



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

## Table of Contents

List of Acronyms and Abbreviations .....	v
I. INTRODUCTION.....	1
II. PROJECT PROGRAMMING .....	3
NH Ten Year Transportation Improvement Plan .....	3
Federal Transportation Improvement Program (TIP) .....	3
III. PROJECT SELECTION PROCESS.....	4
The State Ten Year Plan and the MPO Transportation Improvement Program.....	4
Sub-Allocation Authority – Nashua Urbanized Area.....	5
Sub-allocation Authority – Boston Urbanized Area .....	6
Apportionment of Transportation Alternatives Program (TAP) Funding .....	7
Addition of New Projects to the Ten-Year Plan.....	8
2023 -2032 Project Selection and TIP Development .....	8
IV. OVERVIEW OF PROJECTS INCLUDED IN THE 2023-2026 TIP .....	11
V. STATUS OF PROJECTS FROM THE 2021 – 2024 TIP .....	13
VI. AIR QUALITY CONFORMITY DETERMINATION .....	15
New Hampshire Ozone Status.....	15
Transportation Conformity Requirements.....	17
Latest Planning Assumptions .....	17
Consultation.....	18
Transportation Control Measures .....	19
Fiscal Constraint.....	19
Nashua Carbon Monoxide Status.....	19
VII. FINANCIAL ANALYSIS.....	21

Highway Projects Fiscal Constraint and Operations & Maintenance Needs .....	21
Fiscal Constraint Assumptions .....	21
Operations and Maintenance .....	24
Roadway.....	24
Transit Projects Fiscal Constraint and Operations & Maintenance Needs .....	25
VIII. TIP REGIONAL SYSTEM PERFORMANCE .....	28
Transit Asset Management .....	28
Transit Asset Management (TAM) Targets .....	30
Public Transit Agency Safety .....	31
Highway Safety .....	33
Background.....	33
Target Development.....	33
NRPC Target Summary .....	34
Infrastructure Condition .....	37
System Performance .....	40
VIII. NRPC MPO SELF-CERTIFICATION RESOLUTION .....	42

## List of Figures

Figure 1: 1997 Ozone Nonattainment Area .....	16
Figure 2: Non-interstate NHS Travel Time Reliability for NH.....	40

## List of Tables

Table 1: Transportation Programming Process .....	4
Table 2: Project Evaluation Criteria .....	9
Table 3: Project Rankings for 2023 - 2032 Ten Year Plan Submission and MTP Update .....	10
Table 4: Overview of Local/Regional projects in 2023-2026 TIP .....	11

Table 5: Status of 2021 – 2024 TIP Projects.....	13
Table 6: FY 2021-2024 TIP Programmed Funds for Projects in the NRPC Metropolitan Planning Area.....	23
Table 7: Fiscal Constraint for Highway Projects.....	24
Table 8: Operations & Maintenance Needs Analysis.....	25
Table 9: Expected Transit Funding.....	26
Table 10: Operations & Maintenance Needs Analysis, FTA-Funded Transit Service.....	26
Table 11: Transit Fiscal Constraint Summary .....	27
Table 12: Nashua Transit System TAM Goals and Objectives .....	29
Table 13: 2023 Nashua Transit System Transit Asset Management Performance Targets.....	30
Table 14: NRPC FY 2023-2026 TIP Transit Asset Management Investments .....	31
Table 15: Nashua Transit System Safety Performance Target Summary.....	32
Table 16: NRPC Regional Safety Performance Targets.....	34
Table 17: NRPC FY 2021-2024 TIP Highway Safety Investments .....	36
Table 18: NHDOT Baseline Conditions and Targets for Pavement and Bridges.....	37
Table 19: HPMS Pavement Data Mandated for MPO PM2.....	38
Table 20: NRPC FY 2023-2026 TIP Infrastructure Condition Investments .....	39
Table 21: NRPC FY 2023-2026 TIP System Performance Investments.....	41

APPENDIX A: 2023 – 2026 Nashua MPO & Statewide Surface Transportation Projects  
Regional Map of the 2013 – 2026 Nashua MPO Projects

APPENDIX B: Nashua MPO & NHDOT Fiscal Constraint Summaries

APPENDIX C: Clean Air Act Codes

APPENDIX D: TIP Public Notice and Comments Received

*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.*

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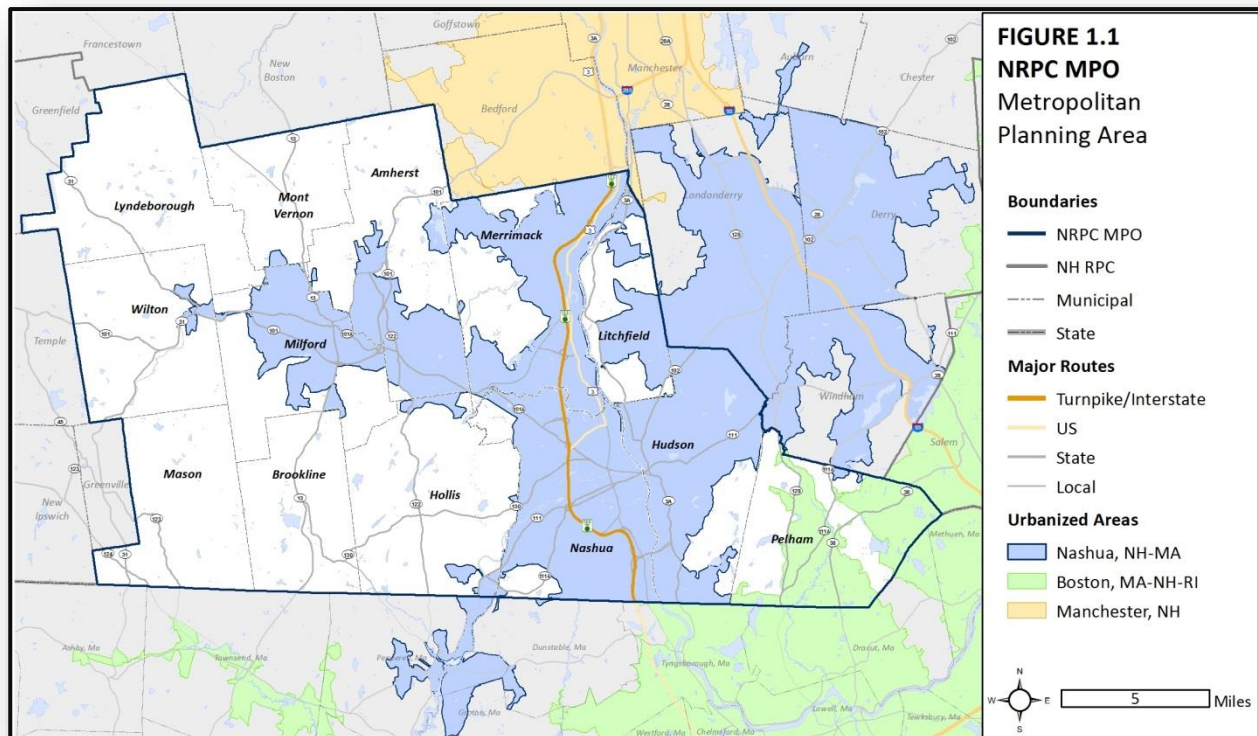
## List of Acronyms and Abbreviations

3Cs	Continuing, Comprehensive, and Cooperative Transportation Planning
ADA	Americans with Disabilities Act of 1990
AQA	Air Quality Analysis
BIL	Bipartisan Infrastructure Law
CAAA	Clean Air Act Amendments of 1990
CFR	Code of Federal Regulations
CON	Construction
CMAQ	Congestion Mitigation/Air Quality Program
CTPP	Census Transportation Planning Package
DBE/WBE	Disadvantaged Business Enterprises/Women's Business Enterprises
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GACIT	Governor's Advisory Commission on Intermodal Transportation
GIS	Geographic Information System
HPMS	Highway Performance Monitoring System
HPR	Highway Planning and Research Funds
IJA	Infrastructure Investment and Jobs Act
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act (2012)
MVPC	Merrimack Valley Planning Commission
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTP	Metropolitan Transportation Plan
NHDES	New Hampshire Department of Environmental Services
NHDOT	New Hampshire Department of Transportation
NMCOG	Northern Middlesex Council of Governments
NRPC	Nashua Regional Planning Commission
NTS	Nashua Transit System
PE	Preliminary Engineering

PL	Planning Funds Administered by FHWA
ROW	Right of Way
RPA	Regional Planning Agency
RPC	Rockingham Planning Commission
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users (2005)
SIP	State Implementation Plan (for Air Quality Conformity)
SNHPC	Southern New Hampshire Planning Commission
SRPC	Strafford Regional Planning Commission
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STBG	Surface Transportation Block Grant
TAZ	Traffic Analysis Zone
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century (1998)
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TTAC	Transportation Technical Advisory Committee
UPWP	Unified Planning Work Program

## I. INTRODUCTION

The federal fiscal years (FFY) 2023-2026 Transportation Improvement Program (TIP) is a four-year work program that lists all regionally significant (those that serve regional transportation needs such as access to and from the major activity centers in the region) and federally funded projects, as required by federal transportation legislation. The TIP contains an agreed-upon list of specific transportation improvement projects and associated financial information for the Nashua Regional Planning Commission (NRPC) Metropolitan Planning Organization (MPO). The Metropolitan Planning Area within which the MPO carries out the transportation planning process includes the City of Nashua and the Towns of Amherst, Brookline, Hollis, Hudson, Litchfield, Lyndeborough, Mason, Merrimack, Milford,



Mont Vernon, Pelham and Wilton, New Hampshire, as shown on Figure 1.1.

The NRPC MPO 2019 – 2045 Metropolitan Transportation Plan (MTP) assesses the needs related to all modes of surface transportation in the region including driving, bicycling, walking, rail and bus transit, and rail and truck freight for the period covering 2019 – 2045. It is a path towards the transportation vision for the region. The TIP is the implementation vehicle for the MTP, programming funding for federal-aid roadway and federal-aid transit projects identified in the first four years of the MTP. The TIP is a living document in that projects may be added to meet new needs or to take advantage of special opportunities, delayed due to limited resources, or revised to reflect new cost estimates or construction schedules. For this reason, the TIP may be revised or amended after it is approved in accordance with the [New Hampshire Department of Transportation \(NHDOT\) Revision Procedures](#). The TIP and any amendments are reviewed at public meetings, open to public comment and subject to public hearings



and approval by the MPO, as outlined in the [NRPB MPO Public Involvement Process for Transportation Planning](#).

The TIP includes transportation improvements identified for advancement during the program period. Regional projects are identified, prioritized, and selected through a collaborative process involving member municipalities, local transit agencies, and the NHDOT. The TIP is reviewed and endorsed by the MPO every two years. The endorsed TIP is submitted to the funding agencies for inclusion in their annual programs, including the NHDOT statewide TIP (STIP): “Each metropolitan transportation improvement program (TIP) shall be included without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor.” [23 CFR 450.216](#)

In 2021, the [Infrastructure Investment and Jobs Act](#) (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation’s history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. The law builds on the [Fixing America’s Surface Transportation Act](#) (FAST Act) which was enacted 2015, which itself built on the changes made by the [Moving Ahead for Progress in the 21st Century Act](#) (MAP-21), enacted in 2012, which created a more streamlined, performance-based, and multimodal surface transportation program. MAP-21 included provisions designed to improve safety, maintain infrastructure condition, reduce traffic congestion, improve the efficiency of the system and freight movement, protect the environment, and reduce delays in project delivery, which have been carried through in the FAST Act.

## KEY TRANSPORTATION PLANNING REQUIREMENTS

Title 23: Highways  
Part 450 – Planning Assistance and Standards  
Subpart C – Metropolitan Transportation Planning and Programming  
[§ 450.326 Development and content of the TIP](#)

TIPs are required to:

- cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor;
- be made reasonably available to all interested parties so they may provide comment;
- be designed such that once implemented, they make progress toward achieving established performance targets;
- include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area;
- contain all regionally significant projects requiring an action by the FHWA or FTA. For public information and conformity purposes, the TIP includes all regionally significant projects funded with Federal funds other than those administered by the FHWA or the FTA, and all regionally significant projects funded with non-Federal funds;
- be financially constrained, including a project only if full funding can reasonably be anticipated to be available within the time period considered; and
- be consistent with the approved Metropolitan Transportation Plan.

## II. PROJECT PROGRAMMING

### NH Ten Year Transportation Improvement Plan

New Hampshire [RSA 228:99](#) and [RSA 240](#) direct that the NHDOT propose a plan consistent with the federal funding process for improvements to the State’s transportation system every two years. Two documents are developed due to that directive, the first being the New Hampshire Ten Year Transportation Improvement Plan (“Ten Year Plan”), which lists projects funded through both state and federal programs “intended to be under construction in the next 10 years”. From that, the second plan is developed: the Statewide Transportation Improvement Program (STIP), a list of federally funded surface transportation projects from the first four years of the Ten Year Plan.

### Federal Transportation Improvement Program (TIP)

Since the programming of transportation projects in New Hampshire is driven by the State Ten Year Plan process, a merging is forced between Federal TIP development requirements and the processes driven by NH law. The [State 2023-2032 Ten Year Plan](#) was signed into Law by the Governor on July 22, 2022, and from that, the NHDOT derived the [2023-2026 Statewide Transportation Improvement Program \(STIP\)](#). From the STIP, the NRPC MPO derived the 2023 – 2026 TIP project list, which is provided in Appendix A and describes the projects within the NRPC Metropolitan Planning Area that are funded through the programs included in the federal surface transportation authorization bill. A map showing the location of the projects is also included.

Each project listing contains the project’s location and scope/description, the funding breakdown by fiscal year and phase, the overall cost of the project, and a flag indicating if the project is regionally significant.

### TRANSPORTATION PLANS IN NEW HAMPSHIRE

- *Metropolitan Transportation Plan (MTP)* is the fiscally constrained, multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO through the metropolitan transportation process. It is the foundation for identifying and implementing transportation needs and improvements and is the source from which specific projects are identified, prioritized, and selected for funding.
- *New Hampshire Ten Year Transportation Improvement Plan (TYP)* is prioritized listing of infrastructure maintenance and improvement projects encompassing highways, bridges, bicycle, pedestrian, railroads, transit, and aeronautics programs covering a period of ten years that is developed by the NHDOT with input from the Regional Planning Commissions and MPOS; reviewed, brought to public hearings and modified by GACIT; reviewed and modified by the Governor; and reviewed, modified and approved by the Legislature. RSA 228:99 and RSA 240 require NHDOT propose a TYP every two years.
- *Statewide transportation improvement program (STIP)* is a statewide prioritized listing of surface transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs; financially constrained; and required for projects to be eligible for federal funding.
- *Transportation improvement program (TIP)* is a prioritized listing of surface transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process; consistent with the long-range metropolitan transportation plan; financially constrained; and required for projects to be eligible for federal funding.

### III. PROJECT SELECTION PROCESS

#### The State Ten Year Plan and the MPO Transportation Improvement Program

Project selection procedures have been developed and maintained to comply with the Federal Metropolitan Transportation Planning Regulations and the 1990 Clean Air Act Amendments. These laws require public involvement, consultation with interested parties and consideration of all transportation modes when undertaking transportation planning and programming.

As discussed in the previous chapter, the TIP project selection process in New Hampshire is driven by the State’s Ten Year Plan process. **Table 1** describes in general terms the process for the 2023-2026 TIP for programming of transportation projects. This is a two-year process that focuses on the development of the Ten Year Plan and results in the NRPC MPO TIP being derived from the statewide TIP and Ten Year Plan.

**Table 1: Transportation Programming Process**

Timeframe	Action
Spring Even Year	The previous Ten Year Plan cycle is reviewed by the Transportation Planners Collaborative (TPC), whose membership includes the four MPOs, five rural Regional Planning Commissions (RPCs), and the NHDOT, to determine what was successful and where improvements should be made. Project evaluation criteria are collaboratively developed and agreed upon by the TPC for use in the upcoming cycle, as are theoretical budget allocations by MPO/RPC region. The criteria are weighted independently by each region.
Summer/Fall Even Year	The NRPC MPO works with municipalities and the NHDOT to identify potential transportation projects for consideration in the current funding cycle. The MPO develops fact sheets on each potential project that are used by a subcommittee of the TTAC to score and prioritize projects using the agreed upon criteria. The NRPC TTAC and MPO review the final prioritized project list and upon their recommendation, a prioritized list of projects is submitted to the NHDOT.
Winter/Spring Odd Year	NHDOT staff reviews the projects submitted internally as well as by the MPOs/RPCs and uses prioritization and resource optimization software to select projects to include in the first draft of the Ten Year Plan. The NHDOT meets with each RPC to discuss but does not commit to selecting the highest priority projects identified at the regional level. The NHDOT releases the first draft of the Ten Year Plan to the Executive Council.
Fall Odd Year	The Governor’s Advisory Commission on Intermodal Transportation (GACIT), which is composed of the five Executive Councilors and the Commissioner of the NHDOT, conducts public hearings throughout the state to solicit input on state transportation needs. Following the completion of the hearing process, GACIT amends the draft Plan and recommends the amended version to the Governor.

Winter Odd Year	The Governor amends the draft Ten Year Transportation Plan and submits the amended version to the Legislature.
Timeframe	Action
First Half Even Year	The draft Ten Year Plan next goes to the House and then the Senate for consideration. Committee hearings are held and both houses take action on the Plan. Following approval by the House and Senate, the Ten Year Plan is returned to the Governor for approval.
Middle Even Year	The Governor has the choice of either signing the Ten Year Plan legislation as submitted or exercising the veto.
Late Summer Even Year	Once the Governor has signed the legislation, the Ten Year Plan returns to the NHDOT, which uses the first four years of federally-funded projects in the Plan to create the Statewide Transportation Improvement Program (STIP). The fiscally constrained list of projects included in the STIP is provided to the MPOs to use in their transportation planning process.
Late Fall Even Year – Early Winter Odd Year	The MPO uses the STIP and the Ten Year Plan to prepare three documents that must be approved by the full Commission – the long-range Metropolitan Transportation Plan (MTP), the four-year Transportation Improvement Program (TIP) and, if necessary, an Air Quality Conformity Analysis. Following a public comment period, each of these documents must be adopted by the NRPC Commission at a public hearing.

The process described above illustrates how the development of the TIP has been absorbed into the State Ten Year Plan process. The municipalities and MPO provide input on transportation improvements to the NHDOT at the very beginning of the two-year process, and at the very end, the MPO is provided with a list of projects to approve and include in its transportation plans.

### Sub-Allocation Authority – Nashua Urbanized Area

Following the 2010 Census, the Nashua Urbanized Area (UZA) became a Transportation Management Area (TMA), defined as an urbanized area with a population over 200,000. This provides the Nashua MPO with greater project selection authority for Surface Transportation Block Grant and Transportation Alternatives Program funds. As several Southern New Hampshire Planning Commission (SNHPC) communities are located within the Nashua UZA, a portion of the funds to be sub-allocated are programmed by SNHPC. The division of funds available to the UZA are divided between the MPOs through a calculation which equally weights the Federal-Aid eligible lane miles and populations for UZA communities in both MPOs.

In September 2019, the NRPC executed a Memorandum of Understanding (MOU) with the SNHPC and the New Hampshire Department of Transportation regarding transportation planning and programming within the Nashua UZA.

The MOU ensures that: 1) The NRPC and SNHPC are exercising programming authority over sub-allocated Surface Transportation Block Grant (STBG) funds for urbanized areas with population over 200,000; and 2) the NRPC and SNHPC are exercising project selection authority for non-National Highway System (NHS) projects funded under Chapter 134 of Title 23 or under Chapter 53 of Title 49 of the United States Code. The six key provisions of the MOU are detailed below.

1. Surface Transportation Block Grant (STBG) funds for authorized areas with population over 200,000 sub-allocated to the Nashua UZA shall be allocated to the Nashua RPC and SNHPC based on a formula comprised of each MPO's relative share of population and federal-aid eligible lane miles within the Nashua UZA. The formula shall be calculated as follows: 50% population within the Nashua UZA and 50% federal-aid lane miles within the Nashua UZA.
2. STBG funds allocated to the Nashua RPC and SNHPC shall be programmed by each MPO utilizing their normal Long-Range Plan and Transportation Improvement Program (TIP) development processes. Each MPO's TIP self-certification statements shall include a statement indicating that the "programming of TMA-specific, sub-allocated STBG funds is compliant with the Federal requirements as it relates to the MPO's programming authority."
3. Project selection authority for non-NHS projects funded under Chapter 134 of Title 23 or under Chapter 53 of Title 49 of the United States Code shall be completed by the Nashua RPC and SNHPC utilizing their normal Long-range Plan and Transportation Improvement Program (TIP) development processes. Each MPO's TIP self-fertilization statements shall include a statement indicating that the "selection of non-NHS projects is compliant with the Federal requirements as it relates to the MPO's programming authority."
4. Proposed TIP Amendments and Administrative Modifications affecting projects in the Nashua UZA funded with sub-allocated STBG funding, or non-NHS projects selected under an MPO's TMA programming authority, shall be reviewed, processed, and approved by the affected MPO utilizing their approved TIP Revision Procedures.
5. The NHDOT shall select projects occurring on the National Highway System (NHS) within the Nashua UZA in cooperation with the Nashua RPC and SNHPC.
6. Each MPO serving the Nashua UZA shall provide a no-voting, ex-officio seat on their respective Technical Advisory Committees and MPO Policy Committees to the other MPOs serving the Nashua UZA to ensure inter-regional coordination on the transportation needs of the Nashua UZA as a whole.

### **Sub-allocation Authority – Boston Urbanized Area**

A small portion of the NRPC area (Pelham) lies within the Boston UZA; therefore, NRPC also shares in a portion of the New Hampshire share of these funds, with the largest share going to the Rockingham Planning Commission.

In September 2019, the NRPC executed a Memorandum of Understanding (MOU) with the Rockingham MPO, Southern NH MPO, and the New Hampshire Department of Transportation regarding transportation planning and programming within the Boston UZA.

1. Surface Transportation Block Grant (STBG) funds for urbanized areas with population over 200,000 sub-allocated to the Boston UZA shall be allocated to the Nashua MPO, Southern NH MPO, and Rockingham MPO based on a formula comprised of each MPO's relative share of population and federal-aid eligible lane miles within the Boston UZA. The formula shall be calculated as follows: 50% population within the Boston UZA and 50% federal-aid eligible lane miles within the Boston UZA.
2. STBG funds allocated to the Nashua MPO, Southern NH MPO, and Rockingham MPO under Item #1 above shall be programmed by each MPO utilizing their normal Long-Range Plan and Transportation Improvement Program (TIP) development processes. Each MPO's TIP self-certification statements shall include a statement indicating that the "programming of STBG funding is compliant with Federal requirements as it relates to the MPO's programming authority."
3. Project selection authority for non-NHS projects funded under Chapter 134 of Title 23 or under Chapter 53 of Title 49 of United States Code shall be completed by each MPO utilizing their normal Long-Range Plan and Transportation Improvement Program (TIP) development processes. Each MPO's TIP self-certification statements shall include a statement indicating that the "selection of non-NHS projects is compliant with Federal requirements as it relates to the MPO's programming authority."
4. Proposed TIP Amendments and Administrative Modifications affecting projects in the Boston UZA funded with sub-allocated STBG funding, or non-NHS projects selected under a MPO's programming authority, shall be reviewed, processed, and approved/denied by the affected MPO utilizing their approved TIP Revision Procedures.
5. The NHDOT shall select projects occurring on the National Highway System within the Boston UZA in cooperation with the affected MPOs.
6. Each New Hampshire MPO serving the Boston UZA shall provide a non-voting, ex-officio seat on their respective Technical Advisory Committees and MPO Policy Committees to the other MPOs serving the Boston UZA to ensure inter-regional coordination on the transportation needs of the Boston UZA as a whole.
7. Representatives of the Nashua MPO, Southern NH MPO, and Rockingham MPO will collaborate with Massachusetts and Maine-based MPOs as needed for projects and transportation initiatives of cross-state interest.

### **Apportionment of Transportation Alternatives Program (TAP) Funding**

The State of New Hampshire receives an annual apportionment of Transportation Alternative program funds. After accounting for the actual obligational authority provided to the state of NH, these funds are sub allocated to various areas of the state based on population. One of these sub allocation categories is for areas with populations greater than 200,000, or the Census designated Urbanized Areas (UZAs) in New Hampshire.

The sub allocation targets for these funds will be calculated based on population and federal-aid eligible lane miles for communities within the UZAs by RPC. The portion of TAP funds sub allocated to the over

200,000 population area is based on NH's obligational authority. The funds will be sub allocated to each MPO on the basis of the proportional share of the total population and lane mileage for each region.

To ensure a fair, equitable and consistent approach to awarding limited TAP funds around the state, the MPOs have agreed to collaborate with the statewide process for the award of all TAP. This process utilizes a Statewide Advisory Committee to evaluate all applications utilizing the same criteria. Overall scores are determined, and a recommended awards list compiled.

As part of this process, NHDOT will:

1. Prior to the start of new TA application cycles, NHDOT will meet with the involved RPCs to discuss funding amounts and confirm the sub allocation available to each region.
2. Following application scoring, NHDOT will ensure that the sub allocation targets for each of the identified regions is addressed through the awards. This means that each region will be awarded at least 1 project using the available sub allocated funds.
3. Prior to announcing proposed awards, NHDOT will consult with each of the involved MPOs to discuss the overall award recommendations and work to address any concerns identified.

### **Addition of New Projects to the Ten-Year Plan**

In passing the 2005-2014 Ten Year Plan, the New Hampshire Legislature recognized that the revenue projected for the plan period was inadequate to fund all the projects in the plan. To address this issue, the Legislature reviews the Plan every 2 years, pursuant to RSA 228:99 and RSA 240, but does not add projects to the Plan unless the funding is adequate to complete the Plan within its effective years. This has resulted in a conservative approach to project programming and implementation timelines.

As has been the case in the past several planning cycles, these financial constraints resulted in a moderate number of projects being added to the 2023 – 2032 Ten Year Plan. There are several major capacity expansion projects in the state, such as I-93 expansion, NH 101A and FEE Turnpike widening; however, the overall emphasis is on maintenance and preservation of existing infrastructure.

For the development of the 2023 – 2032 Ten Year Plan, the MPOs and RPCs were provided with a funding scenario that allowed for \$60 million per biennial period for the programming of projects. This total was divided between the nine regions, based on each region's share of the statewide population and road lane miles. The NRPC MPO's allocation was calculated to be 12.35% of the total funds available, or \$7,393,000 for the 2023-2032 Ten Year Plan.

### **2023 -2032 Project Selection and TIP Development**

Recognizing the integrated processes to develop the TIP, and Ten Year Plan and Metropolitan Transportation Plan in New Hampshire, the NRPC MPO completed a comprehensive and cooperative planning approach to develop programming recommendations for the previous (FY2021-2024) MPO TIP. The same methodology was used to develop the MPO 2023 – 2026 TIP, the State 2023 – 2032 Ten Year Plan and the outer years of the MPO Metropolitan Transportation Plan. The 2019 – 2045 MTP served as the basis for FY 2023 – 2026 TIP development and underwent a substantial update in the methodology



for conducting fiscal constraint of projects. In addition to revamping the procedure for conducting financial analysis of highway projects, the methodology that was previously developed for FTA-funded transit projects, was applied in the 2023 MTP Minor Update.

The NH Transportation Planners Collaborative (TPC), made up of the four MPOs, five rural Regional Planning Commissions, and the NHDOT, convened to review and improve the evaluation criteria that were then used during the 2023-2032 Ten Year Plan development process. The result of that collaboration, combined with input from each region's Technical Advisory Committees and other stakeholders, was a simplified set of mutually exclusive criteria. **Table 2** details the final category and criterion and the weights that were used in the NRPC region to score and rank proposed projects.

**Table 2: Project Evaluation Criteria**

Category	Category Weight	Criterion	Criterion Weight
<b>Economic Development</b>	<b>8%</b>	Local & Regional	4.0%
		Freight Movement	4.0%
<b>Equity, Environmental Justice, &amp; Accessibility</b>	<b>9%</b>	Equity & Environmental Justice	4.5%
		Accessibility	4.5%
<b>Mobility</b>	<b>15%</b>	Need & Performance	7.5%
		Mobility Intervention	7.5%
<b>Natural Hazard Resiliency</b>	<b>9%</b>	Hazard Risk	4.5%
		Hazard Mitigation	4.5%
<b>Network Significance</b>	<b>15%</b>	Traffic Volume	5.0%
		Facility Importance	10.0%
<b>Safety</b>	<b>21%</b>	Safety Measures	10.5%
		Safety Performance	10.5%
<b>State of Repair</b>	<b>15%</b>	State of Repair	10.0%
		Maintenance	5.0%
<b>Support</b>	<b>8%</b>	Support	8.0%

During the latter part of 2020 and early 2021, NRPC worked with Commissioners, TTAC and NHDOT to confirm that existing projects from the 2019-2045 Metropolitan Transportation Plan and/or State's 2020 – 2030 Ten Year Plan that had not yet advanced into the TIP were still a priority, and that the projects were feasible, had local support, and were eligible for federal aid funding. In addition, NRPC solicited new projects from its communities to be considered for funding through the State's 2023 – 2032 Ten Year Plan project selection process. Seven projects submitted through the 2020 project solicitation were reviewed and scored, listed below:

- Nashua: Bridge and Canal Streets Complete Streets



- Nashua: NTS bus shelters, lighting, benches, miscellaneous other
- Merrimack: Replace Ped Bridge over Souhegan Reiver #112/115
- Wilton: Pedestrian bridge spanning Stony Brook
- Regional: State Highway Traffic Signal Improvements
- Brookline: Improve NH13/Mason Road intersection
- Brookline: Reconstruct NH13/Ruonala Road intersection

A scoring team comprised of NRPC staff and TTAC members from communities who had not submitted project proposals scored the projects; summary results are shown in **Table 3**. The NRPC was allocated \$6,175,000 in federal funds for the biennial period.

**Table 3: Project Rankings for 2023 - 2032 Ten Year Plan Submission and MTP Update**

		<u>Federal</u>	<u>Local</u>	<u>Total</u>	<u>Score</u>
Nashua	Bridge and Canal Streets Complete Streets	\$1,360,000	\$340,000	\$1,700,000	6.55
Nashua	NTS Bus shelters, lighting, benches, misc. other	\$445,600	\$111,400	\$557,000	5.80
Merrimack	Replace Ped Bridge over Souhegan River #112/115	\$948,800	\$237,200	\$1,186,000	5.22
Wilton	Pedestrian bridge spanning Stony Brook	\$528,000	\$132,000	\$660,000	5.03
Regional	State Highway Traffic Signal Improvements	\$1,927,000	\$0	\$1,927,000	4.23
Brookline	Improve NH 13/Mason Rd intersection	\$145,000	\$0	\$145,000	2.88
Brookline	Reconstruct NH 13/Ruonala Rd intersection	\$527,000	\$0	\$527,000	2.23
Total:		\$5,881,400			
<i>Add unfunded balance from previous round:</i>					
Nashua	Kinsley St sidewalks	\$293,900	\$73,470	\$367,370	
<b>Total</b>		<b>\$6,175,300</b>	<b>\$894,070</b>	<b>\$7,069,370</b>	

The federal funds share of the estimated cost of the projects listed above, \$5,881,400, was less than the theoretical allocation by \$293,600. The \$292,600 shortfall was used to account for the unfunded balance of the Kinsley Street sidewalk and bike lane project from the previous TYP period.

## IV. OVERVIEW OF PROJECTS INCLUDED IN THE 2023-2026 TIP

**Table 4** provides an overview of local and regional projects that are included in the 2023-2026 TIP. Statewide programmatic projects are not included in Table 4. **Appendix A** provides a detailed list of projects, including funding sources, project phasing, total funding in the 2023-2026 TIP, total project cost, and other information.

**Table 4: Overview of Local/Regional projects in 2023-2026 TIP**

Overview of Local/Regional projects in 2023-2026 TIP <sup>1</sup>				
Municipality	Project #	Facility	Scope	Funding 2023-26
Amherst	40657	Thornton Ferry Rd	Bridge Replacement - Thornton Ferry Road over Beaver Brook #145/106	\$1,718,450
Amherst	42593	Baboosic Greenway	Rail trail between Baboosic Lake Road and Walnut Hill Road along abandoned railroad ROW	\$88,516
Bedford - Merrimack	16100	F.E. Everett Turnpike	Improvement to Bedford Mainline Toll Plaza to Institute Open Road or All Electronic Tolling	\$11,250,021
Brookline	40662	NH 13	Construct southbound left turn lane onto Old Milford Rd	\$782,597
Hudson	41754	NH3A	Construct a third southbound right turn lane on NH 3A Lowell Rd	\$1,254,000
Hudson	42108	Circ HWY	Plan, Eng & Construct a roadway b/t NH3A & NH111, southern portion of Circ Highway	\$884,661
Lyndeborough	41435	NH Railroad	Address Red List bridge carrying NHRR over Glass Factory Road in the Town of Lyndeborough (108/070)	\$122,847
Merrimack	10136D	NH 101A	Safety impr. at NH 101A / Continental Blvd & at Craftsman Lane / Boston Post Rd	\$4,828,374
Merrimack	29174	US 3	Bridge replacement - US 3 over Baboosic Brook #118/135	\$6,991,731
Milford	41587	Bridge Street	Rehabilitation of the Swing Bridge	\$839,228
Milford	42470	NH 101A & NH 13	Improvements to the oval area	\$1,861,251
Nashua	10136A	NH 101A	Capacity, pedestrian, bike and transit improvements to NH 101A from Celina Ave to Somerset Parkway	\$15,633,210
Nashua	16314	East Hollis St.	Intersection improvements at East Hollis St and Bridge St from C St to the Hudson Town Line.	\$3,236,738
Nashua	40660	East Hollis St.	Improvements along E. Hollis St from Main St east to C St. (limit of project 16314)	\$3,831,282
Nashua	41585	DW Highway	DW Highway pedestrian safety improvements	\$127,670
Nashua	41586	Walnut /Chestnut/ Central	Safety, capacity and multimodal access improvements to the Walnut St. Oval intersection	\$285,035
Nashua	41742	Heritage Rail Trail East	Construct the Heritage Rail Trail East	\$1,384,661
Nashua	42594	F.E. Everett Turnpike	Realign Exit 5E southbound off-ramp and Turnpike southbound on-ramp	\$61,144
Nashua	42717	Broad Street Parkway	Construct a new interchange along the Broad Street Parkway to connect to Franklin St and Front St	\$137,978
Nashua	42882	Main/Canal/Lowell	Intersection and Roadway Improvements, Canal St/Franklin St/Main St	\$932,202

# Nashua Metropolitan Planning Organization Transportation Improvement Program (2023-2026)

Nashua	43509	Various Sts Downtown	Installation of Rectangular Rapid-Flashing Beacons (RRFB), crosswalk visibility enhancements	\$525,000
Nash/Merri/Bedford	13761	F.E. Everett Turnpike	F.E.E. Turnpike widening of 2-lane sections from Exit 8 Nashua to I-293 Bedford	\$6,000,000
Nash/Merri/Bedford	13761A	F.E. Everett Turnpike	FE Everett Turnpike widening of a 2-lane section from Exit 8 Nashua to Exit 10 Merrimack	\$34,819,328
Nash/Merri/Bedford	13761B	F.E. Everett Turnpike	Replace Wire Road and Baboosic Lake Road Bridges over the FE Everett Turnpike (Merrimack).	\$13,070,754
Nash/Merri/Bedford	13761C	F.E. Everett Turnpike	FE Everett Turnpike widening in Merrimack of a 2-lane section from Exit 11 to south of Exit 13.	\$59,866,197
Nash/Merri/Bedford	13761E	F.E. Everett Turnpike	FE Everett Turnpike widening in Merrimack of a 2-lane section from Bedford Rd to south of Exit 13.	\$19,272,752
Nashua-Program	NTS5307	Nashua Transit System	NTS FTA 5307 formula funds for capital planning, capital preventative maintenance, capital investments (including fleet replacement/rehabilitation/purchases), ADA operations and operating assistance	\$14,106,311
Nashua-Program	NTS5310	Nashua Transit System	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	\$1,180,506
Nashua-Program	NTS5339	Nashua Transit System	NTS FTA 5339 Formula Funds for Capital Projects, including fleet replacement/rehabilitation/purchases, passenger amenities and construction/rehabilitation of bus-related facilities	\$699,279
Pelham	16145	Main Street	Main Street over Beaver Brook - bridge replacement #110/090 and culvert replacement #111/090	\$2,078,310
Pelham	29450	Old Bridge Street	Bridge rehabilitation - Old Bridge Street over Beaver Brook #109/081	\$1,828,526
Pelham	41751	NH 128 & Sherburne Rd	Intersection improvements at the intersections of NH 128/Sherburne Rd & NH128/NH 111A	\$1,048,259
Wilton	15768	Old County Farm Road	Bridge rehabilitation - Old County Farm Road over Blood Brook #060/118	\$533,110
Wilt-Milf-Amherst-Bed	13692D	NH101	Traffic and safety improvements consistent with the intent of the 2002 corridor study	\$9,117,428
Wilt-Milf-Amherst-Bed	13692E	NH101	Traffic and safety improvements based on the 2002 corridor study	\$7,390,342
<sup>1</sup> Does not include the NRPC share of statewide programmatic projects				\$227,787,698

## V. STATUS OF PROJECTS FROM THE 2021 – 2024 TIP

**Table 5** provides a listing of the status of projects that were included in the FY 2021 – 2024 TIP. Some have been completed and others experienced changes in implementation years. Funding for the Nashua Transit System will continue into the 2023-2026 TIP under the same FTA funding programs.

**Table 5: Status of 2021 – 2024 TIP Projects**

<u>Project ID</u>	<u>Municipality</u>	<u>Location and Scope</u>	<u>Status</u>
40657	Amherst	Bridge Replacement - Thornton Ferry Road over Beaver Brook #145/106	CON 2024
41413	Amherst	Rehab of red list bridge carrying NH 122 Main St. over NH 101 (Bridge ID 135/109)	Completed
16100	Bedford - Merrimack	FEE Turnpike - Bridge Replacement - Thornton Ferry Road over Beaver Brook #145/106	CON 2023-24
40662	Brookline	NH13 - Construct southbound left turn lane onto Old Milford Rd	CON 2026
41754	Hudson	NH3A - Construct a third southbound right turn lane on NH 3A Lowell Rd	CON 2023-24
10136D	Merrimack	NH101A - Safety impr. at NH 101A / Continental Blvd & at Craftsman Lane / Boston Post Rd	CON 2023
41727	Merrimack	F.E. Everett Turnpike - Exit 11 toll plaza removal	Completed
41587	Milford	Bridge Street - Rehabilitation of the Swing Bridge	CON 2025
42740	Milford	NH 101A & NH 13 - Improvements to the oval area	CON 2023
42883	Milford	Osgood Road & Armory Road - Construct 5' sidewalk & bicycle lane off of Osgood Road & Armory Road	Removed
42887	Milford	NH 101A, Nashua St. - Construct Sidewalks along Nashua St.	Removed
13761	Nashua-Merrimack-Bedford	F.E. Everett Turnpike widening of 2-lane sections from Exit 8 Nashua to I-293 Bedford	PE 2023
13761A	Nashua-Merrimack-Bedford	F.E. Everett Turnpike widening of a 2-lane section from Exit 8 Nashua to Exit 10 Merrimack	CON 2024-26
13761B	Nashua-Merrimack-Bedford	F.E. Everett Turnpike - Replace Wire Road and Baboosic Lake Road Bridges over the FE Everett Turnpike (Merrimack)	CON 2024-26
16314	Nashua	East Hollis St. - Intersection improvements at East Hollis St and Bridge St from C St to the Hudson Town Line	CON 2024
40660	Nashua	East Hollis St. - Improvements along E. Hollis St from Main St east to C St. (limit of project 16314)	CON 2025
41585	Nashua	Daniel Webster Highway - DW Highway pedestrian safety improvements	ROW 2025
41586	Nashua	Walnut St/Chestnut St/Central St - Safety, capacity and multimodal access improvements to the Walnut St. Oval intersection	ROW 2025
41742	Nashua	Construct Heritage Rail Trail East	CON 2024
41745	Nashua	To expand Nashua Transit System (NTS) west along NH101A to Walmart in Amherst. CMAQ-to-FTA transfer	Operating/FTA funded

# Nashua Metropolitan Planning Organization Transportation Improvement Program (2023-2026)

42882	Nashua	Main St/Canal St/Lowell St - Intersection and Roadway Improvements, Canal St/Franklin St/Main St	CON 2026
43509	Nashua	Various downtown streets - Intersection and Roadway Improvements, Canal St/Franklin St/Main St	CON 2023
NTS 5307, 5310, 5339	Nashua Transit System	NTS funding for Capital, ADA, & Operating programs	Ongoing
NTS5339B	Nashua Transit System	FTA 5339B Discretionary funds for Capital projects	Completed
NTS5339C	Nashua Transit System	FTA 5339C Discretionary funds for Low/No Emission Bus & Bus related facilities Capital Projects	Completed
16145	Pelham	Main Street - Main Street over Beaver Brook - bridge replacement #110/090 and culvert replacement #111/090	CON 2024
29450	Pelham	Old Bridge Street - Old Bridge Street Bridge rehabilitation - Old Bridge Street over Beaver Brook #109/081	CON 2023
41745	Pelham	NH128 & Sherburne Road - Intersection improvements at the intersections of NH 128/Sherburne Rd & NH128/NH 111A	CON 2026
13692D	Wilton-Milford-Amherst-Bedford	Traffic and safety improvements consistent with the intent of the 2002 corridor study	CON 2023-24
13692E	Wilton-Milford-Amherst-Bedford	Traffic and safety improvements consistent with the intent of the 2002 corridor study	CON 2026

## VI. AIR QUALITY CONFORMITY DETERMINATION

### New Hampshire Ozone Status

For over 20 years, New Hampshire has been working to improve the quality of the air with the focus being to reduce the amount of ozone that forms during the summer months. The Nashua Regional Planning Commission in its role as the Metropolitan Planning Organization has partnered with NHDOT and the NH Department of Environmental Services (NHDES) to reduce mobile source emissions and meet the ozone standards set by the US Environmental Protection Agency (EPA). Over the last two decades, two ozone standards have been in effect in New Hampshire: the 1997 8-hour standard of 80 parts per billion (ppb) and the more stringent 2008 8-hour standard of 75 ppb.

Portions of southern New Hampshire did not meet the 1997 80 ppb standard, and what was defined as the "Boston-Manchester-Portsmouth (SE) NH area" was designated non-attainment. As required by the Clean Air Act (CAA), NRPC worked to identify transportation projects that would reduce congestion and support non-motorized modes of transportation. These efforts, combined with federal programs such as federal vehicle emission standards and fuel standards, were successful in reducing emissions in NH. By 2008, New Hampshire's ozone levels were below both the 1997 standard and the 2008 standard of 75 ppb.

In May 2012, EPA took three actions concerning New Hampshire's status under both ozone standards. First, EPA declared New Hampshire to be "unclassifiable/attainment" with respect to the 2008, 75 ppb standard. Second, EPA revoked the 1997 standard for transportation conformity purposes only. Third, EPA proposed approval of New Hampshire's redesignation request to attainment under the 1997 standard which became effective March 4, 2013.

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

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. Therefore, per the *South Coast II decision*, this conformity determination is being made for the 1997 ozone NAAQS on the MTP and TIP.

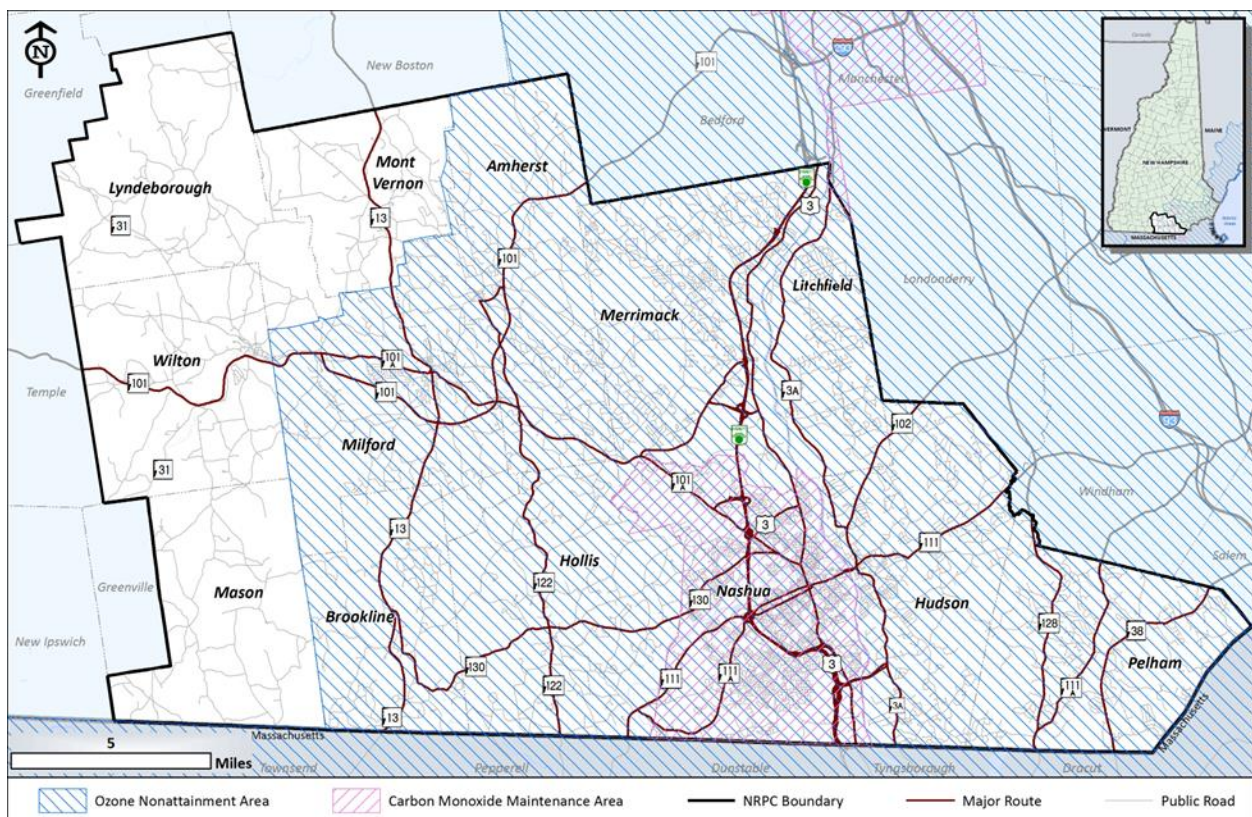
This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II decision*, according to EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.



The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

**Figure 1: 1997 Ozone Nonattainment Area**



## Transportation 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 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. This process has not moved forward as of this update. However, NRPC is in the process of completing a full update of the regional transportation model.

### **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. A listing of CAAC’s can be found in **Appendix C**.

## VII. FINANCIAL ANALYSIS

### Highway Projects Fiscal Constraint and Operations & Maintenance Needs

The metropolitan planning rules require that each fiscal year of a TIP must be financially constrained:

*Financially constrained or Fiscal constraint* means that the Metropolitan Transportation Plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are “available” or “committed.” ([23 CFR 450.104](#))

### Fiscal Constraint Assumptions

The fiscal constraint documentation for the STIP, provided by NHDOT, is included with this document as *Appendix B*. Fiscal constraint analysis for the TIP is included in *Tables 6 through 11* on the following pages. **Table 6** and **Table 7** compare the expected revenue for projects in the region with the estimated total project costs as programmed in the TIP and finds that the amount of funding available is adequate to address the projects programmed over the next four years. The funding matches exactly as the regional share of available funding is assumed to be what is programmed in the STIP. Based upon information supplied by the NH DOT, the MPO has determined that the FY 2023-2026 TIP as presented is financially constrained. This determination is based upon the following assumptions:

- The estimated FHWA funding available at the state level is based on annual apportionments and derived from the 10/12/2022 Status of Funds and FTA funds are based on current apportionments and remaining prior grant funds.
- Federal Aid-Exempt sources are those that are not included in the state’s apportionment.
- Additional Federal resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.
- Because NHDOT programs projects statewide and does not sub-allocate federal funding to the MPOs, the regional allocations of federal funds are equivalent to the funds programmed for projects within the region.
- For all projects requiring local match, that the match will be made available in a timely manner and that Toll Credits will be utilized to meet the State matching requirements unless otherwise stated.
- For all projects including federal funds and programmed by the NHDOT for FY 2023, 2024, 2025, and 2026, that the NHDOT has determined that the required funds by year and category will be available.
- All costs associated with projects are inflated to the year of construction at 2.8% per year and indirect costs (NHDOT overhead) are incorporated at 10% of total project cost.
- The regional share of statewide programs is estimated at 12.35% based on the 50% population and 50% lane-miles of federal-aid eligible roadway.

## Nashua Metropolitan Planning Organization Transportation Improvement Program (2023-2026)

- New Hampshire DOT programs projects on a statewide basis according to the relative priority of projects listed in the Ten-Year Plan without regard to regional boundaries. This creates a situation where the amount of funding expended in the region can vary substantially from year to year depending on the number of state high priority projects occurring in this region at the same time.
- Because NHDOT is required to demonstrate that programmed federal transportation funds are constrained statewide, the Nashua MPO can be confident that the regional portion of the STIP is also constrained.

Based on the assumptions reported above, the Nashua region FFY2023-2026 TIP is fiscally constrained.

The tables on the following pages provide a break-out analysis by year for various funding sources and programs in the NRPC MPO TIP. See Appendix A for details on projects with programmed funding for the 2023–2026 TIP.

**Table 6: FY 2021-2024 TIP Programmed Funds for Projects in the NRPC Metropolitan Planning Area**

<b>TBLE 6: FY 2023-2026 TIP Programmed Funds for Projects in the NRPC Metropolitan Planning Area</b>					
<b>Estimated Share of Available Funding - NPC Region<sup>1</sup></b>					
Fiscal Year	Federal	State <sup>2</sup>	Other	Statewide Programs <sup>3</sup>	Total Funding
2023	\$21,241,886	\$13,621,213	\$3,751,784	\$15,980,537	<b>\$54,595,420</b>
2024	\$18,872,965	\$52,593,811	\$2,511,969	\$12,520,976	<b>\$86,499,722</b>
2025	\$12,446,346	\$44,667,989	\$6,159,274	\$15,325,478	<b>\$78,599,087</b>
2026	\$16,911,473	\$36,722,147	\$3,047,475	\$15,425,118	<b>\$72,106,214</b>
	\$69,472,671	\$147,605,160	\$15,470,503	\$59,252,109	<b>\$291,800,442</b>
<b>Federal Highway Administration Funded Projects - NRPC Region</b>					
Fiscal Year	Federal	State	Other	Statewide Programs	Total Funding
2023	\$19,165,758	\$565,213	\$1,949,305	\$12,878,451	<b>\$34,558,727</b>
2024	\$16,451,315	\$2,760,895	\$597,441	\$10,587,369	<b>\$30,397,019</b>
2025	\$10,590,344	\$0	\$4,283,974	\$13,977,862	<b>\$28,852,180</b>
2026	\$14,708,270	\$0	\$1,134,670	\$14,168,863	<b>\$30,011,803</b>
	\$60,915,687	\$3,326,107	\$7,965,390	\$51,612,544	<b>\$123,819,729</b>
<b>Federal Transit Administration (FTA) Funded Projects - NRPC Region</b>					
Fiscal Year	Federal	State	Other	Statewide Programs	Total Funding
2023	\$2,076,128	\$0	\$1,802,479	\$2,912,799	<b>\$6,791,406</b>
2024	\$2,117,650	\$0	\$1,838,529	\$1,933,607	<b>\$5,889,786</b>
2025	\$2,160,003	\$0	\$1,875,299	\$1,965,116	<b>\$6,000,418</b>
2026	\$2,203,203	\$0	\$1,912,805	\$1,997,255	<b>\$6,113,263</b>
	\$8,556,984	\$0	\$7,429,113	\$8,808,778	<b>\$24,794,874</b>
<b>Non-Federally Funded Regionally Significant Projects - NRPC Region (Primarily Turnpike Funds)</b>					
Fiscal Year	Federal	State	Other	Statewide Programs	Total Funding
2023	\$0	\$13,056,000	\$0	\$0	<b>\$13,056,000</b>
2024	\$0	\$49,832,917	\$0	\$0	<b>\$49,832,917</b>
2025	\$0	\$44,667,989	\$0	\$0	<b>\$44,667,989</b>
2026	\$0	\$36,722,147	\$0	\$0	<b>\$36,722,147</b>
	\$0	\$144,279,052	\$0	\$0	<b>\$144,279,052</b>
<b>Regional Share of Programming by Phase and Fiscal Year - NRPC Region</b>					
Fiscal Year	PE	ROW	CON	Other	Total Funding
2023	\$10,764,011	\$861,587	\$23,110,678	\$3,878,607	<b>\$38,614,883</b>
2024	\$3,994,239	\$5,746,775	\$60,281,553	\$3,956,179	<b>\$73,978,746</b>
2025	\$824,819	\$3,184,476	\$55,533,012	\$4,035,302	<b>\$63,577,609</b>
2026	\$410,486	\$0	\$52,154,602	\$4,116,008	<b>\$56,681,095</b>
	\$15,993,555	\$9,792,838	\$191,079,845	\$15,986,096	<b>\$232,852,333</b>
<b>Statewide Share<sup>4</sup> of Programming by Phase and Fiscal Year - NPC Region</b>					
Fiscal Year	PE	ROW	CON	Other	Total Funding
2023	\$795,464	\$91,606	\$10,652,909	\$4,440,559	<b>\$15,980,537</b>
2024	\$466,336	\$67,635	\$8,684,242	\$3,302,764	<b>\$12,520,976</b>
2025	\$390,384	\$70,722	\$11,598,214	\$3,266,158	<b>\$15,325,478</b>
2026	\$320,106	\$60,225	\$11,862,439	\$3,182,349	<b>\$15,425,118</b>
	\$1,972,289	\$290,188	\$42,797,802	\$14,191,830	<b>\$59,252,109</b>

1- Estimated based on STIP programming of projects in MPO region plus 12.35% share of statewide program funds

2- Includes state funds for matching federal dollars as well as turnpike funds

3- Calculated as 12.35% of funds programmed for "Statewide" projects and programs between 2023 and 2026

4- Total by phase and fiscal year multiplied by the regional share (12.35%)

**Table 7: Fiscal Constraint for Highway Projects**

FISCAL CONSTRAINT ANALYSIS FOR THE NASHUA MPO MTP RECOMMENDED REGIONAL PROJECTS									
Fiscal Year	Statewide FHWA \$ <sup>1,2</sup>	Statewide Programs <sup>3</sup>	NRPC Share of Statewide <sup>4</sup>	Regional Projects (NH) <sup>5</sup>	NRPC Regional Projects Share <sup>6</sup>	Total Regional Allocation <sup>7</sup>	Regional MPO projects	MPO + Statewide Proj. Total	TIP/TYP FY Balance <sup>8</sup>
2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM									
2023	\$220,614,338	\$113,362,793	\$14,000,305	\$107,251,546	\$20,875,727	\$34,876,032	\$20,875,727	\$34,876,032	\$0
2024	\$225,026,625	\$89,635,976	\$11,070,043	\$135,390,649	\$18,568,965	\$29,639,008	\$18,568,965	\$29,639,008	\$0
2025	\$229,527,158	\$118,708,496	\$14,660,499	\$110,818,661	\$9,996,798	\$24,657,298	\$9,996,798	\$24,657,298	\$0
2026	\$234,117,701	\$121,272,691	\$14,977,177	\$112,845,010	\$16,911,473	\$31,888,651	\$16,911,473	\$31,888,651	\$0
1 - NHDOT Fiscal Constraint Excel Report 2 - FY2027 -2032 came from NHDOT TIP Docket 3 - From NHDOT TIP Update Docket 4 - Calculated as 12.35% of funds programmed for "Statewide" projects and programs between 2023 and 2026 5 - Statewide FHWA - Statewide Programs 6 - Actual FHWA FY TIP Funding 7 - Statewide share plus Regional share 8 - Regional Allocation minus SW/Regional project total									

## Operations and Maintenance

Regulations included in 23 CFR Part 450.218(m) state that "For purposes of transportation operations and maintenance, the STIP shall include financial information containing system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways [...]."

This means that the estimated costs of preserving, maintaining, and operating the region's transportation system must be included in the NRPC MPO TIP and Long-Range Transportation Plan. While some of these funds are captured in the "Statewide" projects included in the TIP, there are many that are not as they are conducted using state or local funds.

## Roadway

NHDOT's Fiscal Year 2023-2032 Ten Year Plan provides information regarding the funding available at the state level for the operation and maintenance of the transportation system. These funds come from the following sources:

- **Highway Fund:** This is the primary source of funding for the NHDOT Operating budget and is composed of revenue collected by the Department of Safety and includes the NH Road Toll (gas tax), Vehicle Registration Fees, and court fines for traffic violations. About 60% of gas tax revenues go to operating costs for NHDOT and NH Department of Safety.
- **Turnpike Funds:** New Hampshire has approximately 90 miles of toll supported roadways managed by the NHDOT. Funds from tolls, fines and administrative fees generated by the turnpike system can only be utilized on the Turnpike system. The system raises approximately \$143 million per year of which approximately \$55 million is dedicated towards operations and maintenance.
- **General Funds:** There is a small amount of State of New Hampshire general funds that goes towards operations and maintenance of the transportation system. Primarily these funds are utilized for

airport operations support however matching funds for Federal Transit Administration (FTA) grants for transit projects and operations are also supported.

- **Federal Funds:** NHDOT receives revenues from various Federal Agencies on a reimbursable basis to carry out federal aid eligible infrastructure improvements and construction projects. Primarily funds are from the Federal Highway Administration but also moneys are received from the Federal Transit Administration (FTA), Federal Aviation Administration (FAA), and Federal Emergency Management Administration (FEMA).
- **Other Funds:** Other funds are derived from various minor sources. This includes revenues from the sale of fuel to municipalities, railroad licensing fees, permitting fees, emergency repair funds, and sale of surplus land.

**Table 8** provides estimates of maintenance and operations needs for the Federal-aid highway system in the NRPC region and statewide for the period 2023 to 2026. The estimates are based on NHDOT figures from the FY 2023-FY 2026 STIP Financial Constraint Summary, the FY 2023-2032 Ten Year Plan, the NH Public Finance Consortium, and an analysis of Federal-aid eligible roadways in the NRPC region. Based on this information, this equates to approximately \$22,398 per mile of roadway for maintenance and operations. It should be noted that local CIP and Warrant articles are not included in this estimate.

**Table 8: Operations & Maintenance Needs Analysis**

FEDERAL, STATE, LOCAL RESOURCES FOR NASHUA MPO OPERATIONS & MAINTENANCE									
	Fiscal Year	Statewide O&M Fed-Aid Hiways <sup>1</sup>	NRPC Allocation <sup>2</sup>	Statewide Trpke	NRPC Allocation <sup>3</sup>	Total O&M Allocation for NRPC Reg	O&M Cost/ Lane Mi. <sup>4</sup>	O&M Cost NRPC Reg Federal Aid Rds <sup>5</sup>	O&M Local \$ Surplus/ (-)Deficit
2023-2026 TP	2023	\$269,680,000	33,305,480	7,918,429	1,361,970	\$34,667,450	\$22,398	\$16,831,985	\$17,835,465
	2024	\$204,500,000	25,255,750	8,140,145	1,400,105	\$26,655,855	\$22,801	\$17,134,961	\$9,520,894
	2025	\$199,370,000	24,622,195	8,368,069	1,439,308	\$26,061,503	\$23,211	\$17,443,390	\$8,618,113
	2026	\$169,720,000	20,960,420	8,602,375	1,479,608	\$22,440,028	\$23,629	\$17,757,371	\$4,682,657
<sup>1</sup> Statewide data from 2023-2032 TYP Page 13, "2023-2032 Ten Year PlanAll Funding" <sup>2</sup> NRPC proportion of state highway miles: 12.35% <sup>3</sup> NRPC share of Turnpike funds is 17.2% <sup>4</sup> Based on local financial data from NH Public Finance Consortium (2014-2022). Local expenditures include reported costs for highways and streets, bridges, and administration. <sup>5</sup> NRPC Lane Miles = 751.5									

## Transit Projects Fiscal Constraint and Operations & Maintenance Needs

Funding for regional transit agencies is available through the Federal Transit Administration Section 5307 (FTA5307), Section 5310 (FTA5310), and Section 5339 (FTA5339) grants. The Nashua Transit System (NTS) is a direct recipient of these funds. NTS receives Section 5307 funding (50% federal/50% non-federal match) for operating expenses. NTS receives Section 5310 funding (80% federal/20% non-federal match) for mobility management and to provide service to seniors and persons with disabilities. NTS receives Section 5339 funding (80% federal/20% non-federal match) for capital purchases, including vehicle replacement. Non-federal funding is typically drawn from municipalities, but may also include state, private sector, and other sources. NTS receives funds based on the Nashua, New Hampshire – Massachusetts Urbanized Area annual apportionments. Funds shown in **Table 9** are based on current



expected apportionments through FY 2026. The TIP anticipates that NTS will provide service levels that can be supported by this level of funding. An estimated \$8,556,984 in FTA operating assistance is estimated for the FY 2023-2026 period. Although the plan is constrained on an annual basis by available federal funding, implementation of new services is also dependent on local support from the City of Nashua.

**Table 9: Expected Transit Funding**

Allocation to NTS plus matching funds				
Fiscal Year	FTA Allocation	State Funds	Local Match	Total Funding
2023	\$2,076,128	\$0	\$1,802,479	<b>\$3,878,607</b>
2024	\$2,117,650	\$0	\$1,838,529	<b>\$3,956,179</b>
2025	\$2,160,003	\$0	\$1,875,299	<b>\$4,035,302</b>
2026	\$2,203,203	\$0	\$1,912,805	<b>\$4,116,008</b>
	\$8,556,984	\$0	\$7,429,113	<b>\$15,986,096</b>

The determination of transit fiscal constraint is a process that first calculates O&M needs of the public transportation system, in order to identify the level of FTA operating assistance that will be required for each year. This amount is then carried over from the O&M Needs table to the fiscal constraint table, where the annual level of operating assistance is subtracted from the total FTA apportionment (FTA 5307, 5310, 5339) to determine the annual amounts available for capital expenditures. From the transit systems Transit Asset Management Plan, a long-range schedule of capital needs is plugged into the Metropolitan Transportation Plan fiscal constraint table. Where shortages of funding for capital projects are determined in a particular year, target dates and amounts for FTA 5339 discretionary grants are determined. As is done for highway fiscal constraint, the first four years of the MTP fiscal constraint serves as the total TIP fiscal constraint analysis. **Table 10** presents the transit O&M analysis. An estimated \$8,556,984 in FTA operating assistance is estimated for the FY 2023-2026 period.

**Table 10: Operations & Maintenance Needs Analysis, FTA-Funded Transit Service**

Operations & Maintenance, FTA-Funded Transit Services												
		Operations & Maintenance Costs			Service Generated Revenue				Available Operations Funding			
	Fiscal Year	Fixed Route <sup>1</sup>	Demand Response <sup>1</sup>	Total Expenses	Fixed Route <sup>4</sup>	Demand Response	Other SVTC/Misc <sup>2</sup>	Total Revenue	Funding Needed	Local <sup>5</sup>	State <sup>5</sup>	FTA
	2021	\$2,296,563	\$1,226,029	\$3,522,592	\$168,839	\$24,693	\$403,364	\$596,896	\$2,925,696	\$401,044	\$249,671	n/a
	2022	\$2,300,697	\$1,228,236	\$3,528,933	\$171,878	\$25,137	\$404,090	\$601,106	\$2,927,827	\$401,766	\$250,120	n/a
2023-2026 TP	2023	\$2,304,838	\$1,230,447	\$3,535,285	\$174,972	\$25,590	\$411,364	\$611,926	\$2,923,359	\$402,489	\$250,571	\$2,270,300
	2024	\$2,308,987	\$1,232,661	\$3,541,648	\$178,121	\$26,051	\$418,768	\$622,940	\$2,918,708	\$403,214	\$251,022	\$2,264,473
	2025	\$2,313,143	\$1,234,880	\$3,548,023	\$181,328	\$26,519	\$426,306	\$634,153	\$2,913,870	\$403,939	\$251,473	\$2,258,457
	2026	\$2,317,307	\$1,237,103	\$3,554,410	\$184,591	\$26,997	\$433,980	\$645,568	\$2,908,842	\$404,666	\$251,926	\$2,252,249
<sup>1</sup> National Transit Database - City of Nashua - 2021 <sup>2</sup> NTD - City of Nashua - "Fares & Directly generated" <sup>3</sup> Increase by 1.8%/year <sup>4</sup> Increase by 0.5%/year <sup>5</sup> NTS - City of Nashua - "Sources of Operating Funds.."												

In **Table 11**, the total FTA funds for each year are summed for a total of \$9.98 million. There is no 5339 discretionary grants carryover from 2022. There is a system carryover of FTA5307, FTA5310, and

# Nashua Metropolitan Planning Organization Transportation Improvement Program (2023-2026)

FTA5339 funding in the amount of \$1,424,993 from FY 2022. For each TIP year, the level of operating assistance required is expected to theoretically equal the available FTA funding. This is estimated to result in a fund balance of \$1,424,993 in 2026; financial constraint is therefore maintained during this period.

**Table 11: Transit Fiscal Constraint Summary**

<b>FISCAL CONSTRAINT ANALYSIS FOR THE METROPOLITAN TRANSPORTATION PLAN FTA-FUNDED TRANSIT SERVICE</b>											
<b>Federal Transit Funds</b>								<b>Expenditures</b>			
	Fiscal Year	FTA Apportionment:					FTA Assistance	FTA Balance for Cap Proj	Cap Proj Expended	Funding Balance	Cumul Balance (5339)
		5307	5310	5339	5339 Discr	FTA Total					
2023-2026 TP	2022						\$192,364			\$192,364	\$192,364
	2023	\$1,711,263	\$229,135	\$135,730	\$357,000	\$2,433,128	\$2,076,128	\$357,700	\$357,700	\$165,336	\$27,028
	2024	\$1,745,489	\$233,718	\$138,444	\$0	\$2,117,650	\$2,117,650	\$0	\$0	\$0	\$27,028
	2025	\$1,780,398	\$238,392	\$141,213	\$0	\$2,160,003	\$2,160,003	\$0	\$0	\$0	\$27,028
	2026	\$1,816,006	\$243,160	\$144,037	\$850,000	\$3,053,203	\$2,203,203	\$850,000	\$850,000	\$0	\$0
		<b>\$7,053,156</b>	<b>\$944,405</b>	<b>\$559,423</b>	<b>\$1,207,000</b>	<b>\$9,763,984</b>	<b>\$8,556,984</b>	<b>\$1,207,700</b>	<b>\$1,207,700</b>	<b>\$0</b>	<b>\$0</b>

## VIII. TIP REGIONAL SYSTEM PERFORMANCE

The FAST Act established seven national performance goals to be tracked by states and MPOs. The four MPOs of New Hampshire formed a Partnering for Performance New Hampshire (PFPNH) group and have met monthly since 2016, coordinating with the State of New Hampshire to identify specific performance measures and targets, which must be addressed in TIPS and Metropolitan Transportation Plans.

The following seven national performance goals set forward by FHWA are to be tracked by states and MPOs (23 CFR 490) apply to the National Highway System (NHS); however, NRPC seeks to apply the standards to all public roadways in the region.

- Safety – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition – Maintain pavements and bridges in a good state of repair.
- Congestion – Achieve a significant reduction in recurring travel delay on the National Highway System.
- System Reliability – Improve the efficiency of the surface transportation system.
- Freight Movement and Economic Viability – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets and support regional economic development.
- Environmental Sustainability – Enhance the performance of the transportation system, while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Federal Transit Administration added the following two performance measures applicable to public transit operators receiving federal financial assistance.

- Transit Asset Management Plan – Promote the creation of strategic and systematic processes of operating, maintaining, and improving public transportation capital assets effectively through their life cycle.
- Public Transportation Agency Safety Plan – Promote the development of safety plans to ensure that public transportation systems are safe.

The following sections described those performance targets which have been addressed by the NHDOT and MPOs per deadlines established by the USDOT.

### **Transit Asset Management**

The Federal Transit Administration describes transit asset management (TAM) as a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. It involves a set of strategic and systematic processes and practices for managing the performance, risks, and costs of transit assets over their entire lifecycle for providing safe, cost-effective, and reliable public transportation. Through asset management, transit agencies can more effectively use available funds to improve the physical condition and performance of their system. This, in turn, may result in increased ridership.

The NTS TAM Plan contains the following elements:

- Asset Portfolio: An inventory of the type and number of capital assets (rolling stock, equipment, and facilities) owned, operated and/or maintained by NTS that support the delivery of public transportation services. (Exception: Equipment with an acquisition value under \$50,000 that is not a service vehicle.)
- Asset Condition Assessment: A process of inspecting, evaluating, and reporting the visual and/or measured condition of NTS' inventoried assets.
- Management Approach: The strategies, requirements, processes, and activities needed over the course of the life of the assets, from design/procurement, operation, maintenance, and rehabilitation to replacement and disposal.
- Work Plans and Schedules: The prioritized investments or projects needed to maintain a state of good repair or to enhance the condition and performance of NTS' assets.

NTS has established specific, measurable, achievable, realistic, and time-bound (SMART) goals.

**Table 12: Nashua Transit System TAM Goals and Objectives**

TAM Goals	TAM Objectives
Maintain a state of good repair for the NTS Fleet	Update the Fleet Maintenance Plan every 4 years, concurrent with the TAM Plan.
	Review transit needs for inclusion in the City of Nashua's Capital Equipment Reserve Fund (CERF) annually by July to ensure that required improvements are included in September submittal
	Apply for all applicable grants to provide the Federal match for additional Rolling Stock purchases (ongoing)
Maintain a state of good repair for facilities and equipment	Update the Facilities and Equipment Maintenance Plan 4 years.
	Review transit needs for inclusion in the City of Nashua's CERF (for equipment) and/or Capital Improvement Program (for facilities) annually by July to ensure that required improvements are included in September submittal
Improve Customer Satisfaction	Educate the public about new fixed route and para-transit fleet replacements, through public meetings, social media, and educational materials (ongoing)
	Conduct annual rider surveys to assess customer satisfaction and use feedback as a basis for future projects that enhance the user experience.

## Transit Asset Management (TAM) Targets

The Federal Transit Administration (FTA) [Final Rule on Transit Asset Management \(49 CFR Part 625\)](#). The rule required targets for transit assets to be developed by January 1, 2017 for the following fiscal year. The targets deal with four broad areas of asset categories: Rolling Stock, Equipment, Infrastructure, and Facilities. NTS is not required to set targets for infrastructure as that requirement pertains only to fixed-guideway/rail systems, which NTS does not operate.

It is not necessary for MPOs to update their targets annually when transit systems conduct their updates. The Federal Transit Administration provided MPOs with the following guidance:

*While transit agencies must update and report their targets annually, MPOs are not required to update their targets annually. **The MPO's targets must be revisited at least with every MTP update (4 years).** You may want to consider updating them with TIP updates if you so choose. Depending on how each MPO's cycle aligns with the 4 year cycle of the TAM plan, there may be value in coordinating MPO target updates with the TAM plan cycle. The timing of setting new metropolitan targets is a local decision that should be coordinated (and documented) between the MPOs and transit agencies.*

**Table 13** details the NTS TAM target for 2023, adopted by the Nashua MPO Policy Committee concurrently with this FY 2023-2026 TIP and MTP Minor Update in February 2023. NTS set targets for rolling stock and equipment based upon the anticipated number of assets in each class that will have met or exceeded the Useful Life Benchmark (ULBs) on October 1, 2023, divided by the anticipated number of assets in each class for the target years. The ULBs for rolling stock are based on guidance from the FTA, with adjustments made based on NTS records and experience. Baseline conditions were calculated based upon the number of assets in each class that met or exceeded the ULB on October 1, 2017. ULBs for equipment are derived from the minimums documented in [FTA Circular 5010.1E](#) and are also adjusted based on historical records. Targets for facilities are developed by applying the FTA's Transit Economic Requirements Model (TERM) scale to facilities used in the provision of public transportation. The TERM scale is a 5-point scale ranging from poor condition (1.0) to excellent condition (5.0). The performance measure is the number of facilities with an overall condition below a 3.0, which means adequate.

**Table 13: 2023 Nashua Transit System Transit Asset Management Performance Targets**

Asset Category	2017 Baseline			FY2022 Target			FY2022 Actual			FY2023 Target		
	Assets Over ULB on 10/1/2017			Assets over ULB on 10/1/21			10/1/2022			10/1/2023		
Revenue Vehicles	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB
Transit Buses	9	8	89%	12	0	0%	12	0	0%	12	0	0%
Trollys	3	3	100%	0	NA	NA	0	NA	NA	0	NA	NA
Paratransit Vans	9	9	100%	9	0	0%	9	2	22%	9	0	0%
Equipment	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB
Non-Rev Service Veh.	2	1	50%	1	0	0%	1	0	0%	2	0	0%
Trucks/other Veh.	4	2	50%	5	3	60%	5	2	40%	5	4	80%
Facilities	Total #	# Over 3.0	% Over 3.0	Total #	# Below 3.0	% Below 3.0	Total #	# Below 3.0	% Below 3.0	Total #	# Below 3.0	% Below 3.0
Admin Offices	1	0	0%	1	0	0%	1	0	0%	1	0	0%
Passenger Facility	1	0	0%	1	0	0%	1	0	0%	1	0	0%
Maintenance Garage	1	0	0%	1	0	0%	1	0	0%	1	0	0%

ULB = Useful Life Benchmark

**Table 14: NRPC FY 2023-2026 TIP Transit Asset Management Investments**

<b>Transit Asset Managemnt Investments</b>			
<b>Location</b>	<b>Project ID</b>	<b>Scope</b>	<b>FY 2023-2026 Funding</b>
Nashua	NTS 5307	Funding for NTS capital planning, PM, investments, ADA & opertaing assistance	\$7,053,156
Nashua	NTS 5310	Funding for NTS fleet replacement/rehab/purchases. Passenger enhancements & purchase of service to support enhanced mobility for seniors && individuals with disabilities	\$944,405
Nashua	NTS 5339	Funding for NTS capital projects, including fleet replacemtn, rehabilitation, purchases, passenger amenities & construction/rehab of bus-related facilities	\$559,423
<b>NRPC Region Total:</b>			<b>\$7,997,561</b>

<b>NPC Estimated Share of Statewide Infrastructure System Performance Projects</b>			
Statewide Program	FTA 5307	Funding for Boston Express	\$214,398
Statewide Program	FTA 5310	STBG transfer to FTA 5310	\$1,580,800
<b>NRPC Region Total:</b>			<b>\$214,398</b>

## Public Transit Agency Safety

The Public Transportation Agency Safety Plan (PTASP) regulation (49 CFR § 673.11(a)(3)) requires covered public transportation providers and State Departments of Transportation (DOT) to establish safety performance targets (SPTs) to address the safety performance measures (SPMs) identified in the National Public Transportation Safety Plan.

A safety performance target (SPT) is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set time period (§ 673.5). A safety performance measure (SPM) is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (§ 673.5). Transit providers may choose to establish additional targets for the purpose of safety performance monitoring and measurement.

In order to reflect the broad and varied nature of public transportation, FTA's National Public Transportation Safety Plan (NSP) relies on SPMs that: (1) can be applied to all modes of public transportation and (2) are based on data currently submitted to the National Transit Database (NTD). Transit providers and State DOTs report this data following the NTD Safety and Security Policy Manual (PM).

As described in the NSP, transit providers must establish by mode seven SPTs in four categories:

- **Fatalities:** Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode.
- **Injuries:** Total number of injuries reported to NTD and rate per total VRM by mode.
- **Safety Events:** Total number of safety events reported to NTD and rate per total VRM by mode.

- System Reliability: Mean distance between major mechanical failures by mode.

Transit providers must make their SPTs available to their State and Metropolitan Planning Organizations (MPOs) (§ 673.15(a)). Transit providers also must coordinate with States and MPOs in the selection of State and MPO safety performance targets, to the maximum extent practicable (§ 673.15(b)). During this coordination process, to ensure consistency across the transportation modes represented in the state/regional planning process, States and MPOs may request that transit agencies use specific time periods for “total number” SPTs and specific VRM values for “rate” SPTs.

When establishing SPTs for total numbers, transit providers may consider the total number of fatalities, injuries, and safety events they expect to experience per year (calendar, fiscal, or NTD reporting year). The annual timeframe may be established to ensure consistency with the state/regional planning process. Likewise, in setting rates per VRM, transit providers may use total annual VRM, or another number (e.g., 100,000 VRM, 1,000,000 VRM, or 10,000,000 VRM) as needed for consistency with state/regional planning requirements.

FTA has not established, and does not impose, penalties for not meeting safety performance targets set by transit providers. Nashua Transit System has included annual target totals for fatalities, injuries, safety events and system mechanical failures. Error! Reference source not found. presents the safety performance targets recommended for adoption by the Nashua MPO concurrently with adoption of the FY 2023-2026 TIP.

**Table 15: Nashua Transit System Safety Performance Target Summary**

<b>Safety Performance Targets</b>								
<i>Specify performance targets based on the safety performance measures established in CFR 49 Part 673. Events and Injuries outlined in the table below occur when the vehicle was in revenue service.</i>								
<i>The estimated VRM (vehicle revenue mile) is based upon the mileage from the prior year.</i>								
<b>Mode of Service</b>	<b>Safety Events*</b>	<b>Safety Events* per 1Mil Vehicle Revenue Mile</b>	<b>Injury Events Total*</b>	<b>Injuries* per 1Mil Vehicle Revenue Mile</b>	<b>Fatalities*</b>	<b>System Reliability Failures</b>	<b>VRM / System Reliability Failure*</b>	<b>Estimated VRM prior year</b>
<b>Fixed-Route</b>	25	53.16	4	8.5	0	50	9,406	470,309
<b>Demand Response</b>	9	81.44	2	18.08	0	17	6,505	110,588
<i>The Events outlined below may occur at the NTS Maintenance Facility and/or Transit Center. This is an additional target added by NTS to the Agency Safety Plan.</i>								
<b>Other: Facilities</b>	4	N/A	1.6	N/A	0			N/A
*As defined by the 49 CFR Part 673, Public Transportation Agency Safety Plan (PTASP)								

## Highway Safety

### ***Background***

On March 15, 2016, the Federal Highway Administration (FHWA) published the final rule on the Highway Safety Improvement Program (HSIP). The rule required State Departments of Transportation to set targets for Safety Performance by August 31<sup>st</sup>, 2017 for calendar year 2018, and Metropolitan Planning Organizations (MPOs) to set regional targets 180 days after that. The NRPC, in its role as MPO for the Nashua Area, initially adopted statewide targets for 2018 on December 20, 2017. The Safety Targets are re-set each year and must be approved by the MPO by the end of February for submission to NHDOT. In 2019 the MPO transitioned to the adoption of regional targets developed from crash data for the NRPC area.

The targets deal with five safety measures:

1. ***Number of Fatalities***: The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. ***Rate of Fatalities***: The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
3. ***Number of Serious Injuries***: The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. ***Rate of Serious Injuries***: The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
5. ***Number of Non-Motorized Fatalities and Non-motorized Serious Injuries***: The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Data for the establishment of these measures is provided from three sources:

- ***Fatality Analysis Reporting System (FARS)***: FARS Annual Report File or Final data is utilized to provide information on fatal crashes in the state.
- ***State Motor Vehicle Crash Database***: Data collected and maintained by the NH Department of Safety is utilized to determine the number of serious injury crashes in the state (currently those classified as “A” on the KABCO scale). Crashes can be aggregated at the state, region, community, or highway level.
- ***Highway Performance Monitoring System (HPMS)***: State Vehicle Miles of Travel (VMT) data is collected by the Department of Transportation and aggregated into a dataset for the state. VMT data can be calculated for MPO regions and individual communities.

### ***Target Development***

States establish Highway Safety Improvement Program (HSIP) targets and report them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by August 31<sup>st</sup> each year. Targets are applicable to all public roads, regardless of functional classification or ownership. The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant



program in the annual Highway Safety Plan. The state has the option to also establish any number of urbanized area targets and a non-urbanized area target for the purposes of evaluating and reporting measures; however, those sub-state targets are not included in the significant progress determination that will be made by FHWA.

In New Hampshire, the process used to develop the required safety measures included in the annual Highway Safety Plan formed the basis for the establishment of the five FHWA mandated targets by NHDOT and the MPOs. This involved coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well as the four MPOs in the state. Currently available fatality, serious injury, and volume data were analyzed to establish 2007-2019 conditions in terms of total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five-year rolling averages were developed from these values and utilized to compute projected values for 2021.

**The Nashua MPO establishes Regional Safety Targets in all five mandated areas.** The presentation of data that supports the regional targets includes statewide crash totals and rates for comparison purposes. The Nashua MPO TTAC voted at its February 13, 2019 meeting to use the *five-year moving average* or the longer-term *trend* in motor vehicle crashes as the method for setting future targets in the following manner:

- The most recent *five-year moving average* for each measure
- OR-
- The longer- term *trend* for each measure
- Whichever is lower

The rationale is that we should not accept increasing rates of accidents in the future, and we should at least cap the target at the average of recent years. Where a downward trend exists, the future target is set as a continuation of that trend, resulting in a target lower than the five-year moving average. This methodology was endorsed by the MPO Policy Committee when the 2019 targets were adopted.

### ***NRPC Target Summary***

**Table 16** presents the MPO Safety Targets for 2023 and the 2022 target previously adopted for comparison. The best fit of data was calculated in Excel for the 2013-2021 period for each safety measure and a trendline projection from 2013 to 2023 was calculated. For each of the five safety measures, the extended trend to 2023 falls below the most recent five-year moving average. The trend for each measure has therefore been selected for each 2023 performance target. It can also be seen that the 2023 targets are less than the 2022 targets.

**Table 16: NRPC Regional Safety Performance Targets**

	5-Year Moving Averages Used for Establishing Trends											2022	2023
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Target	Target
Fatality Total	11.2	10.2	10.8	12.6	12.4	12.6	12.6	11.8	11.8	11.2	10.8	11.2	10.0
Fatality Rate	0.689	0.635	0.674	0.786	0.774	0.779	0.771	0.711	0.701	0.674	0.653	0.735	0.593
Serious Injury Total	74.2	75.6	73.2	69.4	68.2	68.6	63.6	59.6	59.4	56.2	50.2	54.8	45.7
Serious Injury Rate	4.59	4.71	4.57	4.34	4.26	4.23	3.88	3.59	3.54	3.40	3.05	3.270	2.753
Non-Motorized Fatal + Serious Injuries	6.2	5.4	6.8	7.2	8.2	7.8	8.6	7.4	7.8	6.8	6.8	6.8	5.8

## Nashua Metropolitan Planning Organization Transportation Improvement Program (2023-2026)

The NRPC FY 2023-2026 TIP programs a total of \$40.74 million for twelve highway projects which primarily improve roadway safety. Another \$11.01 million is estimated for the NRPC share of statewide safety programs.

**Table 17: NRPC FY 2021-2024 TIP Highway Safety Investments**

<b>Regional Safety Projects</b>			
<b>Project ID</b>	<b>Municipality</b>	<b>Location and Scope</b>	<b>FY 2023-2026 Funding</b>
42593	Amherst	Baboosic Greenway Rail trail between Baboosic Lake Road and Walnut Hill Road along abandoned railroad ROW	\$88,516
40662	Brookline	NH13 - Construct southbound left turn lane onto Old Milford Rd	\$782,597
10136D	Merrimack	NH101A - Safety impr. at NH 101A / Continental Blvd & at Craftsman Lane / Boston Post Rd	\$4,828,374
41587	Milford	Bridge Street - Rehabilitation of the Swing Bridge	\$839,228
42740	Milford	NH 101A & NH 13 - Improvements to the oval area	\$1,489,001
10136A	Nashua	NH101A - Capacity, pedestrian, bike and transit improvements to NH 101A from Celina Ave to Somerset Parkway	\$15,068,609
41585	Nashua	Daniel Webster Highway - DW Highway pedestrian safety improvements	\$127,670
41586	Nashua	Walnut St/Chestnut St/Central St - Safety, capacity and multimodal access improvements to the Walnut St. Oval intersection	\$228,028
41742	Nashua	Construct Heritage Rail Trail East	\$355,698
43509	Nashua	Varios downtown streets - Intersection and Roadway Improvements, Canal St/Franklin St/Main St	\$420,000
13692D	Wilton-Milford-Amherst-Bedford	Traffic and safety improvements consistent with the intent of the 2002 corridor study	\$9,117,428
13692E	Wilton-Milford-Amherst-Bedford	Traffic and safety improvements consistent with the intent of the 2002 corridor study	\$7,390,342
<b>NRPC Region Total:</b>			<b>\$40,735,491</b>

<b>NRPC Estiamted Share of Statewide Safety Projects &amp; Programs</b>			
Statewide Program	ADA	Upgrades to sidewalks, curb ramps and signals to be compliant with ADA laws	\$111,150
Statewide Program	GRR	Guardrail Replacement Program	\$1,091,740
Statewide Program	HSIP	Highway Safety Improvement Program	\$5,871,534
Statewide Program	PVMRK	Statewide Pavement Marking Program	\$1,466,899
Statewide Program	RRRCS	Reconstruction of Rail Road Crossings, Signals, and Related Work	\$584,773
Statewide Program	SRTS	Safe Routes to School Program	\$3,088
Statewide Program	TA	Transporation Alternatives Program	\$1,553,824
Statewide Program	TRCK-WGHT-SFTY	Truck Weight Safety Inspection and Maintenance Program	\$49,400
Statewide Program	USSS	Upsate Signing on State Highway System	\$281,580
<b>NRPC Region Total:</b>			<b>\$11,013,987</b>

## Infrastructure Condition

The NHDOT developed targets for NHS pavement conditions based on the International Roughness Index (IRI), which is a measure which does not include specific distresses such as rutting and cracking. The IRI measures the vertical movement, or bumpiness, that occurs along a route. It is a good barometer because it registers what type of ride the driver is experiencing. The FHWA has established an IRI threshold of 95 or less for categorizing road quality as "good" and between 95 and 170 as "acceptable". IRI scores exceeding 170 are indicative of pavement distress conditions that warrant rehabilitation or reconstruction of pavement. NHDOT may apply the IRI measure for only its first round of performance targets. In the future the more complex Highway Performance Monitoring System (HPMS) must be used both by the State and MPOs.

The NHDOT Pavement IRI data have shown an upward trend in percent good condition on the non-interstate NHS (the relevant measure for the NRPC area), from 67.0% in 2012 to 70.1% in 2016. NHS mileage in poor condition has varied from a low of 6.9% in 2012 to 11.7% in 2014 and now comprises 9.8% of statewide mileage. The NHDOT has selected future targets of 65% good and 12% poor. For bridges the NHDOT has set targets which match data collected for existing conditions: 57% good and 7% poor. There has been very little variability in bridge condition data statewide over the 2014-2018 period. The Nashua MPO has voted to support the NHDOT pavement IRI targets and bridge targets for our region.

**Table 18: NHDOT Baseline Conditions and Targets for Pavement and Bridges**

		Baseline	2-Year	4-Year	4-Year
<b>IRI Targets</b>		Conditions	Target	Target	Target
Pavement Condition	Non-Interstate NHS: Good	70.1%	65.0%	65.0%	65.0%
	Non-Interstate NHS: Poor	9.8%	12.0%	12.0%	12.0%
Bridge Condition	NHS: Good	57.0%	57.0%	57.0%	57.0%
	NHS: Poor	7.0%	7.0%	7.0%	7.0%

As noted, both the State and MPOs will be required to use the more comprehensive HPMS measure in future target setting. For this reason, NRPC is developing HPMS pavement targets in addition to the adopted IRI targets. Error! Reference source not found. shows that the HPMS data produces different results from the IRI. NHS roadways score 50% good and 4.5% poor compared with the statewide measures of 44.3% and 2.7% respectively. The Nashua MPO adopted HPMS targets of 50% Good and 5% Poor to supplement the adopted IRI targets.

**Table 19: HPMS Pavement Data Mandated for MPO PM2**

<b>Non-Interstate NHS - NHDOT</b>						
	2015 mi.	2015%	2016 mi.	2016%	2017 mi.	2017%
Fair	1,331	78%	1225	71%	1014	53%
Good	372	22%	472	27%	849	44%
Poor	13	1%	25	1%	52	3%
Total	1,716		1,722		1,915	
<b>Non-Interstate NHS - NRPC</b>						
	2015 mi.	2015%	2016 mi.	2016%	2017 mi.	2017%
Fair	162	74%	140	63%	124	46%
Good	55	25%	74	33%	136	50%
Poor	3	1%	8	4%	12	4%
Total	220		222		272	
<b>Bridges - NNHDOT (1000's of square feet)</b>						
	2015 sf	2015%	2016 sf	2016%	2017 sf	2017%
Fair	2,412.8	35%	2,392.7	35%	2,485.9	36%
Good	4,056.0	59%	3,981.3	57%	3,975.6	57%
Poor	424.6	6%	556.4	8%	498.2	7%
Total	6,893.4		6,930.4		6,959.7	
<b>Bridges - NRPC (1000's of square feet)</b>						
	2015 sf	2015%	2016 sf	2016%	2017 sf	2017%
Fair	93.7	15%	85.2	14%	81.9	13%
Good	521.8	85%	521.3	85%	521.3	85%
Poor	0.0	0%	8.5	1%	11.8	2%
Total	615.5		615.0		615.0	

As noted, the Nashua MPO adopted the NHDOT statewide targets of 57% good and 7% poor, as the data did not vary significantly between the two methodologies. It is worth noting that the bridges in the NRPC score significantly better than the statewide results.

**Table 20: NRPC FY 2023-2026 TIP Infrastructure Condition Investments**

<b>Regional Infrastructure Condition Projects</b>			
<b>Project ID</b>	<b>Municipality</b>	<b>Location and Scope</b>	<b>FY 2023-2026 Funding</b>
40657	Amherst	Bridge Replacement - Thornton Ferry Road over Beaver Brook #145/106	\$1,448,947
41435	Lyndeborough	NH Railroad - Address Red List bridge carrying NHRR over Glass Factory Road in the Town of Lyndeborough (108/070)	\$122,847
29174	Merrimack	US 3 - Bridge replacement - US 3 over Baboosic Brook #118/135	\$3,021,428
41587	Milford	Bridge St - Rehabilitation of the Swing Bridge over the Souhegan River	\$839,228
29450	Pelham	Old Bridge Street - Bridge rehabilitation - Old Bridge Street over Beaver Brook #109/081	\$1,449,516
15768	Wilton	Old County Farm Road - Bridge rehabilitation - Old County Farm Road over Blood Brook #060/118	\$484,066
<b>NRPC Region Total:</b>			<b>\$7,366,033</b>

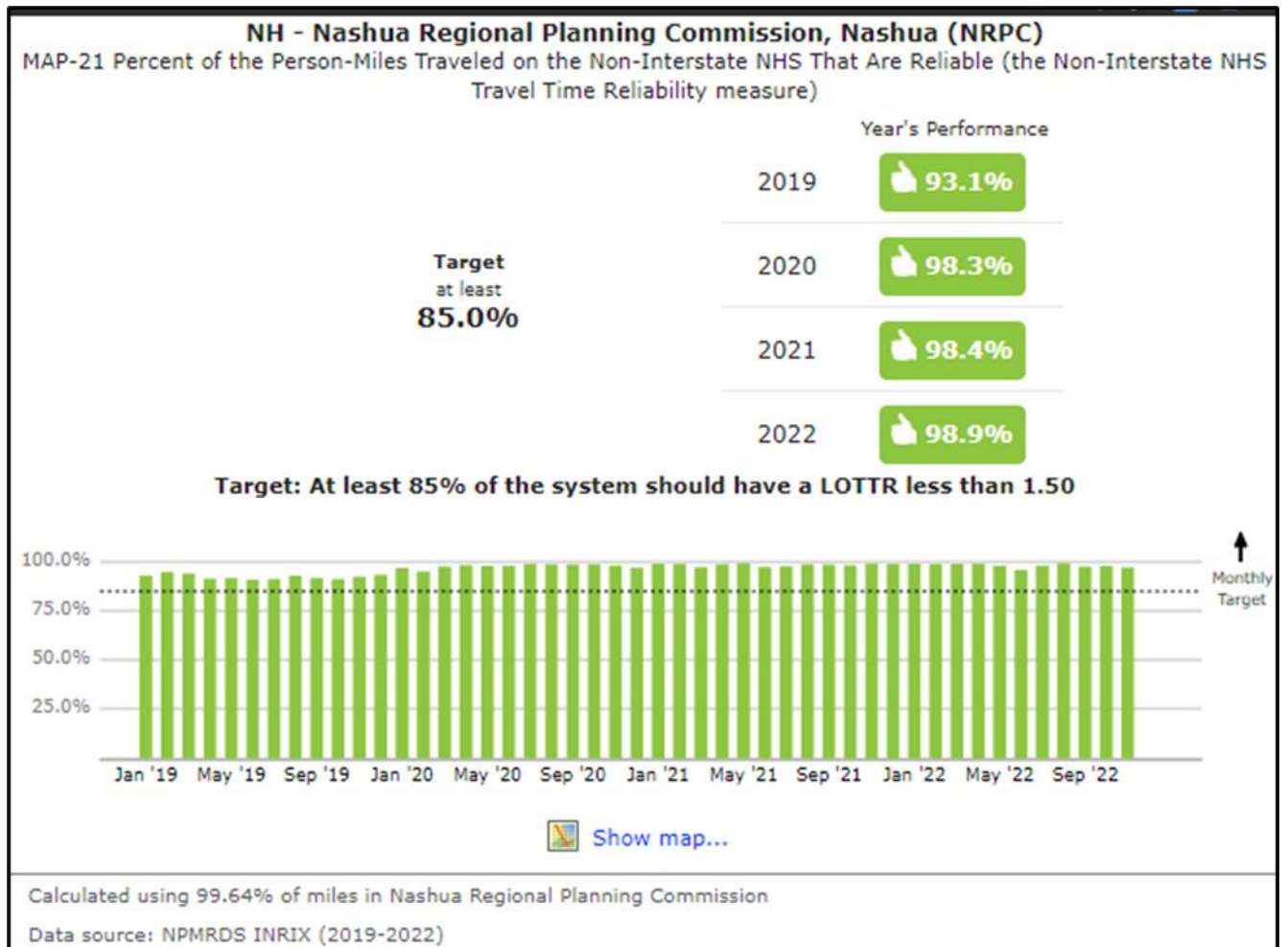
<b>NPC Estimated Share of Statewide Infrastructure Condition Projects</b>			
Program	BRDG-HIB-M&P	Maintenance and preservation efforts for High Investment Bridges	\$1,546,310
Program	BRDG-T1/2-M&P	Maintenance and preservation of Tier 1 & 2 bridges	\$3,680,300
Program	BRDG-T3/4-M&P	Maintenance and preservation of Tier 3 & 4 bridges	\$1,894,490
Program	CBI	Complex Bridge Inspection	\$133,380
Program	CRDR	Culvert Replacement/Rehabilitation & Drainage Repairs	\$2,067,798
Program	FLAP	Improving transportation facilities that access Federal Lands within NH	\$210,938
Program	MOBIL	Municipal Bridge Replacement & Replace Projects	\$3,334,500
Program	MOBBR	Municipal Owned Bridge Rehabilitation & Replacement Projects	\$1,869,790
Program	PAVE-T1-RESURF	Resurface Tier 1 Highways	\$6,399,438
Program	PAVE-T2-REHAB	Rehab of Tier 2 highways	\$922,545
Program	PAVE-T2-RESURF	Resurfacing Tier 2 roadways	\$8,715,202
Program	UBI	Underwater Bridge Inspection	\$27,294
Statewide	43104	Underwater Underwater Bridge Inspection for years from 2021 to 2023	\$4,693
<b>NRPC Region Total:</b>			<b>\$30,806,677</b>

## System Performance

For the Travel Time Reliability Performance Measure, there is a uniform measure defined as the ratio of the 80<sup>th</sup> percentile travel time to the 50<sup>th</sup> percentile. A ratio not exceeding 1.5 is defined as constituting "reliability". The statewide Level of Travel Time Reliability (LOTTR) of 88% was identified in the Statewide Performance Report and a recent data analysis indicates reliability has exceeded 90% in the past two years. The State has selected a target of 85%-person miles on the NHS being reliable and the non-interstate TTR has improved from 90.9% in 2017 to 92.9% in 2019. In the NRPC region, LOTTR increased from 92.2% to 93.1% over this period. Although there was a dramatic increase in TTR in 2020 both statewide and in the region, this is an aberration caused by the significant COVID-induced decline in travel.

The Nashua MPO has formally adopted the statewide 85% target for the travel time reliability target and will consider the setting of a regional target when the MTP is updated in 2023.

**Figure 2: Non-interstate NHS Travel Time Reliability for NH**



**Table 21: NRPC FY 2023-2026 TIP System Performance Investments**

<b>Regional Infrastructure System Performance Projects</b>			
<b>Project ID</b>	<b>Municipality</b>	<b>Location and Scope</b>	<b>FY 2023-2026 Funding</b>
16100	Bedford-Merrimack	F.E. Everett Turnpike-Improvement to Bedford Mainline Toll Plaza to Institute Open Road or All Electronic Tolling	\$11,250,021
41754	Hudson	NH 3A - Construct a third southbound right turn lane on NH 3A Lowell Rd	\$1,003,200
16314	Nashua	East Hollis St. - Intersection improvements at East Hollis St and Bridge St from C St to the Hudson Town Line.	\$3,236,738
40660	Nashua	East Hollis St. - Improvements along E. Hollis St from Main St east to C St. (limit of project 16314)	\$3,065,026
42594	Nashua	F.E. Everett Turnpike - Realign Exit 5E southbound off-ramp and Turnpike southbound on-ramp	\$48,916
42717	Nashua	Broad Street Parkway - Construct a new interchange along the Broad Street Parkway to connect to Franklin St and Front St	\$137,978
42882	Nashua	Main St/Canal St/Lowell St - Intersection and Roadway Improvements	\$745,762
13761	Nashua-Merrimack-Bedford	F.E. Everett Turnpike - F.E.E. Turnpike widening of 2-lane sections from Exit 8 Nashua to I-293 Bedford	\$6,000,000
13761A	Nashua-Merrimack-Bedford	F.E. Everett Turnpike - FE Everett Turnpike widening of a 2-lane section from Exit 8 Nashua to Exit 10 Merrimack	\$34,819,328
13761B	Nashua-Merrimack-Bedford	F.E. Everett Turnpike - Replace Wire Road and Baboosic Lake Road Bridges over the FE Everett Turnpike (Merrimack).	\$13,070,754
13761C	Nashua-Merrimack-Bedford	F.E. Everett Turnpike - FE Everett Turnpike widening in Merrimack of a 2-lane section from Exit 11 to south of Exit 13.	\$59,866,197
13761E	Nashua-Merrimack-Bedford	F.E. Everett Turnpike - FE Everett Turnpike widening in Merrimack of a 2-lane section from Bedford Rd to south of Exit 13	\$19,272,752
41751	Pelham	NH 128 & Sherburne - Intersection improvements at the intersections of NH 128/Sherburne Rd & NH128/NH 111A	\$628,955
<b>NRPC Region Total:</b>			<b>\$153,145,627</b>

<b>NPC Estimated Share of Statewide Infrastructure System Performance Projects</b>			
Statewide Program	TSMO	Statewide Transportation Systems Management & Operations, ITS Technologies, Traveler Info	\$994,175
Statewide Program	41756	Evaluate 61+ traffic control signals and develop & implement signal timings to improve traffic flow	\$3,087
<b>NRPC Region Total:</b>			<b>\$997,262</b>



## VIII. NRPC MPO SELF-CERTIFICATION RESOLUTION

WHEREAS 23 CFR Part 450.334 specifies that, concurrent with the submittal of the proposed TIP to the FHWA and the FTA as part of the STIP approval, the Metropolitan Planning Organization (MPO) shall certify that its transportation planning process is being carried out in accordance with all applicable regulations; and,

WHEREAS the Federal regulations specify that the transportation planning process be in conformance with Title 23 U.S.C. Section 134, 49 U.S.C. Section 5303 and 23 CFR part 450.306 which require that a continuing, cooperative, and comprehensive planning process be carried out by the state and local officials; and,

WHEREAS the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93 have been met for nonattainment and maintenance areas; and,

WHEREAS the requirements of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 have been met, and 23 CFR part 450.316 which requires the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households be sought out and considered, and Indian Tribal government(s) be appropriately involved; and,

WHEREAS the requirements of 49 U.S.C. 5332, the Older Americans Act (42 U.S.C. 6101), as amended and Section 324 of title 23 U.S.C., prohibiting discrimination in programs or activities receiving Federal financial assistance on the basis of race, color, creed, national origin, sex, gender, or age in employment or business opportunity have been met; and,

WHEREAS the requirements of Section 1101(b) of the FAST ACT (Public Law 114-94) regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects (49 CFR Part 26), and the requirements of 23 CFR part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contract have been met; and,

WHEREAS the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR, parts 27, 37 and 38, and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities have been met; and,

WHEREAS the Transportation Improvement Program (TIP) continues to be financially constrained as required by Section 450.326 of 23 CFR, and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circulars; and,

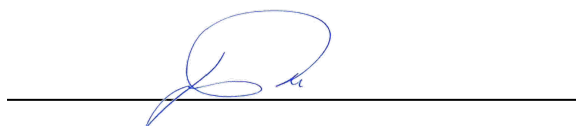
WHEREAS the provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities have been met.

WHEREAS the programming of Nashua Transportation Management Area (TMA) specific sub-allocated Surface Transportation Block Grant (STBG) funding is compliant with Federal requirements as it relates to the NRPC's programming authority; and

WHEREAS the selection of non-National Highway System projects is compliant with Federal requirements as it relates to the NRPC's programming authority.

NOW, THEREFORE, BE IT RESOLVED THAT the Nashua Regional Planning Commission, the Metropolitan Planning Organization (MPO) for Amherst, Brookline, Hollis, Hudson, Litchfield, Lyndeborough, Mason, Merrimack, Milford, Mont Vernon, Nashua, Pelham and Wilton, New Hampshire certifies that the planning process is being carried out in conformance with all of the applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

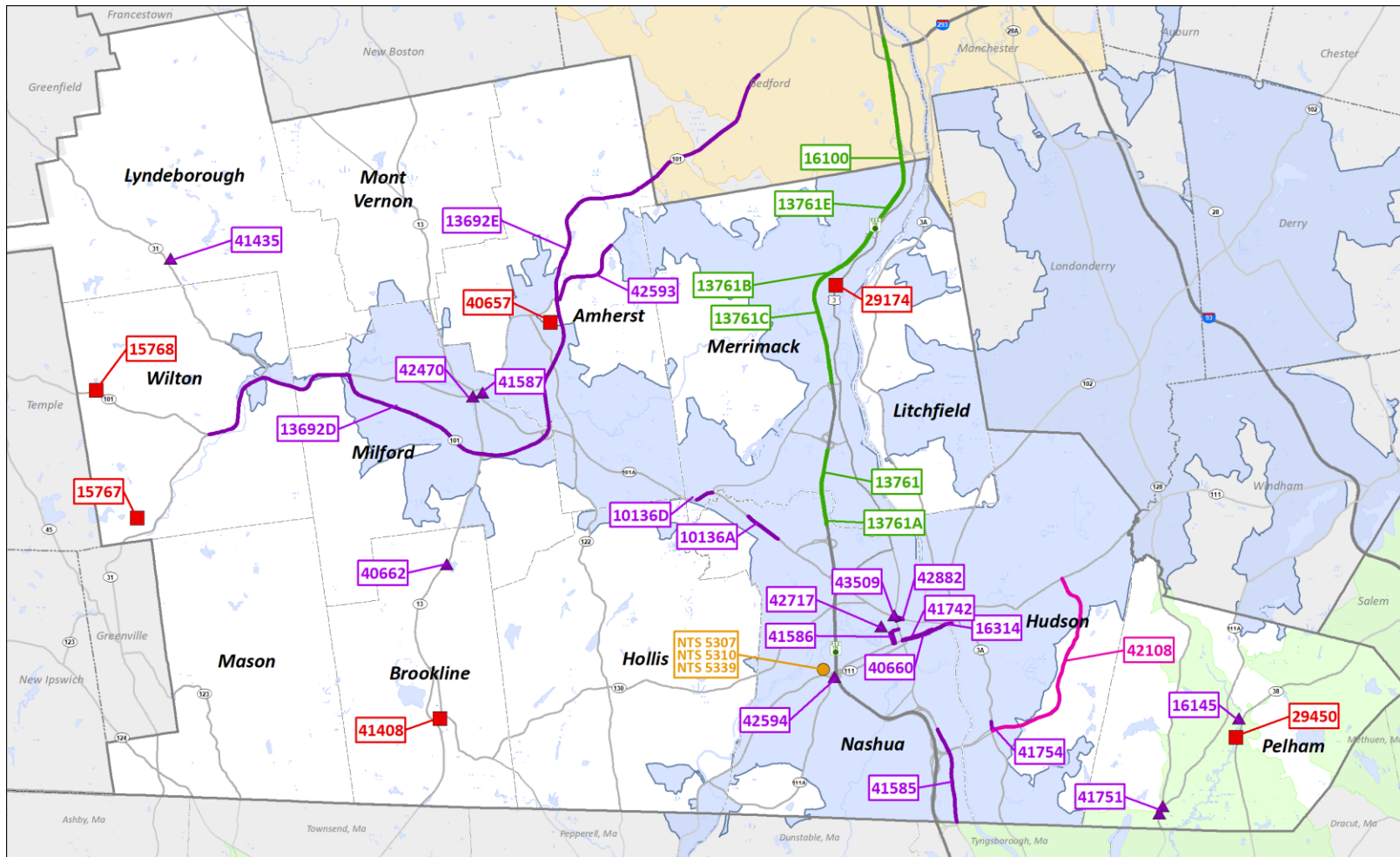
I hereby certify that this resolution was adopted by the Nashua Regional Planning Commission at its meeting on February 15, 2023.



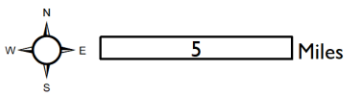
Jay Minkarah, Executive Director  
Nashua Regional Planning Commission

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Bill Cass, Commissioner  
New Hampshire Department of Transportation



# **APPENDIX A** **2023 – 2026 TIP** NRPC Projects located in the Nashua UZA/TMA



## **2023-2026 Projects**

- \* Turnpike
- ▲ FHWA
- State Aid Bridge
- FTA
- Local

## **Urbanized Areas (2010)**

- Nashua, NH-MA
- Boston, MA-NH-RI
- Manchester, NH

## **Boundaries**

- NRPC MPO
- Municipal
- State

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

**Adopted February 15, 2023**

Surface Transportation Projects located in the Nashua Metropolitan Planning Area

**AMHERST (40657)**

Managed By: Muni/Local

Reg Signif: No

CAA Status: E-19

RPCs: NRPC

**Facility:** Thornton Ferry Road

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

Phase	FY	Federal	State	Other	Total	Funding Sources
PE	2023	\$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: \$1,718,450</b>
						Revised: A0

**AMHERST (42593)**

Managed By: Muni/Local

Reg Signif: No

CAA Status: E-33

RPCs: NRPC

**Facility:** Baboosic Greenway

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

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: \$852,566</b>
						Revised: A0

**BEDFORD - MERRIMACK (16100)**

Managed By: NHDOT

Reg Signif: Yes

CAA Status: E-7

RPCs: NRPC, SNHPC

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

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

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: \$13,455,021</b>
						Revised: A0

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

**Adopted February 15, 2023**

Surface Transportation Projects located in the Nashua Metropolitan Planning Area

**BROOKLINE (40662)**

Managed By: NHDOT

Reg Signif: No

CAA Status: E-51

RPCs: NRPC

**Facility:** NH 13

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

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

**HUDSON (41754)**

Managed By: Muni/Local

Reg Signif: No

CAA Status: E-51

RPCs: NRPC

**Facility:** NH 3A

**Scope:** Construct a third southbound right turn lane on NH 3A Lowell Rd

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:</b>		<b>\$1,552,796</b> Revised: A0

**HUDSON (42108)**

Managed By: Muni/Local

Reg Signif:

CAA Status:

RPCs: NRPC

**Facility:** Circ Hwy

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

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:</b>		<b>\$54,679,257</b> Revised: A0

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

**Adopted February 15, 2023**

Surface Transportation Projects located in the Nashua Metropolitan Planning Area

**LYNDEBOROUGH (41435)**

Managed By: NHDOT

Reg Signif: Mo

CAA Status: E-19

RPCs: NRPC

**Facility:** NH Railroad

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

Phase	FY	Federal	State	Other	Total	Funding Sources		
PE	2026	\$122,847	\$0	\$0	\$122,847	STBG-Non Urban <5K	Toll Credit	\$24,569
<b>TIP Total:</b>		<b>\$122,847</b>	<b>\$0</b>	<b>\$0</b>	<b>\$122,847</b>	<b>Total Project Cost:</b>		<b>\$1,547,363</b>

**MERRIMACK (10136D)**

Managed By: NHDOT

Reg Signif: Yes

CAA Status: E-52

RPCs: NRPC

**Facility:** NH 101A

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

Phase	FY	Federal	State	Other	Total	Funding Sources		
CON	2023	\$4,828,374	\$0	\$0	\$4,828,374	National Hwy Perf, NHS > 200k	Toll Credit	\$965,675
<b>TIP Total:</b>		<b>\$4,828,374</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,828,374</b>	<b>Total Project Cost:</b>		<b>\$6,643,374</b>
						Revised:		

**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:</b>		<b>\$6,991,731</b>

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

**Adopted February 15, 2023**

Surface Transportation Projects located in the Nashua Metropolitan Planning Area

**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:</b>		<b>\$899,728</b>

**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:</b>		<b>\$2,032,346</b>

**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>

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

**Adopted February 15, 2023**

Surface Transportation Projects Located in the Nashua Metropolitan Planning Area

**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>

**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>

**NASHUA (41585)**

Managed By: Town/Muni

Reg Signif: No

CAA Status: E-33

RPCs: NRPC

**Facility:** Daniel Webster Highway

**Scope:** DW Highway pedestrian safety improvements

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>



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

**Adopted February 15, 2023**

Surface Transportation Projects located in the Nashua Metropolitan Planning Area

**NASHUA (41586)**

Managed By: Muni/Local

**Facility:** Walnut St/Chestnut St/Central St

Reg Signif: No

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

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: \$3,809,669</b>

**NASHUA (41742)**

Managed By: Muni/Local

**Facility:** Heritage Rail Trail East

Reg Signif: No

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

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: \$1,523,134</b>

**NASHUA (42594)**

Managed By: NHDOT

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

Reg Signif: No

**Scope:** Realign Exit 5E southbound off-ramp and Turnpike southbound on-ramp

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>

**NASHUA (42717)**

Managed By: NHDOT

**Facility:** Broad Street Parkway

Reg Signif: No

**Scope:** Construct a new interchange along the Broad Street Parkway to connect to Franklin St and Front St

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
<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>

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

**Adopted February 15, 2023**

Surface Transportation Projects located in the Nashua Metropolitan Planning Area

**NASHUA (42882)**

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

**Facility:** Main St/Canal St/Lowell St

**Scope:** Intersection and Roadway Improvements, Canal St/Franklin St/Main St

Phase	FY	Federal	State	Other	Total	Funding Sources
PE	2023	\$108,000	\$0	\$27,000	\$135,000	CMAQ, City
PE	2024	\$74,016	\$0	\$18,504	\$92,520	CMAQ, City
ROW	2024	\$20,560	\$0	\$5,140	\$25,700	CMAQ, City
CON	2026	\$543,186	\$0	\$135,796	\$678,982	CMAQ, City
<b>TIP Total:</b>		<b>\$745,762</b>	<b>\$0</b>	<b>\$186,440</b>	<b>\$932,202</b>	<b>\$1,630,196</b>

**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>

**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>

**NASHUA - MERRIMACK - BEDFORD (13761)**

Managed By: NHDOT  
 Reg Signif: Yes  
 CAA Status: N/E  
 RPCs: NRPC, SNHPC

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

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

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>

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

**Adopted February 15, 2023**

Surface Transportation Projects Located in the Nashua Metropolitan Planning Area

**NASHUA - MERRIMACK - BEDFORD (13761A)**

Managed By: NHDOT

Reg Signif: Yes

CAA Status: N/E

RPCs: NRPC

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

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

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>

**NASHUA - MERRIMACK - BEDFORD (13761B)**

Managed By: NHDOT

Reg Signif: Yes

CAA Status: N/E

RPCs: NRPC

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

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

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>

**NASHUA - MERRIMACK - BEDFORD (13761C)**

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 Exit 11 to south of Exit 13.

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>

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

**Adopted February 15, 2023**

Surface Transportation Projects located in the Nashua Metropolitan Planning Area

**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>

**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:

**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**

**Adopted February 15, 2023**

Surface Transportation Projects located in the Nashua Metropolitan Planning Area

**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: \$3,281,529</b> Revised:

**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: \$2,354,572</b> Revised:

**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: \$1,828,526</b>

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

**Adopted February 15, 2023**

Surface Transportation Projects located in the Nashua Metropolitan Planning Area

**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 & NH128/NH 111A

Phase	FY	Federal	State	Other	Total	Funding Sources		
PE	2023	\$33,791	\$0	\$22,528	\$56,319	CMAQ, Town		
ROW	2023	\$90,000	\$0	\$60,000	\$150,000	CMAQ, Town		
CON	2026	\$505,164	\$0	\$336,776	\$841,940	CMAQ, Town		
<b>TIP Total:</b>		<b>\$628,955</b>	<b>\$0</b>	<b>\$419,304</b>	<b>\$1,048,259</b>	<b>Total Project Cost: \$2,086,633</b>		

**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>		

**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
<b>TIP Total:</b>		<b>\$9,117,428</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,117,428</b>	<b>Total Project Cost: \$9,997,428</b>		

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

**Adopted February 15, 2023**

Surface Transportation Projects located in the Nashua Metropolitan Planning Area

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

**Facility:** NH101  
Traffic and safety improvements based on the 2002 corridor  
**Scope:** study

Managed By: NHDOT  
Reg Signif: No  
CAA Status: ATT  
  
RPCs: NRPC

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
<b>TIP Total:</b>		<b>\$7,390,342</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,390,342</b>	<b>Total Project Cost:</b>		<b>\$7,390,342</b>

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

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

**NEVI PROGRAM CHARGING (44093)**

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

**Facility:** Statewide

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

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	
<b>TIP Total:</b>		<b>\$6,235,210</b>	<b>\$0</b>	<b>\$1,338,802</b>	<b>\$7,574,012</b>	<b>Total Project Cost:</b>	<b>\$7,574,012</b>	Revised: A0

**PROGRAM (ADA)**

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

**Facility:** Various

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

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
<b>TIP Total:</b>		<b>\$900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900,000</b>	<b>Total Project Cost:</b>	<b>\$3,540,000</b>	Revised: A0

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

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

**Facility:** Various

**Scope:** Maintenance and preservation efforts for High Investment Bridges

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
<b>TIP Total:</b>		<b>\$12,520,728</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,520,728</b>	<b>Total Project Cost:</b>	<b>\$57,253,360</b>	Revised: A0



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

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

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

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

**Facility:** Various

**Scope:** Maintenance and preservation of Tier 1 & 2 bridges

Phase	FY	Federal	State	Other	Total	Funding Sources		
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
<b>TIP Total:</b>		<b>\$29,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,800,000</b>	<b>Total Project Cost:</b>		<b>\$179,832,000</b> Revised: A0

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

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

**Facility:** Various

**Scope:** Maintenance and preservation of Tier 3 & 4 bridges

Phase	FY	Federal	State	Other	Total	Funding Sources		
PE	2023	\$50,000	\$0	\$0	\$50,000	National Hwy Performance	Toll Credit	\$10,000
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	\$3,800,000	\$0	\$0	\$3,800,000	Gen Fund,NHP,STBG 5-200k,<5k,Flex	Toll Credit	\$646,000
CON	2024	\$3,500,000	\$0	\$0	\$3,500,000	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
<b>TIP Total:</b>		<b>\$15,340,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,340,000</b>	<b>Total Project Cost:</b>		<b>\$71,447,000</b> Revised: A0

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

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

**PROGRAM (CBI)**

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

**Facility:** Various

**Scope:** Complex Bridge Inspection (Parent)

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: A0

**PROGRAM (CORRST)**

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

**Facility:** Various

**Scope:** Corridor Studies 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: A0

**PROGRAM (CRDR)**

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

**Facility:** Various

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

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
<b>TIP Total:</b>		<b>\$16,743,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,743,300</b>	<b>Total Project Cost:</b>	<b>\$82,096,666</b>	Revised: A0

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

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

**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	\$79,300	\$0	\$0	\$79,300	DBE
OTHER	2026	\$79,300	\$0	\$0	\$79,300	DBE
<b>TIP Total:</b>		<b>\$317,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$317,200</b>	<b>Total Project Cost: \$1,699,707</b> Revised: A0

**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: \$1,684,813</b> Revised: A0

**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: \$6,806,200</b> Revised: A0

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

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

**PROGRAM (FTA 5307)**

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

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

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

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: \$100,250,367</b> Revised: A0

**PROGRAM (FTA 5310)**

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

**Facility:** Various

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

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)**

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

**Facility:** Various

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

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

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

**Adopted February 15, 2023**

*Statewide* Surface Transportation Projects

**PROGRAM (GRR)**

Managed By: NHDOT

Reg Signif: No

CAA Code: E-9

RPCs: Statewide

**Facility:** Various

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

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:</b>		<b>\$36,592,685</b>
						Revised: A0		

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

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

**PROGRAM (HSIP)**

Managed By: NHDOT

Reg Signif: No

CAA Code: E-6

RPCs: Statewide

**Facility:** Various

**Scope:** Highway Safety Improvement Program (HSIP)

Phase	FY	Federal	State	Other	Total	Funding Sources		
PE	2023	\$1,200,000	\$0	\$0	\$1,200,000	HSIP	Toll Credit	\$120,000
PE	2024	\$500,000	\$0	\$0	\$500,000	HSIP	Toll Credit	\$50,000
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	\$300,000	\$0	\$0	\$300,000	HSIP	Toll Credit	\$30,000
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			
CON	2023	\$7,836,989	\$0	\$0	\$7,836,989	HSIP	Toll Credit	\$783,699
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

**PROGRAM (LTAP)**

Managed By: NHDOT

Reg Signif: No

CAA Code: E-35

RPCs: Statewide

**Facility:** Various

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

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**

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

**PROGRAM (MOBIL)**

**Facility:** Various

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

Managed By: NHDOT

Reg Signif: No

CAA Code: ATT

RPCs: Undetermined

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)**

**Facility:** Various

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

Managed By: NHDOT

Reg Signif: No

CAA Code: All

RPCs: Statewide

Phase	FY	Federal	State	Other	Total	Funding Sources
PE	2023	\$400,000	\$0	\$100,000	\$500,000	STBG-Flex, Other
PE	2024	\$400,000	\$0	\$100,000	\$500,000	STBG-Flex, Other
PE	2025	\$400,000	\$0	\$100,000	\$500,000	STBG-Flex, Other
PE	2026	\$80,000	\$0	\$20,000	\$100,000	STBG-Flex, Other
ROW	2023	\$80,000	\$0	\$20,000	\$100,000	STBG-Flex, Other
ROW	2024	\$80,000	\$0	\$20,000	\$100,000	STBG-Flex, Other
ROW	2025	\$80,000	\$0	\$20,000	\$100,000	STBG-Flex, Other
ROW	2026	\$20,000	\$0	\$5,000	\$25,000	STBG-Flex, Other
CON	2023	\$1,600,000	\$0	\$400,000	\$2,000,000	STBG-Flex, Other
CON	2024	\$1,600,000	\$0	\$400,000	\$2,000,000	STBG-Flex, Other
CON	2025	\$4,800,000	\$0	\$1,200,000	\$6,000,000	STBG-Flex, Other
CON	2026	\$5,600,000	\$0	\$1,400,000	\$7,000,000	STBG-Flex, Other
<b>TIP Total:</b>		<b>\$15,140,000</b>	<b>\$0</b>	<b>\$3,785,000</b>	<b>\$18,925,000</b>	<b>Total Project Cost: \$85,341,233</b>

Revised: A0

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

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

**PROGRAM (NSTI)**

Managed By: NHDOT

Reg Signif: No

CAA Code: E-35

RPCs: Statewide

**Facility:** National Summer Transportation Institute

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

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)**

Managed By: NHDOT

Reg Signif: No

CAA Code: E-35

RPCs: Statewide

**Facility:** Various

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

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



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

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

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

Managed By: NHDOT

Reg Signif: No

CAA Code: E-10

RPCs: Statewide

**Facility:** Various

**Scope:** Resurface Tier 1 Highways

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	\$8,000,000	\$0	\$0	\$8,000,000	NHP,STBG-Flex	Toll Credit	\$1,600,000
CON	2026	\$7,000,000	\$0	\$0	\$7,000,000	NHP,STBG-Flex	Toll Credit	\$1,400,000
<b>TIP Total:</b>		<b>\$42,350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$42,350,000</b>	<b>Total Project Cost:</b>		<b>\$217,382,690</b> Revised: A0

**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	\$125,000	\$0	\$0	\$125,000	NHP,STBG-Flex	Toll Credit	\$25,000
PE	2026	\$125,000	\$0	\$0	\$125,000	NHP,STBG-Flex	Toll Credit	\$25,000
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	\$750,000	\$0	\$0	\$750,000	STBG-Flex	Toll Credit	\$150,000
CON	2024	\$500,000	\$0	\$0	\$500,000	STBG-Flex	Toll Credit	\$100,000
CON	2025	\$2,800,000	\$0	\$0	\$2,800,000	STBG-Flex	Toll Credit	\$560,000
CON	2026	\$2,800,000	\$0	\$0	\$2,800,000	NHP	Toll Credit	\$560,000
<b>TIP Total:</b>		<b>\$7,470,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,470,000</b>	<b>Total Project Cost:</b>		<b>\$81,974,179</b> Revised: A0

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

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

**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	\$1,000,000	\$0	\$0	\$1,000,000	NHP, STBG-Flex	Toll Credit	\$200,000
PE	2024	\$1,000,000	\$0	\$0	\$1,000,000	NHP, STBG-Flex	Toll Credit	\$200,000
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
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	\$14,650,000	\$6,000,000	\$0	\$20,650,000	Betterment, NHP, STBG-Flex	Toll Credit	\$2,930,000
CON	2024	\$5,650,000	\$6,000,000	\$0	\$11,650,000	Betterment, NHP, STBG-Flex	Toll Credit	\$1,130,000
CON	2025	\$23,784,218	\$4,390,782	\$0	\$28,175,000	Betterment, NHP, STBG-Flex	Toll Credit	\$4,756,844
CON	2026	\$23,784,218	\$4,390,782	\$0	\$28,175,000	Betterment, NHP, STBG-Flex	Toll Credit	\$4,756,844
<b>TIP Total:</b>		<b>\$70,568,436</b>	<b>\$20,781,564</b>	<b>\$0</b>	<b>\$91,350,000</b>	<b>Total Project Cost:</b>		<b>\$512,875,000</b> Revised: A0

**PROGRAM (PVMRK)**

Managed By: NHDOT

Reg Signif: No

CAA Code: E-11

RPCs: Statewide

**Facility:** Various

**Scope:** Statewide pavement marking annual project

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	\$1,826,727	\$0	\$0	\$1,826,727	NHP, STBG-Flex	Toll Credit	\$365,345
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>\$11,877,727</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,877,727</b>	<b>Total Project Cost:</b>		<b>\$69,900,000</b> Revised: A0

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

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

**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

**PROGRAM (RRRCS)**

**Facility:** Various

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

Managed By: NHDOT

Reg Signif: No

CAA Code: E-1

RPCs: Statewide

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
<b>TIP Total:</b>		<b>\$4,735,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,735,000</b>	<b>Total Project Cost:</b>	<b>\$28,813,761</b>	Revised: A0

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

**Adopted February 15, 2023**

*Statewide* Surface Transportation Projects

**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
<b>TIP Total:</b>		<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>Total Project Cost: \$8,032,473</b> Revised: A0

**PROGRAM (STBG-FTA)**

Managed By: Muni/Local  
Reg Signif: No  
CAA Code: E-0  
RPCs: Statewide

**Facility:** Various

**Scope:** Funds transferred from CMAQ to FTA

Phase	FY	Federal	State	Other	Total	Funding Sources
OTHER	2023	\$3,200,000	\$0	\$412,500	\$3,612,500	STBG-Flex, Other Toll Credit
OTHER	2024	\$3,200,000	\$0	\$412,500	\$3,612,500	STBG-Flex, Other Toll Credit
OTHER	2025	\$3,200,000	\$0	\$412,500	\$3,612,500	STBG-Flex, Other Toll Credit
OTHER	2026	\$3,200,000	\$0	\$412,500	\$3,612,500	STBG-Flex, Other Toll Credit
<b>TIP Total:</b>		<b>\$12,800,000</b>	<b>\$0</b>	<b>\$1,650,000</b>	<b>\$14,450,000</b>	<b>Total Project Cost: \$36,125,000</b> Revised: A0

**PROGRAM (STIC)**

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

**Facility:** Various

**Scope:** STIC Incentives

Phase	FY	Federal	State	Other	Total	Funding Sources
OTHER	2023	\$122,000	\$30,500	\$0	\$152,500	NHDOT Op Budget, STIC
OTHER	2024	\$122,000	\$30,500	\$0	\$152,500	NHDOT Op Budget, STIC
OTHER	2025	\$122,000	\$30,500	\$0	\$152,500	NHDOT Op Budget, STIC
OTHER	2026	\$122,000	\$30,500	\$0	\$152,500	NHDOT Op Budget, STIC
<b>TIP Total:</b>		<b>\$488,000</b>	<b>\$122,000</b>	<b>\$0</b>	<b>\$610,000</b>	<b>Total Project Cost: \$2,190,000</b> Revised: A0

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

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

**PROGRAM (TA)**

**Facility:** Various

**Scope:** Transportation Alternatives Program (TAP)

Managed By: NHDOT

Reg Signif: No

CAA Code: E-33

RPCs: Statewide

Phase	FY	Federal	State	Other	Total	Funding Sources		
PE	2023	\$680,000	\$0	\$190,000	\$870,000	TAP - Transp Alt, Other		
PE	2024	\$400,000	\$0	\$120,000	\$520,000	TAP - Transp Alt, Other		
PE	2025	\$400,000	\$0	\$120,000	\$520,000	TAP - Transp Alt, Other		
PE	2026	\$252,760	\$0	\$83,190	\$335,950	TAP - Transp Alt, Other		
ROW	2023	\$102,120	\$0	\$35,530	\$137,650	TAP - Transp Alt, Other		
ROW	2024	\$102,120	\$0	\$25,530	\$127,650	TAP - Transp Alt, Other		
ROW	2025	\$102,120	\$0	\$35,530	\$137,650	TAP - Transp Alt, Other		
ROW	2026	\$102,120	\$0	\$35,530	\$137,650	TAP - Transp Alt, Other		
CON	2023	\$2,453,272	\$0	\$713,318	\$3,166,590	TAP - Transp Alt, Other		
CON	2024	\$2,613,272	\$0	\$753,318	\$3,366,590	TAP - Transp Alt, Other		
CON	2025	\$2,613,272	\$0	\$753,318	\$3,366,590	TAP - Transp Alt, Other		
CON	2026	\$2,760,512	\$0	\$790,128	\$3,550,640	TAP - Transp Alt, Other		
<b>TIP Total:</b>		<b>\$12,581,568</b>	<b>\$0</b>	<b>\$3,655,392</b>	<b>\$16,236,960</b>	<b>Total Project Cost:</b>	<b>\$70,253,967</b>	Revised: A0

**PROGRAM (TRAC)**

**Facility:** Statewide

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

Managed By: NHDOT

Reg Signif: No

CAA Code: E-0

RPCs: Statewide

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
<b>TIP Total:</b>		<b>\$88,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$88,000</b>	<b>Total Project Cost:</b>	<b>\$440,000</b>	Revised: A0

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

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

**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
<b>TIP Total:</b>		<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>Total Project Cost:</b>	<b>\$4,930,262</b>	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
<b>TIP Total:</b>		<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>	<b>Total Project Cost:</b>	<b>\$1,600,000</b>	Revised: A0

**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

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

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

**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**

**Adopted February 15, 2023**

**Statewide** Surface Transportation Projects

**STATEWIDE (41756)**

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

**Facility:** Various

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

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)**

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

**Facility:** Various

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

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)**

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

**Facility:** Various

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

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)**

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

**Facility:**

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

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



# **APPENDIX B**

## **NHDOT Fiscal Constraint Documentation**

Fiscal Constraint tables for the  
2023-2026 State Transportation Improvement Program

## 2023 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total
	Apportionment	State Available	Available	Total Resources	Programmed
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 Flex	\$ 1,828,020	\$ -	\$ -	\$ 1,828,020	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,271,809	\$ -	\$ 547,105	\$ 11,818,914	\$ 3,639,206
Highway Safety Improvement Program (HSIP)	\$ 12,179,350	\$ -	\$ -	\$ 12,179,350	\$ 9,536,989
National Highway Freight	\$ 5,727,735	\$ -	\$ -	\$ 5,727,735	\$ 5,727,733
National Highway Performance	\$ 115,343,246	\$ -	\$ 123,800	\$ 115,467,046	\$ 63,783,920
PROTECT Program	\$ 5,938,826	\$ -	\$ -	\$ 5,938,826	\$ 2,200,000
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,569,081
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,180,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 25,000
STBG-5 to 49,999	\$ 2,867,863	\$ -	\$ 167,041	\$ 3,034,904	\$ 1,224,786
STBG-50 to 200K	\$ 6,604,937	\$ -	\$ 98,548	\$ 6,703,485	\$ 5,652,385
STBG-Areas Over 200K	\$ 6,627,700	\$ -	\$ 45,000	\$ 6,672,700	\$ 4,759,052
STBG-Non Urban Areas Under 5K	\$ 11,854,032	\$ -	\$ 14,997	\$ 11,869,029	\$ 11,609,054
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 212,631	\$ 5,109,754	\$ 2,730,136
STBG-State Flexible	\$ 17,987,445	\$ -	\$ 1,132,762	\$ 19,120,207	\$ 85,015,020
TAP-50K to 200K	\$ 740,065	\$ -	\$ 165,000	\$ 905,065	\$ 825,000
TAP-5K to 49,999	\$ 321,336	\$ -	\$ 60,000	\$ 381,336	\$ 300,000
TAP-Areas Over 200K	\$ 742,616	\$ -	\$ 165,000	\$ 907,616	\$ 825,000
TAP-Flex	\$ 2,176,634	\$ -	\$ 193,318	\$ 2,369,952	\$ 966,590
TAP-Non Urban Areas Under 5K	\$ 1,328,213	\$ -	\$ 225,530	\$ 1,553,743	\$ 1,127,650
State Planning and Research & Metro Planning	\$ 6,302,230	\$ -	\$ 297,821	\$ 6,600,051	\$ 6,448,614
Total	\$ 220,614,338	\$ -	\$ 3,762,370	\$ 224,376,708	\$ 209,145,217
Surplus/Deficit					\$ 15,231,491

## 2024 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total
	Apportionment	State Available	Available	Total Resources	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 Flex	\$ 1,864,580	\$ -	\$ -	\$ 1,864,580	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 606,159	\$ 12,103,404	\$ 4,535,796
Highway Safety Improvement Program (HSIP)	\$ 12,422,937	\$ -	\$ -	\$ 12,422,937	\$ 12,421,257
National Highway Freight	\$ 5,842,290	\$ -	\$ -	\$ 5,842,290	\$ 2,445,363
National Highway Performance	\$ 117,650,111	\$ -	\$ 37,522	\$ 117,687,633	\$ 95,502,295
PROTECT Program	\$ 6,057,603	\$ -	\$ -	\$ 6,057,603	\$ -
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,569,081
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 1,185,000
STBG-5 to 49,999	\$ 2,925,220	\$ -	\$ 173,500	\$ 3,098,720	\$ 867,500
STBG-50 to 200K	\$ 6,737,036	\$ -	\$ 68,241	\$ 6,805,277	\$ 4,138,064
STBG-Areas Over 200K	\$ 6,760,254	\$ -	\$ 1,980,000	\$ 8,740,254	\$ 5,715,906
STBG-Non Urban Areas Under 5K	\$ 12,091,113	\$ -	\$ 15,133	\$ 12,106,246	\$ 11,986,792
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ -	\$ 4,995,065	\$ 2,364,616
STBG-State Flexible	\$ 18,347,194	\$ -	\$ 588,750	\$ 18,935,944	\$ 46,764,781
TAP-50K to 200K	\$ 754,866	\$ -	\$ 145,000	\$ 899,866	\$ 725,000
TAP-5K to 49,999	\$ 327,763	\$ -	\$ 55,000	\$ 382,763	\$ 275,000
TAP-Areas Over 200K	\$ 757,468	\$ -	\$ 145,000	\$ 902,468	\$ 725,000
TAP-Flex	\$ 2,220,167	\$ -	\$ 208,318	\$ 2,428,485	\$ 1,041,590
TAP-Non Urban Areas Under 5K	\$ 1,354,777	\$ -	\$ 225,530	\$ 1,580,307	\$ 1,127,650
State Planning and Research & Metro Planning	\$ 6,428,275	\$ -	\$ 297,821	\$ 6,726,096	\$ 6,433,865
Total	\$ 225,026,625	\$ -	\$ 4,859,790	\$ 229,886,416	\$ 199,824,556
Surplus/Deficit					\$ 30,061,860

## 2025 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total	
	Apportionment	State Available	Available	Total Resources	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 Flex	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -	
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 531,943	\$ 12,259,133	\$ 4,285,848	
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	\$ -	\$ 655,734	\$ 120,658,848	\$ 79,466,254	
PROTECT Program	\$ 6,178,755	\$ -	\$ -	\$ 6,178,755	\$ 2,460,589	
Recreational Trails	\$ 1,305,978	\$ -	\$ 313,816	\$ 1,619,794	\$ 1,569,081	
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -	\$ 1,274,490	\$ 1,185,000	
STBG-5 to 49,999	\$ 2,983,725	\$ -	\$ 729,880	\$ 3,713,605	\$ 3,649,400	
STBG-50 to 200K	\$ 6,871,776	\$ -	\$ 114,875	\$ 6,986,651	\$ 6,814,650	
STBG-Areas Over 200K	\$ 6,895,459	\$ -	\$ -	\$ 6,895,459	\$ 6,243,548	
STBG-Non Urban Areas Under 5K	\$ 12,332,935	\$ -	\$ 223,020	\$ 12,555,955	\$ 12,494,341	
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ -	\$ 5,094,967	\$ 537,755	
STBG-State Flexible	\$ 18,714,138	\$ -	\$ 1,432,268	\$ 20,146,405	\$ 81,364,042	
TAP-50K to 200K	\$ 769,964	\$ -	\$ 145,000	\$ 914,964	\$ 725,000	
TAP-5K to 49,999	\$ 334,318	\$ -	\$ 55,000	\$ 389,318	\$ 275,000	
TAP-Areas Over 200K	\$ 772,618	\$ -	\$ 145,000	\$ 917,618	\$ 725,000	
TAP-Flex	\$ 2,264,570	\$ -	\$ 208,318	\$ 2,472,888	\$ 1,041,590	
TAP-Non Urban Areas Under 5K	\$ 1,381,873	\$ -	\$ 225,530	\$ 1,607,403	\$ 1,127,650	
State Planning and Research & Metro Planning	\$ 6,556,840.09	\$ -	\$ 297,821.00	\$ 6,854,661.09	\$ 6,418,821	
Total	\$ 229,527,158		\$ 5,078,205	\$ 234,605,362	\$ 224,780,432	
Surplus/Deficit					\$ 9,824,930	

## 2026 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total
	Apportionment	State Available	Available	Total Resources	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 Flex	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 472,572	\$ 12,434,306	\$ 2,220,922
Highway Safety Improvement Program (HSIP)	\$ 12,924,824	\$ -	\$ -	\$ 12,924,824	\$ 12,914,464
National Highway Freight	\$ 6,078,318	\$ -	\$ -	\$ 6,078,318	\$ 8,675,593
National Highway Performance	\$ 122,403,175	\$ -	\$ 12,229	\$ 122,415,404	\$ 88,528,342
Protect Program	\$ 6,302,330	\$ -	\$ -	\$ 6,302,330	\$ 1,378,518
Recreational Trails	\$ 1,332,097	\$ -	\$ 313,816	\$ 1,645,913	\$ 1,569,081
RL - Rail Highway	\$ 1,299,980	\$ -	\$ -	\$ 1,299,980	\$ 1,185,000
STBG-5 to 49,999	\$ 3,043,399	\$ -	\$ -	\$ 3,043,399	\$ -
STBG-50 to 200K	\$ 7,009,212	\$ -	\$ 971,768	\$ 7,980,980	\$ 7,625,291
STBG-Areas Over 200K	\$ 7,033,368	\$ -	\$ -	\$ 7,033,368	\$ 3,208,755
STBG-Non Urban Areas Under 5K	\$ 12,579,594	\$ -	\$ 31,181	\$ 12,610,774	\$ 12,610,706
STBG-Off System Bridge	\$ 5,196,866	\$ -	\$ -	\$ 5,196,866	\$ 4,971,964
STBG-State Flexible	\$ 19,088,421	\$ -	\$ 858,624	\$ 19,947,045	\$ 76,554,124
TAP-50K to 200K	\$ 785,363	\$ -	\$ 137,000	\$ 922,363	\$ 685,000
TAP-5K to 49,999	\$ 341,004	\$ -	\$ 47,000	\$ 388,004	\$ 235,000
TAP-Areas Over 200K	\$ 788,070	\$ -	\$ 137,000	\$ 925,070	\$ 685,000
TAP-Flex	\$ 2,309,861	\$ -	\$ 237,128	\$ 2,546,989	\$ 1,185,640
TAP-Non Urban Areas Under 5K	\$ 1,409,510	\$ -	\$ 220,720	\$ 1,630,230	\$ 1,103,600
State Planning and Research & Metro Planning	\$ 6,687,977	\$ -	\$ 368,634	\$ 7,056,611	\$ 6,889,317
Total	\$ 234,117,701		\$ 3,807,672	\$ 237,925,373	\$ 232,226,316
Surplus/Deficit					\$ 5,699,058

### General Notes

\* Federal Available for 2023 is from 10/12/2022 Federal Status of Funds Report, future years show percentage of BIL increase yearly.

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	Federal Available Balance from Prior Years (B)*	Federal Total (A)+(B) (C)	State Match (D)	Local/Other Match (E)	Total Resources Available by Funding Category (D)+(E)	Total Programmed (C)+	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	\$ 348,283		\$ 341,454	\$ 689,737	\$ -	\$ -	\$ 689,737	\$ -	\$ 689,737
Carbon Reduction Program Under 5k	\$ 1,439,594		\$ 1,411,367	\$ 2,850,961	\$ -	\$ -	\$ 2,850,961	\$ -	\$ 2,850,961
Carbon Reduction Program>200k	\$ 804,890		\$ 789,108	\$ 1,593,998	\$ -	\$ -	\$ 1,593,998	\$ -	\$ 1,593,998
Carbon Reduction 50k- 200K	\$ 802,126		\$ 786,398	\$ 1,588,524	\$ -	\$ -	\$ 1,588,524	\$ -	\$ 1,588,524
Carbon Reduction Flex	\$ 1,828,020		\$ -	\$ 1,828,020	\$ -	\$ -	\$ 1,828,020	\$ -	\$ 1,828,020
Congestion Mitigation and Air Quality Program	\$ 11,271,809	\$ (5,000,000)	\$ 5,215,963	\$ 11,487,772	\$ -	\$ 547,105	\$ 12,034,877	\$ 3,639,206	\$ 8,395,671
Highway Safety Improvement Program (HSIP)	\$ 12,179,350		\$ 5,487,192	\$ 17,666,542	\$ -	\$ -	\$ 17,666,542	\$ 9,536,989	\$ 8,129,553
National Highway Freight	\$ 5,727,735		\$ -	\$ 5,727,735	\$ -	\$ -	\$ 5,727,735	\$ 5,727,733	\$ 2
National Highway Performance	\$ 115,343,246	\$ (51,000,000)	\$ -	\$ 64,343,246	\$ -	\$ 123,800	\$ 64,467,046	\$ 63,783,920	\$ 683,126
PROTECT Program	\$ 5,938,826		\$ 2,911,189	\$ 8,850,015	\$ -	\$ -	\$ 8,850,015	\$ 2,200,000	\$ 6,650,015
Recreational Trails	\$ 1,255,265		\$ 3,137,604	\$ 4,392,869	\$ -	\$ 313,816	\$ 4,706,685	\$ 1,569,081	\$ 3,137,604
RL - Rail Highway	\$ 1,225,000		\$ 2,969,612	\$ 4,194,612	\$ -	\$ -	\$ 4,194,612	\$ 1,180,000	\$ 3,014,612
Safe Routes to School	\$ -		\$ 118,343	\$ 118,343	\$ -	\$ -	\$ 118,343	\$ 25,000	\$ 93,343
STBG-5 to 49,999	\$ 2,867,863		\$ -	\$ 2,867,863	\$ -	\$ 167,041	\$ 3,034,904	\$ 1,224,786	\$ 1,810,118
STBG-50 to 200K	\$ 6,604,937		\$ 18,707	\$ 6,623,644	\$ -	\$ 98,548	\$ 5,652,385	\$ 5,652,385	\$ -
STBG-Areas Over 200K	\$ 6,627,700		\$ 121,187	\$ 6,748,887	\$ -	\$ 45,000	\$ 6,793,887	\$ 4,759,052	\$ 2,034,835
STBG-Non Urban Areas Under 5K	\$ 11,854,032		\$ 750,443	\$ 12,604,475	\$ -	\$ 14,997	\$ 12,619,472	\$ 11,609,054	\$ 1,010,418
STBG-Off System Bridge	\$ 4,897,123		\$ 7,833,224	\$ 12,730,347	\$ -	\$ 212,631	\$ 12,942,979	\$ 2,730,136	\$ 10,212,843
STBG-State Flexible	\$ 17,987,445	\$ 56,000,000	\$ 11,223,519	\$ 85,210,964	\$ -	\$ 1,132,762	\$ 86,343,726	\$ 85,015,020	\$ 1,328,706
TAP-50K to 200K	\$ 740,065		\$ -	\$ 740,065	\$ -	\$ 165,000	\$ 905,065	\$ 825,000	\$ 80,065
TAP-5K to 49,999	\$ 321,336		\$ 141,552	\$ 462,888	\$ -	\$ 60,000	\$ 522,888	\$ 300,000	\$ 222,888
TAP-Areas Over 200K	\$ 742,616		\$ 1,088,617	\$ 1,831,233	\$ -	\$ 165,000	\$ 1,996,233	\$ 825,000	\$ 1,171,233
TAP-Flex	\$ 2,176,634		\$ 1,718,219	\$ 3,894,853	\$ -	\$ 193,318	\$ 4,088,171	\$ 966,590	\$ 3,121,581
TAP-Non Urban Areas Under 5K	\$ 1,328,213		\$ 1,759,157	\$ 3,087,370	\$ -	\$ 225,530	\$ 3,312,900	\$ 1,127,650	\$ 2,185,250
State Planning and Research & Metro Planning	\$ 6,302,230		\$ 4,087,663	\$ 10,389,893	\$ -	\$ 297,822	\$ 10,687,715	\$ 6,448,614	\$ 4,239,102
Total	\$ 220,614,338				\$0	\$ 3,762,371		\$ 209,145,217	

		Total Resources Available	
Total of Apportionment & Match	\$ 220,614,338	\$ -	\$ 3,762,371
		\$ 224,376,709	\$ 209,145,217

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

Surplus/Deficit \$15,231,492

# 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 )	\$ 12,885,957.29	\$ -	\$ 1,280,600.00	\$ 14,166,557	\$ 14,166,557
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	\$ 4,173,041	\$ -	\$ 1,043,260	\$ 5,216,301	\$ 5,216,301
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 23,890,909	\$ -	\$ -	\$ 23,890,909	\$ 23,890,909
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,790,000	\$ -	\$ 10,000	\$ 6,800,000	\$ 6,800,000
National Highway Performance Exempt	\$ 4,424,825	\$ -	\$ 123,800.00	\$ 4,548,625	\$ 4,548,625
NEVI	\$ 5,508,373	\$ -	\$ 1,217,093	\$ 6,725,466	\$ 6,725,466
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	\$ -	\$ 92,179	\$ 829,609	\$ 829,609
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 384,000	\$ -	\$ 96,000	\$ 480,000	\$ 480,000
<b>TOTAL</b>	<b>\$ 63,141,435</b>	<b>\$ 25,000</b>	<b>\$ 3,862,932</b>	<b>\$ 67,029,367</b>	<b>\$ 67,029,367</b>
<b>2024</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 25,328,965.61	\$ -	\$ 2,220,536.77	\$ 27,549,502	\$ 27,549,502
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	\$ 10,234,648	\$ -	\$ -	\$ 10,234,648	\$ 10,234,648
Local Tech Assistance Program	\$ 183,000.00	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,750,000.00	\$ -	\$ -	\$ 6,750,000	\$ 6,750,000
National Highway Performance Exempt	\$ 3,843,874	\$ -	\$ 36,500	\$ 3,880,374	\$ 3,880,374
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	\$ -	\$ 92,179	\$ 844,358	\$ 844,358
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 51,256,567</b>	<b>\$ 25,000</b>	<b>\$ 2,349,216</b>	<b>\$ 53,630,783</b>	<b>\$ 53,630,783</b>
<b>2025</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 38,387,851.90	\$ -	\$ 2,113,449	\$ 40,501,301	\$ 40,501,301
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000.00	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ 560,045.00	\$ -	\$ 140,011	\$ 700,056	\$ 700,056
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 18,103,643	\$ -	\$ -	\$ 18,103,643	\$ 18,103,643
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 7,331,952.80	\$ -	\$ 145,488	\$ 7,477,441	\$ 7,477,441
National Highway Performance Exempt	\$ 3,859,152	\$ -	\$ 620,500	\$ 4,479,652	\$ 4,479,652
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	\$ -	\$ 92,179	\$ 859,402	\$ 859,402
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 73,356,768</b>	<b>\$ 25,000</b>	<b>\$ 3,111,628</b>	<b>\$ 76,493,395</b>	<b>\$ 76,493,395</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)	\$ 25,791,935.95	\$ -	\$ 3,127,961	\$ 28,919,897	\$ 28,919,897
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	\$ 1,542,000	\$ -	\$ -	\$ 1,542,000	\$ 1,542,000
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 9,349,479	\$ -	\$ 649,870	\$ 9,999,349	\$ 9,999,349
National Highway Performance Exempt	\$ 3,874,735	\$ 10,950	\$ -	\$ 3,885,685	\$ 3,885,685
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	\$ -	\$ 92,179	\$ 742,968	\$ 742,968
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 45,555,840</b>	<b>\$ 35,950</b>	<b>\$ 3,870,010</b>	<b>\$ 49,461,799</b>	<b>\$ 49,461,799</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	\$ 17,650,835	\$ -	\$ 4,255,279	\$ 21,906,114	\$ 21,906,114
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,493,135	\$ -	\$ 873,284	\$ 4,366,419	\$ 4,366,419
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	\$ 8,208,985	\$ -	\$ 2,049,101	\$ 10,258,086	\$ 10,258,086
<b>TOTAL</b>	<b>\$ 35,779,024</b>	<b>\$ -</b>	<b>\$ 13,603,731</b>	<b>\$ 49,382,755</b>	<b>\$ 49,382,755</b>
<b>2024</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 14,911,412	\$ -	\$ 4,341,185	\$ 19,252,597	\$ 19,252,597
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,071,127	\$ -	\$ 767,782	\$ 3,838,909	\$ 3,838,909
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	\$ 4,622,510	\$ -	\$ 1,152,419	\$ 5,774,929	\$ 5,774,929
<b>TOTAL</b>	<b>\$ 28,694,748</b>	<b>\$ -</b>	<b>\$ 12,351,086</b>	<b>\$ 41,045,834</b>	<b>\$ 41,045,834</b>
<b>2025</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 15,156,558	\$ -	\$ 4,428,840	\$ 19,585,398	\$ 19,585,398
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,132,550	\$ -	\$ 783,138	\$ 3,915,688	\$ 3,915,688
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	\$ 4,714,960	\$ -	\$ 1,175,468	\$ 5,890,428	\$ 5,890,428
<b>TOTAL</b>	<b>\$ 29,215,562</b>	<b>\$ -</b>	<b>\$ 12,598,939</b>	<b>\$ 41,814,501</b>	<b>\$ 41,814,501</b>
<b>2026</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 15,406,736	\$ -	\$ 4,518,281	\$ 19,925,017	\$ 19,925,017
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,195,202	\$ -	\$ 798,800	\$ 3,994,002	\$ 3,994,002
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	\$ 4,810,167	\$ -	\$ 1,199,137	\$ 6,009,304	\$ 6,009,304
<b>TOTAL</b>	<b>\$ 29,747,828</b>	<b>\$ -</b>	<b>\$ 12,851,942</b>	<b>\$ 42,599,770</b>	<b>\$ 42,599,770</b>



## Innovative and State Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
BETTERMENT-State Funded	\$ -	\$ 6,023,700	\$ -	\$ 6,023,700	\$ 6,023,700
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) (43826)	\$ 5,093,140	\$ -	\$ 1,018,579	\$ 6,111,719	\$ 6,111,719
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ 219,324	\$ -	\$ 219,324	\$ 219,324
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 4,133,830	\$ -	\$ 4,133,830	\$ 4,133,830
Turnpike Capital	\$ -	\$ 40,672,193	\$ -	\$ 40,672,193	\$ 40,672,193
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 5,252,061	\$ -	\$ 5,252,061	\$ 5,252,061
TOTAL	\$ 5,093,140	\$ 56,301,108	\$ 1,018,579	\$ 62,412,827	\$ 62,412,827
<b>2024</b>					
BETTERMENT-State Funded	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) (43826)	\$ 9,954,019	\$ -	\$ 1,990,708	\$ 11,944,727	\$ 11,944,727
Recovery Zone Economic Development Credit (RZED)	\$ 691,720	\$ -	\$ -	\$ 691,720	\$ 691,720
State Aid Bridge (SAB)	\$ -	\$ 8,000	\$ -	\$ 8,000	\$ 8,000
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 9,112,416	\$ -	\$ 9,112,416	\$ 9,112,416
Turnpike Capital	\$ -	\$ 61,669,061	\$ -	\$ 61,669,061	\$ 61,669,061
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ 650,000
TOTAL	\$ 10,645,739	\$ 77,439,477	\$ 1,990,708	\$ 90,075,924	\$ 90,075,924
<b>2025</b>					
BETTERMENT-State Funded	\$ -	\$ 4,390,782	\$ -	\$ 4,390,782	\$ 4,390,782
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) (43826)	\$ 4,150,203	\$ -	\$ 830,001	\$ 4,980,204	\$ 4,980,204
Recovery Zone Economic Development Credit (RZED)	\$ 357,390	\$ -	\$ -	\$ 357,390	\$ 357,390
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 5,173,071	\$ -	\$ 5,173,071	\$ 5,173,071
Turnpike Capital	\$ -	\$ 44,119,381	\$ -	\$ 44,119,381	\$ 44,119,381
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 3,500,000	\$ -	\$ 3,500,000	\$ 3,500,000
TOTAL	\$ 4,507,593	\$ 57,183,234	\$ 830,001	\$ 62,520,828	\$ 62,520,828
<b>2026</b>					
BETTERMENT-State Funded	\$ -	\$ 4,390,782	\$ -	\$ 4,390,782	\$ 4,390,782
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) (43826)	\$ 2,922,590	\$ -	\$ 584,490	\$ 3,507,080	\$ 3,507,080
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 23,525,706	\$ -	\$ 23,525,706	\$ 23,525,706
Turnpike Capital Program	\$ -	\$ 38,215,654	\$ -	\$ 38,215,654	\$ 38,215,654
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ 3,000,000
TOTAL	\$ 2,922,590	\$ 69,132,142	\$ 584,490	\$ 72,639,222	\$ 72,639,222

# **APPENDIX C**

## **Clean Air Act Codes**

### **Clean Air Act Status/Codes for Projects Included in the MPO TIP**

#### **Safety**

- E-1 Railroad/highway crossing
- E-2 Hazard elimination program
- E-6 Safety improvement program
- E-7 Traffic control devices and operating assistance other than signalization projects
- E-9 Guardrails, median barriers, crash cushions
- E-10 Pavement resurfacing and/or rehabilitation
- E-11 Pavement marking demonstration
- E-19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)

#### **Mass Transit**

- E-21 Operating assistance to transit agencies
- E-24 Purchase of office, shop and operating equipment for existing facilities
- E-28 Reconstruction or renovation of transit buildings and structures
- E-30 Purchase of new buses and new rail cars to replace existing vehicles or for minor expansions of the fleet
- E-31 Construction of new bus or rail storage/maintenance facilities

#### **Air Quality**

- E-33 Bicycle and pedestrian facilities

#### **Other**

- E-34 Planning and technical studies
- E-35 Grants for training and research programs
- E-38 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
- E-44 Directional and informational signs
- ALL Statewide or Programmatic project and, therefore, not subject to conformity
- ATT Project is located in attainment area and, therefore, not subject to conformity

#### **Projects Exempt from Regional Emissions Analysis**

- E-51 Intersection channelization projects

#### **Not Exempt Code**

- N/E Project is not exempt

## **APPENDIX D**

### **Public Notice and Comments Received**

## **NOTICE OF PUBLIC COMMENT PERIOD AND PUBLIC HEARING**

The Nashua Regional Planning Commission is accepting public comment on the

### **Draft 2023 - 2026 Transportation Improvement Program**

### **Draft 2019 – 2045 Metropolitan Transportation Plan Minor Update**

The NRPC, as the designated Metropolitan Planning Organization (MPO) for the Nashua Region, is holding a public comment period on the draft [2023-2026 Transportation Improvement Program \(TIP\)](#) and draft [2019-2045 Metropolitan Transportation Plan Minor Update](#). The documents can be viewed by clicking the preceding links.

This process is being conducted in accordance with the Public Involvement Process for Transportation Planning (PIP) adopted by the Nashua MPO for the development of the TIP and MTP; the PIP meets Federal and State requirements and satisfies the FTA's Program of Projects requirements for public involvement activities and time established for public review and comment.

On July 20, 2013, all of New Hampshire became unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS). On April 6, 2015, the 1997 8-Hour Ozone NAAQS was revoked for all purposes, including transportation conformity, thus preventing the Boston-Manchester-Portsmouth (SE) NH area from having to demonstrate transportation conformity of transportation plans.

Due to a decision of the U.S. Court of Appeals for the District of Columbia Circuit, as of February 16, 2019, transportation conformity for the 1997 ozone NAAQS will again apply in the Boston-Manchester-Portsmouth (SE) NH "Orphan Area" (South Coast Air Quality Management District v. EPA). Therefore, NRPC will be required to demonstrate conformity for the 1997 ozone NAAQS for any plans approved after February 16, 2019.

In addition, on March 10, 2014, the U.S. Environmental Protection Agency approved a limited maintenance plan to address Carbon Monoxide (CO) for the City of Nashua satisfying the need for future regional CO emission analyses. Also, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply, including project level conformity determinations based on carbon monoxide hot spot analyses under 40 CFR 93.116. The Metropolitan Transportation Plan and Transportation Improvement Plan meet all applicable conformity requirements under the conformity rule. 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.

A thirty-day public comment period for these documents begins on January 13, 2023 and runs through February 14, 2023. Written comments may be submitted through Tuesday, February 14, 2023, via email to [mattw@nashuarpc.org](mailto:mattw@nashuarpc.org) or via US mail to: Matt Waitkins, NRPC, 30 Temple Street, Suite 301, Nashua, NH 03060.

A Public Hearing will be held on Wednesday, February 15, 2023, 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/85101026233> Or join by telephone by dialing: (929) 205-6099

Following the public hearing, the Nashua MPO will consider adoption of the proposed FY 2023-2026 Transportation Improvement Program and FY 2019-2045 Metropolitan Transportation Plan Minor Update.

*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.*

## PUBLIC COMMENTS

- NHDOT provided a revised docket that included all the proposed changes to the NH STIP because of public comments received by NHDOT. Specific projects in the Nashua region include:
  - Nashua 41586 – Existing federal funds for PE & ROW have been accelerated to facilitate obligation of Congressionally Directed Spending in 2025.
  - Nashua 44141 – New project funded with federal and Congressionally Directed Spending funds.
  - PAVE-T1-Resurf – program funding adjusted to address individual projects. No impact to NRPC projects, but the program is carried in NRPC's TIP.

Additionally, several projects that were identified as having scopes that did not meet the 23 CFR standard from FHWA as a public comment:

- Nashua 40660
- Nashua 41585
- Nashua 41742
- Nashua 43509
- Wilton-Milford-Amherst-Bedford 13692D
- Wilton-Milford-Amherst-Bedford 13692E

Additionally, NHDOT was made aware of funding for the Nashua National Fish Hatchery through the FHWA's Eastern Federal Lands Highway Division. NHDOT does not incorporate this directly into the STIP but will include as appendix in the STIP/TIP document:

- Nashua National Fish Hatchery - Rte # 010 Hatchery Entrance Rd, Mill & Overlay 2", widen between parking lots, Rte # 900 Visitor Parking Mill and Overlay 2", Rte # 903 Visitor Overflow Parking reconstruct.
- Ruth Sessions, Town of Hudson resident:
  - In Section V Table 5, the description of the Location and Scope of Project ID 41754 in Hudson contains the same text as given for project that occurs on the line above it, Project ID 40662 in Brookline. There is no Old Milford Road in Hudson. It is clearly a copy and paste error. Can you provide me with a correct description of the Location and Scope of the Hudson project?
  - I also did not find a definition for the acronym CON used under the Status column in this same table. What does CON mean?
- Ruth Sessions, Town of Hudson resident (additional comments):

As a Hudson resident, I'd like to comment on Project # 42108, Construction of the Southern portion of the Circumferential Highway.

The proponents of this project have conveniently forgotten the long history of the Circumferential Highway. The highway was initially proposed in 1959 and was finally (or so we thought) shut down by the Environmental Protection Agency (EPA) in 1993 because of the harm it would do to wetlands, plant life, and wildlife in Hudson that would have reverberating effects on the broader ecosystems of the state of New Hampshire and nearby

states. Now, more than ever, the human race needs to face the fact that having healthy wetlands is a major part of preventing rising temperatures and drought—and ultimately wild fires like those consuming California and working their way across the country. Climate change is happening now and it is time to stop conducting business as usual when it comes to destruction of ecosystems.

Some of the many negative environmental effects of constructing the highway are outlined in an abstract of a 1993 EPA document on the Nashua-Hudson Circumferential Highway (EPA number: 930359F, Volume I--344 pages and maps; Volume II--265 pages, October 8, 1993):

- Rights-of-way acquisition would displace 11 to 53 residences and 2 to 3 businesses; 15 to 45 acres of active farmland; and 54 to 94 acres of wetlands.
- Up to 51 acres in the National Wetlands Inventory would be filled.
- Some 511 to 641 acres of undeveloped wildlife habitat would be adversely affected.
- Fragmentation/urbanizing of the environment of southern New Hampshire would occur.
- Encroachment on bald eagle roost and feeding habitat, and on aquifer and well areas.

Contrary to the “pitch” in the Nashua Regional Planning Commission/Metropolitan Planning Organization’s Transportation Improvement Plan, this highway would not reduce traffic in Hudson, but increase the influx of outside traffic, routing cars and trucks from both the Everett Turnpike and Rte 93 through the town’s delicate ecosystem, bringing with it increases in air pollution and noise as well as ongoing harm to plants and wildlife. This highway would not serve the residents of Hudson—but instead would benefit only businesses hijacking Hudson as a byway to travel between the Everett Turnpike and 93. It would not even serve the residents of the region, because neither the damage caused by implementing it nor the expense of the project cannot be justified for the minimal distance it would take any cars and trucks utilizing it.

With climate change looming over us, our regional planners—now more than ever—need to stop the destruction of Hudson’s ecosystem. Hudson still has farms, wetlands, and open green areas that we can retain to slow climate change. Plowing a four-lane highway through that ecosystem without regard for the consequences is criminally irresponsible.

- Rita Banatwala, Town of Hudson resident:
  - I am a resident of Hudson, NH and I do see a couple of things in the plan regarding Hudson directly.
    - 41754 NH3A Construct a third southbound right turn lane on NH 3A Lowell Rd
    - 42108 Circ HWY Plan, Eng & Construct a roadway b/t NH3A & NH111, southern portion of Circ Highway
    - While I am aware of multiple mentions of these projects, I am concerned. The residents of Hudson have repeatedly asked via multiple mechanisms within our town and via NRPC for an town-wide traffic and services impact study taking into consideration all of the latest developments and approved developments. We have several new apartments along Lowell Rd. along with a new distribution center, a re-occupied large business, an approved very large distribution center (HLC), and possibly more... Traffic is definitely a problem within Hudson and for commuters going through Hudson to other towns. Perhaps the proposed bridge across the

Merrimack River from Merrimack to Litchfield will help, but we need a current traffic study to gather data to learn more. Yes, we have some traffic studies, but they do not take these new developments into account. Personally, I believe all development should be on hold until we have an understanding how things sit with what is already on the development plate. These traffic issues hit Hudson, and likely all of its neighboring towns.

- Also, I do not know why, but in Section V it states:
  - o NH3A - Construct southbound left turn lane onto Old Milford Rd. Where as previously it was defined as "Construct a third southbound right turn lane on NH 3A Lowell Rd", which I believe is correct.
- Regarding 42108, I do not understand why it is on the plate since the Hudson Board of Selectman voted not to accept the Federal funding to do the land survey because the town wants to preserve all of the wetlands that would be impacted. I know a state representative is pushing for it, but he does not have the town's backing which seemed obvious in the meeting where the board voted.
  - o If I remember things accurately, the plan fell apart previously because the State of NH Environmental Department said the wetlands impact was too severe. While the wetlands have not changed, I am aware of people working to change the environmental laws so that this could pass. This should be investigated further before wasting any funding.
  - o Hudson does have a traffic problem, especially along the Lowell Rd corridor, which is why many residents have been shocked by the town's approvals for more development along this road. We need a current town-wide traffic and services impact study to figure out the best way to fix the problem and then move forward appropriately with any development. We need to fix the infrastructure first! Afterall, we recently learned that the money a developer was providing to buy a large enough ladder truck is not going to be sufficient funding so unless the town can find the funding, the town services will not be able to properly support a fire issue of the newly developed building. This sounds like a problem to me. We really need to fix the infrastructure.
- Scott Wade, Town of Hudson resident
  - As a Hudson resident I'm concerned about the building traffic in town. We have had new homes built, a 500k sf facility being built off of Lowell Road, Teledyne is moving back into its existing facility also on Lowell Road and another massive distributor center has been approved for Green Meadow. All bringing more traffic.
  - The Hudson Circumferential Highway as proposed to alleviate traffic off of Lowell Road will likely not get passed. The people of Hudson are tired of their increased property taxes more so than traffic. We have had back to back years of default budgets and will likely be heading for a third. If somehow the Feds would pay for most of it then maybe but that's not currently in the works.
  - Lastly, induced traffic will just bring more traffic. To quote a famous movie line: If you build it, they will come. Opening up this road will have more traffic and likely more development in Hudson. Traffic is a major problem in Hudson but sadly there are no easy fixes. Widening Lowell Road is probably impossible and the Hudson Blvd may not even get past environmental studies as it failed once before.
  - Sadly, I don't see a fix.



- Kara Roy, Chair, Hudson Board of Selectmen (this comment was received the morning after the public hearing):
  - As you know last night I was a little taken aback when it was announced the Town of Hudson had taken a neutral position in regards to the Circumferential Highway and the accompanying feasibility study. This stance was taken without discussion of the BOS. So, I have two questions:
    - Can we change our position from neutral to no position taken at this time?
    - Do we have time to discuss at our next meeting and come up with a position?
  - As you know from the number of public comments your received from our citizens this is issue is very important to our citizenry and I think it is important that the BOS have a public discussion about the town's position.