



State of New Hampshire
Department of Transportation

Senate Capital Budget Committee

HB25 Presentation

April 25, 2025

State of New Hampshire

Department of Transportation

Index of Project Requests

General Fund - 10

General Fund - House Approved

Priority #	Project	Funded	Requested	Page
1	Transit Match - FTA Revenue Vehicles	\$ 390,000	\$ -	1
2	State Match - FAA Projects	\$ 3,626,831	\$ -	5
3*	Railroad - Replacement Rail & Ties	\$ 825,896	\$ -	13

General Fund - Unfunded Priorities

4	Railroad - Replacement Rail (115lb) Track	\$ -	\$ 1,394,104	14
5	Railroad - Replacement Railroad Ties	\$ -	\$ 800,000	18
6	Rail Trail & Abandoned RR Corridor Repair Fund	\$ -	\$ 600,000	23
7	Transit Match - Infrastructure	\$ -	\$ 4,000,000	27
		\$ 4,842,727	\$ 6,794,104	

*This is not additional General Funds. As amended in HB25-A, Capital funding in the amount of \$825,895.97 was reappropriated for Rail Replacement and Railroad Ties through the closures of Accounting Units 04350000 and 01560000 to fund a portion of the original request(s). The remaining ask can be found in items #4 and #5 above.

Highway Fund - 15

Highway Fund - House Approved

1	Statewide - Construct Salt and Sand Sheds	\$ 3,000,000	\$ -	30
2	Statewide - Underground Storage Tank Replacement	\$ 2,000,000	\$ -	34
3	Mechanical Services - Twin Mountain Garage Roof Replacement	\$ 1,206,668	\$ -	38
4	Lempster 215 - Patrol Facility Replacement	\$ 3,580,380	\$ -	41
5	Pinkham 109 - Patrol Facility Replacement - Pre-Construction	\$ 212,952	\$ -	46

Highway Fund - Unfunded Priorities

6	Pinkham 109 - Patrol Facility Replacement - Construction	\$ -	\$ 3,897,048	47
7	Statewide - Patrol Shed Life Safety Upgrades/Renovations	\$ -	\$ 5,000,000	55
8	Twin Mountain (Carroll) New Multi-Purpose Facility	\$ -	\$ 3,037,880	59
		\$ 10,000,000	\$ 11,934,928	**

** Sufficient funding exists in the House-approved operating budget to fund \$10M of capital items shown above.

General Funded Priorities

General Fund Priority Request #1 - Funded

Agency Number	096	Total Cost	\$	390,000
Agency Name	Transportation Dept			
Project Title / Name	Transit Match - FTA Revenue Vehicles	Priority Rank #		1

1. Project justification / description. Be concise.

Provides matching funds for acquisition of 24 (estimated) vehicles for local public transit agencies across New Hampshire (NH), and acquisition of six (6) vehicles for local non-profits that provide transportation for seniors and individuals with disabilities. Additionally, funds will be used for transit facility construction and renovations, including Manchester Transit Authority's planned new transit center. Funding share for transit vehicle purchases is generally 85% Federal, 7.5% State (or ½ of the required match, if lesser) with local/agency funds providing the difference. Public transportation provides access to jobs and critical services and promotes economic development and mobility for NH residents. Requested funds will be used to match an estimated \$9.5 million of formula apportioned, or discretionary, funds from the Federal Transit Administration (FTA) grants programs including FTA Section 5339 Capital Bus & Bus Facilities Program funds, FTA Section 5307 Urbanized Area Formula Program funds, and FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program funds. Without State Capital match, many transit projects would be delayed due to the inability to raise the required non-federal match on capital projects. Capital replacement requests are consistent with approved Transit Asset Management Plans.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State's utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

Estimated useful life of public transit vehicles ranges from 5 years/150,000 miles to 12 years/500,000 miles depending on size and type. Useful life standards are based on the Federal Transit Administration (FTA) and the NHDOT's FTA-compliant Transit Asset Management Plan.

4. Provide estimates relative to the annual operating expenditures or savings.

Cost savings realized include: lower maintenance & capital repair expenses; corresponding reduction in operating/labor expenses; and, anticipated lower fuel costs resulting from improved vehicle fuel efficiency.

5. Estimate the number of personnel impacted by the project.

N/A

6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

N/A

7. Other information (e.g. reference attachments, comments, etc.)

Contact Name & Title:	Fred Butler, Public Transportation Administrator		
Contact Email:	Frederick.J.Butler@dot.nh.gov	Telephone Number:	603-271-2565
Name of Agency Head:	William Cass, P.E.	Date:	4/12/2024

Priority #1

Transit Match – FTA Revenue Vehicles (General Fund)

- 1. Why the project(s) are necessary:** Federal Transit Administration (FTA) funds generally provide 80% (for capital equipment such as facilities and bus shelters) or 85% (for ADA-accessible vehicles) of the capital needs for eligible transit capital projects, with non-Federal match necessary to expend any Federal funding. The requested State Capital match will provide the lesser of 10% or one-half of the required match, with local agency funds providing the remaining match. State participation will enable transit providers to leverage Federal capital funds for new/replacement revenue vehicles, which directly impact the passenger experience. Public transportation provides access to jobs and critical lifeline services for New Hampshire residents, promoting economic development and mobility for all citizens and visitors alike. Requested funds will be used to match formula apportioned funds and discretionary funds from the FTA grants programs including FTA Section 5339 Capital Bus & Bus Facilities Program and FTA Section 5307 Urbanized Area Formula Program. Without State Capital match, many transit projects would be delayed due to the inability to raise the required additional non-federal match on capital projects, which would only serve to increase the ongoing vehicle maintenance costs and perhaps impact, and degrade, the quality of transit services provided to the NH public.
- 2. What the project is replacing or adding on to:** This project will provide funding to match Federal and local funds sufficient to replace approximately 20 public transportation vehicles. A complete list of projects is shown below.
- 3. A brief description of what the project includes:** This request provides half of the matching funds for the acquisition of public transit vehicles for local public transit agencies statewide. Current public transportation services operate in Manchester, Nashua, Dover-Portsmouth, Derry-Salem, Concord, Keene, Hanover-Lebanon, Claremont-Newport-Charlestown, and Berlin-Lancaster-Littleton. NHDOT's Bureau of Rail & Transit has ensured that all requested replacement projects are consistent with the respective Transit Asset Management (TAM) plans that FTA requires to help guarantee such assets are being maintained throughout their useful life and replaced only when they can no longer be expected to be in a state of good repair.
- 4. Any backup information (include pictures or any other information that tells your story):** Funding for rural transit systems is included in the DOT Operating Budget GL Accounting Unit 2916; Public Transportation, Class 072: Grants Federal. Urban transit systems receive federal funds directly from the Federal Transit Administration; these federal and local matching funds for urban transit systems are not in the DOT Operating Budget. The following tables provide a breakdown of the requested funds:

TOTAL COST	Fed \$	State \$	Local \$
\$ 5,200,000.00	\$ 4,420,000.00	\$ 390,000.00	\$ 390,000.00

PRIORITY #1: Transit Match to FTA Revenue Vehicles

Year	Agency	Capital Type	Replacement/ Extension	Project Description	Qty	Cost Per Unit (Total Dollars)	TOTAL COST	Fed \$	State \$	Local \$
2026	CAPBMCI	Revenue Vehicle	Replacement	16 & 2 Fixed Route bus - CAT	1	\$ 135,000	\$ 135,000	\$ 114,750	\$ 10,125	\$ 10,125
2026	CAPBMCI	Revenue Vehicle	Replacement	9 & 3 DR bus - ADA	1	\$ 130,000	\$ 130,000	\$ 110,500	\$ 9,750	\$ 9,750
2026	CAPBMCI	Revenue Vehicle	Replacement	12 & 2 DR bus - MST	1	\$ 130,000	\$ 130,000	\$ 110,500	\$ 9,750	\$ 9,750
2026	COAST	Revenue Vehicle	Replacement	LD 8 or 10/2 Cutaway bus (DR)	1	\$ 149,310	\$ 149,310	\$ 126,914	\$ 11,198	\$ 11,198
2026	COAST	Revenue Vehicle	Replacement	HD 35' low floor transit bus (FR)	2	\$ 625,000	\$ 1,250,000	\$ 1,062,500	\$ 93,750	\$ 93,750
2026	COAST	Revenue Vehicle	Extension	LD ADA accessible minivan (DR)	1	\$ 75,337	\$ 75,337	\$ 64,036	\$ 5,650	\$ 5,650
2026	FTA 5310 (Statewide)	Revenue Vehicle	Replacement	Various - Based on TAM projections	6	\$ 133,900	\$ 803,400	\$ 682,890	\$ 60,255	\$ 60,255
2026	MTA	Revenue Vehicle	Replacement	Van	2	\$ 96,410	\$ 192,820	\$ 163,897	\$ 14,462	\$ 14,462
2026	SCS	Revenue Vehicle	Replacement	12 & 2 ADA Paratransit Bus	2	\$ 135,000	\$ 270,000	\$ 229,500	\$ 20,250	\$ 20,250
2026	Tri-County CAP	Revenue Vehicle	Replacement	12 & 2 ADA Paratransit Bus	1	\$ 130,000	\$ 130,000	\$ 110,500	\$ 9,750	\$ 9,750
2026	VNA@HCS	Revenue Vehicle	Replacement	12 & 2 ADA Paratransit Bus	2	\$ 135,000	\$ 270,000	\$ 229,500	\$ 20,250	\$ 20,250
2027	Advance Transit	Revenue Vehicle	Replacement	8 & 2 ADA Paratransit Bus	2	\$ 175,000	\$ 350,000	\$ 297,500	\$ 26,250	\$ 26,250
2027	CAPBMCI	Revenue Vehicle	Replacement	30' Medium Duty Bus	1	\$ 360,000	\$ 360,000	\$ 306,000	\$ 27,000	\$ 27,000
2027	CAPBMCI	Revenue Vehicle	Replacement	16 & 2 Fixed Route bus - CAT	1	\$ 135,000	\$ 135,000	\$ 114,750	\$ 10,125	\$ 10,125
2027	CAPBMCI	Revenue Vehicle	Replacement	12 & 2 DR bus - MST	1	\$ 130,000	\$ 130,000	\$ 110,500	\$ 9,750	\$ 9,750
2027	FTA 5310 (Statewide)	Revenue Vehicle	Replacement	Various - Based on TAM projections	0	\$ -	\$ -	\$ -	\$ -	\$ -
2027	MTA	Revenue Vehicle	Replacement	12 & 2 Cutaway Bus	1	\$ 144,133	\$ 144,133	\$ 122,513	\$ 10,810	\$ 10,810
2027	SCS	Revenue Vehicle	Replacement	12 & 2 ADA Paratransit Bus	2	\$ 135,000	\$ 270,000	\$ 229,500	\$ 20,250	\$ 20,250
2027	Tri-County CAP	Revenue Vehicle	Replacement	12 & 2 ADA Paratransit Bus	1	\$ 130,000	\$ 130,000	\$ 110,500	\$ 9,750	\$ 9,750
2027	VNA@HCS	Revenue Vehicle	Replacement	12 & 2 ADA Paratransit Bus	1	\$ 145,000	\$ 145,000	\$ 123,250	\$ 10,875	\$ 10,875
							\$ 5,200,000	\$ 4,420,000	\$ 390,000	\$ 390,000

Source data available upon request to NHDOT Bureau of Rail & Transit

Sample photos depicting select transit agency vehicles that are projected to be replaced in 2026-2027 biennium.



SCS: corrosion on wheel & running board



SCS: Corrosion on passenger door



CAPSC: Corrosion on passenger door



GCSCC: Corrosion on body panel

Additional photos available upon request to NHDOT's Bureau of Rail & Transit

General Fund Priority Request #2 - Funded

Agency Number	096	Total Cost	\$ 3,626,831
Agency Name	Transportation Dept		
Project Title / Name	State Match - Federal Aviation Admin Projects	Priority Rank #	2

1. Project justification / description. Be concise.

Requested funding will support ongoing safety improvements and airport development by providing the required match for Federal Aviation Administration (FAA) funded airport improvement projects. Funding share for each airport will vary based on federal legislation, traditionally 90% Federal, 5% State and 5% local (not included in this request). State matching funds are anticipated to support projects at airports statewide to include, but not limited to, Manchester; Lebanon; Portsmouth; Laconia; Nashua; Dean Memorial, Dillant-Hopkins, Skyhaven, Concord, Claremont, Mt. Washington, Parlin Field and Berlin. Airport capital projects are solicited from their respective sponsor(s) as to need, economic feasibility and FAA/State priority, and are evaluated through a periodic master planning process using the FAA's National Priority Rating system. Funding levels for the FAA's grant program are determined by the President and Congress when approving legislation and annual appropriation bills. It is required that the entire non-federal share be provided to match these funds in order to accept, and receive, FAA funds. Based on anticipated short-term funding provided by the FAA, projects to be funded in the upcoming Budget Biennium will be identified using a mix of local, regional, and national funding priorities.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State's utility consumption.

N/A

3. Provide square footage estimates and other project requirements, including the estimated useful life.

Funds will support a multitude of capital projects to include planning and engineering, infrastructure design and construction, property acquisition, etc.. Total airport acreage (12 airports) is 6,354 acres (276,780,240 sq. feet). NH public use airports generate \$2.2B in economic output, \$32M in State tax revenue and 12,900 jobs.

4. Provide estimates relative to the annual operating expenditures or savings.

Continued rehabilitation and maintenance repair to the NH airport system will realize cost savings over the life of the infrastructure, while maintaining a safe air transportation system for the flying public.

5. Estimate the number of personnel impacted by the project.

N/A

6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

N/A

7. Other information (e.g. reference attachments, comments, etc.)

Approximate individual amounts spreadsheet attached.

Contact Name & Title: Tricia Lambert, Aeronautics Bureau Administrator

Contact Email: tricia.l.lambert@dot.nh.gov

Telephone Number: 603-271-1674

Name of Agency Head: William Cass, P.E.

Date: 4/12/2024

Priority #2

State Match – Federal Aviation Administration Projects (General Fund)

- 1. Why the project is necessary:** This Capital Budget request will support the continued safety improvements and development of airports within the state by providing 7% of the required 10% match for the Federal Aviation Administration (FAA) Airport Improvement Projects (AIP) program. The typical ratio of funds for each airport project is based upon 90% Federal funding, 5-7% State share and a 3-5% local share (not included in this request as these funds do not pass through NHDOT). It is anticipated that funds from this project will be used at the following federally eligible airports: Manchester, Lebanon, Portsmouth, Laconia, Nashua, Dean Memorial (Haverhill), Dillant-Hopkins (Keene), Skyhaven (Rochester), Concord, Claremont, Mt. Washington (Whitefield), Berlin, Parlin Field (Newport) and Plymouth Airport. All projects are solicited from the respective sponsor as to safety needs, economic feasibility, and FAA and State priorities. It is required that the entire non-federal share be provided in order to accept the FAA funds.

The airports' capital needs are evaluated through a periodic master planning process and prioritized using the FAA's National Priority Rating system. Based on anticipated short-term funding provided by the FAA, the projects to be funded in the upcoming biennium are identified using a mix of local, regional, and national funding priorities. The funding level for the FAA's grant program is determined by the U.S. Congress and the President in authorizing legislation and annual appropriation bills. Statewide projects are completed by the Department; therefore, these require a 10% match (no local share). Statewide projects include matching FAA funding for the New Hampshire Aircraft Rescue and Fire Fighting (ARFF) training facility, Concord, NH, as well as pavement condition and obstruction evaluation studies at NH's nine airports in the State Block Grant Program.

On May 15, 2024, the President signed the FAA Reauthorization Act of 2024 that reauthorizes the FAA Airport Improvement Program (AIP) through Federal Fiscal Year (FFY) 2028. In addition to the standard AIP program, it is anticipated that there will be Federal funding for airport infrastructure, airport terminal, and Air Traffic Control (ATC) tower projects funded by the Bipartisan Infrastructure Law (BIL) that could require less of a state share/local share (0%- 5%) and they have been incorporated into the calculation for this request based upon the information that is available at the time of submission.

This request includes approximately 40 FAA AIP- and BIL-funded projects for planning and infrastructure improvements at 14 public-use airports, and for certain NHDOT airport system wide projects, including improvements to the New Hampshire Aircraft Rescue and Fire Fighting Training Facility located in Concord, NH, and other aviation studies.

As stated above, each project listed is determined through an FAA Airport Master Planning process that is conducted to outline projects over a 20-year period. The Airport Master Planning Process is a public process to develop a Capital Improvement Program (CIP) for each individual airport. The projects are then programed in FAA's 5-year CIP. The projects are selected each year based upon safety needs, FAA priority, and funding capabilities. This funding is necessary to meet all mandated federal safety standards to operate a public-use airport.

2. **What the project is replacing or adding on to:** The NHDOT/Bureau of Aeronautics' capital budget request for SFY 2026-2027 will provide funding for capital airport improvements at NH's public-use airports.
3. **A brief description of what the project includes:** Typical AIP projects included in this Capital Budget 2026/2027 request are as follows:

Runway Rehabilitation/Reconstruction

Taxiway/Apron Rehabilitation

Airport Obstruction Removal/ Lighting

Land Acquisition/Easement Acquisition

Snow Removal Equipment Purchase

Master Planning and Environmental Studies

Statewide Airport Planning Projects

Airport Terminal Building Rehabilitation

Air Traffic Control Tower Improvements

Perimeter Safety/Security Fence Projects

Airfield Pavement Maintenance Projects

Navigational Aid Improvements

4. **Any back up information (include pictures or any other information that tells your story):** The following outlines three (3) projects that are part of this request.

Various Airports

Airport Terminal Building Improvements

FAA's funding under the Bipartisan Infrastructure Law (BIL) has a five-year program to fund airport terminal buildings across the nation at 95% Federal share. In New Hampshire, several communities have or will submit applications to the FAA for this funding. NHDOT will contribute 2.5% towards the airport terminal building projects' FAA funds. As the public face for all airport users, airport terminal buildings reflect their communities' culture and provide local access to the national airspace system. Some of the proposed airport terminal building improvements will help the sustainability of the facility including installation of solar panels, window and insulation improvements, ADA accessibility, and new high-efficiency HVAC systems. Berlin Regional, Concord Municipal, Laconia Municipal, Dillant-Hopkins (Keene), Boire Field (Nashua), Dean Memorial (North Haverhill), Portsmouth International, and Manchester-Boston Regional Airports all have proposals to solicit this funding from the FAA and NHDOT. The projects are not only planned to be functional and appropriate but also be a draw to the community in a way that is more inviting and showcase the benefits of aviation.



Figure 1: Some of New Hampshire existing airport's existing terminal buildings.

Concord Municipal Airport Runway Improvement Project

The 2006 Airport Master Plan Update for Concord Municipal Airport had recommended the rehabilitation and extension of Runway 17-35 in two phases starting in 2010 when the runway would have met its 20-year useful life. Instead, other airport priorities, economic circumstances, and funding availability meant that this runway would have to be maintained a little while longer. In this request, the environmental evaluations and design are planned to be undertaken for the rehabilitation of Runway 17-35 in its current location. A runway extension has not been determined to be needed at this time but will remain in the airport's capital improvement plan as a future improvement project. This runway is the primary runway for Concord Municipal Airport at 6,005 feet long handling most business, corporate, and recreational aircraft type. The runway needs to be brought up to FAA design standards, make drainage improvements, and install a more sustainable runway lighting system. The new runway surface, markings, and lights along with the airport's proposed new airport terminal building will be used to help market the Concord Municipal Airport and its gateway to New Hampshire's capital city for increased jobs and spending within the community by airport customers.



Figure 2: View of Concord Municipal Airport's Runway 17-35.

Portsmouth International Airport – Pease Rehabilitate/Reconstruct Aircraft Parking Apron

Portsmouth International Airport at Pease experiences negative alkali-silica reactions in their sprawling concrete aircraft parking aprons. This chemical reaction between the concrete, water, and sand in the pavement never ends resulting in expanding pavements that will buckle under the huge forces of concrete expansion. These buckled pavements can no longer safely support the aircraft that move and park on these aprons. Over the years, the airport has cut "relief strips" in the concrete that allow the concrete slabs to remain flat and safe for use by aircraft. Because this airport sees aircraft usage from domestic and international commercial jets, military jets, and small piston-engine aircraft, buckled concrete pavements, evidence of failed pavements, cannot be used by any aircraft. Limiting the apron space for aircraft to park and maneuver reduces the utility of the airport.



Figure 3: Aerial view of Portsmouth International Airport - Pease

State of New Hampshire
Department of Transportation, Bureau of Aeronautics

Request for Airport Improvement Program Funds
Federal Fiscal Year 2026

As of March 10, 2025

Airport Sponsor	Project Description	FAA Share (90%)	NHDOT Share (5%)	Local Share (5%)	TOTAL
Berlin Regional Airport	BIL ATP 95% - Terminal Building Improvements OR Replacement	\$400,000	\$11,111	\$11,111	\$422,222
Boire Field	N/A - Placeholder for NPES	\$0	\$0	\$0	\$0
Boire Field	BIL 90% - Replace or Remove Hazard Beacons (X@)	\$300,000	\$16,667	\$16,667	\$333,333
Claremont Municipal Airport	BIL 90% - Construct T-Hangars (6-units)	\$145,000	\$8,056	\$8,056	\$161,111
Claremont Municipal Airport	Construct T-Hangars (6-units)	\$150,000	\$8,333	\$8,333	\$166,667
Concord Municipal Airport	Design Only: Rehabilitation and RSA Improvements to Runway 17-35 [72]	\$500,000	\$27,778	\$27,778	\$555,556
Concord Municipal Airport	Obstruction Removal (placeholder)	\$205,000	\$11,389	\$11,389	\$227,778
Concord Municipal Airport	BIL 90% - Prepare Airport Master Plan Update & Runway Length Study [572]	\$190,000	\$10,556	\$10,556	\$211,111
Dean Memorial Airport	Rehabilitate and Expand Apron (replacing the fuel farm will not be eligible with AIP unless the airport does not have a fuel system on site)	\$2,400,000	\$133,333	\$133,333	\$2,666,667
Dean Memorial Airport	Construct Parallel Taxiway - Phase I (design, permit, bid)	\$300,000	\$16,667	\$16,667	\$333,333
Dillant-Hopkins Airport	BIL 90% - Easement Acquisition - Phase I (first 1/2 of xx parcels)	\$300,000	\$16,667	\$16,667	\$333,333
Dillant-Hopkins Airport	Easement Acquisition - Phase I (first 1/2 of xx parcels) - Companion Grant	\$5,000	\$278	\$278	\$5,556
Dillant-Hopkins Airport	Airfield Pavement Maintenance	\$48,600	\$2,700	\$2,700	\$54,000
Dillant-Hopkins Airport	Easement Acquisition - Phase II (second 1/2 of xx parcels)	\$300,000	\$16,667	\$16,667	\$333,333
Laconia Municipal Airport	BIL 90% - Rehabilitate and Mark Runway 8-26 and pavements within the RSA limits (mill and fill) - Phase II (final design, bid)	\$300,000	\$16,667	\$16,667	\$333,333
Laconia Municipal Airport	Remove Obstruction for Runway 8-26 - Phase II (on airport-controlled property)	\$198,000	\$11,000	\$11,000	\$220,000
Laconia Municipal Airport	BIL 90% - Perimeter Roadway (terminal area to north end of airport)	\$300,000	\$16,667	\$16,667	\$333,333
Mt. Washington Regional Airport	AIP 90% - Rehabilitate, Mark, and Drain Paved Runway and/or Taxiways - Phase II (construction)	\$675,000	\$37,500	\$37,500	\$750,000
Parlin Field	CDS 90% - Rehabilitate Runway 18-36 - Phase II (Construction)	\$650,000	\$36,111	\$36,111	\$722,222
Parlin Field	BIL 90% - Rehabilitate Runway 18-36 - Phase II (Construction) Companion Grant	\$159,000	\$8,833	\$8,833	\$176,667
Parlin Field	NPE 90% - Rehabilitate Runway 18-36 - Phase II (Construction) Companion Grant	\$150,000	\$8,333	\$8,333	\$166,667
Skyhaven Airport	N/A - Placeholder for NPES	\$0	\$0	\$0	\$0
Skyhaven Airport	BIL 90% - Rehabilitate and Mark Taxiway A - Phase I (design, bid)	\$180,000	\$10,000	\$10,000	\$200,000
Statewide	State Airport System Planning - PCI Study at up to 9 Non-Primary Airports	\$120,000	\$13,333	\$0	\$133,333
Subtotal for Non-Primary Airport Sub-Grants in FFY 2026		\$7,975,600	\$438,645	\$425,311	\$8,839,556

Airport Sponsor	Project Description	FAA Share (90%)	NHDOT Share (5%)	Local Share (5%)	TOTAL
Manchester-Boston Regional Airport	Green Drive/West Cargo Development - defeasement payment	\$4,300,000	\$238,889	\$238,889	\$4,777,778
Manchester-Boston Regional Airport	Rehabilitate Runway 17-35 Perimeter Road - Phase II (construction)	\$1,386,000	\$77,000	\$77,000	\$1,540,000
Manchester-Boston Regional Airport	BIL 90% - Stormwater Improvement program: Foam Chamber and Storage Site - Phase II (construction)	\$3,425,000	\$190,278	\$190,278	\$3,805,556
Manchester-Boston Regional Airport	BIL 90% - Stormwater Improvement program: Foam Chamber and Storage Site - Phase II (construction)	\$535,000	\$29,722	\$29,722	\$594,444
Manchester-Boston Regional Airport	Rehabilitate Taxiway E - Phase II (construction)	\$6,385,500	\$354,750	\$354,750	\$7,095,000
Lebanon Municipal Airport	Final Design & Construct: TW A North Extension, Remove TW B1 and B2	\$672,821	\$37,379	\$37,379	\$747,579
Portsmouth International Airport at Pease	Rehabilitate Taxiway A South Holding Bay (east half of holding bay) - Phase II (Construction)	\$2,205,000	\$122,500	\$122,500	\$2,450,000
Portsmouth International Airport at Pease	North GA Apron ASR Reconstruction - Construction (Area 4)	\$5,400,000	\$300,000	\$300,000	\$6,000,000
NH Fire Academy/ARFF Training Facility	Conduct Facility Study	\$150,000	\$16,667	\$0	\$166,667
Subtotal for Primary Commerical Airports in FFY 2026		\$24,459,321	\$1,367,186	\$1,350,518	\$27,177,023

Total Need for FFY 2026	\$32,434,921	\$1,805,831	\$1,775,829	\$36,016,579
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Note: The full non-federal share of the state-sponsored projects are paid for by NHDOT.

State of New Hampshire
Department of Transportation, Bureau of Aeronautics

Request for Airport Improvement Program Funds
Federal Fiscal Year 2027

As of March 10, 2025

Airport Sponsor	Project Description	FAA Share (90%)	NHDOT Share (5%)	Local Share (5%)	TOTAL
Berlin Regional Airport	BIL 90% - Design and Construction Fencing (vegetation removal, gates, fencing with posts and fabric)	\$300,000	\$16,667	\$16,667	\$333,333
Berlin Regional Airport	N/A - Placeholder for NPE \$	\$0	\$0	\$0	\$0
Boire Field	Reconstruct Apron (likely Hotel Ramp) - Phase II (construction)	\$3,650,000	\$202,778	\$202,778	\$4,055,556
Boire Field	Acquire Land in RPZ	\$500,000	\$27,778	\$27,778	\$555,556
Claremont Municipal Airport	Construct T-Hangars (6-units)	\$150,000	\$8,333	\$8,333	\$166,667
Concord Municipal Airport	Construct Only: RSA Improvements to Runway 17-35 (300' R/W Extension to South and shift thresholds)	\$1,000,000	\$55,556	\$55,556	\$1,111,111
Dean Memorial Airport	Rehabilitate and Expand Apron (replacing the fuel farm will not be eligible with AIP unless the airport does not have a fuel system on site)	\$423,000	\$23,500	\$23,500	\$470,000
Dean Memorial Airport	Construct Parallel Taxiway - Phase I (design, permit, bid)	\$135,000	\$7,500	\$7,500	\$150,000
Dillant-Hopkins Airport	BIL 90% - Design & Construct Terminal Apron Expansion (a.k.a. West Apron)	\$295,000	\$16,389	\$16,389	\$327,778
Dillant-Hopkins Airport	Design & Construct Terminal Apron Expansion (a.k.a. West Apron) - Companion Grant	\$2,705,000	\$150,278	\$150,278	\$3,005,556
Dillant-Hopkins Airport	Obstruction Removal	\$300,000	\$16,667	\$16,667	\$333,333
Dillant-Hopkins Airport	Airfield Pavement Maintenance (apron pavement)	\$102,600	\$5,700	\$5,700	\$114,000
Laconia Municipal Airport	Rehabilitate, Light, and Mark Runway 8-26 and pavements within the RSA limits (mill and fill)	\$4,800,000	\$266,667	\$266,667	\$5,333,333
Laconia Municipal Airport	BIL 90% - SRE Building - Phase I (design, permit, bid)	\$99,000	\$5,500	\$5,500	\$110,000
Laconia Municipal Airport	SRE Building - Phase II (construction)	\$1,000,000	\$55,556	\$55,556	\$1,111,111
Laconia Municipal Airport	Reconstruct Portion of Taxiway A to Standards; Construct Itinerant Aircraft Parking Apron (off of Taxiway A) - Phase I (design, permit, bid)	\$350,000	\$19,444	\$19,444	\$388,889
Mt. Washington Regional Airport	AIP 90% - Rehabilitate, Mark, and Drain Paved Runway and/or Taxilanes - Phase II (construction)	\$300,000	\$16,667	\$16,667	\$333,333
Parlin Field	BIL 90% - Rehabilitate Runway 18-36 - Phase III (Construction)	\$159,000	\$8,833	\$8,833	\$176,667
Parlin Field	NPE 90% - Rehabilitate Runway 18-36 - Phase III (Construction) Companion Grant	\$150,000	\$8,333	\$8,333	\$166,667
Skyhaven Airport	Rehabilitate and Mark Taxiway A - Phase II (construction)	\$1,200,000	\$66,667	\$66,667	\$1,333,333
Statewide	State Airport System Planning - Section 106 at up to 9 Non-Primary Airports	\$150,000	\$16,667	\$0	\$166,667
Subtotal for Non-Primary Airport Sub-Grants in FFY 2027		\$17,768,610	\$995,479	\$978,811	\$19,742,889
Airport Sponsor	Project Description	FAA Share (90%)	NHDOT Share (5%)	Local Share (5%)	TOTAL
Manchester-Boston Regional Airport	Replace Runway 6-24 EMAS - Phase I (design, permit, bid)	\$6,385,500	\$354,750	\$354,750	\$7,095,000
Lebanon Municipal Airport	Design and Construct RW 7 Displaced Threshold	\$1,002,222	\$55,679	\$55,679	\$1,113,580
Lebanon Municipal Airport	Design and Construct TW A3	\$656,636	\$36,480	\$36,480	\$729,595
Portsmouth International Airport at Pease	Acquire SRE (blower/plow/spreader)	\$1,035,000	\$57,500	\$57,500	\$1,150,000
Portsmouth International Airport at Pease	Comprehensive Master Plan Update	\$180,000	\$10,000	\$10,000	\$200,000
Portsmouth International Airport at Pease	North GA Apron ASR Reconstruction - Construction (Area 7)	\$5,400,000	\$300,000	\$300,000	\$6,000,000
NH Fire Academy/ARFF Training Facility	Purchase ARFF PPE/Gear	\$100,000	\$11,111	\$0	\$111,111
Subtotal for Primary Commerical Airports in FFY 2027		\$14,759,375	\$825,521	\$814,409	\$16,399,286
Total Need for FFY 2027		\$32,527,985	\$1,821,000	\$1,793,220	\$36,142,175
<i>Note: The full non-federal share of the state-sponsored projects are paid for by NHDOT.</i>					

General Fund Priority Request #3 - Funded

Agency Number	096	Total Cost	\$ 825,896
Agency Name	Transportation Dept		
Project Title / Name	Railroad - Replacement Rail and Ties	Priority Rank #	3

1. Project justification / description. Be concise.

Purchase of new 115# rail (and components) to replace outdated 85# rail to create a safer and more industry-standard rail system - NHDOT owns approximately 450 miles of railroad track, of which, 163 miles is active and/or currently included in Railroad Operating agreements to facilitate tourist excursion and freight rail services. A majority of the state-owned track system consists of 85# rail, most of which was installed before 1933, shows signs of substantial wear and must be replaced. Prior to 1933, 85# rail was rolled (rail fabrication process) and did not have “controlled cooling” (slow cooling of the red-hot steel after fabrication) resulting in a less-durable, less-predictable and more defect-prone (without warnings) rail. Older 85# rail has internal flaws that can’t be easily predicated or observed and should be replaced with newer, controlled cooled 115# rail. Also of note, 85# rail is no longer manufactured in the U.S. Used rail is available, but often difficult to find. 115# rail is the lightest rail being rolled by U.S. manufacturers, common on short railroad lines, and will continue to be fabricated well into the future. The heavier 115# rail is structurally more suitable to handle tourist rail cars and safer for heavy freight cars. Removal of the 85# rail and installation of the new 115# rail will be funded separately. NHDOT will create an implementation plan focused on key track miles.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State’s utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

Approximately 42,240 linear feet of rail = 8 linear miles of rail = 4 Track miles. (Note: railroad lines have two rails and thus 2 linear miles of rail = 1 railroad track mile)

4. Provide estimates relative to the annual operating expenditures or savings.

Reduction in maintenance and repair costs to replace broken, worn, and undersized/underweight rail. Cost savings also realized in terms of operating expenses of tenant railroads and/or maintenance contractors.

5. Estimate the number of personnel impacted by the project.

N/A

6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

N/A

7. Other information (e.g. reference attachments, comments, etc.)

Contact Name & Title:	Chuck Corliss, P.E., Railroad Operations Engineer		
Contact Email:	Charles.A.Corliss@dot.nh.gov	Telephone Number:	603-271-3465
Name of Agency Head:	William Cass, P.E.	Date:	4/12/2024

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General Fund Priority Request #4 - Unfunded

Agency Number	096	Total Cost	\$ 1,394,104
Agency Name	Transportation Dept		
Project Title / Name	Railroad - Replacement Rail (115lb track)	Priority Rank #	4

1. Project justification / description. Be concise.

Purchase of new 115# rail (and components) to replace outdated 85# rail to create a safer and more industry-standard rail system - NHDOT owns approximately 450 miles of railroad track, of which, 163 miles is active and/or currently included in Railroad Operating agreements to facilitate tourist excursion and freight rail services. A majority of the state-owned track system consists of 85# rail, most of which was installed before 1933, shows signs of substantial wear and must be replaced. Prior to 1933, 85# rail was rolled (rail fabrication process) and did not have “controlled cooling” (slow cooling of the red-hot steel after fabrication) resulting in a less-durable, less-predictable and more defect-prone (without warnings) rail. Older 85# rail has internal flaws that can’t be easily predicated or observed and should be replaced with newer, controlled cooled 115# rail. Also of note, 85# rail is no longer manufactured in the U.S. Used rail is available, but often difficult to find. 115# rail is the lightest rail being rolled by U.S. manufacturers, common on short railroad lines, and will continue to be fabricated well into the future. The heavier 115# rail is structurally more suitable to handle tourist rail cars and safer for heavy freight cars. Removal of the 85# rail and installation of the new 115# rail will be funded separately. NHDOT will create an implementation plan focused on key track miles.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State’s utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

Approximately 42,240 linear feet of rail = 8 linear miles of rail = 4 Track miles. (Note: railroad lines have two rails and thus 2 linear miles of rail = 1 railroad track mile)

4. Provide estimates relative to the annual operating expenditures or savings.

Reduction in maintenance and repair costs to replace broken, worn, and undersized/underweight rail. Cost savings also realized in terms of operating expenses of tenant railroads and/or maintenance contractors.

5. Estimate the number of personnel impacted by the project.

N/A

6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

N/A

7. Other information (e.g. reference attachments, comments, etc.)

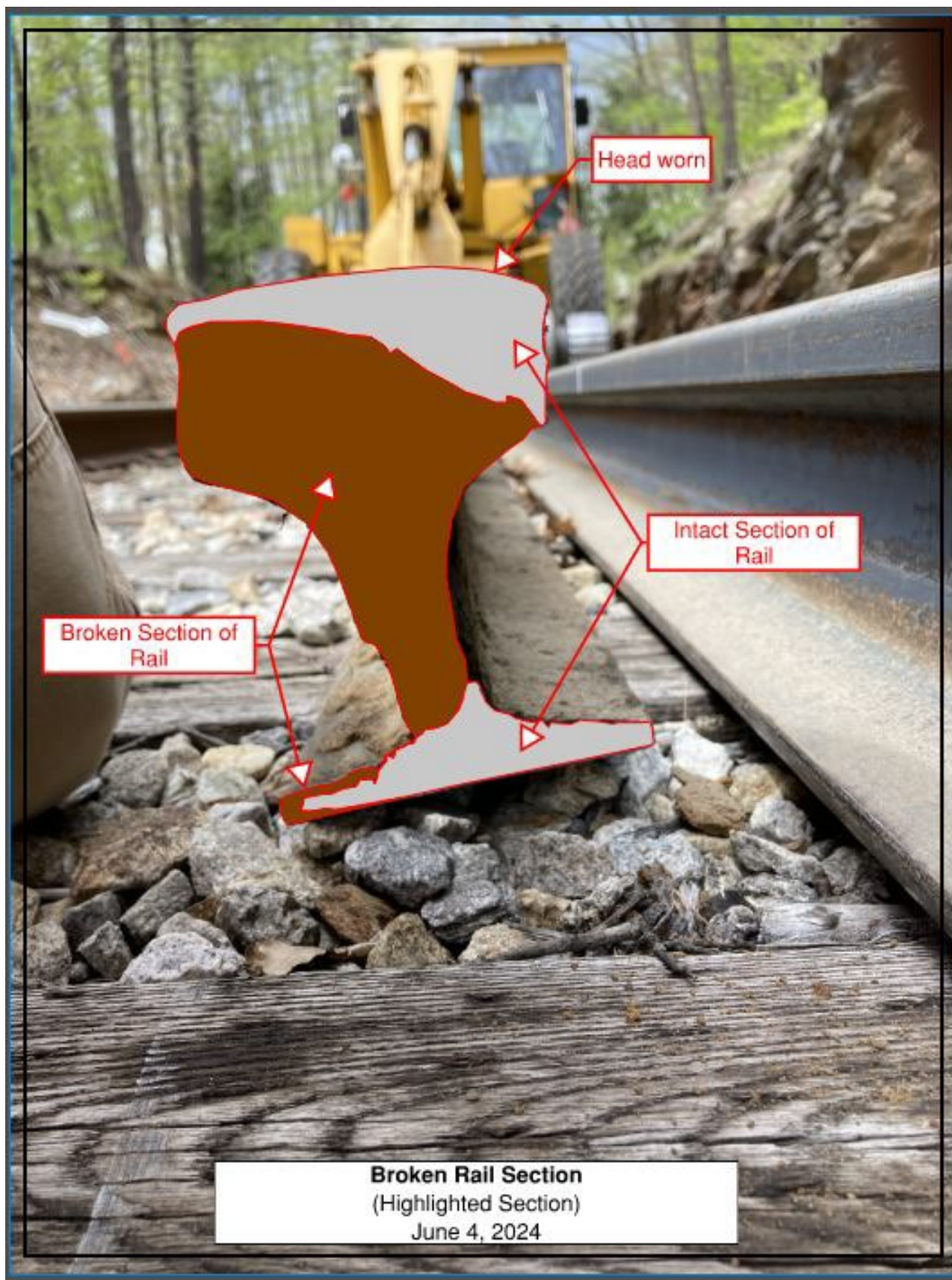
Contact Name & Title:	Chuck Corliss, P.E., Railroad Operations Engineer		
Contact Email:	Charles.A.Corliss@dot.nh.gov	Telephone Number:	603-271-3465
Name of Agency Head:	William Cass, P.E.	Date:	4/12/2024

Priority #4

Railroad - Replacement Rail (115lb) Track (General Fund)

- 1. Why the project is necessary:** The Department owns approximately 450 miles of railroad track, approximately 163 miles of which is active and/or currently included in Railroad Operating agreements to facilitate tourist excursion and freight rail services. Most of this state-owned track system consists of 85lb rail, a high percentage of which was installed before 1933; this rail has substantial wear based on ~100 years of rail service and needs to be systematically replaced. Most of this 85lb rail was rolled (rail fabrication process) prior to 1933 and thus did not have “controlled cooling” (slow cooling of the red-hot steel after fabrication) and resulted in a less durable, less predictable and more defect-prone (without warnings) rail. This older rail has internal flaws that can’t be easily predicated or observed and needs to be replaced with newer, controlled cooled 115lb rail. Also of note, 85lb rail is no longer manufactured in the US, only used (relay) 85lb rail is available but increasingly difficult to find with remaining useful life, and the Department is continuing to deplete its very limited reserve of used 85lb rail. This request is to strategically and systemically replace outdated 85lb rail with 115lb rail (and components) to create a safer and more industry-standard rail system. This effort will also allow a small (emergency) stockpile of 85lb rail to be created from any 85# rail that is removed, but still found to be in fair condition. 115lb rail is the lightest rail currently being rolled by manufacturers, a common rail on short railroad lines, nationally used and will continue to be fabricated well into the future. As state-owned railroad lines continue to host impressive tourist excursion rail services and growing freight movements, the heavier 115lb rail is structurally more suitable to handle tourist rail cars and safer for heavy freight cars. This request is only for the purchase of new 115lb rail; the removal of the 85lb rail and installation of the new 115lb rail will be funded separately through a combination of funding sources, likely to include tenant railroad operator’s (annual) contractual maintenance of way work, use of NH Special Railroad Funds (RSA 228:68), or tenant railroad operator’s contributions (financial, equipment, and labor) above contractual requirements. The Department will create an implementation plan and strategically focus on key track miles.
- 2. What the project is replacing or adding on to:** Replacement of aging, worn and defect prone 85lb rail within the State-owned railroad corridors with 115lb rail. Approximately 42,240 linear feet of rail = 8 linear miles of rail = 4 Track miles. (Note: railroad lines have two rails and thus 2 linear miles of rail = 1 railroad track mile)
- 3. A brief description of what the project includes:** Purchase and delivery of new 115lb rail and associated components such as joint bars (method of connecting rail sections) and base plates (bearing surface between the base of the rail and the timber railroad ties). Approximately 42,240 linear feet of rail = 8 linear miles of rail = 4 Track miles. (Note: railroad lines have two rails and thus 2 linear miles of rail = 1 railroad track mile)
- 4. Any back up information (include pictures or any other information that tells your story):** Our Railroad Operators have begun to dismantle unused railroad sidings and other sections not in use to remove used 85lb rail to place into the active sections as our used rail stock has diminished. In some locations the rail has been “turned around” to utilize the non-worn portion of the rail head, not a preferred method of rail maintenance. Photo attached of a break in a rail section (hard to detect without ultrasonic equipment testing) that was in an active railroad corridor.





General Fund Priority Request #5 - Unfunded

Agency Number	096	Total Cost	\$ 800,000
Agency Name	Transportation Dept		
Project Title / Name	Railroad - Replacement Railroad Ties	Priority Rank #	5

1. Project justification / description. Be concise.

Purchase and delivery of 16,000 railroad track ties; removal and proper disposal of old ties; installation of new ties; and, project supervision. NHDOT owns approximately 450 miles of railroad track, of which, 163 miles is active and/or currently included in Railroad Operating agreements to facilitate tourist excursion and freight rail services. Critical repair work is needed to replace railroad ties on multiple sections of active State-owned railroad lines (Hillsboro Branch, Concord-Lincoln, Mountain Division, Groveton Branch, Berlin Branch, Beecher Falls Branch, and Northern Railroad), which are utilized under agreement by four (4) freight railroad operators and two (2) tourist excursion railroad operators. Existing timber railroad ties are well beyond their useful life, deteriorated and can no longer support vertical loads associated with today's freight cars and tourist traffic, nor do they provide the longitudinal and transverse stability to maintain track alignment/grade per Federal Railroad Administration (FRA) Track Safety Standards (Part 213) required to maintain FRA Class I or II operating track status. Ties identified for replacement were installed prior to 1970 with many installation year pins (date pins) ranging from 1920-1950. Project funding will allow NHDOT to develop an implementation plan that focuses strategically on areas most in need of railroad tie improvements.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State's utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

16,000 new 8.5' long railroad track ties with an estimated useful life 30+ years.

4. Provide estimates relative to the annual operating expenditures or savings.

Reduction in annual maintenance and repair costs to replace aged and deteriorated timber railroad ties. Cost savings also realized in terms of operating expenses by tenant railroads or maintenance contractors.

5. Estimate the number of personnel impacted by the project.

N/A

6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

N/A

7. Other information (e.g. reference attachments, comments, etc.)

Contact Name & Title:	Chuck Corliss, P.E., Railroad Operations Engineer		
Contact Email:	Charles.A.Corliss@dot.nh.gov	Telephone Number:	603-271-3465
Name of Agency Head:	William J. Cass, P.E.	Date:	4/12/2024

Priority #5

Replacement Railroad Ties on Active State-owned Railroad Lines (General Fund)

- 1. Why the project is necessary:** Critical repair work and capital funds are needed to perform strategic tie replacements, including installation, on sections of approximately 163 miles of active state-owned railroad lines (Hillsboro Branch, Concord-Lincoln, Mountain Division, Groveton Branch, Berlin Branch, Beecher Falls Branch, and Northern Railroad) which are utilized under agreement by four (4) freight railroad operators and two (2) tourist excursion railroad operators. In most cases, the ties being replaced were installed prior to the 1970's with many installation year identification pins ("date pins") identifying that existing railroad ties are from the 1920's, 1930's and 1940's. Replacing these ties, that are well beyond their useful life, will allow the state-owned railroad lines to maintain, or improve, operational status and comply with Federal Railroad Administration (FRA) Track Safety Standards Part 213 requirements to maintain DOT's Class I or Class II track status.

These significant, but strategic, tie replacements are beyond the funding capacity of the Special Railroad Fund that is used for routine track maintenance and small capital repairs on approximately 163 miles of active state-owned railroad lines. Without the requested funds and the ability to strategically address railroad tie conditions, the Department will continue to make minimal and slow incremental progress on improving tie conditions on state-owned lines and will instead triage tie replacements only in sections that would cause railroad line closures as noted by FRA inspection activities.

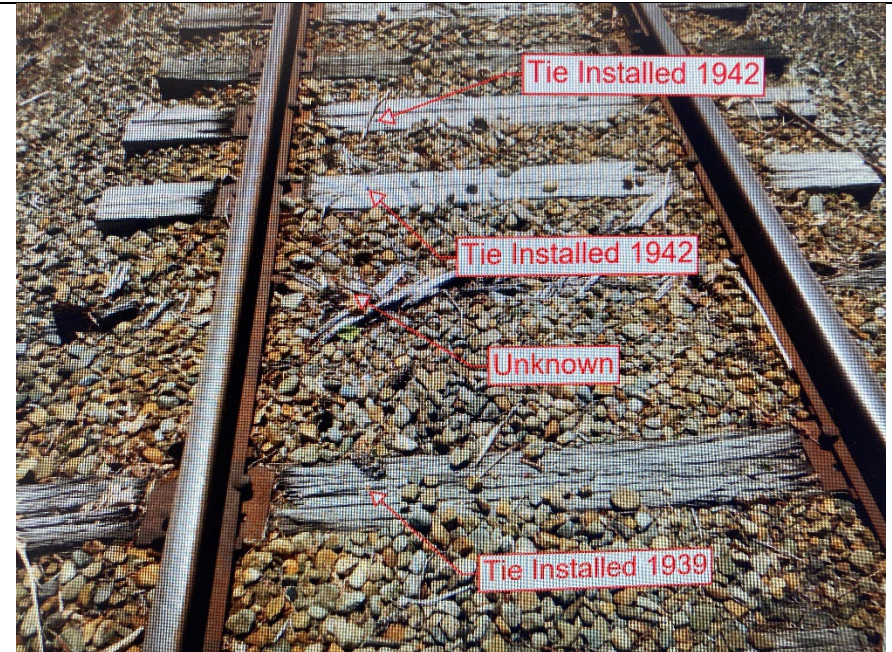
- 2. What the project is replacing or adding on to:** The project will replace deteriorated timber railroad ties that are well beyond their useful life and can: (1) no longer support the vertical loads associated with today's 263,000lb freight cars; and, (2) no longer provide the longitudinal and transverse stability to maintain track alignment/grade within the FRA Track Safety Standards Part 213 requirements. No new track sections will be constructed with these proposed strategic tie replacements as all new tie installations are planned on existing active railroad lines.
- 3. A brief description of what the project includes:** Work will include identifying locations for strategic tie replacements, purchasing materials, hiring contractors (or utilizing railroad operators through force account) for tie removal and installation, and overall project management activities. New railroad tie that will be treated timber railroad ties with an estimated useful life of 50+ years.
- 4. Any back up information (include pictures or any other information that tells your story):** See photos included.



Concord-Lincoln Corridor, Concord Timber Railroad Tie Installed 1935



Concord-Lincoln Corridor, Concord Timber Railroad Ties



Concord-Lincoln Corridor, Concord Timber Railroad Ties	Concord-Lincoln Corridor, Concord Timber Railroad Ties
	
Concord-Lincoln Corridor, Canterbury Timber Railroad Tie Installed 1939	Concord-Lincoln Corridor, Canterbury Timber Railroad Ties
	
Concord-Lincoln Corridor, Lincoln/Woodstock area Timber Railroad Ties	Mtn. Division Railroad Corridor, Campton Timber Railroad Ties



Concord-Lincoln Corridor, Lincoln/Woodstock area Timber Railroad Tie Installed 1925



Concord-Lincoln Corridor, Lincoln/Woodstock area Timber Railroad Ties Installed 1931



Groveton Branch, Jefferson/Lancaster area Timber Railroad Ties



Groveton Branch, Jefferson/Lancaster area Timber Railroad Ties

General Fund Priority Request #6 - Unfunded

Agency Number	096	Total Cost	\$	600,000
Agency Name	Transportation Dept			
Project Title / Name	Rail Trail & Abandoned RR Corridor Repair Fund	Priority Rank #		6

1. Project justification / description. Be concise.

Critical maintenance repair fund for state-owned inactive and abandoned railroad lines, many of which are in current use as rail trails. Work would likely include design/engineering, purchasing materials, hiring contractors, construction and project supervision. Funds will pay to repair substandard conditions on the affected state-owned inactive and abandoned rail corridors and may include, but not be limited to, culverts, ditching, tree removal, washouts, slope stabilization, and structural bridge repairs to the abutments, piers, beams, girders and bridge shoes. These funds will help ensure the integrity of the state-owned inactive and abandoned railroad corridors while (1) minimizing irreversible degradation of the state-owned property, (2) maintaining the structural integrity of state-owned railroad corridor infrastructure, (3) maintaining linear corridors for transportation or recreational uses, and (4) minimizing impact to abutters.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State's utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

Estimated useful life of bridges is 50+ years, culverts 50+ years, others are not quantifiable.

4. Provide estimates relative to the annual operating expenditures or savings.

N/A, but will allow unplanned and/or deferred maintenance and repair of inactive or abandoned railroad corridors to be funded.

5. Estimate the number of personnel impacted by the project.

N/A

6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

N/A

7. Other information (e.g. reference attachments, comments, etc.)

Contact Name & Title:	Chuck Corliss, P.E., Railroad Operations Engineer		
Contact Email:	Charles.A.Corliss@dot.nh.gov	Telephone Number:	603-271-3465
Name of Agency Head:	William Cass, P.E.	Date:	4/12/2024

Priority #6

Rail Trail & Abandoned RR Corridor Repair Fund (General Fund)

- 1. Why the project is necessary:** Critical maintenance repair fund for state-owned inactive and abandoned railroad lines, many of which are in current use as rail trails. Work would likely include design/engineering, purchasing materials, hiring contractors, construction, and project supervision. Funds will pay to repair substandard conditions on the affected state-owned inactive and abandoned rail corridors and may include, but not be limited to, culverts, ditching, tree removal, washouts, slope stabilization, and structural bridge repairs to the abutments, piers, beams, girders and bridge shoes. These funds will help ensure the integrity of the state-owned inactive and abandoned railroad corridors while: (1) minimizing irreversible degradation of the state-owned property; (2) maintaining the structural integrity of state-owned railroad corridor infrastructure; (3) maintaining linear corridors for transportation or recreational uses; and (4) minimizing impact to abutters.
- 2. What the project is replacing or adding on to:** The funds would not be adding to the recreational rail trail system but dedicated to maintenance and repair of the many locations of failed bridges, culverts, drainage systems and trail surfaces throughout the state-owned rail trail corridors. This will allow unplanned and/or deferred maintenance and repair of inactive or abandoned railroad corridors to be funded.
- 3. A brief description of what the project includes:** This will allow unplanned and/or deferred maintenance and repair of inactive or abandoned railroad corridors to be funded. The funds would be utilized for engineering services where needed, hiring contractors, purchasing materials and construction in the repair of state-owned railroad corridors in current use as rail trails. Estimated useful life of bridges is 50+ years, culverts 50+ years, and other repairs and improvements are not quantifiable at this time.
- 4. Any back up information (include pictures or any other information that tells your story):** State-owned railroad corridors utilized as rail trails have deferred maintenance, some more than others, with sections that remain closed due to limited funding. Photos below provide evidence of current maintenance issues that have caused closures.



Swanzey Site 1, Ashuelot Trail System



Swanzey Site 2, Ashuelot Trail System



Swanzey Site 3, Ashuelot Trail System

General Fund Priority Request #7 - Unfunded

Agency Number	096	Total Cost	\$ 4,000,000
Agency Name	Transportation Dept		
Project Title / Name	Transit Match - Infrastructure	Priority Rank #	7

1. Project justification / description. Be concise.

Provides matching funds for construction of bus-related facilities and the acquisition of capital, non-revenue vehicles for local public transit agencies across New Hampshire (NH). Projects include Manchester Transit Authority's planned new transit center, Advance Transit's bus storage building, Southwestern Community Services' transit facility security system, Keene City Express' bus garage, and bus stop signage for Concord Area Transit. Fund share for non-revenue, capital projects is generally 80% Federal, 10% State (or ½ of the required match, if lesser) with local/agency funds providing the difference. Public transportation provides access to jobs and critical services and promotes economic development and mobility for all NH residents. Requested funds will be used to match an estimated \$32 million of formula apportioned, or discretionary, funds from the Federal Transit Administration (FTA) grants programs including FTA Section 5339 Capital Bus & Bus Facilities Program funds, FTA Section 5307 Urbanized Area Formula Program funds, and FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program funds. Without State Capital match, many transit capital projects would be delayed due to the inability to raise the required non-federal match on capital projects. Capital requests are consistent with approved Transit Asset Management Plans.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State's utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

Square footage - N/A for most listed capital items; however, Manchester Transit Authority's new transit center will be approximately 24,000 square feet (12,000 sq ft footprint) with a useful life of 40+ years. Useful life standards are based on the FTA and the NHDOT's FTA-compliant Transit Asset Management Plan.

4. Provide estimates relative to the annual operating expenditures or savings.

Cost savings realized include: lower maintenance & capital repairs expenses; corresponding operating/labor expenses; and, lower maintenance/repair costs associated with new construction, or new equipment.

5. Estimate the number of personnel impacted by the project.

N/A

6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

N/A

7. Other information (e.g. reference attachments, comments, etc.)

Contact Name & Title:	Fred Butler, Public Transportation Administrator		
Contact Email:	Frederick.J.Butler@dot.nh.gov	Telephone Number:	603-271-2565
Name of Agency Head:	William Cass, P.E.	Date:	4/12/2024

Priority #7

Transit Match – Infrastructure - Match to FTA Capital Projects other than Revenue Vehicles (General Fund)

- 1. Why the project(s) are necessary:** Federal Transit Administration (FTA) funds generally provide 80% (for capital equipment such as facilities and bus shelters) or 85% (for ADA-accessible vehicles) of the capital needs for eligible transit capital projects, with non-Federal match necessary to expend any Federal funding. The requested State Capital match will provide the lesser of 10% or one-half of the required match, with local agency funds providing the remaining match. State participation will enable transit providers to leverage Federal capital funds for facilities, software, shelters, and similar projects that directly impact the passenger experience. Public transportation provides access to jobs and critical lifeline services for New Hampshire residents, promoting economic development and mobility for all citizens and visitors alike. Requested funds will be used to match formula apportioned funds and discretionary funds from the FTA grants programs including FTA Section 5339 Capital Bus & Bus Facilities Program and FTA Section 5307 Urbanized Area Formula Program. Without State Capital match, many transit projects would be delayed due to the inability to raise the required additional non-federal match on capital projects, which would only serve to increase the ongoing vehicle maintenance costs and perhaps impact, and degrade, the quality of transit services provided to the NH public.
- 2. What the project is replacing or adding on to:** This project will provide replacement and/or expansion of transit capital other than revenue vehicles; most notably the design/construction of new administrative/operations facilities for COAST and Manchester Transit Authority (MTA) as well as a bus storage barn for Advance Transit. A complete list of projects is shown below.
- 3. A brief description of what the project includes:** This request provides half of the non-FTA matching funds for the acquisition of capital equipment for local public transit agencies as noted below. Current public transportation services operate in Manchester, Nashua, Dover-Portsmouth, Derry-Salem, Concord, Keene, Hanover-Lebanon, Claremont-Newport-Charlestown, and Berlin-Lancaster-Littleton. As applicable, NHDOT's Bureau of Rail & Transit has ensured that all requested replacement projects are consistent with the respective Transit Asset Management (TAM) plans that FTA requires to help guarantee such assets are being maintained throughout their useful life and replaced only when they can no longer be expected to be in a state of good repair.
- 4. Any backup information (include pictures or any other information that tells your story):** Funding for rural transit systems is included in the DOT Operating Budget GL Accounting Unit 2916; Public Transportation, Class 072: Grants Federal. Urban transit systems receive federal funds directly from the Federal Transit Administration; these federal and local matching funds for urban transit systems are not in the DOT Operating Budget. The programming of these capital funds is vital to the leveraging of federal funds. The following tables provide a breakdown of the requested funds:

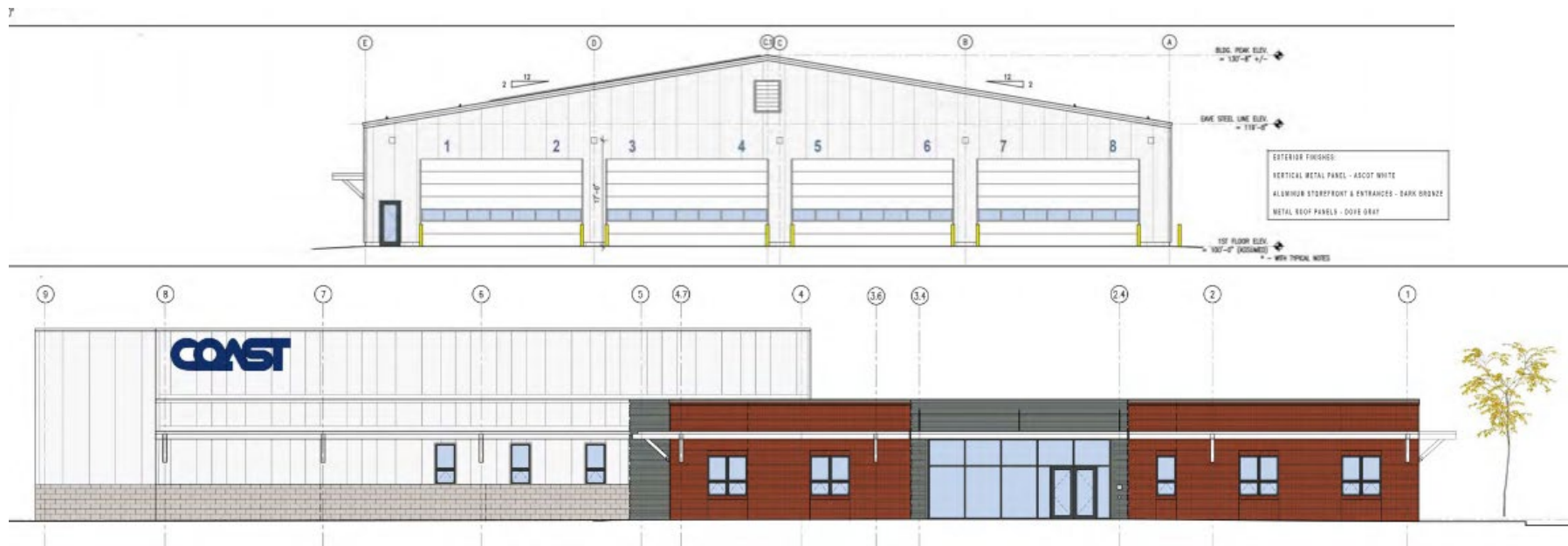
TOTAL COST	Fed \$	State \$	Local \$
\$ 39,950,500	\$ 31,960,400	\$ 3,995,050	\$ 3,995,050

PRIORITY #7: Transit Match - Infrastructure - Match to FTA Capital Projects other than Revenue Vehicles

Year	Agency	Capital Type	Replacement / Expansion	Project Description	Qty	Cost Per Unit (Total Dollars)	TOTAL COST	Fed \$	State \$	Local \$
2026	Advance Transit	Facility-Related	Replacement	Exterior Door Replacements	13	\$ 2,500	\$ 32,500	\$26,000	\$3,250	\$3,250
2026	Advance Transit	Facility-Related	Replacement	AT Admin Building Roof Repairs	1	\$ 50,000	\$ 50,000	\$40,000	\$5,000	\$5,000
2026	Advance Transit	Other Capital	Expansion	Onboard Routers (hardware & service)	36	\$ 5,500	\$ 198,000	\$158,400	\$19,800	\$19,800
2026	CAPBMCI	Other Capital	Replacement	Replacement Bus Stop Signs CAT	1	\$ 25,000	\$ 25,000	\$20,000	\$2,500	\$2,500
2026	COAST	Other Capital	Replacement	FR AVL Software Solution & App	1	\$ 125,000	\$ 125,000	\$100,000	\$12,500	\$12,500
2026	MTA	Facility-Related	Expansion	Transit Center	1	\$ 25,000,000	\$ 25,000,000	\$20,000,000	\$2,500,000	\$2,500,000
2026	SCS	Facility-Related	Replacement	Facility Security System	1	\$ 10,000	\$ 10,000	\$8,000	\$1,000	\$1,000
2026	SCS	Facility-Related	Replacement	Facility Sign	1	\$ 10,000	\$ 10,000	\$8,000	\$1,000	\$1,000
2026	VNA@HCS	Other Capital	Replacement	Replacement Scheduling software	1	\$ 125,000	\$ 125,000	\$100,000	\$12,500	\$12,500
2027	Advance Transit	Facility-Related	Expansion	12 Bus Storage Barn	1	\$ 1,200,000	\$ 1,200,000	\$960,000	\$120,000	\$120,000
2027	VNA@HCS	Facility-Related	Replacement	Garage for buses	1	\$ 275,000	\$ 275,000	\$220,000	\$27,500	\$27,500
2026	COAST	Facility-Related	Expansion	Transit Admin/Maintenance Facility	1	\$ 12,900,000	\$ 12,900,000	\$10,320,000	\$1,290,000	\$1,290,000

Source data available upon request to NHDOT Bureau of Rail & Transit

Renderings of COAST's planned Admin/Maintenance facility.



Highway Funded Priorities

Highway Fund Priority Request #1 - Funded

Agency Number	096	Total Cost	\$	3,000,000
Agency Name	Transportation Dept			
Project Title / Name	Statewide-Construct Salt and Sand Sheds	Priority Rank #		1

1. Project justification / description. Be concise.

Currently the Department of Transportation cannot store a full season's supply of salt and sand at all patrol shed locations. Many of the current sheds were built in the 1970s and 1980s, are in poor condition, in some cases requiring temporary structural repairs. Environmental regulations require that all salt be stored under cover. Additionally, the ability to store an ample amount of material will save funds due to being able to purchase materials and store them when the best price is available. It also provides some confidence of having adequate supplies in the fall to reduce supply line issues that often occur during the winter months. This is a statewide project and is intended to include the design, permitting and construction of two salt and sand sheds.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State's utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

Building sizes vary depending on projected annual salt usage and site conditions. Basic storage buildings vary from 4,000 sf to 11,500 sf and may include attached components for sand, supplies and equipment storage based on site specific needs.

4. Provide estimates relative to the annual operating expenditures or savings.

5. Estimate the number of personnel impacted by the project.

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6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

7. Other information (e.g. reference attachments, comments, etc.)

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Contact Name & Title: Alan Hanscom - State Maintenance Engineer

Contact Email: alan.g.hanscom@dot.nh.gov

Telephone Number: 603-271-2693

Name of Agency Head: William Cass, P.E.

Date: 4/12/2024

Priority #1

Statewide - Construct Salt and Sand Sheds (Highway Fund)

- 1. Why the project is necessary:** The department currently cannot store a season's worth of salt at all patrol shed locations and some sheds are reaching the end of their useful life, requiring significant maintenance to maintain function and safety. The ability to store ample salt will save funds due to being able to purchase materials and store them when the best price is available. Environmental regulations also require that all salt be stored under cover. The department's high arch gambrel design allows delivery of salt to generally occur within the shed due to high door openings, limiting the potential environmental impacts from salt operations. We are continuing to look at other styles of salt sheds and fabric structures to construct right size structures for each site.
- 2. What the project is replacing or adding on to:** The project will construct new stand-alone salt buildings at different patrol shed locations throughout the state. In most situations the existing buildings will be demolished to accommodate the new structures; however, in some locations the existing structure may remain depending on site layout and condition of the structure.
- 3. A brief description of what the project includes:** The project will include construction of stand-alone salt buildings (4,000 sf to 11,500 sf) with lean-to cold storage, sand storage and/or spreader rack bays on either side as additional alternates within the bidding process. The project will design and construct as many salt sheds as allowed by available funding while generally keeping with the following priority list:
 - a. D1 – Lincoln (115) – Salt shed is 37 years old, has a current capacity of 1650 tons. Annual usage is around 4380 tons. Showing structural deterioration, beginning to lean.
 - b. D4 – Chesterfield (405A)– Salt shed is 44 years old and in very poor condition, current capacity is only 150 tons. This minimal capacity requires frequent restock in winter conditions.
 - c. D2 – Lempster (215)– Salt shed is 39 years old, has a current capacity of 1400 tons, with an annual usage of 1700 tons. Shed is in deteriorated condition, needing frequent repair and heavy maintenance.
 - d. D3 – Belmont (314) – Salt shed is 28 years old and current capacity is 2500 tons. Annual usage is around 2900 tons per year. Replacement is critical to maintain function due to an aging building that is starting to have structural issues.
 - e. D5 – Warner (526) – Salt shed is 19 years old and current capacity is 3000 tons. Annual usage is around 4700 tons per year.
- 4. Any back up information (include pictures or any other information that tells your story):** See photos included.



Photo 1: Lincoln (115) – Salt Shed and Loading Ramp



Photo 2 – Lincoln (115) – Salt Shed Internal Structure



Photo 3: Lempster (215) – Salt Shed Deteriorated Condition



Photo 4 – Belmont (314) – Salt Shed Entrance



Photo 5: Belmont (314) – Deteriorated Wall Condition



Photo 6: Warner (526) – Salt Shed Inadequate Capacity



Photo 7: Chesterfield (405A)



Photo 8: Chesterfield (405A)

Highway Fund Priority Request #2 - Funded

Agency Number	096	Total Cost	\$	2,000,000
Agency Name	Transportation Dept			
Project Title / Name	Statewide - Underground Storage Tank Replacement	Priority Rank #	2	

1. Project justification / description. Be concise.

The NH Department of Transportation currently has 39 underground fuel storage tanks and appurtenances that are over 30 years old. As the sites get beyond the 20-year tank warranty and the life expectancy of various components, the potential for environmental issues and extensive repairs increases considerably. Prior Capital Improvement Projects (CIP) provided funding to bring many sites into environmental compliance. This CIP request continues the NH DOT's efforts to replace the oldest and highest risk sites, and to make structural improvements to sites near mid-life to prolong those sites' life span and to minimize potential environmental issues.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State's utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

Useful life - 30 years. Historically, the Department has sought \$2,000,000 per biennium to replace underground tanks on a routine basis and to make site upgrades to maintain environmental compliance where needed.

4. Provide estimates relative to the annual operating expenditures or savings.

5. Estimate the number of personnel impacted by the project.

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6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

7. Other information (e.g. reference attachments, comments, etc.)

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Contact Name & Title: Alan Hanscom - State Maintenance Engineer

Contact Email: alan.g.hanscom@dot.nh.gov

Telephone Number: 603-271-2693

Name of Agency Head: William Cass, P.E.

Date: 4/12/2024

Priority #2

Statewide - Underground Storage Tank Replacement (Highway Fund)

1. **Why the project is necessary:** The NHDOT Fuel Distribution System is the Strategic Fuel Reserve for all of NH State Government. The NH Department of Transportation currently has 39 underground fuel storage tanks that are over 30 years old. As the sites exceed the 20-year warranty and life expectancy of the tanks and components, the potential for environmental issues and extensive repairs increases considerably. Prior Capital Improvement Projects (CIP) provided funding to bring many sites into environmental compliance. This CIP request continues that effort to replace the oldest and highest risk sites and to make structural improvements to sites near mid-life to prolong those sites' life spans and to minimize potential environmental issues.

It is difficult and costly to assess condition of Underground Storage Tanks while sites are in operation and condition can vary greatly based on many factors over the life of the tank. DOT has had tank failures around the 20-year age and other tanks have been removed around 25 years of age showing some corrosion that can lead to failure. The sites proposed for replacement will all be at or over 30-years of age at the proposed time of replacement.

2. **What the project is replacing or adding on to:** The project will continue the recapitalization plan of the existing fuel system by reconstructing new fuel sites at different patrol shed locations throughout the state. In most situations the existing fuel site will be removed to accommodate the new tank(s) and appurtenances.
3. **A brief description of what the project includes:** The project will include reconstruction of single product (diesel) and two-product (unleaded and diesel) fuel sites. The desire is to reconstruct as many fuel sites as allowed by available funding, beginning in State Fiscal Year (SFY) 2026 and extending for 4-6 years while generally keeping with the following priority list* below.

- FS 403 – Marlow – 36 Years Old (install split tank with gasoline & diesel)
- FS 201 – Orford – 37 Years Old
- FS 408 – Hancock – 35 Years Old (install split tank with gasoline & diesel)
- FS 203 – Rumney – 36 Years Old
- FS 108 – Jefferson – 35 Years Old
- FS 212 – Cornish – 36 Years Old
- FS 214 – New London – 29 Years Old
- FS 303 – Freedom – 37 Years Old
- FS 1131 – Glen/Bartlett – 33 Years Old (install split tank with gasoline & diesel)

*Note: Age shown for sites above is the age at the proposed time of replacement

4. **Any back up information (include pictures or any other information that tells your story):** Pictures of the Top 5 priorities are included.

Photo 1: Marlow (36 years)



Photo 2: Orford (37 years)



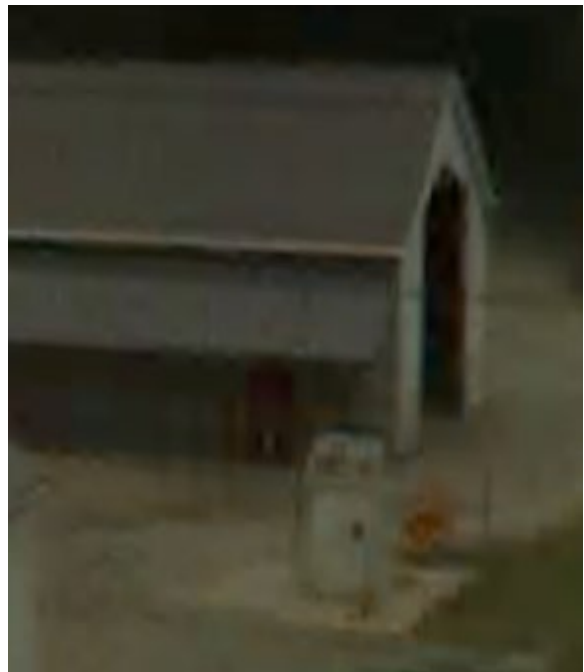
Photo 3: Hancock (35 years)



Photo 4: Rumney (36 years)



Photo 5: Jefferson (35 years)



Highway Fund Priority Request #3 - Funded

Agency Number	096	Total Cost	\$	1,206,668
Agency Name	Transportation Dept			
Project Title / Name	Twin Mountain Garage Roof Replacement	Priority Rank #		3

1. Project justification / description. Be concise.

The existing structure was constructed in 1969. The existing aluminum roof was designed with 2" of insulation. This design depends on heat loss to melt any accumulated snow/ice to reduce weight and is extremely dangerous as snow and ice slides off in sheets. Falling snow and ice sheets have caused damage to the building and create a serious safety issue for NHDOT personnel. Energy efficiencies will be realized as a new roof will be better insulated.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

2. This project will decrease the State's utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

The project will include design & construction of a new roofing system at the Twin Mountain satellite garage building (approx. 6,120 sf).

4. Provide estimates relative to the annual operating expenditures or savings.

5. Estimate the number of personnel impacted by the project.

Four (4) positions

6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

7. Other information (e.g. reference attachments, comments, etc.)

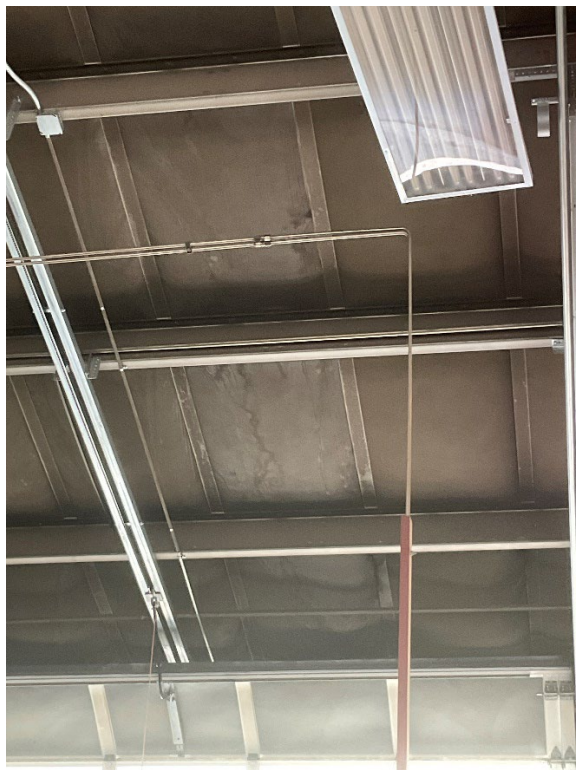
Contact Name & Title:	William Dusavitch, Administrator		
Contact Email:	william.j.dusavitch@dot.nh.go	Telephone Number:	603-271-2721
Name of Agency Head:	William Cass, P.E.	Date:	4/12/2024

Priority #3

Twin Mountain Garage Roof Replacement (Highway Fund)

1. **Why the project is necessary:** Existing structure was built in 1969. The existing aluminum roof was designed and installed with 2" of insulation. This outdated design depends on heat loss to melt away accumulated snow/ice to reduce weight and can be extremely dangerous as snow and ice slides off in sheets. Falling snow and ice sheets have caused damage to the exterior of the building and pose a serious damage and safety risk to DOT vehicles, equipment and personnel. Energy efficiencies will also be realized as a new roof will be better insulated.
2. **What the project is replacing or adding on to:** Project will replace the existing roof and provide added support to the roof structure required to properly support snow/ice loads.
3. **A brief description of what the project includes:** Project will include design & construction of a new roofing system at the Twin Mountain satellite garage building (approx. 6,120 sf).
4. **Any back up information (include pictures or any other information that tells your story):** See photos included.





Highway Fund Priority Request #4 - Funded

Agency Number	096	Total Cost	\$ 3,580,380
Agency Name	Transportation Dept		
Project Title / Name	Lempster 215- Patrol Facility Replacement	Priority Rank #	4

1. Project justification / description. Be concise.

Construct replacement facility for District 2 Highway Maintenance Patrol Section PS215 in Lempster. Current facility is undersized to meet level of service requirements. Current facility fails to accommodate ample bay space to store maintenance vehicles, does not meet current building codes, and is considered obsolete and potentially unsafe. The new facility can be sited on the existing land, with three (3) truck bays and crew areas appropriately sized for six (6) full time employees and up to 10 total staff during winter maintenance periods. This project will not increase the State's utility consumption.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State's utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

4,000 SF with estimated useful life of 50 years

4. Provide estimates relative to the annual operating expenditures or savings.

5. Estimate the number of personnel impacted by the project.

6-10 people

6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

7. Other information (e.g. reference attachments, comments, etc.)

Contact Name & Title:	Alan Hanscom - State Maintenance Engineer		
Contact Email:	alan.g.hanscom@dot.nh.gov	Telephone Number:	603-271-2693
Name of Agency Head:	William Cass, P.E.	Date:	4/12/2024

Priority #4

Lempster 215 - Patrol Facility Replacement (Highway Fund)

- 1. Why the project is necessary:** The existing PS215 is undersized for the level of service required. The existing facility does not have enough bays to store all maintenance vehicles for that location and does not meet current building codes, is considered obsolete and potentially unsafe. The new facility can be sited on the existing land and would accommodate six (6) full time employees and up to 10 total personnel during winter maintenance.
- 2. What the project is replacing or adding on to:** This project is to replace District 2 Highway Maintenance Patrol Section PS215 facility in Lempster. The original facility was built in the 1960's, was expanded in the 1980's to include the two truck bays with a final addition that included a furnace room for fire safety.

The roof of the original building had a major leak six (6) years ago. The repair included applying a layer of roof tar material and covering it with mobile home roof coating. This repair work is only a temporary solution to the problem because the design of the original building includes a low-pitch roof and sub-standard small overhang of the roof rafters.

In the winter, the facility is expected to have two (2) state plow trucks, a front loader and a contracted plow truck. The current building is unable to store this equipment. Currently, to utilize the front loader, the two (2) state plow trucks need to exit the building. Performing maintenance of a State vehicle also requires moving another State vehicle outside to allow for room.

- 3. A brief description of what the project includes:** The new facility will be 60' x 100' (6,000 sq ft). The project will include a new three (3) bay garage that will house all state equipment, administrative offices and appropriate crew quarters with restroom facilities. The new facility will also require water, sewer, electricity, phone, internet and a heating oil HVAC system.
- 4. Any back up information (include pictures or any other information that tells your story):** See photos included.



Main Entrance exterior



Truck bay exterior



Safety Break area



Main garage area



Primary storage area

Highway Fund Priority Request #5 - Pre-construction - Funded

Agency Number	096	Total Cost	\$	212,952
Agency Name	Transportation Dept			
Project Title / Name	Pinkham 109- Patrol Facility Replacement	Priority Rank #	5	

1. Project justification / description. Be concise.

Request is for the design and construction of a new District 1 Highway Maintenance Patrol Section PS109 facility to replace the existing facility in Pinkham. The current facility is undersized to meet the level of service requirements, is energy inefficient, does not comply with current building codes, and is structurally unsound and potentially unsafe for NHDOT personnel. The new facility can be sited on the existing land, with the existing structure to be demolished as part of this project.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State's utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

6,000 SF with an estimated useful life of 50 years

4. Provide estimates relative to the annual operating expenditures or savings.

5. Estimate the number of personnel impacted by the project.

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6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

7. Other information (e.g. reference attachments, comments, etc.)

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Contact Name & Title: Alan Hanscom - State Maintenance Engineer

Contact Email: alan.g.hanscom@dot.nh.gov

Telephone Number: 603-271-2693

Name of Agency Head: William Cass, P.E.

Date: 4/12/2024

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Highway Fund Priority Request #6 - Construction - Unfunded

Agency Number	096	Total Cost	\$	3,897,048
Agency Name	Transportation Dept			
Project Title / Name	Pinkham 109- Patrol Facility Replacement	Priority Rank #	6	

1. Project justification / description. Be concise.

Request is for the design and construction of a new District 1 Highway Maintenance Patrol Section PS109 facility to replace the existing facility in Pinkham. The current facility is undersized to meet the level of service requirements, is energy inefficient, does not comply with current building codes, and is structurally unsound and potentially unsafe for NHDOT personnel. The new facility can be sited on the existing land, with the existing structure to be demolished as part of this project.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

3. This project will have no effect on the State's utility consumption.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

6,000 SF with an estimated useful life of 50 years

4. Provide estimates relative to the annual operating expenditures or savings.

5. Estimate the number of personnel impacted by the project.

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6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

7. Other information (e.g. reference attachments, comments, etc.)

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Contact Name & Title:	Alan Hanscom - State Maintenance Engineer		
Contact Email:	alan.g.hanscom@dot.nh.gov	Telephone Number:	603-271-2693
Name of Agency Head:	William Cass, P.E.	Date:	4/12/2024

Priority #6

Pinkham 109 - Patrol Facility Replacement (Highway Fund)

- 1. Why the project is necessary:** The proposed project includes the design and permitting for a highway maintenance facility to replace the existing structure that is over 90 years old. The existing PS109 – Pinkham highway maintenance facility is undersized for current operations. Additionally, the current facility does not meet modern building, electrical, or mechanical codes. This makes the facility a possible risk to life and safety for the state employees that occupy the building.

The existing structure is too small to safely and efficiently accommodate the highway maintenance vehicles and equipment that are needed to meet the current level of service in this area. To enable a 10-wheel dump truck to park inside the building without removing the front plow, the plow itself must extend through a gap in the back wall and rest inside an adjacent work room. The truck bay is too small for modern trucks with plows and wings attached, making walking around the parked trucks difficult, and compromising safe egress in the event of an emergency. A new facility could be sited on the property and be designed to improve the safety and efficiency of highway maintenance operations as well as to allow for utility, energy conservation and computer system upgrades.

- 2. What the project is replacing or adding on to:** The existing facility is > 90-years old and < 3,000 square feet in size with limited crew quarters in the current configuration. It is too small to accommodate crew members to take safety breaks during winter storms and does not provide adequate office space for the foreman, making it uncondusive for confidential supervisor/employee communications. The existing wastewater disposal system is currently in failure and needs to be replaced.

In the winter, trucks outfitted with plows and salt spreaders barely fit into the garage area, and when they are in the garage, they restrict worker circulation within the building. Tight spaces when equipment is in the garage is a safety concern and increases the potential for accidents when taking equipment in or out of the building. Newer plow trucks equipped with vehicle emissions controls can also have temperature-related issues if not stored in an above-freezing environment.

- 3. A brief description of what the project includes:** This project includes the design, permitting and construction of a new structure that will be right sized at approximately 5,000 square feet. This project will include architectural design of the new facility as well as structural and civil site plans. Architectural and engineering analyses will be needed to define the building dimensions, layout and utility accommodations.

The new facility will be designed to meet all modern code requirements and include crew quarters, restrooms, foreman office and adequate space for storage of vehicles, equipment, tools and supplies that are kept onsite. In recent years, the facility has received a new fueling station, a salt storage shed and a spreader storage building; therefore, the project will not include provisions for these aspects.

- 4. Any back up information (include pictures or any other information that tells your story):** See photos included.



Photo-1: Front view of existing patrol shed. Garage doors are in need of replacement and are undersized to safely accommodate the vehicles and equipment.



Photo-2: Rear view of existing patrol shed. Siding and building trim in need of replacement. Also, shed end of roof is too low for building extension to increase storage or headroom inside the building. The work room addition on the back provides space for the snowplow when 10-wheeler is parked inside.



Photo-3: View of the front of truck with plow equipment mounted and parked in shed. Minimal clearances and uneven surfaces throughout the building make it difficult to navigate and increase risk of accidents and injuries.



Photo-4: View of the rear of truck with plow equipment mounted and parked in shed. Overhead door barely closes behind the salt spreader.



Photo-5: View of inadequate headspace over parked vehicle.

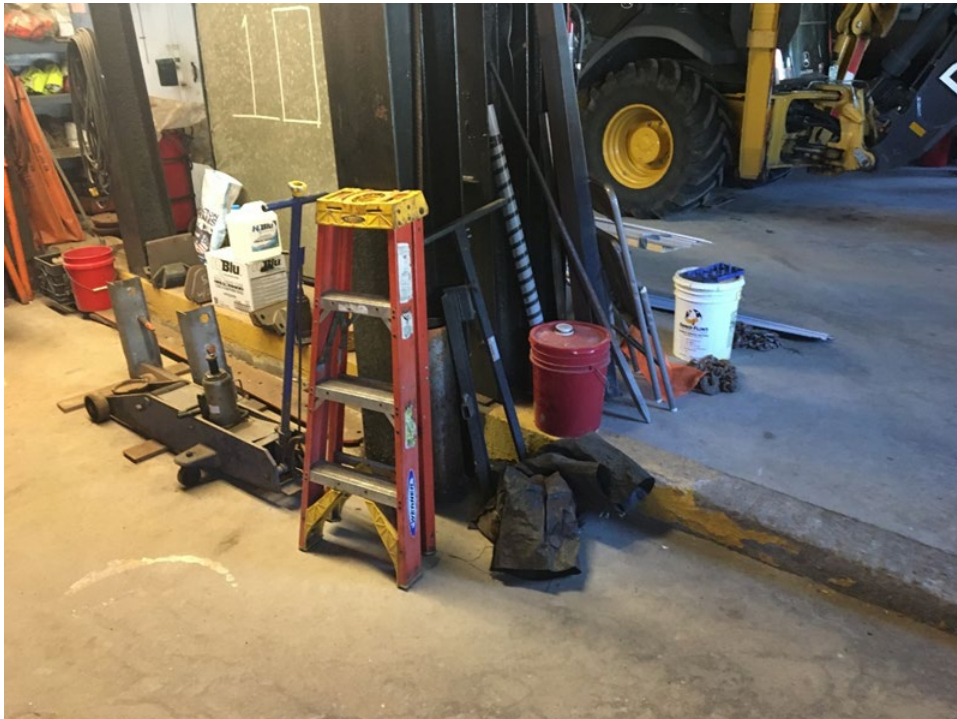


Photo-6: View of uneven surfaces and lack of adequate storage areas make it difficult to navigate through the building safely.



Photo-7: View of inadequate storage area for tools and supplies.



Photo-8: View of inadequate storage area for tools and supplies.



Photo-9: View of outdated and deteriorating plumbing equipment.



Photo-10: View of significant deterioration where portions of the original structure are exposed.



Photo-11: View of entrance into crew quarters / office / restroom area.



Photo-12: View of crew quarters / Office space and electrical breaker room.

Highway Fund Priority Request #7 - Unfunded

Agency Number	096	Total Cost	\$ 5,000,000
Agency Name	Transportation Dept		
Project Title / Name	Statewide - Patrol Shed Life Safety Upgrades/Renova	Priority Rank #	7

1. Project justification / description. Be concise.

Highway Maintenance has approximately 75 patrol sheds that do not have crew rest areas that are in compliance with state building codes based on life/safety inspections of our occupied facilities conducted by the NH State Fire Marshal's Office (SFMO). Highway Maintenance employees are frequently expected to work long shifts during extended inclement weather events (i.e.; winter storms, flooding, etc.). Providing safe areas for rest breaks is essential for employee safety and health. This project will continue the development and construction of improvements beyond the current Capital project necessary to comply with life/safety codes, correct violations noted within the SFMO's inspection reports and construct the necessary crew rest areas. These facilities will be built using Best Management Practices (BMP) for energy management, but will result in an increase in utility usage. This estimate is based on consultant design costs that were solicited by the current Life/Safety Capital project.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

1. This project will increase the State's utility consumption.

Design and construction will incorporate current BMPs for energy conservation, but intent of the project is to provide sleeping quarters for Highway Maintenance employees, which will add building square footage. Increased liveable building space translates to increased need for heating and electricity.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

Building size will vary depending on size of crew in the facility. Useful life is 50 years.

4. Provide estimates relative to the annual operating expenditures or savings.

5. Estimate the number of personnel impacted by the project.

	Varies based on improvement up to 750.
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6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

7. Other information (e.g. reference attachments, comments, etc.)

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Contact Name & Title: Alan Hanscom - State Maintenance Engineer

Contact Email: alan.g.hanscom@dot.nhgov

Telephone Number: 603-271-2693

Name of Agency Head: William Cass, P.E.

Date: 4/12/2024

Priority #7

Statewide – Patrol Shed Life Safety Upgrades/Renovations (Highway Fund)

1. **Why the project is necessary:** Highway Maintenance has close to 90 patrol shed facilities, many being constructed prior to current building and life safety codes. The State Fire Marshal's Office (SFMO) conducts annual Life Safety Inspections at all DOT occupied patrol facilities, beginning in 2018. Many deficiencies are consistent across the state. A summary is provided below.

- 14 facilities cited for non-compliant rest and recovery areas.
- 21 facilities cited for inadequate fire hazard separation from furnace rooms to occupied spaces.
- 30 facilities cited for deficiencies in exit sign placement and emergency lighting.
- Statewide, multiple facilities were cited for the inability to provide a single action to unlock and open emergency exits.

Improvements to crew areas is necessary due to crew staffing levels, the nature of the winter 24/7 activities and to comply with current codes by providing DOT employees with safe work environments, and to provide improved services to other agencies and the traveling public.

2. **What the project is replacing or adding on to:** This project will add appropriate crew rest and recovery areas that comply with state/federal fire code. Square footage at each location will be determined according to crew size and may require an addition to an existing building or the construction of a stand-alone structure. Other deficiencies noted above will be resolved as part of the overall project.
3. **A brief description of what the project includes:** Continuation of the prior biennium capital project. DOT will construct safe and compliant crew rest and recovery areas for use during winter months and/or adverse weather events, which can span multiple days of continual operation.
4. **Any back up information (include pictures or any other information that tells your story):**



Photo 1: Furnace w/out fire separation; crew rest area in public space



Photo 2: Non-compliant crew rest area



Photo 3: Furnace room separation



Photo 4: Non-compliant egress



Photo 5: Updated emergency signage/lighting

Highway Fund Priority Request #8 - Unfunded

Agency Number	096	Total Cost	\$ 3,037,880
Agency Name	Transportation Dept		
Project Title / Name	Twin Mountain (Carroll) - New Multi-Purpose Fac.	Priority Rank #	8

1. Project justification / description. Be concise.

Construction of a new 4,400 square foot multi-purpose facility in Carroll (Twin Mountain) to support existing maintenance, construction, bridge inspection and survey operations. Maintenance portion of the new facility will house District 1 welder mechanics and accommodate storage of winter maintenance equipment during winter months to meet service needs. Office portion of the new facility will accommodate 12-15 employees from the Bureaus of Construction, Bridge Design, Survey and Highway Maintenance. The existing facility was closed in 2011 due to obselecense, unsafe working conditions and inability to comply with current building codes. Currently, there are two rented 46'x11' field trailers located outside of the abandoned building, of which, 8-10 employees work out of one trailer and highway maintenance staff work out of the other. There is no running water, and a single, rented portable toilet is available for employees to use year-round. This location is key as the Bureau of Construction has multiple active projects that require coordination meetings, documentation, and general administration, and the bureau currently does not have a North Country office. Bridge inspectors and survey personnel need the space as a home base to complete office work, especially when inclement weather prevents field work. Proposal includes demoliton of existing facility.

2. Relative to Executive Order 2016-03, select a statement from the below drop down relative to the utility consumption requirements of the project. Provide an analysis of the energy cost savings.

1. This project will increase the State's utility consumption.

Design and construction will incorporate current BMPs for energy conservation, but intent of the project is to provide safe working conditions for NHDOT staff at a location that has been mothballed for over 10 years. Increased occupied space translates to increased need for heating and electricity.

3. Provide square footage estimates and other project requirements, including the estimated useful life.

4,400 SF (2700 SF of garage space, 1700 SF of office space) with estimated useful life of 50 years

4. Provide estimates relative to the annual operating expenditures or savings.

Savings of \$17,000 annually on rented trailers and portable toilet

5. Estimate the number of personnel impacted by the project.

12-15 people

6. Provide the Strategic Information Technology Plan (SITP) #, if applicable.

7. Other information (e.g. reference attachments, comments, etc.)

Contact Name & Title:	Alan Hanscom - State Maintenance Engineer		
Contact Email:	alan.g.hanscom@dot.nh.gov	Telephone Number:	603-271-2693
Name of Agency Head:	William Cass, P.E.	Date:	4/12/2024

Priority #8

Twin Mountain (Carroll) - New Multi-Purpose Facility (Highway Fund)

- 1. Why the project is necessary:** The proposed project includes the design, permitting and construction for a multi-purpose highway maintenance facility to replace the existing structure that is outdated, in disrepair and uninhabitable. The existing Twin Mountain highway maintenance facility does not meet modern building codes, electrical codes, or mechanical codes. This makes the facility a possible risk to life and safety for the state employees who should be occupying the building.

The maintenance portion of the new facility will primarily house the District 1 welder mechanics, currently located in Whitefield at a patrol shed facility not appropriately sized for two welder mechanics, associated tools and equipment, while still housing the Whitefield highway maintenance staff and equipment. In addition, the building will be sized to accommodate some winter highway maintenance equipment kept at this location during the winter months. Currently, the vehicles kept at this facility must park outside with employees housed within a temporary office trailer. This inhibits the Department's response time for winter maintenance and reduces the longevity of the vehicle fleet.

The office portion of the facility will accommodate 12-15 people from Bureaus of Construction, Bridge Design and Survey. Office space is needed for the Bureau of Construction when there are active projects in the area that do not have a field office or field office space cannot support additional personnel. This can occur at any time during the year, but mostly in the fall and winter when projects are completed, and construction personnel are located for winter assignments. Bridge inspector personnel need the space as a home base to complete office work, high-speed internet to transmit bridge inspection reports that include numerous photographs, and when inclement weather prevents field work. The Bureau of Construction anticipates that office space will continue to be needed at this location for the foreseeable future. In other areas of the state, District Maintenance Offices can accommodate Bureau of Construction staff when other arrangements on active projects are not available. In this case, the District One office in Lancaster does not have the capacity to handle additional people.

The existing facility has been closed since 2011, forcing maintenance, construction and bridge inspection personnel to conduct operations out of field office trailers on-site throughout the winter months with portable toilets and no running water, or to relocate to space not suited for operations, and winter maintenance equipment must also be kept outside. This inhibits the Department's response time for winter maintenance and reduces the longevity of the fleet.

- 2. What the project is replacing or adding on to:** This project will replace the existing combined office and maintenance facility that was closed in 2011 due to budget considerations. Further, it was in poor conditions requiring rehabilitation. Following 13 years of closure, it has fallen further into disrepair and is deemed obsolete, unsafe for state employees and does not meet current building codes. The structure was previously the old Division 2 Office Building with an attached maintenance garage and the office area was used by Construction prior to closing in 2011. The existing facility is over 6,000 sf. After review with Division of Public Works Engineers, it was determined that rehabilitation of the existing structure would not be a viable alternative as generally all systems (electrical, HVAC and plumbing) as well as the building itself for structural and code issues, would need significant upgrades. The project will also replace the need to lease temporary office trailers for personnel.

3. **A brief description of what the project includes:** This project includes the design, permitting and construction of a new structure that will be right-sized and approximately 5,000 square feet in size. This project will include architectural design of the new facility as well as structural and civil site plans. Architectural and engineering analyses will be needed to define the building dimensions, layout and utility accommodations. The project will also include the demolition of the existing building (former Division 2 office building) and the construction of a new subsurface disposal system.
4. **Any back up information (include pictures or any other information that tells your story):** See photos included.



Photo-1: Rear view of existing building. Note deteriorated condition, single pane windows, rotten trim and cracks in uninsulated cinder block walls.



Photo-2: Rear right side view of existing building. Siding and building trim in need of replacement. Note holes in roof trim where pigeons and animals have access to building interior. Also, end of roof is too low for building extension to increase storage or headroom inside the building.



Photo-3: Close-up view of the holes in the trim and soffit where pigeons and animals gain access to the interior of the building.



Photo-4: View of the front of the building. Note single pane, outdated windows and deteriorated siding and rotten trim.



Photo-5: View of left side of existing building. Note rotten siding, deteriorated roof and holes in roof trim allowing access by pigeons and animals.



Photo-6: Closeup view of additional holes in roof trim and soffit.



Photo-7: View of interior of building. Note uninsulated ceiling panels.



Photo-8: View of garage interior.



Photo-9: View of temporary construction trailer to house highway maintenance employees during the winter months.