000	Total Project Cost:	\$10,000,000 Revised: A6

Currently Approved Scope & Cost								
PROGRAM (PAVE-T2-RESURF)							Managed By:	NHDOT
							Reg Signif:	No
Facility: Various							CAA Code:	E-10
Scope: Resurfacing Tier 2 roadways							RPCs:	Statewide
Phase	FY	Federal	State	Other	Total	Funding Sources		
PE	2023	\$2,350,000	\$0	\$0	\$2,350,000	NHP, STBG-State Flex	Toll Credit	\$470,000
PE	2024	\$1,500,000	\$0	\$0	\$1,500,000	NHP, STBG-State Flex	Toll Credit	\$300,000
PE	2025	\$300,000	\$0	\$0	\$300,000	NHP, STBG-State Flex	Toll Credit	\$60,000
PE	2026	\$300,000	\$0	\$0	\$300,000	NHP, STBG-State Flex	Toll Credit	\$60,000
ROW	2023	\$25,000	\$0	\$0	\$25,000	NHP, STBG-State Flex	Toll Credit	\$5,000
ROW	2024	\$25,000	\$0	\$0	\$25,000	NHP, STBG-State Flex	Toll Credit	\$5,000
ROW	2025	\$25,000	\$0	\$0	\$25,000	NHP, STBG-State Flex	Toll Credit	\$5,000
ROW	2026	\$25,000	\$0	\$0	\$25,000	NHP, STBG-State Flex	Toll Credit	\$5,000
CON	2023	\$36,500,000	\$6,000,000	\$0	\$42,500,000	Betterment, NHP, STBG-State Flex	Toll Credit	\$7,300,000
CON	2024	\$29,725,000	\$6,000,000	\$0	\$35,725,000	Betterment, NHP, STBG-State Flex	Toll Credit	\$5,945,000
CON	2025	\$8,925,000	\$2,750,000	\$0	\$11,675,000	Betterment, NHP, STBG-State Flex	Toll Credit	\$1,785,000
CON	2026	\$5,675,000	\$2,750,000	\$0	\$8,425,000	Betterment, NHP, STBG-State Flex	Toll Credit	\$1,135,000
TIP Total:		\$85,375,000	\$17,500,000	\$0	\$102,875,000	Total Project Cost:	\$505,900,000	Revised: A2M10.2023
Proposed Scope (no change) & Cost								
PROGRAM (PAVE-T2-RESURF)							Managed By:	NHDOT
							Reg Signif:	No
Facility: Various							CAA Code:	E-10
Scope: Resurfacing Tier 2 roadways							RPCs:	Statewide
Phase	FY	Federal	State	Other	Total	Funding Sources		
PE	2023	\$2,350,000	\$0	\$0	\$2,350,000	NHP, STBG-State Flex	Toll Credit	\$470,000
PE	2024	\$1,845,000	\$0	\$0	\$1,845,000	NHP, STBG-State Flex	Toll Credit	\$369,000
PE	2025	\$2,500,000	\$0	\$0	\$2,500,000	NHP, STBG-State Flex	Toll Credit	\$500,000
PE	2026	\$2,155,000	\$0	\$0	\$2,155,000	NHP, STBG-State Flex	Toll Credit	\$431,000
ROW	2023	\$25,000	\$0	\$0	\$25,000	NHP, STBG-State Flex	Toll Credit	\$5,000
ROW	2024	\$25,000	\$0	\$0	\$25,000	NHP, STBG-State Flex	Toll Credit	\$5,000
ROW	2025	\$25,000	\$0	\$0	\$25,000	NHP, STBG-State Flex	Toll Credit	\$5,000

ROW	2026	\$25,000	\$0	\$0	\$25,000	NHP, STBG-State Flex	Toll Credit	\$5,000
CON	2023	\$36,500,000	\$6,000,000	\$0	\$42,500,000	Betterment, NHP, STBG-State Flex	Toll Credit	\$7,300,000
CON	2024	\$29,725,000	\$6,000,000	\$0	\$35,725,000	Betterment, NHP, STBG-State Flex	Toll Credit	\$5,945,000
CON	2025	\$20,625,000	\$2,750,000	\$0	\$23,375,000	Betterment, NHP, STBG-State Flex	Toll Credit	\$4,125,000
CON	2026	\$20,625,000	\$2,750,000	\$0	\$23,375,000	Betterment, NHP, STBG-State Flex	Toll Credit	\$4,125,000
TIP Total:		\$116,425,000	\$17,500,000	\$0	\$133,925,000	Total Project Cost:		\$536,950,000 Revised: A6

Currently Approved Scope & Cost							
PROGRAM (STBG-FTA)						Managed By:	Muni/Local
Facility: Various						Reg Signif:	No
Scope: Funds transferred from STBG to FTA to supplement public/human services transportation statewide						CAA Code:	E-0
						RPCs:	Statewide
Phase	FY	Federal	State	Other	Total	Funding Sources	
OTHER	2024	\$3,000,000	\$0	\$612,500	\$3,612,500	STBG-Flex, Other	Toll Credit
OTHER	2025	\$3,000,000	\$0	\$612,500	\$3,612,500	STBG-Flex, Other	Toll Credit
OTHER	2026	\$3,000,000	\$0	\$612,500	\$3,612,500	STBG-Flex, Other	Toll Credit
TIP Total:		\$9,000,000	\$0	\$1,837,500	\$10,837,500	Total Project Cost:	\$52,512,500
Revised: A3							
Proposed Scope & Cost							
PROGRAM (STBG-FTA)						Managed By:	Muni/Local
Facility: Various						Reg Signif:	No
Scope: Funds transferred from STBG to FTA to supplement public/human services transportation statewide						CAA Code:	E-0
						RPCs:	Statewide
Phase	FY	Federal	State	Other	Total	Funding Sources	
OTHER	2025	\$3,000,000	\$0	\$612,500	\$3,612,500	STBG-Flex, Other	Toll Credit
OTHER	2026	\$3,000,000	\$0	\$612,500	\$3,612,500	STBG-Flex, Other	Toll Credit
TIP Total:		\$6,000,000	\$0	\$1,225,000	\$7,225,000	Total Project Cost:	\$48,900,000
Revised: A6							

Currently Approved Scope								
PROGRAM (TRAFMON)							Managed By:	NHDOT
Facility: Various							Reg Signif:	No
Scope: TRAFMON Parent programmatic							CAA Code:	E-0
							RPCs:	Statewide
Phase	FY	Federal	State	Other	Total	Funding Sources		
PE	2024	\$55,000	\$0	\$0	\$55,000	STBG-Flex	Toll Credit	\$11,000
CON	2024	\$1,540,000	\$0	\$0	\$1,540,000	STBG-Flex	Toll Credit	\$308,000
OTHER	2024	\$405,000	\$0	\$0	\$405,000	STBG-Flex	Toll Credit	\$81,000
OTHER	2025	\$2,000,000	\$0	\$0	\$2,000,000	STBG-Flex	Toll Credit	\$400,000
OTHER	2026	\$2,000,000	\$0	\$0	\$2,000,000	STBG-Flex	Toll Credit	\$400,000
TIP Total:		\$6,000,000	\$0	\$0	\$6,000,000	Total Project Cost:	\$24,000,000	Revised: A4.M04.24
Proposed Scope								
PROGRAM (TRAFMON)							Managed By:	NHDOT
Facility: Various							Reg Signif:	No
Scope: Traffic Data (vol/vehicle clss/wght monitoring/wght safty) monitor & support FHWA reqs (TMG/HPMS)							CAA Code:	E-0
							RPCs:	Statewide
Phase	FY	Federal	State	Other	Total	Funding Sources		
PE	2024	\$55,000	\$0	\$0	\$55,000	STBG-Flex	Toll Credit	\$11,000
CON	2024	\$1,540,000	\$0	\$0	\$1,540,000	STBG-Flex	Toll Credit	\$308,000
OTHER	2024	\$405,000	\$0	\$0	\$405,000	STBG-Flex	Toll Credit	\$81,000
OTHER	2025	\$2,000,000	\$0	\$0	\$2,000,000	STBG-Flex	Toll Credit	\$400,000
OTHER	2026	\$2,000,000	\$0	\$0	\$2,000,000	STBG-Flex	Toll Credit	\$400,000
TIP Total:		\$6,000,000	\$0	\$0	\$6,000,000	Total Project Cost:	\$24,000,000	Revised: A6

NRPC FY2023-2026 TIP Amendment #6

Air Quality Conformity Determination

Transportation Air Quality Conformity Requirements

Overview

On November 29, 2018, 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 in EPA's original designations for this NAAQS (May 21, 2012). Since 2015, the NAAQS for ozone has been 0.07 parts per million.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include the 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 for the 1997 ozone NAAQS 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 upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the Nashua MPO TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

The following is a summary of how these requirements have been addressed.

Latest Planning Assumptions

In 2022, NRPC staff completed the conversion of the regional model from an Excel/TransCAD model, to a fully integrated 3 plus step TransCAD model. This 2022 update included the creation of a model having trip generation, trip distribution, vehicle occupancy/time of day, and highway assignment. Additionally, the highway assignment was modified to include a 4-time period assignment with the following time periods summing to a 24 hour volume: 6AM-9AM, 9AM to 3PM, 3PM-6PM, and 6PM-6AM. This is not a 4 step model as it does not have transit and walk modes, nor does it estimate these trips. Regional fixed route transit ridership is approximately 1500 boardings per day and this is negligible in terms of the total

number of trips in the system. Additionally, the model was programmed to run with a dialog box user interface in the 2022 release of TransCAD version 9.

In 2023, following the completion of the 2022 update, NRPC staff completed a second major update. The focus of this update was to bring the regional Transportation Analysis Zones (TAZs) structure to be consistent with 2020 US Census geography. These new TAZs were created as sub-divisions of Census block groups. The 2020 Census data was used as the source of population, households by size, households by income, household auto ownership, and employment. These population and household characteristics came directly from the 2020 Census. The employment data came from the 2020 Census LODS (LEHD, Longitudinal Employer-Household Dynamics, Origin-Destination Employment Statistics) data. The model runs in the 2023 release of TransCAD version 9.

The 2020 Census data then served as the base year, and new forecast year population, household and employment characteristics were developed for 2030 and 2050. The State of New Hampshire, Employment and Security, Economic and Labor Market Information Bureau, was the source of the 2030 community employment projections. The State of New Hampshire, Office of Planning and Development, had recently retained a consultant to develop community population projections to 2050 in 5 year increments. These were the source of the 2030 and 2050 population projections. Using population growth rates as a guide, the community employment projections for 2030 were extended out to 2050. Based on meetings with local communities, known land use changes in those communities were used to inform the placement of the community growth predicted by these State sources.

Additionally, the trip generation equations in the model were updated to be consistent with the National Cooperative Highway Research Program (NCHRP) Report 365 based on an urban area population of 50,000 to 199,000. The gravity model trip distribution was also modified to reflect trip-length frequency distributions provided in this report. The NCHRP Quick Response Freight Manual was then used to develop a truck model inclusive of trip generation, trip distribution, and highway assignment steps.

The original model's highway network and speed capacity lookup tables were used in this new model as those model features had already been calibrated to this region.

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.

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 in the State, 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, even if it is not a SIP-identified TCM.

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 2023-2026 TIP are fiscally constrained. A comprehensive Financial Analysis conducted in Chapter VI of 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.

Nashua Carbon Monoxide Status

The City of Nashua was designated a non-attainment area for Carbon Monoxide (CO) in 1980 by the EPA. Unlike ozone, CO pollution is prevalent throughout the year and typically concentrated in urban areas with congested intersections and arterial roadways. NRPC has worked with the City of Nashua, NHDOT and NHDES to reduce mobile source emissions and meet the CO standards set by EPA. Over the last two plus decades, the intersection improvements, increased transit service and other transportation demand strategies have worked in conjunction with reduced tail pipe emissions to decrease the number of exceedances of the CO standard. By 2001 EPA designated Nashua "in attainment" with a Maintenance Plan requiring continued monitoring and air quality analyses to ensure the CO standard was not violated by proposed projects. On March 10, 2014, EPA approved a Limited Maintenance Plan

for the City of Nashua, relinquishing the NRPC of additional air quality analyses for projects proposed in the TIP and MTP. The 20-year maintenance period for the Nashua and Manchester CO maintenance areas expired on January 29, 2021. The Nashua MPO is therefore no longer required to demonstrate transportation conformity for the CO maintenance area.

Projects which are exempt from analysis in the Air Quality Conformity Determination are assigned specific Clean Air Act Codes (CAAC). These include construction projects that do not involve capacity expansion or new facilities. New highway projects or capacity expansion of existing highways are considered non-exempt and their impacts are evaluated.

CLEAN AIR ACT STATUS/CODES

Safety

- E-1 Railroad/highway crossing.
- E-2 Hazard elimination program.
- E-3 Safer Non-Federal Aid System roads.
- E-4 Shoulder improvements.
- E-5 Increasing sight distance.
- E-6 Safety improvement program.
- E-7 Traffic control devices and operating assistance other than signalization projects.
- E-8 Railroad/highway crossing warning devices.
- E-9 Guardrails, median barriers, crash cushions.
- E-10 Pavement resurfacing and/or rehabilitation.
- E-11 Pavement marking demonstration.
- E-12 Emergency relief (23 U.S.C. 125).
- E-13 Fencing.
- E-14 Skid treatments.
- E-15 Safety roadside rest areas.
- E-16 Adding medians.
- E-17 Truck climbing lanes outside the urbanized area.
- E-18 Lighting improvements.
- E-19 Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- E-20 Emergency truck pullovers.

Mass Transit

- E-21 Operating assistance to transit agencies.
- E-22 Purchase of support vehicles.
- E-23 Rehabilitation of transit vehicles.
- E-24 Purchase of office, shop, and operating equipment for existing facilities.
- E-25 Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
- E-26 Construction or renovation of power, signal, communications systems.
- E-27 Construction of small passenger shelters and information kiosks.
- E-28 Construction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- E-29 Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way.
- E-30 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
- E-31 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

Air Quality

- E-32 Continuation of ride sharing and van-pooling promotion activities at current levels.
- E-33 Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction, such as:

- E-34 Planning and technical studies.
- E-35 Grants for training and research programs.
- E-36 Planning activities conducted pursuant to titles 23 and 49 U.S.C.

- E-37 Federal-aid systems revisions.
- E-38 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- E-39 Noise attenuation.
- E-40 Advance land acquisitions (23 CFR part 712 or 23 CFR part 771).
- E-41 Acquisition of scenic easements.
- E-42 Plantings, landscaping, etc.
- E-43 Sign removal.
- E-44 Directional and informational signs.
- E-45 Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
- E-46 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, exempt projects involving substantial functional, locational, or capacity changes.
- E-0 Other specific activities which do not involve or lead directly to construction.
- ALL Statewide or Programmatic projects and, therefore, not subject to conformity.
- ATT Project is in an attainment area and, therefore, not subject to conformity.

Projects Exempt from Regional Emissions Analysis

- E-51 Intersection channelization projects.
- E-52 Intersection signalization projects at individual intersections.
- E-53 Interchange reconfiguration projects.
- E-54 Changes in vertical and horizontal alignment.
- E-55 Truck size and weight inspection stations.
- E-56 Bus terminals and transfer points.

Not Exempt Code

- N/E Project is not exempt.
- LMP Limited Maintenance Plan.

NRPC FY2023-2026 TIP Amendment # 6

Fiscal Constraint

2024 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 472,327	\$ -	\$ -	\$ 472,327	\$ -
Carbon Reduction Program Under 5k	\$ 1,459,116	\$ -	\$ -	\$ 1,459,116	\$ -
Carbon Reduction Program>200k	\$ 797,579	\$ -	\$ -	\$ 797,579	\$ -
Carbon Reduction 50k- 200K	\$ 733,769	\$ -	\$ -	\$ 733,769	\$ -
Carbon Reduction Program Flex	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ 1,864,580
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 1,182,799	\$ 12,680,044	\$ 4,884,296
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ -	\$ -	\$ 12,447,232	\$ 15,825,257
National Highway Freight	\$ 5,842,291	\$ -	\$ -	\$ 5,842,291	\$ -
National Highway Performance	\$ 117,703,157	\$ -	\$ -	\$ 117,703,157	\$ 75,677,953
PROTECT	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 8,616,152
Recreational Trails	\$ 1,255,265	\$ -	\$ 354,792	\$ 1,610,057	\$ 1,419,169
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 648,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280	\$ -	\$ 679,423	\$ 4,568,703	\$ 3,001,493
STBG-50 to 200K	\$ 6,042,070	\$ -	\$ 15,630,879	\$ 21,672,949	\$ 20,764,040
STBG-Areas Over 200K	\$ 6,567,496	\$ -	\$ 401,500	\$ 6,968,996	\$ 7,685,299
STBG-Non Urban Areas Under 5K	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 10,535,973
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 251,691	\$ 5,148,814	\$ 14,780,245
STBG-State Flexible	\$ 18,432,204	\$ -	\$ 535,842	\$ 18,968,046	\$ 57,266,143
TAP-50K to 200K	\$ 680,168	\$ -	\$ 188,717	\$ 868,885	\$ 754,866
TAP-5K to 49,999	\$ 437,824	\$ -	\$ 81,941	\$ 519,765	\$ 327,763
TAP-Areas Over 200K	\$ 739,316	\$ -	\$ 189,367	\$ 928,683	\$ 757,469
TAP-Flex	\$ 2,230,564	\$ -	\$ 555,042	\$ 2,785,606	\$ 2,220,166
TAP-Non Urban Areas Under 5K	\$ 1,352,528	\$ -	\$ 338,694	\$ 1,691,222	\$ 1,354,777
State Planning and Research	\$ 6,428,770	\$ -	\$ 390,000	\$ 6,818,770	\$ 6,043,865
	\$ 225,104,574	\$ -	\$ 21,467,186	\$ 246,571,760	\$ 234,428,007
Surplus/(Deficit)					\$ 12,143,754

1. Newington-Dover 11238S \$20M for STGB-50 to 200K as grant placeholder.

2025 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 481,774	\$ -	\$ -	\$ 481,774	\$ -
Carbon Reduction Program Under 5k	\$ 1,488,298	\$ -	\$ -	\$ 1,488,298	\$ -
Carbon Reduction Program>200k	\$ 813,531	\$ -	\$ -	\$ 813,531	\$ -
Carbon Reduction 50k- 200K	\$ 748,444	\$ -	\$ -	\$ 748,444	\$ -
Carbon Reduction Program Flex	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 1,086,032	\$ 12,813,222	\$ 5,996,423
Highway Safety Improvement Program (HSIP)	\$ 12,696,177	\$ -	\$ -	\$ 12,696,177	\$ 10,388,611
National Highway Freight	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ -
National Highway Performance	\$ 120,057,220	\$ -	\$ 50,000	\$ 120,107,220	\$ 89,425,683
PROTECT	\$ 6,178,754	\$ -	\$ -	\$ 6,178,754	\$ 454,135
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 3,890,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,967,066	\$ -	\$ 809,087	\$ 4,776,152	\$ 5,952,083
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ 880,878	\$ 7,043,789	\$ 10,707,509
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 518,136	\$ 7,216,982	\$ 10,669,181
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ 50,957	\$ 12,306,029	\$ 22,190,708
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 590,130	\$ 5,585,196	\$ 6,556,039
STBG-State Flexible	\$ 52,660,015	\$ -	\$ 2,420,031	\$ 55,080,046	\$ 75,161,061
TAP-50K to 200K	\$ 693,771	\$ -	\$ 282,131	\$ 975,902	\$ 1,128,524
TAP-5K to 49,999	\$ 446,580	\$ -	\$ 83,579	\$ 530,160	\$ 334,318
TAP-Areas Over 200K	\$ 754,102	\$ -	\$ 193,154	\$ 947,257	\$ 772,617
TAP-Flex	\$ 2,275,175	\$ -	\$ 566,143	\$ 2,841,318	\$ 2,264,570
TAP-Non Urban Areas Under 5K	\$ 1,379,579	\$ -	\$ 345,468	\$ 1,725,047	\$ 1,381,873
State Planning and Research	\$ 6,557,345	\$ -	\$ 390,000	\$ 6,947,345	\$ 6,028,821
	\$ 263,465,832	\$ -	\$ 8,579,543	\$ 272,045,375	\$ 254,557,421
Surplus/Deficit					\$ 17,487,954

2. Conway buyback deobligations \$19M NHPP

2026 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 491,409	\$ -	\$ -	\$ 491,409	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064	\$ -	\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801	\$ -	\$ -	\$ 829,801	\$ -
Carbon Reduction 50k- 200K	\$ 763,413	\$ -	\$ -	\$ 763,413	\$ -
Carbon Reduction Program Flex	\$ 1,978,708	\$ -	\$ -	\$ 1,978,708	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 701,473	\$ 12,663,206	\$ 2,805,890
Highway Safety Improvement Program (HSIP)	\$ 12,950,100	\$ -	\$ -	\$ 12,950,100	\$ 10,629,350
National Highway Freight	\$ 6,078,320	\$ -	\$ -	\$ 6,078,320	\$ -
National Highway Performance	\$ 122,458,365	\$ -	\$ 104,950	\$ 122,563,314	\$ 92,512,022
PROTECT Program	\$ 6,302,329	\$ -	\$ -	\$ 6,302,329	\$ -
Recreational Trails	\$ 1,305,978	\$ -	\$ 313,816	\$ 1,619,794	\$ 1,255,265
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -	\$ 1,274,490	\$ 584,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,407	\$ -	\$ 356,600	\$ 4,403,007	\$ 5,533,717
STBG-50 to 200K	\$ 6,286,170	\$ -	\$ 739,698	\$ 7,025,867	\$ 7,909,900
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 24,142	\$ 6,856,965	\$ 3,898,877
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 31,729	\$ 12,531,902	\$ 15,960,843
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ 738,779	\$ 5,833,745	\$ 16,340,937
STBG-State Flexible	\$ 54,463,215	\$ -	\$ 118,003	\$ 54,581,218	\$ 71,053,331
TAP-50K to 200K	\$ 707,647	\$ -	\$ 196,341	\$ 903,988	\$ 785,363
TAP-5K to 49,999	\$ 455,512	\$ -	\$ 85,251	\$ 540,763	\$ 341,004
TAP-Areas Over 200K	\$ 769,184	\$ -	\$ 197,018	\$ 966,202	\$ 788,070
TAP-Flex	\$ 2,320,679	\$ -	\$ 577,465	\$ 2,898,144	\$ 2,309,862
TAP-Non Urban Areas Under 5K	\$ 1,407,170	\$ -	\$ 352,378	\$ 1,759,548	\$ 1,409,510
State Planning and Research	\$ 6,688,492	\$ -	\$ 462,058	\$ 7,150,550	\$ 6,433,486
	\$ 269,485,149	\$ -	\$ 4,999,700	\$ 274,484,848	\$ 240,551,429
Surplus/Deficit					\$ 33,933,419

General Notes

Federal Apportionment is estimated based on FFY2024 apportionment (2/15/2024 SOF)

Federal Available Balance is based on the unobligated balances shown on the 2/15/2024 Status of Funds.

Federal Highway Formula and Match Funding for 2024
Financially Constrained by Funding Category

Funding Category	Federal Apportionment ² (A)	Proposed Transfers	Federal Available Balance ³ (B)	Federal Total (C) = (A + B)	State Match (D)	Local/Other Match (E)	Total Resources Available (F) = (C + D + E)	Total Programmed	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	\$ 472,327		\$ 689,737	\$ 1,162,064	\$ -	\$ -	\$ 1,162,064	\$ -	\$ 1,162,064
Carbon Reduction Program Under 5k	\$ 1,459,116		\$ 2,850,961	\$ 4,310,077	\$ -	\$ -	\$ 4,310,077	\$ -	\$ 4,310,077
Carbon Reduction Program>200k	\$ 797,579		\$ 1,593,998	\$ 2,391,577	\$ -	\$ -	\$ 2,391,577	\$ -	\$ 2,391,577
Carbon Reduction 50k- 200K	\$ 733,769		\$ 808,832	\$ 1,542,601	\$ -	\$ -	\$ 1,542,601	\$ -	\$ 1,542,601
Carbon Reduction Program Flex	\$ 1,901,872		\$ -	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ 1,864,580	\$ 37,292
Congestion Mitigation and Air Quality Program	\$ 11,497,245		\$ -	\$ 11,497,245	\$ -	\$ 1,182,799	\$ 12,680,044	\$ 4,884,296	\$ 7,795,748
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ 3,098,665	\$ 279,360	\$ 15,825,257	\$ -	\$ -	\$ 15,825,257	\$ 15,825,257	\$ 0
National Highway Freight	\$ 5,842,291		\$ 2	\$ 5,842,293	\$ -	\$ -	\$ 5,842,293	\$ -	\$ 5,842,293
National Highway Performance	\$ 117,703,157	\$ (40,000,000)	\$ -	\$ 77,703,157	\$ -	\$ -	\$ 77,703,157	\$ 75,677,953	\$ 2,025,204
PROTECT	\$ 6,057,602	\$ 2,558,550	\$ -	\$ 8,616,152	\$ -	\$ -	\$ 8,616,152	\$ 8,616,152	\$ (0)
Recreational Trails	\$ 1,255,265		\$ 3,191,317	\$ 4,446,582	\$ -	\$ 354,792	\$ 4,801,374	\$ 1,419,169	\$ 3,382,205
RL - Rail Highway	\$ 1,225,000		\$ 3,340,104	\$ 4,565,104	\$ -	\$ -	\$ 4,565,104	\$ 648,500	\$ 3,916,604
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280		\$ 52,406	\$ 3,941,686	\$ -	\$ 679,423	\$ 4,621,109	\$ 3,001,493	\$ 1,619,616
STBG-50 to 200K ¹	\$ 6,042,070		\$ -	\$ 6,042,070	\$ -	\$ 15,630,879	\$ 21,672,949	\$ 20,764,040	\$ 908,909
STBG-Areas Over 200K	\$ 6,567,496		\$ 1,783,205	\$ 8,350,701	\$ -	\$ 401,500	\$ 8,752,201	\$ 7,685,299	\$ 1,066,902
STBG-Non Urban Areas Under 5K	\$ 12,014,776		\$ -	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 10,535,973	\$ 2,165,302
STBG-Off System Bridge	\$ 4,897,123	\$ 298,199	\$ 9,333,232	\$ 14,528,554	\$ -	\$ 251,691	\$ 14,780,245	\$ 14,780,245	\$ -
STBG-State Flexible	\$ 18,432,204	\$ 34,044,586	\$ 4,703,005	\$ 57,179,795	\$ -	\$ 535,842	\$ 57,715,637	\$ 57,266,143	\$ 449,494
TAP-50K to 200K	\$ 680,168		\$ 368,012	\$ 1,048,180	\$ -	\$ 188,717	\$ 1,236,897	\$ 754,866	\$ 482,031
TAP-5K to 49,999	\$ 437,824		\$ 355,626	\$ 793,450	\$ -	\$ 81,941	\$ 875,391	\$ 327,763	\$ 547,628
TAP-Areas Over 200K	\$ 739,316		\$ 1,810,371	\$ 2,549,687	\$ -	\$ 189,367	\$ 2,739,055	\$ 757,469	\$ 1,981,586
TAP-Flex	\$ 2,230,564		\$ 3,889,237	\$ 6,119,801	\$ -	\$ 555,042	\$ 6,674,843	\$ 2,220,166	\$ 4,454,677
TAP-Non Urban Areas Under 5K	\$ 1,352,528		\$ 2,282,293	\$ 3,634,821	\$ -	\$ 338,694	\$ 3,973,515	\$ 1,354,777	\$ 2,618,738
State Planning and Research	\$ 6,428,770		\$ 1,301,363	\$ 7,730,133	\$ -	\$ 390,000	\$ 8,120,133	\$ 6,043,865	\$ 2,076,269
Total	\$ 225,104,574	\$ -	\$ 38,633,062	\$263,737,636	\$0	\$ 21,467,186	\$ 285,204,822	\$ 234,428,007	\$ 50,776,816

1. Newington-Dover 11238S \$20M for STGB-50 to 200K as grant placeholder.

2. Federal Apportionment is estimated based on FFY2024 apportionment (2/15/2024 SOF)

3. Federal Available Balance is based on the unobligated balances shown on the 2/15/2024 Status of Funds.

Federal Highway Non-Formula Funds

2023	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 4,519,554	\$ -	\$ -	\$ 4,519,554	\$ 4,519,554
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
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	\$ 24,897,597	\$ -	\$ -	\$ 24,897,597	\$ 24,897,597
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ 4,424,825	\$ -	\$ -	\$ 4,424,825	\$ 4,424,825
NEVI	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
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	\$ -	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 384,000	\$ -	\$ -	\$ 384,000	\$ 384,000
Scenic Byways (Enfield 44286)	\$ 734,417	\$ -	\$ 183,604	\$ 918,021	\$ 918,021
TOTAL	\$ 43,011,751	\$ 25,000	\$ 1,315,361	\$ 45,270,134	\$ 44,352,112
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 25,625,991	\$ -	\$ 1,254,712	\$ 26,880,702	\$ 26,880,702
Disadvantaged Business Enterprise (DBE)	\$ 89,666	\$ -	\$ -	\$ 89,666	\$ 89,666
Federal Highway Administration (FHWA) Earmarks	\$ 642,548	\$ -	\$ 160,637	\$ 803,185	\$ 803,185
Forest Highways	\$ 1,017,000	\$ -	\$ -	\$ 1,017,000	\$ 1,017,000
Highway Infrastructure Exempt Funds	\$ 48,755,288	\$ -	\$ -	\$ 48,755,288	\$ 48,755,288
Local Tech Assistance Program	\$ 333,000	\$ -	\$ -	\$ 333,000	\$ 333,000
MOBIL	\$ 17,416,270	\$ -	\$ -	\$ 17,416,270	\$ 17,416,270
National Highway Performance Exempt	\$ 7,821,361	\$ -	\$ -	\$ 7,821,361	\$ 7,821,361
National Electric Vehical Infrastructure (NEVI)	\$ 8,864,710	\$ 1,338,802	\$ -	\$ 10,203,512	\$ 10,203,512
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 856,280	\$ 1,608,459	\$ 1,608,459
State Transportation Innovation Council (STIC) Funding	\$ 148,000	\$ 37,000	\$ -	\$ 185,000	\$ 185,000
TOTAL	\$ 111,527,012	\$ 1,375,802	\$ 2,271,629	\$ 115,174,444	\$ 115,174,444
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 71,192,993	\$ -	\$ 4,058,500	\$ 75,251,493	\$ 75,251,493
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 3,051,365	\$ -	\$ 762,841	\$ 3,814,206	\$ 3,814,206
Forest Highways	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
Highway Infrastructure Exempt Funds	\$ 6,273,850	\$ -	\$ -	\$ 6,273,850	\$ 6,273,850
Local Tech Assistance Program	\$ 338,550	\$ -	\$ -	\$ 338,550	\$ 338,550
MOBIL	\$ 41,377,979	\$ -	\$ -	\$ 41,377,979	\$ 41,377,979
National Highway Performance Exempt	\$ 6,240,000	\$ -	\$ 50,000	\$ 6,290,000	\$ 6,290,000
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 767,223	\$ -	\$ 589,547	\$ 1,356,770	\$ 1,356,770
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 133,154,480	\$ 25,000	\$ 5,460,888	\$ 138,640,368	\$ 138,640,368
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 50,865,479	\$ -	\$ 7,476,319	\$ 58,341,798	\$ 58,341,798
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ 6,970,275	\$ -	\$ 1,742,569	\$ 8,712,844	\$ 8,712,844
Forest Highways	\$ 1,893,640	\$ -	\$ -	\$ 1,893,640	\$ 1,893,640
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 2,750,000	\$ -	\$ -	\$ 2,750,000	\$ 2,750,000
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 104,950	\$ 2,604,950	\$ 2,604,950
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 650,790	\$ -	\$ 462,058	\$ 1,112,847	\$ 1,112,847
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 69,517,987	\$ 25,000	\$ 9,785,896	\$ 79,328,882	\$ 79,328,882

Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 7,887,811	\$ -	\$ 5,427,344	\$ 13,315,155	\$ 13,315,155
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 7,171,755	\$ -	\$ 1,755,439	\$ 8,927,194	\$ 8,927,194
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,049,500	\$ -	\$ 3,257,423	\$ 9,306,923	\$ 9,306,923
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 8,396,768	\$ 3,774	\$ 2,092,272	\$ 10,492,815	\$ 10,492,815
TOTAL	\$ 29,505,834	\$ 3,774	\$ 12,532,478	\$ 42,042,087	\$ 42,042,087
2024					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 9,545,484	\$ -	\$ 5,724,498	\$ 15,269,982	\$ 15,269,982
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 7,177,447	\$ -	\$ 1,748,462	\$ 8,925,909	\$ 8,925,909
FTA5311-Nonurbanized Area (Rural) formula program	\$ 18,829,071	\$ -	\$ 10,054,961	\$ 28,884,032	\$ 28,884,032
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 10,301,382	\$ 3,850	\$ 2,568,287	\$ 12,873,519	\$ 12,873,519
TOTAL	\$ 45,853,383	\$ 3,850	\$ 20,096,209	\$ 65,953,442	\$ 65,953,442
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,153,535	\$ -	\$ 5,591,797	\$ 13,745,332	\$ 13,745,332
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 5,671,103	\$ -	\$ 1,342,888	\$ 7,013,991	\$ 7,013,991
FTA5311-Nonurbanized Area (Rural) formula program	\$ 15,958,726	\$ -	\$ 8,515,473	\$ 24,474,199	\$ 24,474,199
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 6,730,876	\$ 3,927	\$ 1,675,520	\$ 8,410,323	\$ 8,410,323
TOTAL	\$ 36,514,240	\$ 3,927	\$ 17,125,678	\$ 53,643,845	\$ 53,643,845
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,510,989	\$ -	\$ 5,897,041	\$ 14,408,030	\$ 14,408,030
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 5,473,012	\$ -	\$ 1,288,106	\$ 6,761,117	\$ 6,761,117
FTA5311-Nonurbanized Area (Rural) formula program	\$ 16,554,963	\$ -	\$ 8,843,524	\$ 25,398,486	\$ 25,398,486
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 6,638,201	\$ 4,086	\$ 1,652,060	\$ 8,294,347	\$ 8,294,347
TOTAL	\$ 37,177,165	\$ 4,086	\$ 17,680,731	\$ 54,861,981	\$ 54,861,981

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
BETTERMENT-State Funded	\$ -	\$ 44,629,325	\$ -	\$ 44,629,325	\$ 44,629,325
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 1,683,487	\$ -	\$ 25,000	\$ 1,708,486	\$ 1,708,486
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 44,461,058	\$ 3,366,110	\$ 47,827,168	\$ 47,827,168
Turnpike Capital	\$ -	\$ 44,485,556	\$ -	\$ 44,485,556	\$ 44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 46,452,873	\$ -	\$ 46,452,873	\$ 46,452,873
TOTAL	\$ 1,683,487	\$ 180,028,812	\$ 3,391,110	\$ 185,103,408	\$ 185,103,408
2024					
BETTERMENT-State Funded	\$ -	\$ 51,916,065	\$ -	\$ 51,916,065	\$ 51,916,065
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 24,141,192	\$ -	\$ 25,000	\$ 24,166,192	\$ 24,166,192
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 652,292	\$ 652,292	\$ 652,292
State Aid Bridge (SAB)	\$ -	\$ 8,224	\$ 2,056	\$ 10,280	\$ 10,280
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 69,713,920	\$ 8,216,130	\$ 77,930,050	\$ 77,930,050
Turnpike Capital	\$ -	\$ 40,134,016	\$ -	\$ 40,134,016	\$ 40,134,016
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 52,064,836	\$ -	\$ 52,064,836	\$ 52,064,836
TOTAL	\$ 24,141,192	\$ 213,837,060	\$ 8,895,478	\$ 246,873,729	\$ 246,873,729
2025					
BETTERMENT-State Funded	\$ -	\$ 46,668,334	\$ -	\$ 46,668,334	\$ 46,668,334
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 437,338	\$ -	\$ -	\$ 437,338	\$ 437,338
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 337,019	\$ 337,019	\$ 337,019
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 67,025,291	\$ 5,186,113	\$ 72,211,403	\$ 72,211,403
Turnpike Capital	\$ -	\$ 40,380,342	\$ -	\$ 40,380,342	\$ 40,380,342
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 42,156,428	\$ -	\$ 42,156,428	\$ 42,156,428
TOTAL	\$ 437,338	\$ 196,230,394	\$ 5,523,132	\$ 202,190,864	\$ 202,190,864
2026					
BETTERMENT-State Funded	\$ -	\$ 35,875,900	\$ -	\$ 35,875,900	\$ 35,875,900
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 278,307	\$ -	\$ -	\$ 278,307	\$ 278,307
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 41,080,415	\$ 4,005,951	\$ 45,086,366	\$ 45,086,366
Turnpike Capital	\$ -	\$ 51,569,741	\$ -	\$ 51,569,741	\$ 51,569,741
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 42,810,791	\$ -	\$ 42,810,791	\$ 42,810,791
TOTAL	\$ 278,307	\$ 171,336,847	\$ 4,005,951	\$ 175,621,106	\$ 175,621,106

NRPC FY2023-2026 TIP Amendment #6 Adoption Resolution

RESOLUTION

ADOPTION OF AMENDMENT #6 TO THE FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM & FY2023-2050 METROPOLITAN TRANSPORTATION PLAN FOR THE NASHUA REGIONAL PLANNING COMMISSION

Whereas, the New Hampshire Department of Transportation (NHDOT) has requested that certain changes be made to the Nashua Regional Planning Commission (NRPC) FY 2023-2026 Transportation Improvement Plan (TIP) and FY2023-2050 Metropolitan Transportation Plan (MTP); and

Whereas, such changes involve, a) advance/delay in project phases, b) funding adjustments in multiple years, c) amendments to project costs, and/or d) addition of new projects/or project phases; and

Whereas the NRPC, in consultation with the NHDOT, NH Department of Environmental Services (NHDES), U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and other NH Metropolitan Transportation Organizations (MPOs), has determined the changes made by Amendment #5 in the NRPC region are in conformity with the prevailing air quality conformity regulations; and

Whereas, the NRPC MPO has involved the public and interested stakeholders in an open and transparent process to review Amendment #5 as guided by the MPOs Public Participation Plan, including a public comment period, and duly noticed public hearing.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Nashua Regional Planning Commission, in its capacity as the Metropolitan Transportation Organization (MPO) approves Amendment #6 to the FY2023-2026 Transportation Improvement Plan and FY2023-2050 Metropolitan Transportation Plan.
2. Jay Minkarah, Executive Director of the NRPC MPO forwards this Resolution to the NHDOT for its action.

The undersigned duly qualified Chair of the Nashua Regional Planning Commission hereby certifies that the foregoing is a true and correct copy of the resolution, adopted at a legally convened meeting of the Nashua Regional Planning Commission, acting in its capacity as the Metropolitan Planning Organization, held on June 19, 2024.

TBD

Dated

Kimberly Queenan, Vice-Chair
Nashua Regional Planning Commission

NRPC FY2023-2026 TIP Amendment #6

Public Comment

There were TBD public comments received during the June 7 through June 17 public comment period.

There were TBD public comments at the June 19 public hearing.

NRPC FY2023-2026 TIP Amendment #6 Revision Report

Revision Report

Pending Approval

A6

6/14/2024

Approved Dollars

ACWORTH (44523)

All Project Cost: \$1,545,130

Route/Road/Entity: Forest Rd

Scope: Replace Forest Rd bridge over Great Brook (Brg#105/035)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$178,364	\$44,591	\$222,955	SB367-4-Cents, Towns
ROW	2025	\$0	\$4,148	\$1,037	\$5,185	SB367-4-Cents, Towns
Construction	2025	\$1,053,592	\$0	\$263,398	\$1,316,990	STBG-Off System Bridge, Towns
		\$1,053,592	\$182,512	\$309,026	\$1,545,130	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ATT

RPC: UVLSRPC

Proposed Dollars

ACWORTH (44523)

All Project Cost: \$1,702,265

Route/Road/Entity: Forest Rd

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$223,763	\$55,941	\$279,703	SB367-4-Cents, Towns
ROW	2026	\$0	\$4,301	\$1,075	\$5,377	SB367-4-Cents, Towns
Construction	2026	\$546,287	\$0	\$136,572	\$682,859	STBG-Off System Bridge, Towns
		\$546,287	\$228,064	\$193,588	\$967,940	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ATT

RPC: UVLSRPC

Revision Report

Pending Approval

A6

6/14/2024

Proposed Dollars

AUBURN (29316)

All Project Cost: \$1,153,518

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

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$119,761	\$29,940	\$149,702	SB367-4-Cents, Towns
ROW	2026	\$0	\$10,785	\$2,696	\$13,481	SB367-4-Cents, Towns
Construction	2026	\$990,335	\$0	\$0	\$990,335	STBG-Off System Bridge, Toll Credit
		\$990,335	\$130,546	\$32,637	\$1,153,518	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: E-19

RPC: SNHPC

Proposed Dollars

BEDFORD EV INFRASTRUCTURE RAA (44814)

All Project Cost: \$939,686

Route/Road/Entity: N/A

Scope: Replace existing EV chargers at Whole Foods in Bedford, NH.

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$44,000	\$0	\$0	\$44,000	STBG-State Flexible, Toll Credit
Construction	2025	\$724,966	\$0	\$170,720	\$895,686	Non Par Other, STBG-State Flexible, Toll Credit
		\$768,966	\$0	\$170,720	\$939,686	

Regionally Significant: No

Managed By: DOT

CAA Code: E-00

RPC: SNHPC

Revision Report

Pending Approval

A6

6/14/2024

Approved Dollars

BEDFORD-MERRIMACK (24217)

All Project Cost: \$1,245,025

Route/Road/Entity: Beals Rd over Baboosic Brook

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$160,037	\$40,009	\$200,047	SB367-4-Cents, Towns
ROW	2025	\$0	\$43,747	\$10,937	\$54,683	SB367-4-Cents, Towns
Construction	2025	\$990,295	\$0	\$0	\$990,295	MOBIL
		\$990,295	\$203,784	\$50,946	\$1,245,025	

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

Proposed Dollars

BEDFORD-MERRIMACK (24217)

All Project Cost: \$2,389,121

Route/Road/Entity: Beals Rd over Baboosic Brook

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$184,140	\$46,035	\$230,176	SB367-4-Cents, Towns
ROW	2025	\$0	\$43,747	\$10,937	\$54,683	SB367-4-Cents, Towns
Construction	2025	\$2,104,262	\$0	\$0	\$2,104,262	MOBIL
		\$2,104,262	\$227,887	\$56,972	\$2,389,121	

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

Revision Report

Pending Approval

A6

6/14/2024

Approved Dollars

GREENLAND (43849)

All Project Cost: \$125,000

Route/Road/Entity: NH 33

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

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

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

Proposed Dollars

GREENLAND (43849)

All Project Cost: \$220,000

Route/Road/Entity: NH 33

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$220,000	\$0	\$0	\$220,000	PROTECT, Toll Credit
		\$220,000	\$0	\$0	\$220,000	

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

Revision Report

Pending Approval

A6

6/14/2024

Approved Dollars

HENNIKER - HOPKINTON (40633)

All Project Cost: \$4,421,503

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

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$226,992	\$0	\$0	\$226,992	STBG-State Flexible, Toll Credit
ROW	2025	\$5,500	\$0	\$0	\$5,500	National Highway Performance, Toll Credit
Construction	2025	\$614,361	\$0	\$0	\$614,361	National Highway Performance, Toll Credit
Construction	2026	\$1,274,186	\$0	\$0	\$1,274,186	National Highway Performance, Toll Credit
		\$2,121,039	\$0	\$0	\$2,121,039	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: CNHRPC

Proposed Dollars

HENNIKER - HOPKINTON (40633)

All Project Cost: \$6,314,086

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

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$1,100,000	\$0	\$0	\$1,100,000	National Highway Performance, Toll Credit
ROW	2025	\$5,500	\$0	\$0	\$5,500	National Highway Performance, Toll Credit
Construction	2025	\$2,200,000	\$0	\$0	\$2,200,000	National Highway Performance, Toll Credit
Construction	2026	\$2,458,586	\$0	\$0	\$2,458,586	National Highway Performance, Toll Credit
		\$5,764,086	\$0	\$0	\$5,764,086	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: CNHRPC

Revision Report

Pending Approval

A6

6/14/2024

Project is being removed from the STIP.

Approved Dollars

HUDSON (42108)

All Project Cost: \$60,061,532

Route/Road/Entity: CIRCUMFERENTIAL HIGHWAY

Scope: Plan, eng & construct a roadway between Rte 3A & Rte 111, Southern portion of circumferential hwy

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$177,131	\$0	\$44,283	\$221,414	STBG-State Flexible, Towns
PE	2025	\$535,243	\$0	\$133,811	\$669,054	STBG-State Flexible, Towns
		\$712,374	\$0	\$178,094	\$890,468	

Regionally Significant: Yes Managed By: Muni/Local CAA Code: ATT RPC: NRPC

Project is being removed from the STIP.

Proposed Dollars

HUDSON (42108)

All Project Cost: \$0

Route/Road/Entity: CIRCUMFERENTIAL HIGHWAY

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
		\$0	\$0	\$0	\$0	

Regionally Significant: Yes Managed By: Muni/Local CAA Code: ATT RPC: NRPC

Approved Dollars

JEFFERSON - RANDOLPH (13602C)

All Project Cost: \$17,453,234

Route/Road/Entity: US 2

Scope: Roadway reconstruction and safety improvements from NH 115 to Jefferson/Randolph Townline.
(`2.2m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$520,015	\$0	\$0	\$520,015	National Highway Performance, Toll Credit
ROW	2024	\$585,886	\$0	\$0	\$585,886	National Highway Performance, Toll Credit
Construction	2025	\$2,503,436	\$0	\$0	\$2,503,436	National Highway Performance, Toll Credit
Construction	2026	\$6,452,106	\$0	\$0	\$6,452,106	National Highway Performance, Toll Credit
		\$10,061,444	\$0	\$0	\$10,061,444	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: NCC

Proposed Dollars

JEFFERSON - RANDOLPH (13602C)

All Project Cost: \$18,034,697

Route/Road/Entity: US 2

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$520,015	\$0	\$0	\$520,015	National Highway Performance, Toll Credit
ROW	2025	\$585,886	\$0	\$0	\$585,886	National Highway Performance, Toll Credit
		\$1,105,901	\$0	\$0	\$1,105,901	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: NCC

Revision Report

Pending Approval

A6

6/14/2024

Approved Dollars

LEBANON (29612)

All Project Cost: \$19,670,557

Route/Road/Entity: I89

Scope: NH 120 intersection capacity and safety improvements from Exit 18 to Etna Rd

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$275,000	\$0	\$0	\$275,000	STBG-State Flexible, Toll Credit
PE	2024	\$55,000	\$0	\$0	\$55,000	STBG-5 to 49,999, Toll Credit
PE	2025	\$165,000	\$0	\$0	\$165,000	STBG-5 to 49,999, Toll Credit
ROW	2025	\$979,000	\$0	\$0	\$979,000	STBG-State Flexible, Toll Credit
Construction	2026	\$4,775,198	\$0	\$0	\$4,775,198	STBG-State Flexible, Toll Credit
		\$6,249,198	\$0	\$0	\$6,249,198	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: UVLSRPC

Proposed Dollars

LEBANON (29612)

All Project Cost: \$20,933,897

Route/Road/Entity: I89

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$275,000	\$0	\$0	\$275,000	STBG-State Flexible, Toll Credit
PE	2024	\$55,000	\$0	\$0	\$55,000	STBG-5 to 49,999, Toll Credit
PE	2025	\$165,000	\$0	\$0	\$165,000	STBG-5 to 49,999, Toll Credit
ROW	2025	\$154,000	\$0	\$0	\$154,000	STBG-State Flexible, Toll Credit
ROW	2026	\$513,315	\$0	\$0	\$513,315	STBG-State Flexible, Toll Credit
		\$1,162,315	\$0	\$0	\$1,162,315	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: UVLSRPC

Revision Report

Pending Approval

A6

6/14/2024

Proposed Dollars

MANCHESTER (44857)

All Project Cost: \$1,875,000

Route/Road/Entity: Elm St

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$168,000	\$0	\$42,000	\$210,000	FHWA Earmarks, Towns
PE	2026	\$72,000	\$0	\$18,000	\$90,000	FHWA Earmarks, Towns
ROW	2026	\$60,000	\$0	\$15,000	\$75,000	FHWA Earmarks, Towns
		\$300,000	\$0	\$75,000	\$375,000	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ATT

RPC: SNHPC

Project is being removed from the STIP.

Approved Dollars

MARLOW (40088)

All Project Cost: \$1,119,595

Route/Road/Entity: NH 10, NH 123

Scope: Address bridge carrying NH 10 & NH 123 over Ashuelot River (Br No 116/091)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$85,000	\$0	\$85,000	NHDOT Operating Budget, SB367-4-Cents
PE	2024	\$0	\$50,000	\$0	\$50,000	NHDOT Operating Budget, SB367-4-Cents
ROW	2024	\$0	\$15,000	\$0	\$15,000	NHDOT Operating Budget, SB367-4-Cents
Construction	2026	\$969,595	\$0	\$0	\$969,595	BRGBIL, Toll Credit
		\$969,595	\$150,000	\$0	\$1,119,595	

Regionally Significant: Yes

Managed By: DOT

CAA Code: ATT

RPC: SWRPC

Project is being removed from the STIP.

Proposed Dollars

MARLOW (40088)

All Project Cost: \$1,541,660

Route/Road/Entity: NH 10, NH 123

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
		\$0	\$0	\$0	\$0	

Regionally Significant: Yes

Managed By: DOT

CAA Code: ATT

RPC: SWRPC

Revision Report

Pending Approval

A6

6/14/2024

Approved Dollars

NASHUA (42882)

All Project Cost: \$1,704,412

Route/Road/Entity: Canal St/Franklin St/Main St intersection

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$108,000	\$0	\$27,000	\$135,000	Congestion Mitigation and Air Quality Program, Towns
PE	2025	\$76,755	\$0	\$19,189	\$95,943	Congestion Mitigation and Air Quality Program, Towns
ROW	2025	\$21,321	\$0	\$5,330	\$26,651	Congestion Mitigation and Air Quality Program, Towns
Construction	2026	\$568,215	\$0	\$142,054	\$710,269	Congestion Mitigation and Air Quality Program, Towns
		\$774,291	\$0	\$193,573	\$967,863	

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

Proposed Dollars

NASHUA (42882)

All Project Cost: \$1,887,466

Route/Road/Entity: Canal St/Franklin St/Main St intersection

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$128,000	\$0	\$32,000	\$160,000	Congestion Mitigation and Air Quality Program, Towns
PE	2026	\$78,812	\$0	\$19,703	\$98,515	Congestion Mitigation and Air Quality Program, Towns
ROW	2026	\$21,321	\$0	\$5,330	\$26,651	Congestion Mitigation and Air Quality Program, Towns
		\$228,133	\$0	\$57,033	\$285,166	

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

Revision Report

Pending Approval

A6

6/14/2024

Approved Dollars

NEW BOSTON (14771)

All Project Cost: \$1,543,934

Route/Road/Entity: GREGG MILL ROAD

Scope: Bridge Replacement Gregg Mill Rd over South Branch Piscataquog River - Br. #132/138

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$272,565	\$68,141	\$340,706	SB367-4-Cents, Towns
ROW	2025	\$0	\$37,382	\$9,346	\$46,728	SB367-4-Cents, Towns
Construction	2025	\$1,156,500	\$0	\$0	\$1,156,500	MOBIL
		\$1,156,500	\$309,947	\$77,487	\$1,543,934	

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

Proposed Dollars

NEW BOSTON (14771)

All Project Cost: \$2,687,830

Route/Road/Entity: GREGG MILL ROAD

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$282,650	\$70,662	\$353,312	SB367-4-Cents, Towns
ROW	2026	\$0	\$38,766	\$9,691	\$48,457	SB367-4-Cents, Towns
Construction	2025	\$2,286,061	\$0	\$0	\$2,286,061	MOBIL
		\$2,286,061	\$321,415	\$80,354	\$2,687,830	

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

Revision Report

Pending Approval

A6

6/14/2024

Approved Dollars

NEW BOSTON (15505)

All Project Cost: \$1,355,611

Route/Road/Entity: TUCKER MILL ROAD

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$0	\$239,562	\$59,890	\$299,452	SB367-4-Cents, Towns
ROW	2025	\$0	\$43,087	\$10,772	\$53,859	SB367-4-Cents, Towns
Construction	2025	\$1,002,300	\$0	\$0	\$1,002,300	MOBIL
		\$1,002,300	\$282,649	\$70,662	\$1,355,611	

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

Proposed Dollars

NEW BOSTON (15505)

All Project Cost: \$2,572,869

Route/Road/Entity: TUCKER MILL ROAD

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$248,425	\$62,106	\$310,532	SB367-4-Cents, Towns
ROW	2026	\$0	\$44,681	\$11,170	\$55,852	SB367-4-Cents, Towns
Construction	2025	\$2,206,485	\$0	\$0	\$2,206,485	MOBIL
		\$2,206,485	\$293,107	\$73,277	\$2,572,869	

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

Approved Dollars

NORTH HAMPTON (24457)

All Project Cost: \$6,924,022

Route/Road/Entity: US Route 1

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

Phase	Year	Federal	State	Other	Total	Funding
ROW	2024	\$275,000	\$0	\$0	\$275,000	STBG-State Flexible, Toll Credit
Construction	2025	\$5,576,522	\$0	\$0	\$5,576,522	Hwy Infrastructure, STBG-State Flexible, Toll Credit
		\$5,851,522	\$0	\$0	\$5,851,522	

Regionally Significant: No

Managed By: DOT

CAA Code: E-19

RPC: RPC

Proposed Dollars

NORTH HAMPTON (24457)

All Project Cost: \$8,928,611

Route/Road/Entity: US Route 1

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$1,430,000	\$0	\$0	\$1,430,000	STBG-State Flexible, Toll Credit
ROW	2025	\$275,000	\$0	\$0	\$275,000	STBG-State Flexible, Toll Credit
		\$1,705,000	\$0	\$0	\$1,705,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-19

RPC: RPC

Proposed Dollars

PROGRAM (OHSS)

All Project Cost: \$10,000,000

Route/Road/Entity: Various

Scope: Replacement or rehabilitation of overhead sign structure

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$200,000	\$0	\$0	\$200,000	STBG-State Flexible, Toll Credit
PE	2026	\$200,000	\$0	\$0	\$200,000	STBG-State Flexible, Toll Credit
Construction	2025	\$800,000	\$0	\$0	\$800,000	STBG-State Flexible, Toll Credit
Construction	2026	\$800,000	\$0	\$0	\$800,000	STBG-State Flexible, Toll Credit
		\$2,000,000	\$0	\$0	\$2,000,000	

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

Approved Dollars

PROGRAM (PAVE-T2-RESURF)

All Project Cost: \$505,900,000

Route/Road/Entity: Tier 2 Highways

Scope: Resurfacing Tier 2 Roadways

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$2,350,000	\$0	\$0	\$2,350,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$1,500,000	\$0	\$0	\$1,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$36,500,000	\$6,000,000	\$0	\$42,500,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$29,725,000	\$6,000,000	\$0	\$35,725,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$8,925,000	\$2,750,000	\$0	\$11,675,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$5,675,000	\$2,750,000	\$0	\$8,425,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
		\$85,375,000	\$17,500,000	\$0	\$102,875,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-10

RPC: Undetermined

Proposed Dollars

PROGRAM (PAVE-T2-RESURF)

All Project Cost: \$536,950,000

Route/Road/Entity: Tier 2 Highways

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$2,350,000	\$0	\$0	\$2,350,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$1,845,000	\$0	\$0	\$1,845,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2025	\$2,500,000	\$0	\$0	\$2,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$2,155,000	\$0	\$0	\$2,155,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2023	\$36,500,000	\$6,000,000	\$0	\$42,500,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$29,725,000	\$6,000,000	\$0	\$35,725,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$20,625,000	\$2,750,000	\$0	\$23,375,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$20,625,000	\$2,750,000	\$0	\$23,375,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
		\$116,425,000	\$17,500,000	\$0	\$133,925,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-10

RPC: Undetermined

Approved Dollars

PROGRAM (STBG-FTA)

All Project Cost: \$52,512,500

Route/Road/Entity: Various

Scope: Funds transferred from STBG to FTA to supplement public/human services transportation statewide.

Phase	Year	Federal	State	Other	Total	Funding
Other	2024	\$3,000,000	\$0	\$612,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2025	\$3,000,000	\$0	\$612,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2026	\$3,000,000	\$0	\$612,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
		\$9,000,000	\$0	\$1,837,500	\$10,837,500	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-0 RPC: Undetermined

Proposed Dollars

PROGRAM (STBG-FTA)

All Project Cost: \$48,900,000

Route/Road/Entity: Various

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$3,000,000	\$0	\$612,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2026	\$3,000,000	\$0	\$612,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
		\$6,000,000	\$0	\$1,225,000	\$7,225,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-0 RPC: Undetermined

Revision Report

Pending Approval

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6/14/2024

Approved Dollars

SPRINGFIELD (20509)

All Project Cost: \$2,888,204

Route/Road/Entity: GEORGES MILLS ROAD

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$125,000	\$0	\$0	\$125,000	STBG-Off System Bridge, Toll Credit
PE	2024	\$165,000	\$0	\$0	\$165,000	STBG-Off System Bridge, Toll Credit
ROW	2023	\$27,500	\$0	\$0	\$27,500	STBG-Off System Bridge, Toll Credit
Construction	2024	\$1,843,204	\$0	\$0	\$1,843,204	STBG-Off System Bridge, Toll Credit
		\$2,160,704	\$0	\$0	\$2,160,704	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: UVLSRPC

Proposed Dollars

SPRINGFIELD (20509)

All Project Cost: \$3,920,400

Route/Road/Entity: GEORGES MILLS ROAD

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$125,000	\$0	\$0	\$125,000	STBG-Off System Bridge, Toll Credit
PE	2024	\$165,000	\$0	\$0	\$165,000	STBG-Off System Bridge, Toll Credit
ROW	2023	\$27,500	\$0	\$0	\$27,500	STBG-Off System Bridge, Toll Credit
Construction	2024	\$2,875,400	\$0	\$0	\$2,875,400	STBG-Off System Bridge, Toll Credit
		\$3,192,900	\$0	\$0	\$3,192,900	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: UVLSRPC

Proposed Dollars

WENTWORTH (44858)

All Project Cost: \$1,500,000

Route/Road/Entity: East Side Road over Martins Brook

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$240,000	\$0	\$60,000	\$300,000	FHWA Earmarks, Towns
ROW	2026	\$20,000	\$0	\$5,000	\$25,000	FHWA Earmarks, Towns
		\$260,000	\$0	\$65,000	\$325,000	

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

Revision Report

A6

Scope Only Changes

Pending

6/14/2024

ALTON (44456)

All Project Cost: \$2,220,000

Route/Road/Entity: NH 11

Approved Scope: NH Route 11 roadway and culvert replacement (B58 storm project STM77692)

Proposed Scope: Culvert Replacement (B58 storm project STM77692)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$272,000	\$68,000	\$0	\$340,000	Non Par DOT, STBG-Non Urban Areas Under 5K
PE	2024	\$80,000	\$20,000	\$0	\$100,000	Non Par DOT, STBG-Non Urban Areas Under 5K
ROW	2023	\$0	\$0	\$0	\$0	
ROW	2024	\$24,000	\$6,000	\$0	\$30,000	Non Par DOT, STBG-Non Urban Areas Under 5K
Construction	2023	\$0	\$0	\$0	\$0	
Construction	2024	\$1,400,000	\$350,000	\$0	\$1,750,000	Non Par DOT, STBG-Non Urban Areas Under 5K
		\$1,776,000	\$444,000	\$0	\$2,220,000	
Regionally Significant: No		Managed By: DOT		CAA Code: ATT		RPC: LRPC

ALTON (44611)

All Project Cost: \$165,027

Route/Road/Entity: NH 140

Approved Scope: Drainage studies @ 2 locations on NH 140 to assess emergency repairs

Proposed Scope: Emergency repair drainage studies - NH140@Eliot & Coffin Brk Roads (B58 storm #s STM77693/STM77695)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$132,022	\$33,006	\$0	\$165,027	Non Par DOT, STBG-State Flexible
		\$132,022	\$33,006	\$0	\$165,027	
Regionally Significant: No		Managed By: DOT		CAA Code: ATT		RPC: LRPC

Revision Report

Pending

A6

6/14/2024

Scope Only Changes

AMHERST (44351)

All Project Cost: \$1,857,878

Route/Road/Entity: NH 122

Approved Scope: ---

Proposed Scope: Con multimodal path 3,611 linear ft along north side of Rd to bridge a gap in multimodal facilities

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$82,960	\$0	\$20,740	\$103,700	Congestion Mitigation and Air Quality Program, Towns
PE	2026	\$52,478	\$0	\$13,120	\$65,598	Congestion Mitigation and Air Quality Program, Towns
		\$135,438	\$0	\$33,860	\$169,298	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ATT

RPC: NRPC

BOSCAWEN (41578)

All Project Cost: \$4,946,942

Route/Road/Entity: King St

Approved Scope: Mltimdal & sfty improvements to King St between High St & US3/4 intrsection (~2.3m)

Proposed Scope: Multimodal & safety improvements to King St between High St & US3/US4 intersection (~2.3m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$137,500	\$0	\$0	\$137,500	STBG-State Flexible, Toll Credit
PE	2025	\$62,687	\$0	\$0	\$62,687	STBG-State Flexible, Toll Credit
ROW	2024	\$0	\$0	\$0	\$0	
ROW	2025	\$26,692	\$0	\$0	\$26,692	STBG-State Flexible, Toll Credit
		\$226,878	\$0	\$0	\$226,878	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: CNHRPC

Revision Report

Pending

A6

6/14/2024

Scope Only Changes

BOW (29641)

All Project Cost: \$4,508,369

Route/Road/Entity: NH 3A

Approved Scope: NH Rte 3A Corridor safety improvements from Hooksett TL to I89/NH3A intersection (~ 4.9m)

Proposed Scope: NH Rte 3A Safety Improvements at the Intersections with River Road and Grandview Road

Phase	Year	Federal	State	Other	Total	Funding
ROW	2023	\$0	\$0	\$0	\$0	
ROW	2024	\$0	\$0	\$0	\$0	
ROW	2025	\$565,400	\$0	\$0	\$565,400	STBG-State Flexible, Toll Credit
Construction	2023	\$0	\$0	\$0	\$0	
Construction	2024	\$0	\$0	\$0	\$0	
Construction	2025	\$0	\$0	\$0	\$0	
Construction	2026	\$3,392,969	\$0	\$0	\$3,392,969	STBG-State Flexible, Toll Credit
		\$3,958,369	\$0	\$0	\$3,958,369	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: CNHRPC

CARROLL (44758)

All Project Cost: \$2,255,000

Route/Road/Entity: US 302

Approved Scope: US 302 Slope repairs along Ammonoosuc River

Proposed Scope: US 302 Slope repairs along Ammonoosuc River (B58 storm project STM 77777)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$440,000	\$0	\$110,000	\$550,000	Non Par Other, STBG-State Flexible
PE	2025	\$57,200	\$0	\$14,300	\$71,500	Non Par Other, STBG-State Flexible
ROW	2024	\$0	\$0	\$0	\$0	
ROW	2025	\$61,600	\$0	\$15,400	\$77,000	Non Par Other, STBG-State Flexible
Construction	2024	\$0	\$0	\$0	\$0	
Construction	2025	\$1,245,200	\$0	\$311,300	\$1,556,500	Non Par Other, STBG-State Flexible
		\$1,804,000	\$0	\$451,000	\$2,255,000	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: NCC

Revision Report

Pending

A6

6/14/2024

Scope Only Changes

CONCORD (44368)

All Project Cost: \$155,550

Route/Road/Entity: Central New Hampshire Regional Planning Commission

Approved Scope: ---

Proposed Scope: Purchase TDM software and GTFS support for the commuteSmart program in New Hampshire

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$124,440	\$0	\$31,110	\$155,550	Congestion Mitigation and Air Quality Program, Towns
		\$124,440	\$0	\$31,110	\$155,550	
Regionally Significant:		Managed By:		CAA Code:		RPC:
No		Muni/Local		ATT		CNHRPC

DURHAM (44349)

All Project Cost: \$1,390,830

Route/Road/Entity: NH 155A/Main St/Mast Rd

Approved Scope: ---

Proposed Scope: Upgrade 4-way-inters. to improve service,safety&reduce wait times with road redesign or roundabout

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$104,530	\$0	\$26,132	\$130,662	Congestion Mitigation and Air Quality Program, Towns
		\$104,530	\$0	\$26,132	\$130,662	
Regionally Significant:		Managed By:		CAA Code:		RPC:
No		Muni/Local		ATT		SRPC

LONDONDERRY (44361)

All Project Cost: \$600,568

Route/Road/Entity: Londonderry Rail Trail

Approved Scope: ---

Proposed Scope: Const. 2,580 LF of multi-use path to complete the last phase (Phase 7)of the Londonderry Rail Trail

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$58,072	\$0	\$14,518	\$72,590	Congestion Mitigation and Air Quality Program, Towns
		\$58,072	\$0	\$14,518	\$72,590	
Regionally Significant:		Managed By:		CAA Code:		RPC:
No		Muni/Local		E-33		SNHPC

Revision Report

Pending

A6

6/14/2024

Scope Only Changes

LONDONDERRY/WINDHAM/SEABROOK (44355)

All Project Cost: \$927,338

Route/Road/Entity: NH 102/NH 111/US 1

Approved Scope: ---

Proposed Scope: Implement improvements on 3 signalized corridors in Londonderry NH102 ,Windham NH111 & Seabrook US1

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$119,774	\$0	\$0	\$119,774	Congestion Mitigation and Air Quality Program, Toll Credit
		\$119,774	\$0	\$0	\$119,774	

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

MADISON (44612)

All Project Cost: \$103,847

Route/Road/Entity: NH 113

Approved Scope: Drainage study on NH 113 to assess emergency repairs (B58 storm project STM77687)

Proposed Scope: Emergency repair drainage study - NH 113 and Colby Hill Road (B58 storm #STM77687)

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$83,078	\$20,769	\$0	\$103,847	NHDOT Operating Budget, STBG-State Flexible
		\$83,078	\$20,769	\$0	\$103,847	

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

NEWPORT (44360)

All Project Cost: \$630,399

Route/Road/Entity: Route 10

Approved Scope: ---

Proposed Scope: Const. a Park & Ride lot for motor vehicles commuting and otherwise traveling to and from Newport

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$38,370	\$0	\$9,593	\$47,963	Congestion Mitigation and Air Quality Program, Towns
		\$38,370	\$0	\$9,593	\$47,963	

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

Scope Only Changes

PLAISTOW (40641)

All Project Cost: \$1,372,399

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

Approved Scope: TC & Safety Improves to NH121A from Library Dr just south of Pollard Rd to the RR xing.(~1.6m)

Proposed Scope: Traf Calm & Sfty Imprves to NH121A from Library Dr just south of Pollard Rd to the RR xing.(~1.6m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$0	\$0	\$0	\$0	
PE	2024	\$110,000	\$0	\$0	\$110,000	STBG-Areas Over 200K, Toll Credit
ROW	2023	\$0	\$0	\$0	\$0	
ROW	2024	\$0	\$0	\$0	\$0	
ROW	2025	\$52,183	\$0	\$0	\$52,183	STBG-Areas Over 200K, Toll Credit
Construction	2025	\$935,216	\$0	\$0	\$935,216	STBG-Areas Over 200K, Toll Credit
		\$1,097,399	\$0	\$0	\$1,097,399	

Regionally Significant: No

Managed By: DOT

CAA Code: E-51

RPC: RPC

PROGRAM (TRAFMON)

All Project Cost: \$24,000,000

Route/Road/Entity: VARIOUS

Approved Scope: TRAFMON Parent programmatic

Proposed Scope: Traffic data (vol/vehicle class/wght monitoring/wght safty) monitor & supprt FHWA reqs (TMG/HPMS).

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$55,000	\$0	\$0	\$55,000	STBG-State Flexible, Toll Credit
Construction	2024	\$1,540,000	\$0	\$0	\$1,540,000	STBG-State Flexible, Toll Credit
Other	2024	\$405,000	\$0	\$0	\$405,000	STBG-State Flexible, Toll Credit
Other	2025	\$2,000,000	\$0	\$0	\$2,000,000	STBG-State Flexible, Toll Credit
Other	2026	\$2,000,000	\$0	\$0	\$2,000,000	STBG-State Flexible, Toll Credit
		\$6,000,000	\$0	\$0	\$6,000,000	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: Undetermined

Revision Report

Pending

A6

6/14/2024

Scope Only Changes

ROCHESTER (43552)

All Project Cost: \$4,107,415

Route/Road/Entity: NH 11

Approved Scope: Capacity Improvements: Widen 2,100' of NH11 from North of Spaulding Tpk ramp to South of Crane Dr.

Proposed Scope: Widen `3,450' from north of Spldg Tpk ramp to Toyota entrance, add signal and sidewalk.

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$203,200	\$0	\$50,800	\$254,000	STBG-50 to 200K, Towns
PE	2024	\$161,485	\$0	\$40,371	\$201,856	STBG-50 to 200K, Towns
PE	2025	\$137,423	\$0	\$34,356	\$171,779	STBG-50 to 200K, Towns
PE	2026	\$0	\$0	\$0	\$0	
ROW	2024	\$65,792	\$0	\$16,448	\$82,240	STBG-50 to 200K, Towns
Construction	2025	\$2,718,032	\$0	\$679,508	\$3,397,540	STBG-50 to 200K, Towns
		\$3,285,932	\$0	\$821,483	\$4,107,415	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ATT

RPC: SRPC

SUNAPEE (44438A)

All Project Cost: \$3,540,000

Route/Road/Entity: NH Route 11

Approved Scope: _

Proposed Scope: Reconstruction of the roadway damaged by slope failure due to heavy rain event

Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$210,000	\$0	\$0	\$210,000	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2024	\$30,000	\$0	\$0	\$30,000	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2024	\$0	\$0	\$0	\$0	
Construction	2025	\$3,300,000	\$0	\$0	\$3,300,000	STBG-Non Urban Areas Under 5K, Toll Credit
		\$3,540,000	\$0	\$0	\$3,540,000	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: UVLSRPC

Revision Report

A6

Scope Only Changes

Pending

6/14/2024

WOLFEBORO (44455)

All Project Cost: \$1,720,000

Route/Road/Entity: NH 28

Approved Scope: NH Route 28 roadway and culvert replacement (B58 storm project STM77689)

Proposed Scope: Culvert Replacement (B58 storm project STM77689)

Phase	Year	Federal	State	Other	Total	Funding
PE	2023	\$232,000	\$58,000	\$0	\$290,000	Non Par DOT, STBG-Non Urban Areas Under 5K
PE	2024	\$80,000	\$20,000	\$0	\$100,000	Non Par DOT, STBG-Non Urban Areas Under 5K
ROW	2023	\$0	\$0	\$0	\$0	
ROW	2024	\$24,000	\$6,000	\$0	\$30,000	Non Par DOT, STBG-Non Urban Areas Under 5K
Construction	2023	\$0	\$0	\$0	\$0	
Construction	2024	\$1,040,000	\$260,000	\$0	\$1,300,000	Non Par DOT, STBG-Non Urban Areas Under 5K
		\$1,376,000	\$344,000	\$0	\$1,720,000	
Regionally Significant: No		Managed By: DOT		CAA Code: ATT		RPC: LRPC