

5. The Constrained Transportation Plan

This chapter contains the fiscally constrained project list for the Long Range Transportation Plan.

PROJECTS AND FINANCES

For purposes of implementing the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21), and its successor, Fixing America’s Surface Transportation (FAST) Act, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) jointly issued revised planning regulations governing the development of the Long Range Transportation Plans (the Plan) and Transportation Improvement Programs for urbanized areas. These regulations are designed to ensure that metropolitan transportation planning and programming are adequate and that the areas are eligible for Federal highway and transit funds. One part of the planning regulations requires that the Plan include a financial plan *“that demonstrates how the adopted transportation plan can be implemented”* and provides supporting regulations in 23 CFR Part 450.324(g)(11):

- (i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).
- (ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.
- (iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.
- (iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).
- (v) For the outer years of the metropolitan transportation plan (*i.e.*, beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.
- (vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required

to ensure the implementation of TCMs (Transportation Control Measures) in the applicable SIP.

- (vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.
- (viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (*i.e.*, by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

ANTICIPATED REVENUES

Revenues expected to be available for transportation improvement projects were estimated utilizing data from the [2021-2024 Transportation Improvement Program \(TIP\)](#) and [State Transportation Improvement Program \(STIP\)](#), as well as the financial plan from the [2021-2030 State Ten Year Plan](#) approved by the Legislature and signed by the Governor in the summer of 2020. Those documents provided the total funding estimates for FHWA and FTA apportioned funds, State funding sources, and Local (and other) resources for projects in the region. Also included are Toll Credits being utilized on transportation projects, GARVEE bonds and TIFIA funds for I-93 and the major infrastructure projects, Turnpike funds, as well as revenues from the recent four cent increase in the state road toll. Beyond 2030, revenues are projected based on the expected trend in Federal (small annual increase) and State (flat future year) revenues. This

fiscal constraint documentation details the Federal, State, and Local/other resources expected to be available for the duration of the Plan and is included in this document as **Figure 5-1**.

Figure 5.2 shows projections of Federal Transit Administration Section 5307 Urban Formula funding anticipated to be available to COAST and MTA/CART, the two public transit agencies in the region. Allowable uses for Section 5307 differ based on the size of the Census-defined Urbanized Area (UZA) in which a transit system operates. In Urbanized Areas with population between 50,000 and 200,000 (Small UZAs), Section 5307 funding may be used for operating expense (at a 50% federal/50% non-federal match split) as well as capital expenses (at an 80% federal/20% non-federal match split). In Urbanized Areas over 200,000 in population (Large UZAs), Section 5307 funding may only be used for capital expenses (at an 80% federal/20% non-federal match split). Non-federal funding is typically drawn from municipalities in New Hampshire, but may also include state, private sector, and other sources. Both systems receive funds based on the New Hampshire portion of the Boston Urbanized Area, which may be used only for capital expenses. COAST also receives funding based on apportionments to the Dover-Rochester and Portsmouth Urbanized Areas, which may be used for either capital or operating expenses. MTA/CART receives Section 5307 funding based on the apportionment to the Derry-Londonderry-Windham segment of the Nashua Urbanized Area, which may be used for either capital or operating expenses. Beyond apportionments for FY2017-FY2020 identified in the FAST Act, future allocations are forecast to increase 1.5% annually. The Plan anticipates that the two transit systems will provide service levels that can be supported by this level of funding, including continuation of existing service and proposed service expansions. Although the plan is constrained on an annual basis by available federal

Figure 5.1: Estimates of Funding Availability (Statewide)¹

Plan/Year	Federal Funds				State Funds							Other Funding		Total Available Funding	
	FHWA	FTA	GARVEE	Fed Funds Available	Betterment	State Aid Bridge	I-93 Debt Service	TIFIA Pledged Paving & Bridge	Turnpike Improvements ⁷	Transit Funding	State Funds	Project Matching ²	Transit Match		
MPO TIP	2021	\$241,310,000	\$8,035,045	\$15,100,000	\$264,445,045	\$24,050,000	\$20,840,000	\$2,150,000	\$29,790,000	\$49,570,000	\$3,628	\$126,400,000	\$29,790,000	\$2,019,920	\$420,635,045
	2022	\$197,090,000	\$6,649,120	\$23,900,000	\$227,639,120	\$24,050,000	\$10,660,000	\$2,200,000	\$22,100,000	\$48,900,000	\$3,700	\$107,910,000	\$2,940,000	\$2,077,511	\$338,489,120
	2023	\$198,920,000	\$6,697,103	\$0	\$205,617,103	\$24,050,000	\$8,390,000	\$2,200,000	\$24,700,000	\$67,540,000	\$3,774	\$126,880,000	\$7,530,000	\$2,078,880	\$340,027,103
	2024	\$195,880,000	\$6,822,710	\$0	\$202,702,710	\$24,050,000	\$10,300,000	\$2,200,000	\$23,770,000	\$59,210,000	\$3,850	\$119,530,000	\$1,980,000	\$2,119,685	\$324,212,710
State Ten Year Plan	2025	\$204,370,000	\$6,951,002	\$0	\$211,321,002	\$24,050,000	\$10,000,000	\$2,190,000	\$19,700,000	\$58,730,000	\$3,927	\$114,670,000	\$2,530,000	\$2,161,306	\$328,521,002
	2026	\$200,940,000	\$7,082,940	\$25,000,000	\$233,022,940	\$24,050,000	\$7,300,000	\$23,410,000	\$1,500,000	\$47,560,000	\$4,086	\$103,820,000	\$140,000	\$2,203,839	\$336,982,940
	2027	\$185,470,000	\$7,216,789	\$40,000,000	\$232,686,789	\$24,050,000	\$8,300,000	\$23,410,000	\$1,500,000	\$51,120,000	\$4,167	\$108,380,000	\$170,000	\$2,247,143	\$341,236,789
	2028	\$189,070,000	\$7,353,502	\$30,000,000	\$226,423,502	\$24,050,000	\$8,500,000	\$23,410,000	\$1,500,000	\$63,480,000	\$4,251	\$120,940,000	\$1,610,000	\$2,291,313	\$348,973,502
	2029	\$185,300,000	\$7,493,140	\$0	\$192,793,140	\$24,050,000	\$8,500,000	\$23,410,000	\$1,500,000	\$42,520,000	\$4,336	\$99,980,000	\$4,520,000	\$2,336,367	\$297,293,140
	2030	\$180,480,000	\$7,735,764	\$0	\$188,215,764	\$24,050,000	\$8,500,000	\$23,410,000	\$1,500,000	\$30,940,000	\$4,422	\$88,400,000	\$50,000	\$2,382,321	\$276,665,764
MPO Long Range Transportation Plan	2031	\$185,000,000	\$7,884,942	\$0	\$192,884,942	\$24,050,000	\$8,500,000	\$23,410,000	\$1,500,000	\$52,000,000	\$4,517	\$109,460,000	\$5,126,000	\$2,410,518	\$307,470,942
	2032	\$186,850,000	\$8,037,310	\$0	\$194,887,310	\$24,050,000	\$8,500,000	\$23,410,000	\$1,500,000	\$52,520,000	\$4,608	\$109,980,000	\$5,177,260	\$2,450,279	\$310,044,570
	2033	\$188,718,500	\$8,192,939	\$0	\$196,911,439	\$24,050,000	\$8,500,000	\$23,410,000	\$1,500,000	\$53,045,200	\$4,700	\$110,505,200	\$5,229,033	\$2,490,041	\$312,645,672
	2034	\$190,605,685	\$8,351,899	\$0	\$198,957,584	\$24,050,000	\$8,500,000	\$23,410,000	\$1,500,000	\$53,575,652	\$4,791	\$111,035,652	\$5,281,323	\$2,529,803	\$315,274,559
	2035	\$192,511,742	\$8,514,262	\$0	\$201,026,004	\$24,050,000	\$8,500,000	\$0	\$0	\$54,111,409	\$4,883	\$86,661,409	\$5,334,136	\$2,569,564	\$293,021,549
	2036	\$194,436,859	\$8,680,104	\$0	\$203,116,963	\$24,050,000	\$8,500,000	\$0	\$0	\$54,652,523	\$4,974	\$87,202,523	\$5,387,478	\$2,609,326	\$295,706,963
	2037	\$196,381,228	\$8,849,499	\$0	\$205,230,727	\$24,050,000	\$8,500,000	\$0	\$0	\$55,199,048	\$5,066	\$87,749,048	\$5,441,352	\$2,649,088	\$298,421,127
	2038	\$198,345,040	\$9,022,527	\$0	\$207,367,567	\$24,050,000	\$8,500,000	\$0	\$0	\$55,751,038	\$5,157	\$88,301,038	\$5,495,766	\$2,688,850	\$301,164,371
	2039	\$200,328,491	\$9,199,265	\$0	\$209,527,755	\$24,050,000	\$8,500,000	\$0	\$0	\$56,308,549	\$5,249	\$88,858,549	\$5,550,723	\$2,728,611	\$303,937,027
	2040	\$202,331,775	\$9,379,796	\$0	\$211,711,572	\$24,050,000	\$8,500,000	\$0	\$0	\$56,871,634	\$5,340	\$89,421,634	\$5,606,231	\$2,768,373	\$306,739,436
	2041	\$204,355,093	\$9,564,203	\$0	\$213,919,296	\$24,050,000	\$8,500,000	\$0	\$0	\$57,440,351	\$5,431	\$89,990,351	\$5,662,293	\$2,808,135	\$309,571,940
	2042	\$206,398,644	\$9,752,570	\$0	\$216,151,214	\$24,050,000	\$8,500,000	\$0	\$0	\$58,014,754	\$5,523	\$90,564,754	\$5,718,916	\$2,847,896	\$312,434,884
	2043	\$208,462,631	\$9,944,985	\$0	\$218,407,615	\$24,050,000	\$8,500,000	\$0	\$0	\$58,594,902	\$5,614	\$91,144,902	\$5,776,105	\$2,887,658	\$315,328,622
	2044	\$210,547,257	\$10,141,535	\$0	\$220,688,792	\$24,050,000	\$8,500,000	\$0	\$0	\$59,180,851	\$5,706	\$91,730,851	\$5,833,866	\$2,927,420	\$318,253,509
	2045	\$212,652,729	\$10,342,313	\$0	\$222,995,043	\$24,050,000	\$8,500,000	\$0	\$0	\$59,772,659	\$5,797	\$92,322,659	\$5,892,205	\$2,967,181	\$321,209,906

1 First four years of estimated funding is derived from projects programmed in the Draft 2021-2024 STIP. 2025-2030 estimated funding is derived from projects programmed in the 2021-2030 State Ten Year Plan and data from the Draft 2021-2024 STIP

2 2031-2045 Federal, State, and Other funds are derived from extending funding trend from Adopted 2021-2030 State Ten Year Plan "Total Program Dollars by FY" table

3 FHWA Funds are inflated at 1% per year. FTA funds inflated at 2% per year

4 Statewide Betterment, State Aid Bridge, I-93 Debt Service, and TIFIA funding are all based on information from the 2021-2030 Ten Year Plan

5 Turnpike Funding is inflated at 1% per year

6 State and Local Transit Match funds are calculated based on the trend observed in the 2021-2024 STIP and 2021-2030 Ten Year Plan

Figure 5.2: Estimates of Transit Funding Availability¹

Plan/Year	FTA Section 5307							FTA Section 5310					FTA 5339					Total Transit Funding				
	Apportionments			CMAQ Transfer to FTA5307 ³	Local Match (Cash)	Total 5307		Apportionments		CMAQ Transfer to FTA5310 ³	Local Match (Cash)	Total 5310	Apportionments		State Match (Cash)	Local Match (Cash)	Total 5339	FTA Funding	State Funding	Local Match	Total	Est. Toll Credits
	Direct Funding to MTA/CART	Direct Funding to COAST	State FTA5307 ²					Direct Funding to MTA/CART	State FTA5310 ²				Direct Funding to MTA/CART	State FTA5339 ²								
TIP	2021	\$2,808,516	\$2,157,353	\$2,261,600	\$550,000	\$1,986,149	\$7,777,469	\$120,571	\$95,890	\$30,143	\$216,461	\$41,115	\$3,628	\$3,628	\$41,115	\$8,035,045	\$3,628	\$2,019,920	\$10,058,593	\$110,000		
	2022	\$2,898,060	\$2,200,500	\$739,749	\$550,000	\$2,043,065	\$6,388,309	\$122,982	\$95,890	\$30,746	\$218,872	\$41,938	\$3,700	\$3,700	\$41,938	\$6,649,120	\$3,700	\$2,077,511	\$8,730,331	\$110,000		
	2023	\$2,878,022	\$2,244,510	\$760,462	\$550,000	\$2,043,745	\$6,432,994	\$125,442	\$95,890	\$31,361	\$221,332	\$42,776	\$3,774	\$3,774	\$42,776	\$6,697,103	\$3,774	\$2,078,880	\$8,779,757	\$110,000		
	2024	\$2,934,082	\$2,289,400	\$781,755	\$550,000	\$2,083,847	\$6,555,237	\$127,951	\$95,890	\$31,988	\$223,841	\$43,632	\$3,850	\$3,850	\$43,632	\$6,822,710	\$3,850	\$2,119,685	\$8,946,245	\$110,000		
Ten Year Plan	2025	\$2,991,264	\$2,335,188	\$803,644	\$550,000	\$2,124,751	\$6,680,096	\$130,510	\$95,890	\$32,628	\$226,400	\$44,505	\$3,927	\$3,927	\$44,505	\$6,951,002	\$3,927	\$2,161,306	\$9,116,234	\$110,000		
	2026	\$3,049,589	\$2,381,892	\$826,145	\$550,000	\$2,166,473	\$6,807,626	\$133,121	\$95,890	\$33,280	\$229,011	\$46,303	\$4,086	\$4,086	\$46,303	\$7,082,940	\$4,086	\$2,203,839	\$9,290,864	\$110,000		
	2027	\$3,109,080	\$2,429,530	\$849,278	\$550,000	\$2,209,030	\$6,937,888	\$135,783	\$95,890	\$33,946	\$231,673	\$47,229	\$4,167	\$4,167	\$47,229	\$7,216,789	\$4,167	\$2,247,143	\$9,468,100	\$110,000		
	2028	\$3,169,762	\$2,478,121	\$873,057	\$550,000	\$2,252,438	\$7,070,940	\$138,498	\$95,890	\$34,625	\$234,388	\$48,174	\$4,251	\$4,251	\$48,174	\$7,353,502	\$4,251	\$2,291,313	\$9,649,066	\$110,000		
	2029	\$3,231,658	\$2,527,683	\$897,503	\$550,000	\$2,296,714	\$7,206,844	\$141,269	\$95,890	\$35,317	\$237,159	\$49,137	\$4,336	\$4,336	\$49,137	\$7,493,140	\$4,336	\$2,336,367	\$9,833,842	\$110,000		
	2030	\$3,394,791	\$2,578,237	\$922,633	\$550,000	\$2,341,876	\$7,445,661	\$144,094	\$95,890	\$36,023	\$239,984	\$50,119	\$4,422	\$4,422	\$50,119	\$7,735,764	\$4,422	\$2,382,321	\$10,122,507	\$110,000		
	Long Range Transportation Plan	2031	\$3,462,687	\$2,629,802	\$948,466	\$550,000	\$2,369,403	\$7,590,954	\$146,975	\$95,890	\$36,598	\$242,865	\$51,122	\$4,517	\$4,517	\$51,122	\$7,884,942	\$4,517	\$2,410,518	\$10,299,976	\$110,000	
2032		\$3,531,941	\$2,682,398	\$975,023	\$550,000	\$2,408,420	\$7,739,361	\$149,915	\$95,890	\$37,251	\$245,805	\$52,144	\$4,608	\$4,608	\$52,144	\$8,037,310	\$4,608	\$2,450,279	\$10,492,198	\$110,000		
2033		\$3,602,579	\$2,736,046	\$1,002,324	\$550,000	\$2,447,437	\$7,890,949	\$152,913	\$95,890	\$37,904	\$248,803	\$53,187	\$4,700	\$4,700	\$53,187	\$8,192,939	\$4,700	\$2,490,041	\$10,687,680	\$110,000		
2034		\$3,674,631	\$2,790,766	\$1,030,389	\$550,000	\$2,486,454	\$8,045,786	\$155,972	\$95,890	\$38,558	\$251,862	\$54,251	\$4,791	\$4,791	\$54,251	\$8,351,899	\$4,791	\$2,529,803	\$10,886,493	\$110,000		
2035		\$3,748,124	\$2,846,582	\$1,059,240	\$550,000	\$2,525,471	\$8,203,945	\$159,091	\$95,890	\$39,211	\$254,981	\$55,336	\$4,883	\$4,883	\$55,336	\$8,514,262	\$4,883	\$2,569,564	\$11,088,709	\$110,000		
2036		\$3,823,086	\$2,903,513	\$1,088,899	\$550,000	\$2,564,488	\$8,365,498	\$162,273	\$95,890	\$39,864	\$258,163	\$56,443	\$4,974	\$4,974	\$56,443	\$8,680,104	\$4,974	\$2,609,326	\$11,294,404	\$110,000		
2037		\$3,899,548	\$2,961,584	\$1,119,388	\$550,000	\$2,603,505	\$8,530,519	\$165,518	\$95,890	\$40,517	\$261,408	\$57,571	\$5,066	\$5,066	\$57,571	\$8,849,499	\$5,066	\$2,649,088	\$11,503,653	\$110,000		
2038		\$3,977,539	\$3,020,815	\$1,150,731	\$550,000	\$2,642,522	\$8,699,085	\$168,829	\$95,890	\$41,170	\$264,719	\$58,723	\$5,157	\$5,157	\$58,723	\$9,022,527	\$5,157	\$2,688,850	\$11,716,533	\$110,000		
2039		\$4,057,089	\$3,081,232	\$1,182,951	\$550,000	\$2,681,539	\$8,871,272	\$172,205	\$95,890	\$41,823	\$268,095	\$59,897	\$5,249	\$5,249	\$59,897	\$9,199,265	\$5,249	\$2,728,611	\$11,933,124	\$110,000		
2040		\$4,138,231	\$3,142,856	\$1,216,074	\$550,000	\$2,720,556	\$9,047,162	\$175,649	\$95,890	\$42,477	\$271,539	\$61,095	\$5,340	\$5,340	\$61,095	\$9,379,796	\$5,340	\$2,768,373	\$12,153,509	\$110,000		
2041		\$4,220,996	\$3,205,713	\$1,250,124	\$550,000	\$2,759,573	\$9,226,833	\$179,162	\$95,890	\$43,130	\$275,052	\$62,317	\$5,431	\$5,431	\$62,317	\$9,564,203	\$5,431	\$2,808,135	\$12,377,769	\$110,000		
2042		\$4,305,416	\$3,269,828	\$1,285,127	\$550,000	\$2,798,590	\$9,410,370	\$182,746	\$95,890	\$43,783	\$278,636	\$63,564	\$5,523	\$5,523	\$63,564	\$9,752,570	\$5,523	\$2,847,896	\$12,605,989	\$110,000		
2043		\$4,391,524	\$3,335,224	\$1,321,111	\$550,000	\$2,837,608	\$9,597,859	\$186,400	\$95,890	\$44,436	\$282,290	\$64,835	\$5,614	\$5,614	\$64,835	\$9,944,985	\$5,614	\$2,887,658	\$12,838,257	\$110,000		
2044		\$4,479,355	\$3,401,929	\$1,358,102	\$550,000	\$2,876,625	\$9,789,385	\$190,128	\$95,890	\$45,089	\$286,018	\$66,131	\$5,706	\$5,706	\$66,131	\$10,141,535	\$5,706	\$2,927,420	\$13,074,661	\$110,000		
2045		\$4,568,942	\$3,469,967	\$1,396,129	\$550,000	\$2,915,642	\$9,985,038	\$193,931	\$95,890	\$45,742	\$289,821	\$67,454	\$5,797	\$5,797	\$67,454	\$10,342,313	\$5,797	\$2,967,181	\$13,315,292	\$110,000		

1 Includes direct FTA Allocations and matching funds to COAST and MTA/CART.
 2 Includes distributions of statewide funds to COAST and MTA/CART where known
 3 Includes distributions of funds transferred from CMAQ to FTA where known.

funding, implementation of new services is also dependent on local support from communities served by the systems.

Information was provided by NH DOT regarding the expected funding available statewide for maintenance and operations of the State Highway System, and this is shown in **Figure 5.3** along with estimates of local funds available for the same purposes. Estimates were obtained for maintenance and operations from NHDOT's Agency Efficiency Budget for Fiscal Years 2022-2023,

and utilizing the average annual growth rate of funding during those years, estimates were extrapolated for each year to 2045. These values were divided by the current lane-miles of state roadways to obtain a per mile cost for maintenance and operations. This value was then multiplied by the lane-miles of state roadway in the RPC region to obtain an estimate of funding available for maintenance and operations activities on State highways within the region. **Figure 5.3** also includes an estimate of municipal funding available for local transportation

infrastructure maintenance, operations, and improvements that is derived from the highway budget, warrant articles, and Capital Improvement Program (CIP) listings in the 2016 annual community reports as well as the State Block Grant funds distributed to each. The average per lane-mile expenditure is derived from the total funding available in the region divided by the total lane-miles of locally maintained roadways inflated at 2.8% per year.

ANTICIPATED COSTS

The transportation projects included in the Long Range Plan encompass all of those in the 2021-2024 Transportation Improvement Program (TIP), the 2021-2030 State Ten Year Plan, and other project needs identified by communities, transit agencies, as well as the RPC. These projects are divided into two groups for inclusion in the LRTP to separate those in the TIP from the other proposals.

Project costs for the Transportation Improvement Program are taken directly from the year of expenditure inflated values included in the 2021-2024 Transportation Improvement Program (TIP) as of Amendment #2. As the State of New Hampshire does not sub-allocate funds to the MPOs for programming the TIPs, the assumption is that since the State Transportation Improvement Program (STIP) is fiscally constrained, and the MPO TIP is directly derived from that document, it must therefore be fiscally constrained as well. A similar method is used to determine anticipated regional revenues and costs for the remainder of the State Ten Year Plan period (2025-2030) and the project costs included, are taken directly from that document and are inflated to year of construction dollars.

While the financial picture for the remainder of the Plan is less clear than that of the TIP and the Ten Year Plan portion, the costs

associated with the listed projects are within the estimates of funding available to the region based on the methodology described, and based on the assumption that the State Ten Year Plan is fiscally constrained and that all the projects listed for the MPO region will be constructed within that timeframe. Given the information available from NH DOT regarding the funds available within the Ten Year Plan, and estimates of funding available in the later years of the plan, it is expected that the current list of projects is financially constrained assuming that there is some growth in revenues during the period of the Long Range Plan.

Figure 5.5 integrates the information included in Figure 5.1 through 5.4 into a summary of projected total funding available each year for the region, as well as anticipated expenditures based on current project programming. Figure 5.5 develops an RPC share of funding based on an average of the region's percentage of New Hampshire's population (14.45%) and lane miles of roadway (12.4%) for an average value of 13.3%. Turnpike funding is calculated somewhat differently as the RPC region has a greater share of Turnpike lane miles (28.6%) and that share is used from 2027-2040. Additionally, it is assumed that the amount of funding available to the RPC is equal to the amount programmed in the TIP for the RPC region for years 2021-2024, and in the Ten Year Plan for years 2025-2030. This means that the percentage of funding allocated to the region will vary more through that time period. After 2026, the RPC share is constrained to the calculated 13.3% rate and 28.6% of turnpike funds. Once expenses are removed, the revenues must balance annually with costs so that the region is not spending more funding than is anticipated to be available in a given year.

Figure 5.3: Estimated Maintenance & Operations (M&O) Needs for the Region

Plan/Year	Statewide O&M Funding Available ^{1,2}						RPC Regional Share			
	Highway Fund	Federal Aid	Turnpikes	General Fund	Other	Total	State Highway O&M ³	Turnpike O&M ⁴	Local Road M&O ⁵	Total M&O Needs
MPO TIP 2021	\$196,800,000	\$51,200,000	\$24,350,000	\$1,400,000	\$18,800,000	\$292,550,000	\$25,290,077	\$5,421,735	\$74,328,979	\$99,619,056
MPO TIP 2022	\$185,100,000	\$51,400,000	\$13,900,000	\$1,500,000	\$19,300,000	\$271,200,000	\$24,262,255	\$3,094,953	\$77,018,669	\$101,280,924
MPO TIP 2023	\$192,500,000	\$52,600,000	\$14,400,000	\$1,500,000	\$18,900,000	\$279,900,000	\$25,035,479	\$3,206,283	\$79,805,690	\$104,841,169
MPO TIP 2024	\$206,450,000	\$55,550,000	\$13,300,000	\$1,500,000	\$19,950,000	\$296,750,000	\$26,728,085	\$2,961,358	\$82,693,563	\$109,421,647
State Ten Year Plan 2025	\$215,870,000	\$57,700,000	\$13,600,000	\$1,500,000	\$20,510,000	\$309,180,000	\$27,871,890	\$3,028,156	\$85,685,937	\$113,557,827
State Ten Year Plan 2026	\$225,290,000	\$59,850,000	\$13,800,000	\$1,500,000	\$21,070,000	\$321,510,000	\$29,015,696	\$3,072,687	\$88,786,594	\$117,802,289
State Ten Year Plan 2027	\$234,710,000	\$62,000,000	\$14,100,000	\$1,500,000	\$21,630,000	\$333,940,000	\$30,159,501	\$3,139,485	\$91,999,452	\$122,158,953
State Ten Year Plan 2028	\$244,130,000	\$64,150,000	\$14,400,000	\$1,500,000	\$22,190,000	\$346,370,000	\$31,303,307	\$3,206,283	\$95,328,571	\$126,631,878
State Ten Year Plan 2029	\$253,550,000	\$66,300,000	\$14,700,000	\$1,500,000	\$22,750,000	\$358,800,000	\$32,447,112	\$3,273,080	\$98,778,160	\$131,225,272
State Ten Year Plan 2030	\$262,970,000	\$68,450,000	\$15,000,000	\$1,500,000	\$23,310,000	\$371,230,000	\$33,590,918	\$3,339,878	\$102,352,576	\$135,943,493
MPO Long Range Transportation Plan 2031	\$272,390,000	\$70,600,000	\$15,300,000	\$1,500,000	\$23,870,000	\$383,660,000	\$34,734,723	\$3,406,675	\$106,056,337	\$140,791,060
MPO Long Range Transportation Plan 2032	\$281,810,000	\$72,750,000	\$15,600,000	\$1,500,000	\$24,430,000	\$396,090,000	\$35,878,529	\$3,473,473	\$109,894,123	\$145,772,652
MPO Long Range Transportation Plan 2033	\$291,230,000	\$74,900,000	\$15,900,000	\$1,500,000	\$24,990,000	\$408,520,000	\$37,022,334	\$3,540,270	\$113,870,785	\$150,893,119
MPO Long Range Transportation Plan 2034	\$300,650,000	\$77,050,000	\$16,200,000	\$1,500,000	\$25,550,000	\$420,950,000	\$38,166,140	\$3,607,068	\$117,991,347	\$156,157,486
MPO Long Range Transportation Plan 2035	\$310,070,000	\$79,200,000	\$16,500,000	\$1,500,000	\$26,110,000	\$433,380,000	\$39,309,945	\$3,673,865	\$122,261,017	\$161,570,962
MPO Long Range Transportation Plan 2036	\$319,490,000	\$81,350,000	\$16,800,000	\$1,500,000	\$26,670,000	\$445,810,000	\$40,453,751	\$3,740,663	\$126,685,191	\$167,138,941
MPO Long Range Transportation Plan 2037	\$328,910,000	\$83,500,000	\$17,100,000	\$1,500,000	\$27,230,000	\$458,240,000	\$41,597,556	\$3,807,461	\$131,269,459	\$172,867,015
MPO Long Range Transportation Plan 2038	\$338,330,000	\$85,650,000	\$17,400,000	\$1,500,000	\$27,790,000	\$470,670,000	\$42,741,362	\$3,874,258	\$136,019,615	\$178,760,977
MPO Long Range Transportation Plan 2039	\$347,750,000	\$87,800,000	\$17,700,000	\$1,500,000	\$28,350,000	\$483,100,000	\$43,885,167	\$3,941,056	\$140,941,661	\$184,826,829
MPO Long Range Transportation Plan 2040	\$357,170,000	\$89,950,000	\$18,000,000	\$1,500,000	\$28,910,000	\$495,530,000	\$45,028,973	\$4,007,853	\$146,041,819	\$191,070,791
MPO Long Range Transportation Plan 2041	\$366,590,000	\$92,100,000	\$18,300,000	\$1,500,000	\$29,470,000	\$507,960,000	\$46,172,778	\$4,074,651	\$151,326,532	\$197,499,310
MPO Long Range Transportation Plan 2042	\$376,010,000	\$94,250,000	\$18,600,000	\$1,500,000	\$30,030,000	\$520,390,000	\$47,316,583	\$4,141,448	\$156,802,479	\$204,119,062
MPO Long Range Transportation Plan 2043	\$385,430,000	\$96,400,000	\$18,900,000	\$1,500,000	\$30,590,000	\$532,820,000	\$48,460,389	\$4,208,246	\$162,476,580	\$210,936,969
MPO Long Range Transportation Plan 2044	\$394,850,000	\$98,550,000	\$19,200,000	\$1,500,000	\$31,150,000	\$545,250,000	\$49,604,194	\$4,275,043	\$168,356,006	\$217,960,201
MPO Long Range Transportation Plan 2045	\$404,270,000	\$100,700,000	\$19,500,000	\$1,500,000	\$31,710,000	\$557,680,000	\$50,748,000	\$4,341,841	\$174,448,187	\$225,196,187

1 Statewide funding for Operations and Maintenance for FY2021-FY2023 is from NHDOT's 2022-2023 Agency Efficiency Budget (page 6)

2 Statewide funding for O&M for years beyond 2023 is estimated based on a linear trend from the 2020-2023 data in the budget

3 RPC Share of State highways is based on lane-miles of road. RPC has 681.5/7227.28 State Highway lane miles (9.4%)

4 RPC Share of Turnpikes is based on lane-miles of road. RPC has 151.74/681.5 lane miles (22.3%)

5 Estimated Local O&M expenditures are based on values from a 2016 survey of the RPC community annual reports. The per lane-mile O&M cost was averaged from all of the communities, inflated using a 2.8% per year inflation rate, and multiplied by the lane-miles of local roads (2455.69).

Figure 5.4: Fiscal Constraint Summary for the 2019-2022 Transportation Improvement Program & 2045 Long Range Transportation Plan

Estimated Regional Share of Available Funding ^{1,2,3}							Estimated Total Project Costs ⁵					
Plan/Year	Federal	State ⁴	Other	Statewide Programs ³	Total Target Funding	Regional Projects	Statewide Programs ³	Transit	Turnpike Projects ⁶	Total Project Costs	Remaining ⁷	
MPO TIP	2021	\$37,136,253	\$13,085,796	\$3,292,532	\$12,797,607	\$66,312,188	\$30,297,845	\$12,797,607	\$10,058,593	\$13,067,143	\$66,221,188	\$91,000
	2022	\$43,701,877	\$6,051,708	\$2,261,523	\$10,423,177	\$62,438,285	\$37,236,769	\$10,423,177	\$8,730,331	\$6,048,008	\$62,438,285	\$0
	2023	\$29,378,503	\$20,892,260	\$2,991,090	\$10,967,889	\$64,229,742	\$40,789,391	\$10,967,889	\$8,779,757	\$3,692,705	\$64,229,742	\$0
	2024	\$28,494,156	\$14,960,141	\$2,119,685	\$11,819,316	\$57,393,298	\$22,239,623	\$11,819,316	\$8,946,245	\$14,388,114	\$57,393,298	\$0
State Ten Year Plan	2025	\$39,407,834	\$24,156,453	\$2,282,704	\$12,609,279	\$78,456,269	\$45,231,487	\$12,609,279	\$9,116,234	\$11,499,268	\$78,456,269	\$0
	2026	\$26,558,850	\$33,596,867	\$2,347,939	\$12,932,646	\$75,436,302	\$46,456,197	\$12,932,646	\$9,290,864	\$6,756,594	\$75,436,302	\$0
	2027	\$16,758,283	\$4,167	\$2,247,143	\$12,904,083	\$31,913,676	\$9,541,494	\$12,904,083	\$9,468,100	\$0	\$31,913,676	\$0
	2028	\$27,985,762	\$4,251	\$2,291,313	\$12,962,068	\$43,243,394	\$20,632,261	\$12,962,068	\$9,649,066	\$0	\$43,243,394	\$0
	2029	\$16,446,956	\$4,336	\$2,336,367	\$14,948,590	\$33,736,248	\$8,953,816	\$14,948,590	\$9,833,842	\$0	\$33,736,248	\$0
	2030	\$16,940,287	\$4,422	\$2,382,321	\$15,007,515	\$34,334,546	\$9,204,523	\$15,007,515	\$10,122,507	\$0	\$34,334,546	\$0
MPO Long Range Transportation Plan	2031	\$28,206,651	\$15,717,093	\$2,659,796	\$15,347,122	\$61,930,661	\$20,413,925	\$15,347,122	\$10,299,976	\$14,952,443	\$61,013,466	\$917,195
	2032	\$28,569,982	\$15,835,982	\$2,723,785	\$15,694,413	\$62,824,162	\$24,471,366	\$15,694,413	\$10,492,198	\$10,673,735	\$61,331,712	\$1,492,450
	2033	\$28,938,867	\$15,955,391	\$2,731,617	\$16,049,563	\$63,675,437	\$25,028,558	\$16,049,563	\$10,687,680	\$8,399,473	\$60,165,274	\$3,510,163
	2034	\$29,313,401	\$16,075,325	\$2,778,949	\$16,412,750	\$64,580,425	\$28,122,029	\$16,412,750	\$10,886,493	\$8,563,848	\$63,985,119	\$595,306
	2035	\$29,693,686	\$13,086,289	\$2,827,163	\$16,784,155	\$62,391,293	\$25,970,920	\$16,784,155	\$11,088,709	\$8,372,499	\$62,216,284	\$175,009
	2036	\$30,079,824	\$13,207,289	\$2,876,355	\$17,163,965	\$63,327,433	\$21,653,299	\$17,163,965	\$11,294,404	\$8,493,408	\$58,605,077	\$4,722,356
	2037	\$30,471,919	\$13,328,831	\$2,926,384	\$17,552,370	\$64,279,503	\$22,120,109	\$17,552,370	\$11,503,653	\$8,592,592	\$59,768,724	\$4,510,779
	2038	\$30,870,076	\$13,450,919	\$2,977,346	\$17,949,564	\$65,247,905	\$24,082,322	\$17,949,564	\$11,716,533	\$8,714,589	\$62,463,008	\$2,784,897
	2039	\$31,274,405	\$13,573,559	\$3,029,261	\$18,355,746	\$66,232,970	\$24,814,005	\$18,355,746	\$11,933,124	\$8,837,137	\$63,940,012	\$2,292,958
	2040	\$31,685,016	\$13,696,757	\$3,082,144	\$18,771,119	\$67,235,035	\$25,646,957	\$18,771,119	\$12,153,509	\$8,960,244	\$65,531,829	\$1,703,206
	2041	\$32,102,021	\$13,820,517	\$3,117,338	\$19,195,892	\$68,235,769	\$27,416,073	\$19,195,892	\$12,377,769	\$9,083,913	\$68,073,647	\$162,122
	2042	\$32,525,535	\$13,944,847	\$3,164,168	\$19,630,278	\$69,264,827	\$27,548,800	\$19,630,278	\$12,605,989	\$9,208,151	\$68,993,217	\$271,610
2043	\$32,955,677	\$14,069,750	\$3,211,069	\$20,074,493	\$70,310,989	\$16,906,048	\$20,074,493	\$12,838,257	\$9,332,963	\$59,151,761	\$11,159,228	
2044	\$33,392,564	\$14,195,234	\$3,258,041	\$20,528,760	\$71,374,600	\$20,841,272	\$20,528,760	\$13,074,661	\$9,458,355	\$63,903,048	\$7,471,552	
2045	\$33,836,321	\$14,321,304	\$3,305,085	\$20,993,307	\$72,456,017	\$21,014,869	\$20,993,307	\$13,315,292	\$9,584,334	\$64,907,801	\$7,548,216	

1 First four years of estimated available funding is derived from projects programmed in the Draft 2021-2024 STIP

2 2025-2030 estimated available funding is derived from projects programmed in the 2021-2030 State Ten Year Plan and data from the Draft 2021-2024 STIP

3 Statewide Program funds available derived from a share (13.3%) of the total annual Programmatic funding in STIP extended to 2045. Expenditures = Revenues

4 Includes any expected state matching funds, Turnpike funding, and bond revenues

5 Project costs are inflated at 2.8% per year from the year of the most recent cost estimate and include 10% NHDOT Indirect Costs

6 Turnpike Expenditures are based on the 2021-2024 STIP and 2021-2030 Ten Year Plan. Post 2030 value is a 22.593% share of Turnpike Renewal & Replacement funds + 10% of Turnpike Capital funds.

7 Estimated as difference between estimated regional target funding and total project cost for each fiscal year

FISCALLY CONSTRAINED PROJECTS LISTS

The projects for the 2045 Long Range Plan are divided into two tables. The first is the 2021-2024 Transportation Improvement Program (TIP), while the second contains all of the projects in the years after the TIP (2025-2045). Each of these tables is described in more detail below.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) encompasses the first four years of the Plan (2021-2024) and only those projects that are committed to be implemented can be listed. For that reason, the scope of the project is generally well defined, and include cost estimates are more detailed and accurate for the work that is anticipated. TIP projects are shown in detail in **Figure 5.5 and Map 5.1**. The TIP is organized alphabetically by project name, and the listing for each includes the location, scope of work, Clean Air Act (CAA) code, funding category, phases included, and funding listed by fiscal year and by source. The costs of the projects are year-of-expenditure estimates taken directly from the NH DOT database for the 2021-2024 STIP and the RPC 2021-2024 TIP. Project costs for years 2021 and 2022 are uninflated, while those for 2023 and 2024 are inflated at 2.55% per year

TRANSPORTATION PLAN PROJECTS

Those projects not in the 2021-2024 TIP are listed in the Transportation Plan project listing which covers the years from 2025 to 2045. As these projects are less well developed than those projects in the TIP, the information available regarding the scope and cost is less definite. The project list as detailed in **Figure 5.6**, includes the RPC assigned project number, the community that the project is occurring in, project rank, years for which funds are

programmed, and cost by project phase. In addition, the first year of construction is listed to indicate when the project is estimated to begin that phase of work. These projects are shown on **Map 5.2**. While some costs have a basis in a corridor study or other engineers estimates, most are simply order of magnitude estimates of the construction (CON) costs of each project as well as considerations for preliminary engineering (PE), right-of-way (ROW), and Other costs.

UNFUNDED PROJECTS

There are a number of projects in the Plan project listing that have no cost estimates associated with them. These are projects for which no cost estimate is available, the scope is not determined, or the need for the project is unclear. These projects are included for Illustrative purposes only. In the case of the bridge projects, no estimate has been produced either by the community or the NH DOT Bridge Section. The remaining projects have either no estimate available or questions regarding their scope, purpose, or ultimate need. The projects are:

- 6153006 – Exeter: Pedestrian improvements linking Amtrak station and downtown.
- 6153007 – Exeter: Washington St Traffic Calming
- 6001003 – Exeter to Newton: NH 108 Shoulder widening
- 6167002 – Fremont: Scribner Rd Bridge Rehab/Replacement
- 6187002 – Greenland: Capacity Improvements NH 33
- 6001004 – Hampstead to Plaistow: NH 121A Shoulder widening
- 6001005 – Hampstead to Sandown: NH 121A Shoulder widening
- 6197007 – Hampton: Service Road parallel to US 1

- 6327001 – Newfields: New Road Bridge Replace/ Rehabilitation
- 6341003 – Newton: NH 108 Shoulders
- 6375002 – Plaistow: MBTA Extension
- 6001009 – Atkinson to Plaistow: NH 121 Safety Improvements

MPO Staff will continue to work with the DOT and communities to generate estimates for them as well as determine their scope and need.

In addition to the projects listed above and in the following figures, there are a number of regional studies needed. These studies will assist in addressing safety, capacity, and infrastructure resiliency issues and will provide specific projects for the Long Range Transportation Plan when funded and completed.

- NH 33/108 between I-95 in Portsmouth and NH 101 in Stratham/Exeter. Increases in traffic and congestion along the corridor require a look at capacity and safety improvement needs as well as access management.
- NH 111 between NH 125 in Kingston and NH 28 in Salem. This roadway experiences significant safety issues relating to access from intersecting streets. In addition, land development along the corridor has resulted in capacity issues in a few locations.
- NH 101 interchanges between Exit 4 in Raymond and I-95 in Hampton. It has been nearly twenty years since the 101 widening was completed and many of the interchanges, particularly the unsignalized interchanges, are facing capacity issues. An analysis of these interchanges would assess capacity needs as well as potential safety improvements.
- I-95/ US 1/ NH 1A/1B Coastal Corridors: The coastal roadways in New Hampshire face potential climate change impacts via sea level rise such as increased susceptibility to flooding that will impact the condition of the roadways, access to property, and the safety of residents, employees, and the tourists that visit the area. An analysis of these potential impacts is necessary to more precisely determine the location, potential mitigation measures, and other strategies to ensure access to the coast as conditions change.
- NH 125 between NH 111 in Kingston and NH 101 in Epping. This section of NH 125 is the only portion of that has not undergone a corridor study. At the same time, signals have been added, and access to adjacent land uses has continued to grow. While congestion does not appear to be a critical issue at this time outside of the portion adjacent to NH 101, the corridor needs to be examined from the perspective of improving safety and access.

EPPING (29608)

Facility: NH 125

SCOPE: NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87

Total Cost \$2,740,492
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$880,000	\$1,130,800			\$2,010,800	\$2,010,800			NHP, TC
ROW		\$463,854	\$265,837		\$729,692	\$729,692			NHP, TC
	\$880,000	\$1,594,654	\$265,837		\$2,740,492	\$2,740,492			

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC

EXETER (40436)

Facility: NH Route 111 (Kingston Road)

SCOPE: Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)

Total Cost \$997,181
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON			\$997,181		\$997,181	\$666,704		\$330,477	TOWNS, TAP
			\$997,181		\$997,181	\$666,704		\$330,477	

Regionally Significant: N Clean Air Act Code: E-4 RPCS: RPC

EXETER (40623)

Facility: NH 111A

SCOPE: Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)

Total Cost \$856,231
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW				\$232,492	\$232,492	\$232,492			STBG>200K, TC
PE		\$275,000		\$348,739	\$623,739	\$623,739			STBG>200K, TC
		\$275,000		\$581,231	\$856,231	\$856,231			

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC

GARVEE DS_23 (42710)

Facility: NH 1A

SCOPE: Debt Service Project for Seabrook-Hampton 15904 and Warner Sutton 15747

Total Cost \$7,799,066
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON				\$7,799,066	\$7,799,066	\$7,799,066			NHP, TC
				\$7,799,066	\$7,799,066	\$7,799,066			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC

HAMPSTEAD (41717)

Facility: NH121/Derry Rd/Depot Rd

SCOPE: Improve the intersection of NH121/Derry Rd/Depot Rd

Total Cost \$174,369
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE			\$174,369		\$174,369	\$174,369			STBG>200K, TC
			\$174,369		\$174,369	\$174,369			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC

HAMPTON - PORTSMOUTH (26485)

Facility: Hampton Branch Rail Corridor

SCOPE: Acquire 9.7 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped

Total Cost \$2,311,100
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$55,000				\$55,000	\$55,000			CMAQ, TC
ROW	\$1,100				\$1,100	\$1,100			CMAQ, TC
CON		\$2,255,000			\$2,255,000	\$2,255,000			CMAQ, TC
	\$56,100	\$2,255,000			\$2,311,100	\$2,311,100			

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC

HAMPTON (40797)

Facility: Ocean Boulevard

SCOPE: Improvements to Ocean Boulevard.

Total Cost \$9,028,543
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON				\$6,624,331	\$6,624,331	\$6,624,331			STBG5-200K, TC
ROW	\$113,080	\$205,164			\$318,244	\$318,244			STBG5-200K, TC
PE	\$1,224,388	\$861,579			\$2,085,967	\$2,085,967			STBG5-200K, TC
	\$1,337,468	\$1,066,744		\$6,624,331	\$9,028,543	\$9,028,543			

Regionally Significant: N Clean Air Act Code: E-38 RPCS: RPC

HAMPTON (42573)

Facility: US Route 1

SCOPE: Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton

Total Cost \$573,316
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$282,700	\$290,616			\$573,316	\$573,316			STBG-FLEX, TC
	\$282,700	\$290,616			\$573,316	\$573,316			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC

NEW CASTLE - RYE (16127)

Facility: NH 1B

SCOPE: Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071

Total Cost \$9,292,833
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		\$9,215,833			\$9,215,833	\$9,215,833			STBG5-200K, TC
ROW	\$22,000				\$22,000	\$22,000			STBG5-200K, TC
PE	\$55,000				\$55,000	\$55,000			STBG5-200K, TC
	\$77,000	\$9,215,833			\$9,292,833	\$9,292,833			

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC

NEW CASTLE-RYE (41713)

Facility: NH 1A & 1B

SCOPE: Bicycle and pedestrain safety accommodations on NH 1A & 1B.

Total Cost \$179,252
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE			\$179,252		\$179,252	\$179,252			STBG-FLEX, TC
			\$179,252		\$179,252	\$179,252			

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC

NEWFIELDS - NEWMARKET (28393)

Facility: NH 108

SCOPE: Bridge Replacement for bridges carrying NH 108 over
BMRR lines Br No 127/081 & 125/054

Total Cost \$275,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$275,000				\$275,000	\$275,000			STBG-FLEX, TC
	\$275,000				\$275,000	\$275,000			

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC, SRPC

NEWINGTON - DOVER (11238)

Facility: NH 16 / US 4 / SPLDG TPK

SCOPE: NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES
FROM GOSLING ROAD TO DOVER TOLL.

Total Cost \$1,790,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$1,495,000				\$1,495,000		\$1,495,000		TPKCAP
CON	\$295,000				\$295,000		\$295,000		TPKCAP
	\$1,790,000				\$1,790,000		\$1,790,000		

Regionally Significant: Y Clean Air Act Code: ATT RPCS: RPC, SRPC

NEWINGTON - DOVER (11238S)

Facility: SPAULDING TURNPIKE / LITTLE BAY BRIDGES

SCOPE: Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection

Total Cost \$14,388,114
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON				\$14,388,114	\$14,388,114		\$14,388,114		TPKCAP
			\$14,388,114		\$14,388,114		\$14,388,114		

Regionally Significant: Y Clean Air Act Code: E-19 RPCS: RPC, SRPC

NEWTON (29617)

Facility: NH 108

SCOPE: Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)

Total Cost \$1,142,612
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$55,000				\$55,000	\$55,000			STBG>200K, TC
CON		\$867,612			\$867,612	\$867,612			STBG>200K, TC
PE	\$220,000				\$220,000	\$220,000			STBG>200K, TC
	\$275,000	\$867,612			\$1,142,612	\$1,142,612			

Regionally Significant: N Clean Air Act Code: E-7 RPCS: RPC

NEWTON (41436)

Facility: Pond Street

SCOPE: Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)

Total Cost \$113,872
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE			\$84,810	\$29,062	\$113,872	\$113,872			STBG-BR, TC
			\$84,810	\$29,062	\$113,872	\$113,872			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC

NORTH HAMPTON (24457)

Facility: US Route 1

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

Total Cost \$5,363,600
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$275,000				\$275,000	\$275,000			NHP, TC
CON		\$5,088,600			\$5,088,600	\$5,088,600			NHP, TC
	\$275,000	\$5,088,600			\$5,363,600	\$5,363,600			

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC

NORTH HAMPTON (42979)

Facility: I-95

SCOPE: I-95 Exit 2 Bridge 078/070 Rehab to include deck replacement and bridge painting

Total Cost \$4,400,168
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		\$2,261,600	\$2,113,568		\$4,375,168		\$4,375,168		TPKRR
PE	\$25,000				\$25,000		\$25,000		TPKRR
	\$25,000	\$2,261,600	\$2,113,568		\$4,400,168		\$4,400,168		

Regionally Significant: Y Clean Air Act Code: E-18 RPCS: RPC

PLAISTOW - KINGSTON (10044E)

Facility: NH 125

SCOPE: Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi

Total Cost \$13,705,520
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$110,000				\$110,000	\$110,000			NHP, TC
ROW	\$1,870,000				\$1,870,000	\$1,870,000			NHP, TC
CON			\$11,725,520		\$11,725,520	\$11,725,520			NHP, TC
	\$1,980,000	\$11,725,520			\$13,705,520	\$13,705,520			

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC

PLAISTOW (40641)

Facility: NH 121A / Main Street

SCOPE: Main Street Traffic Calming and Safety Improvements

Total Cost \$331,724
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$165,000	\$113,080			\$278,080	\$278,080			STBG>200K, TC
ROW			\$53,644		\$53,644	\$53,644			STBG>200K, TC
	\$165,000	\$113,080	\$53,644		\$331,724	\$331,724			

Regionally Significant: N Clean Air Act Code: E-51 RPCS: RPC

PLAISTOW (40645)

Facility: NH 125

SCOPE: Signal coordination and control along corridor from Mass S/L to Old County Road

Total Cost \$298,753
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE			\$298,753		\$298,753	\$298,753			STBG>200K, TC
			\$298,753		\$298,753	\$298,753			

Regionally Significant: N Clean Air Act Code: E-52 RPCS: RPC

PORTSMOUTH (13455)

Facility: **US 1 BYPASS**

SCOPE: US 1 Bypass: Replace bridges along US Route 1 Bypass

Total Cost \$33,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$33,000				\$33,000	\$33,000			BRIDGE, TC
	\$33,000				\$33,000	\$33,000			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC

PORTSMOUTH (20258)

Facility: **Peverly Hill Rd.**

SCOPE: Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.

Total Cost \$1,250,729
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$1,143,729				\$1,143,729	\$366,022		\$777,707	CMAQ, TOWNS
PE	\$91,000				\$91,000	\$72,800		\$18,200	CMAQ, TOWNS
ROW	\$16,000				\$16,000	\$12,800		\$3,200	CMAQ, TOWNS
	\$1,250,729				\$1,250,729	\$451,622		\$799,107	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC

PORTSMOUTH (29640)

Facility: US 1

SCOPE: US 1 Improvements (1.7 mi.) from Constitution Ave to Wilson Rd & from Ocean Rd to White Cedar Blvd

Total Cost \$4,918,206
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE		\$1,162,462			\$1,162,462	\$1,162,462			NHP, TC
ROW		\$3,755,744			\$3,755,744	\$3,755,744			NHP, TC
		\$4,918,206			\$4,918,206	\$4,918,206			

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC

PORTSMOUTH (40642)

Facility: Maplewood Avenue

SCOPE: Complete Streets improvements on Maplewood Avenue from Congress Street to Vaughan Street

Total Cost \$154,523
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$75,000		\$52,839		\$127,839	\$52,839		\$75,000	TOWNS, STBG-FLEX, TC
ROW			\$26,684		\$26,684	\$21,347		\$5,337	STBG-FLEX, TOWNS
	\$75,000		\$79,523		\$154,523	\$74,186		\$80,337	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC

PORTSMOUTH (40644)

Facility: Market Street - RR

SCOPE: Railroad crossing upgrade on Market Street

Total Cost: \$70,932
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE			\$70,932		\$70,932	\$56,746		\$14,186	STBG5-200K, TOWNS
			\$70,932		\$70,932	\$56,746		\$14,186	

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC

PORTSMOUTH (41752)

Facility: Elwyn Road

SCOPE: Add a multi-use path for bike/pedalong Elwyn Rd extending from Rt1 to Harding Rd.

Total Cost: \$985,800
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$75,000				\$75,000	\$60,000		\$15,000	CMAQ, TOWNS
CON		\$873,800			\$873,800	\$699,040		\$174,760	CMAQ, TOWNS
PE	\$37,000				\$37,000	\$29,600		\$7,400	CMAQ, TOWNS
	\$112,000	\$873,800			\$985,800	\$788,640		\$197,160	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC

PORTSMOUTH (42350)

Facility: Lang Road/Longmeadow Road/US Route 1

SCOPE: Realign Lang Road to connect to Longmeadow Road

Total Cost \$1,143,489
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$966,489				\$966,489	\$966,489			HSIP, TC
PE	\$172,000				\$172,000			\$172,000	OTHER NONPAR
ROW	\$5,000				\$5,000			\$5,000	OTHER NONPAR
	\$1,143,489				\$1,143,489	\$966,489		\$177,000	

Regionally Significant: N Clean Air Act Code: E-6 RPCS: RPC

PORTSMOUTH (42874)

Facility: VARIOUS

SCOPE: Purchase and install four electric charging stations for electric vehicles.

Total Cost \$51,260
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		\$46,260			\$46,260	\$37,008		\$9,252	CMAQ, TOWNS
PE	\$5,000				\$5,000	\$4,000		\$1,000	CMAQ, TOWNS
	\$5,000	\$46,260			\$51,260	\$41,008		\$10,252	

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC

PORTSMOUTH (42879)

Facility: **New Hampshire Ave/Arboretum Dr/Pease Blvd**

SCOPE: Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection

Total Cost \$420,442
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$40,000				\$40,000	\$32,000		\$8,000	CMAQ, TOWNS
CON			\$380,442		\$380,442	\$304,354		\$76,088	CMAQ, TOWNS
	\$40,000		\$380,442		\$420,442	\$336,354		\$84,088	

Regionally Significant: N Clean Air Act Code: E-51 RPCS: RPC

PORTSMOUTH, NH - KITTERY, ME (15731)

Facility: **US 1 Bypass**

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

Total Cost \$15,620,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$13,050,000	\$2,570,000			\$15,620,000	\$15,620,000			NHP, TC
	\$13,050,000	\$2,570,000			\$15,620,000	\$15,620,000			

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC

PORTSMOUTH, NH - KITTEERY, ME (16189)

Facility: I-95

SCOPE: PRESERVATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)

Total Cost \$11,014,157
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$10,300,000	\$714,157			\$11,014,157		\$11,014,157		TPKRR
	\$10,300,000	\$714,157			\$11,014,157		\$11,014,157		

Regionally Significant: Y Clean Air Act Code: E-19 RPCS: RPC

PORTSMOUTH, NH - YORK, ME (16189B)

Facility: I-95

SCOPE: ITS Improvements to I-95 from Portsmouth, NH to York, ME

Total Cost \$5,603,532
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$747,143	\$3,072,251	\$1,579,137		\$5,398,532		\$5,398,532		TPKRR
PE	\$205,000				\$205,000		\$205,000		TPKRR
	\$952,143	\$3,072,251	\$1,579,137		\$5,603,532		\$5,603,532		

Regionally Significant: Y Clean Air Act Code: E-7 RPCS: RPC

PROGRAM (NSTI)

Facility: National Summer Transportation Institute

SCOPE: Programmatic project as a Cooperative Project Agreement (CPA) with the University of New Hampshire.

Total Cost: \$200,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	\$200,000			NSTI
	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	\$200,000			

Regionally Significant: N Clean Air Act Code: E-0 RPCS: Statewide

PROGRAM (ADA)

Facility: Various

SCOPE: Upgrades to side walks, curb ramps, and signals to be compliant with ADA laws.

Total Cost: \$840,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$10,000		\$10,000		\$20,000	\$20,000			STBG-FLEX, TC
CON		\$340,000		\$340,000	\$680,000	\$680,000			STBG-SAFETY, TC
PE	\$70,000		\$70,000		\$140,000	\$140,000			STBG-FLEX, TC
	\$80,000	\$340,000	\$80,000	\$340,000	\$840,000	\$840,000			

Regionally Significant: N Clean Air Act Code: E-33 RPCS: Statewide

PROGRAM (BRDG-HIB-M&P)

Facility: Various

SCOPE: Maintenance and preservation efforts for High Investment Bridges

Total Cost \$6,334,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$80,000			STBG-FLEX, TC
PE	\$100,000	\$85,000	\$100,000	\$100,000	\$385,000	\$385,000			STBG-FLEX, TC
CON		\$269,000	\$2,800,000	\$2,800,000	\$5,869,000	\$5,869,000			NHP, TC, STBG5-200K, STBG-FLEX
	\$120,000	\$374,000	\$2,920,000	\$2,920,000	\$6,334,000	\$6,334,000			

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide

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

Facility: Tier 1-2 Bridges

SCOPE: Maintenance & preservation of tier 1 & 2 bridges.

Total Cost \$26,025,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$100,000	\$50,000	\$200,000	\$100,000	\$450,000	\$450,000			NHP, TC, STBG-FLEX
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000			NHP, STBG-FLEX, TC
CON	\$4,575,000	\$5,000,000	\$7,900,000	\$8,000,000	\$25,475,000	\$23,920,000	\$1,555,000		GF, NHP, STBG5-200K, TC, STBG<5K, STBG-FLEX
	\$4,700,000	\$5,075,000	\$8,125,000	\$8,125,000	\$26,025,000	\$24,470,000	\$1,555,000		

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide

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

Facility: Tier 3-4 Bridges

SCOPE: Maintenance and preservation of tier 3 & 4 bridges.

Total Cost \$11,700,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$100,000	\$100,000	\$50,000	\$50,000	\$300,000	\$300,000			NHP, TC, STBG-FLEX
CON	\$3,400,000	\$2,060,000	\$3,400,000	\$2,500,000	\$11,360,000	\$10,675,000	\$685,000		GF, NHP, STBG5-200K, STBG<5K, STBG-FLEX, TC
ROW	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000	\$40,000			NHP, STBG-FLEX, TC
	\$3,510,000	\$2,170,000	\$3,460,000	\$2,560,000	\$11,700,000	\$11,015,000	\$685,000		

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide

PROGRAM (CBI)

Facility: Various

SCOPE: Complex Bridge Inspection (PARENT)

Total Cost \$1,000,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000	\$1,000,000			STBG-FLEX, TC
	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000	\$1,000,000			

Regionally Significant: N Clean Air Act Code: E-38 RPCS: Statewide

PROGRAM (CMAQ-FTA)

Facility: Various

SCOPE: Funds transferred from CMAQ to FTA.

Total Cost \$8,800,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$2,200,000	\$2,200,000	\$2,200,000	\$2,200,000	\$8,800,000	\$8,800,000			CMAQ, TC
	\$2,200,000	\$2,200,000	\$2,200,000	\$2,200,000	\$8,800,000	\$8,800,000			

Regionally Significant: N Clean Air Act Code: E-0 RPCS: Statewide

PROGRAM (COAST5307)

Facility: Various

SCOPE: COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.

Total Cost \$11,114,704
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$2,696,691	\$2,750,625	\$2,805,638	\$2,861,750	\$11,114,704	\$8,891,763		\$2,222,941	FTA5307, OTHER
	\$2,696,691	\$2,750,625	\$2,805,638	\$2,861,750	\$11,114,704	\$8,891,763		\$2,222,941	

Regionally Significant: N Clean Air Act Code: E-21 RPCS: RPC, SRPC

PROGRAM (CORRST)

Facility: Various

SCOPE: Corridor Studies Statewide

Total Cost \$2,800,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000	\$2,800,000			CMAQ, TC
	\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000	\$2,800,000			

Regionally Significant: N Clean Air Act Code: ATT RPCS: Statewide

PROGRAM (CRDR)

Facility: Various

SCOPE: CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

Total Cost \$7,300,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$1,437,500	\$1,430,000	\$1,683,300	\$1,300,000	\$5,850,800	\$5,850,800			NHP, STBG-FLEX, TC
PE	\$700,000	\$400,000	\$100,000	\$100,000	\$1,300,000	\$1,300,000			NHP, STBG-FLEX, TC
OTHER	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000			NHP, STBG-FLEX, TC
ROW	\$27,500	\$51,700	\$25,000	\$25,000	\$129,200	\$129,200			NHP, STBG-FLEX, TC
	\$2,170,000	\$1,886,700	\$1,813,300	\$1,430,000	\$7,300,000	\$7,300,000			

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide

PROGRAM (DBE)

Facility: **Disadvantaged Business Enterprise**

SCOPE: IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE PROGRAM: "DBE COMPLIANCE MONITORING (Annual Program)

Total Cost \$260,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$65,000	\$65,000	\$65,000	\$65,000	\$260,000	\$260,000			DBE
	\$65,000	\$65,000	\$65,000	\$65,000	\$260,000	\$260,000			

Regionally Significant: N Clean Air Act Code: E-0 RPCS: Statewide

PROGRAM (ENV-POST-CON)

Facility: **STATEWIDE**

SCOPE: Environmental commitments for post-construction obligations.

Total Cost \$400,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000			STBG-FLEX, TC
	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000			

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide

PROGRAM (FLAP)

Facility: Various

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

Total Cost \$1,050,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW		\$25,000	\$25,000	\$25,000	\$75,000	\$75,000			FH
CON		\$275,000	\$275,000	\$275,000	\$825,000	\$825,000			FH
PE		\$50,000	\$50,000	\$50,000	\$150,000	\$150,000			FH
		\$350,000	\$350,000	\$350,000	\$1,050,000	\$1,050,000			

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide

PROGRAM (FTA5307)

Facility: Boston Urbanized Area (UZA)

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

Total Cost \$19,298,573
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$7,789,000	\$5,404,962	\$3,022,085	\$3,082,526	\$19,298,573	\$19,298,573			FTA5307, TC
	\$7,789,000	\$5,404,962	\$3,022,085	\$3,082,526	\$19,298,573	\$19,298,573			

Regionally Significant: N Clean Air Act Code: E-21 RPCS: CNHRPC, NRPC, RP

PROGRAM (FTA5310)

Facility: Various

SCOPE: Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

Total Cost \$11,020,195
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$2,977,600	\$3,025,346	\$2,483,787	\$2,533,462	\$11,020,195	\$8,816,156		\$2,204,039	FTA5310, OTHER, STBG-FLEX
	\$2,977,600	\$3,025,346	\$2,483,787	\$2,533,462	\$11,020,195	\$8,816,156		\$2,204,039	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: Statewide

PROGRAM (FTA5339)

Facility: Various

SCOPE: Capital bus and bus facilities - FTA 5339 Program for statewide public transportation.

Total Cost \$24,829,011
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$6,732,071	\$6,839,206	\$5,573,136	\$5,684,599	\$24,829,011	\$19,863,209	\$2,482,901	\$2,482,901	FTA5339, OTHER, NH
	\$6,732,071	\$6,839,206	\$5,573,136	\$5,684,599	\$24,829,011	\$19,863,209	\$2,482,901	\$2,482,901	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: Statewide

PROGRAM (GRR)

Facility: Various

SCOPE: GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)

Total Cost \$8,140,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$1,880,000	\$1,880,000	\$1,880,000	\$1,880,000	\$7,520,000	\$7,520,000			NHP, STBG-FLEX, TC
PE	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000			NHP, STBG-FLEX, TC
ROW	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000			NHP, STBG-FLEX, TC
	\$2,035,000	\$2,035,000	\$2,035,000	\$2,035,000	\$8,140,000	\$8,140,000			

Regionally Significant: N Clean Air Act Code: E-9 RPCS: Statewide

PROGRAM (HSIP)

Facility: Various

SCOPE: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Total Cost \$37,758,475
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$6,471,232	\$7,859,081	\$9,059,081	\$9,059,081	\$32,448,475	\$32,448,475			HSIP, TC
OTHER	\$1,330,000	\$200,000	\$200,000	\$200,000	\$1,930,000	\$1,930,000			HSIP, TC
ROW	\$230,000	\$150,000	\$150,000	\$150,000	\$680,000	\$680,000			HSIP, TC
PE	\$1,200,000	\$500,000	\$500,000	\$500,000	\$2,700,000	\$2,700,000			HSIP, TC
	\$9,231,232	\$8,709,081	\$9,909,081	\$9,909,081	\$37,758,475	\$37,758,475			

Regionally Significant: N Clean Air Act Code: E-6 RPCS: Statewide

PROGRAM (LTAP)

Facility: Local Technology Assistance Program

SCOPE: Local Technology Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH

Total Cost \$600,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
SPR	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000			LTAP
	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000			

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide

PROGRAM (MOBRR)

Facility: Various

SCOPE: MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

Total Cost \$18,500,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$25,000	\$55,000	\$25,000	\$25,000	\$130,000	\$104,000		\$26,000	OTHER, STBG-FLEX
PE	\$200,000	\$100,000	\$100,000	\$100,000	\$500,000	\$400,000		\$100,000	OTHER, STBG-FLEX
CON	\$4,400,000	\$4,470,000	\$4,500,000	\$4,500,000	\$17,870,000	\$14,296,000		\$3,574,000	OTHER, STBG-FLEX
	\$4,625,000	\$4,625,000	\$4,625,000	\$4,625,000	\$18,500,000	\$14,800,000		\$3,700,000	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide

PROGRAM (MTA5307)

Facility: Manchester Transit Authority (MTA)

SCOPE: MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.

Total Cost \$17,452,545
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$4,255,327	\$4,391,000	\$4,360,639	\$4,445,579	\$17,452,545	\$11,518,680		\$5,933,865	FTA5307, OTHER
	\$4,255,327	\$4,391,000	\$4,360,639	\$4,445,579	\$17,452,545	\$11,518,680		\$5,933,865	

Regionally Significant: N Clean Air Act Code: E-21 RPCS: RPC, SNHPC

PROGRAM (MTA5310)

Facility: Manchester Transit Authority (MTA)

SCOPE: Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.

Total Cost \$621,184
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$150,714	\$153,728	\$156,803	\$159,939	\$621,184	\$496,947		\$124,237	FTA5310, OTHER
	\$150,714	\$153,728	\$156,803	\$159,939	\$621,184	\$496,947		\$124,237	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: RPC, SNHPC

PROGRAM (MTA5339)

Facility: **Manchester Transit Authority (MTA)**

SCOPE: Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.

Total Cost \$199,367
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$48,371	\$49,339	\$50,325	\$51,332	\$199,367	\$169,462	\$14,953	\$14,953	FTA5339, NHHF, OTHER
	\$48,371	\$49,339	\$50,325	\$51,332	\$199,367	\$169,462	\$14,953	\$14,953	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: RPC, SNHPC

PROGRAM (OJT/SS)

Facility: **OJT/SS**

SCOPE: On the Job training for minority and women to reach journeyman status in the construction industry.

Total Cost \$120,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000			TRAINING
	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000			

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide

PROGRAM (PAVE-T1-RESURF)

Facility: Tier 1 Highways

SCOPE: Resurface Tier 1 Highways

Total Cost \$50,200,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000	\$1,200,000			NHP, STBG-FLEX, TC
CON	\$12,250,000	\$12,250,000	\$12,250,000	\$12,250,000	\$49,000,000	\$49,000,000			NHP, STBG-FLEX, TC
	\$12,550,000	\$12,550,000	\$12,550,000	\$12,550,000	\$50,200,000	\$50,200,000			

Regionally Significant: N Clean Air Act Code: E-10 RPCS: Statewide

PROGRAM (PAVE-T2-REHAB)

Facility: Tier 2 Highways

SCOPE: Rehab of Tier 2 roads.

Total Cost \$10,310,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$200,000	\$50,000	\$125,000	\$125,000	\$500,000	\$500,000			NHP, STBG-FLEX, TC
ROW	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000			NHP, STBG-FLEX, TC
CON	\$2,345,000	\$6,509,000		\$836,000	\$9,690,000	\$9,690,000			STBG-FLEX, TC, NHP
	\$2,575,000	\$6,589,000	\$155,000	\$991,000	\$10,310,000	\$10,310,000			

Regionally Significant: N Clean Air Act Code: E-10 RPCS: Statewide

PROGRAM (PAVE-T2-RESURF)

Facility: Tier 2 Highways

SCOPE: Resurfacing Tier 2 Roadways

Total Cost \$74,020,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$29,120,000	\$8,200,000	\$14,000,000	\$20,400,000	\$71,720,000	\$47,720,000	\$24,000,000		BET, NHP, STBG-FLEX, TC
PE	\$800,000	\$800,000	\$300,000	\$300,000	\$2,200,000	\$2,200,000			NHP, STBG-FLEX, TC
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000			NHP, STBG-FLEX, TC
	\$29,945,000	\$9,025,000	\$14,325,000	\$20,725,000	\$74,020,000	\$50,020,000	\$24,000,000		

Regionally Significant: N Clean Air Act Code: E-10 RPCS: Statewide

PROGRAM (PVMRK)

Facility: Various

SCOPE: Statewide Pavement Marking Annual Project

Total Cost \$12,400,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$3,095,000	\$3,095,000	\$3,095,000	\$3,095,000	\$12,380,000	\$12,380,000			NHP, STBG-FLEX, TC
PE	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000			NHP, STBG-FLEX, TC
	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$12,400,000	\$12,400,000			

Regionally Significant: N Clean Air Act Code: E-11 RPCS: Statewide

PROGRAM (RCTRL)

Facility: Various

SCOPE: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Total Cost \$6,250,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$1,562,500	\$1,562,500	\$1,562,500	\$1,562,500	\$6,250,000	\$5,000,000		\$1,250,000	DNCR, RECTRAILS
	\$1,562,500	\$1,562,500	\$1,562,500	\$1,562,500	\$6,250,000	\$5,000,000		\$1,250,000	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide

PROGRAM (RRRCS)

Facility: Statewide Railroad Crossings

SCOPE: RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)

Total Cost \$5,411,540
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$1,548,385	\$925,000	\$925,000	\$925,000	\$4,323,385	\$4,323,385			RL, TC
ROW	\$5,000	\$5,000		\$5,000	\$15,000	\$15,000			RL, TC
OTHER	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000			RL, TC
PE	\$303,155	\$250,000	\$250,000	\$250,000	\$1,053,155	\$1,053,155			RL, TC
	\$1,861,540	\$1,185,000	\$1,180,000	\$1,185,000	\$5,411,540	\$5,411,540			

Regionally Significant: N Clean Air Act Code: E-1 RPCS: Statewide

PROGRAM (SRTS)

Facility: Various

SCOPE: SAFE ROUTES TO SCHOOL PROGRAM

Total Cost \$25,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$25,000				\$25,000	\$25,000			SRTS
	\$25,000				\$25,000	\$25,000			

Regionally Significant: N Clean Air Act Code: E-6 RPCS: Statewide

PROGRAM (STIC)

Facility: Varies

SCOPE: STIC Incentives

Total Cost \$500,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000	\$400,000	\$100,000		NHDOTOB, STIC
	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000	\$400,000	\$100,000		

Regionally Significant: N Clean Air Act Code: E-0 RPCS: Statewide

PROGRAM (TA)

Facility: Various

SCOPE: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Total Cost \$12,768,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$137,650	\$127,650	\$127,650	\$127,650	\$520,600	\$416,480		\$104,120	OTHER, TAP
CON	\$2,748,400	\$2,849,350	\$2,748,400	\$2,848,400	\$11,194,550	\$8,955,640		\$2,238,910	OTHER, TAP
PE	\$305,950	\$215,000	\$315,950	\$215,950	\$1,052,850	\$842,280		\$210,570	OTHER, TAP
	\$3,192,000	\$3,192,000	\$3,192,000	\$3,192,000	\$12,768,000	\$10,214,400		\$2,553,600	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: Statewide

PROGRAM (TRAC)

Facility: TRansportation And Civil engineering program

SCOPE: Implement and participate in AASHTO TRAC program in local high schools.

Total Cost \$88,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000	\$88,000			STBG-FLEX, TC
	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000	\$88,000			

Regionally Significant: N Clean Air Act Code: E-0 RPCS: Statewide

PROGRAM (TRCK-WGHT-SFTY)

Facility: Various

SCOPE: Truck weight safety inspection & maintenance program

Total Cost \$400,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000			STBG-FLEX, TC
	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000			

Regionally Significant: N Clean Air Act Code: E-6 RPCS: Statewide

PROGRAM (TSMO)

Facility: Transportation Systems Management and Operations

SCOPE: Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info

Total Cost \$1,400,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000	\$1,400,000			NHP, STBG-FLEX, TC
	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000	\$1,400,000			

Regionally Significant: N Clean Air Act Code: E-7 RPCS: Statewide

PROGRAM (UBI)

Facility: Various

SCOPE: Underwater Bridge Inspection (Annual Project)

Total Cost \$220,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$50,000	\$50,000	\$60,000	\$60,000	\$220,000	\$220,000			STBG-FLEX, TC
	\$50,000	\$50,000	\$60,000	\$60,000	\$220,000	\$220,000			

Regionally Significant: N Clean Air Act Code: E-38 RPCS: Statewide

PROGRAM (USSS)

Facility: Various

SCOPE: Project to update signing on state system

Total Cost \$2,120,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000	\$2,000,000			NHP, STBG-FLEX, TC
PE	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000			NHP, STBG-FLEX, TC
	\$530,000	\$530,000	\$530,000	\$530,000	\$2,120,000	\$2,120,000			

Regionally Significant: N Clean Air Act Code: E-44 RPCS: Statewide

SALEM (41750)

Facility: Manchester & Lawrence Rail Line

SCOPE: 0.3 miles of Bike-Ped trail along abandoned M&L rail line from Cluff Crossing to Rockingham Pk Blvd

Total Cost \$750,522
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$44,522				\$44,522	\$35,618		\$8,904	CMAQ, TOWNS
ROW	\$51,000				\$51,000	\$40,800		\$10,200	CMAQ, TOWNS
CON	\$655,000				\$655,000	\$524,000		\$131,000	CMAQ, TOWNS
	\$750,522				\$750,522	\$600,418		\$150,104	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC

SALEM (42884)

Facility: Various

SCOPE: Improve signal operation at 28 intersections to identify hardware and software upgrades needed.

Total Cost \$1,573,819
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON			\$1,373,819		\$1,373,819	\$1,099,055		\$274,764	CMAQ, TOWNS
PE	\$200,000				\$200,000	\$160,000		\$40,000	CMAQ, TOWNS
	\$200,000		\$1,373,819		\$1,573,819	\$1,259,055		\$314,764	

Regionally Significant: N Clean Air Act Code: E-52 RPCS: RPC

SALEM (42885)

Facility: Rte 28

SCOPE: Construct Rail Trail along NH 28 for approximately 1 mile.

Total Cost \$1,056,784
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON			\$1,056,784		\$1,056,784	\$845,427		\$211,357	CMAQ, TOWNS
			\$1,056,784		\$1,056,784	\$845,427		\$211,357	

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC

SALEM TO MANCHESTER (10418X)

Facility: I-93

SCOPE: Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014

Total Cost \$159,500
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$159,500				\$159,500	\$159,500			TC, STBG>200K
	\$159,500				\$159,500	\$159,500			

Regionally Significant: Y Clean Air Act Code: N/E RPCS: RPC, SNHPC

SALEM TO MANCHESTER (14800A)

Facility: I-93

SCOPE: MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D

Total Cost \$20,813,225
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$548,181	\$6,869,259	\$6,758,028	\$6,637,756	\$20,813,225	\$20,813,225			RZED, NHP, TC
	\$548,181	\$6,869,259	\$6,758,028	\$6,637,756	\$20,813,225	\$20,813,225			

Regionally Significant: N Clean Air Act Code: E-0 RPCS: RPC

SEABROOK - HAMPTON (15904)

Facility: NH 1A

SCOPE: Reconstruction of Red List bridge carrying NH 1A over Hampton River(Br#235/025)Debt Serv.Proj#42710

Total Cost \$21,058,191
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$594,603				\$594,603	\$594,603			STBG5-200K, TC
CON			\$17,195,781	\$568,177	\$17,763,957		\$17,763,957		GARVEE
PE	\$1,507,526	\$1,192,105			\$2,699,631	\$2,699,631			STBG5-200K, TC
	\$2,102,129	\$1,192,105	\$17,195,781	\$568,177	\$21,058,191	\$3,294,234	\$17,763,957		

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC

STATEWIDE (41756)

Facility: Various

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

Total Cost \$334,620
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$165,000	\$169,620			\$334,620	\$334,620			CMAQ, TC
	\$165,000	\$169,620			\$334,620	\$334,620			

Regionally Significant: N Clean Air Act Code: E-52 RPCS: Statewide

STATEWIDE (42878)

Facility: Various

SCOPE: Upgrades to 10 locations statewide that may include flashing yellow arrow& optimized signal timing.

Total Cost \$565,400
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		\$497,552			\$497,552	\$497,552			CMAQ, TC
PE		\$67,848			\$67,848	\$67,848			CMAQ, TC
		\$565,400			\$565,400	\$565,400			

Regionally Significant: N Clean Air Act Code: E-52 RPCS: Statewide

STATEWIDE TIER 2 (S) (43289)

Facility: Various

SCOPE: Resurfacing of various Tier 2 roadways

Total Cost \$5,075,025
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$5,060,000				\$5,060,000	\$5,060,000			STBG-FLEX, TC
PE	\$15,025				\$15,025		\$15,025		BET, DOT NONPAR
	\$5,075,025				\$5,075,025	\$5,060,000	\$15,025		

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC, SNHPC, SRPC,

STRATHAM (41711)

Facility: NH108/Bunker Hill Avenue

SCOPE: Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.

Total Cost \$244,717
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$150,002		\$94,715		\$244,717	\$244,717			STBG-FLEX, TC
	\$150,002		\$94,715		\$244,717	\$244,717			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC

\$154,184,034 134,124,284 \$137,048,390 \$135,778,505 \$561,135,213 \$454,467,037 \$83,812,807 \$22,855,369

RPC Project #	State Project #	Scale	Location	Scope	PE	ROW	CON	Total Cost	First Year of CON
Brentwood									
6055002		Local	NH 111A	Reconfigure the intersection of NH 111A and Pickpocket Road from a "Y" to a "T" alignment	\$28,145	\$0	\$140,723	\$168,868	2031
Epping									
6147006		Inter-Regional	NH 125	Signalize intersection of NH 125 with Lee Hill Road (NH 155)	\$211,554	\$7,052	\$1,551,399	\$1,770,005	2031
6147007		Inter-Regional	NH 125	Widen NH 125 from NH 87 to Lee Hill Road	\$1,190,516	\$0	\$8,387,458	\$9,577,974	2039
6147005		Inter-Regional	NH 125	Signalize the southern intersection of NH 125 with North River Road. Realign North River Road to eliminate skewed angle approaches to NH 125	\$238,342	\$0	\$1,259,378	\$1,497,720	2039
Greenland									
6187003		Regional	NH 33	Analyze the intersection to determine what improvements will be necessary to mitigate the traffic issue. The RPC produced a Memo on March 12, 2019 reviewing the potential installation of a Roundabout. Further detailed review and community input is necessary in order to evaluate what mitigation measures are best suited for the Route 33 corridor. Any improvement may impact the adjoining bridge. Providing pedestrian and bike access over the Winnicut River is critical.	\$819,043	\$819,043	\$8,419,758	\$10,057,844	2035
Hampton									
6197019		Regional	Ocean Blvd	Capacity and traffic flow improvements on Ocean Boulevard from Dumas Avenue to the Winnacunnet Road Intersection	\$1,317,676	\$1,354,571	\$7,357,851	\$10,030,097	2035

RPC Project #	State Project #	Scale	Location	Scope	PE	ROW	CON	Total Cost	First Year of CON
6197012	42606	Local	Winnacunnet Rd (NH 101E) & High Street (NH 27)	The reconstruction of Winnacunnet Road as a "Complete Street" will include new accessible sidewalks along both sides of the roadway, travel way and shoulder delineation, and the implementation of new signage, markings and crossings. The construction of the "missing" link between Tobey Road and Five Corners will include the construction of new sidewalk (7 ft) within the existing ROW	\$172,209	\$60,663	\$948,789	\$1,181,661	
6197005	41584	Inter-Regional	NH 101/ US 1	NH 101/ US 1 interchange reconfiguration as per the outcome of the feasibility study	\$740,852	\$205,792	\$6,461,874	\$7,408,518	
6197009		Local	High Street	Repaving / reconstructing urban compact streets. This project would rebuild High Street (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	\$2,334,286	\$0	\$16,906,048	\$19,240,334	2043
6197010		Local	Winnacunnet Rd	Repaving / reconstructing urban compact streets. This project would rebuild all of the Winnacunnet Road within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	\$2,304,895	\$0	\$16,693,188	\$18,998,083	2041
6197011		Local	Church Stret	Repaving / reconstructing urban compact streets. This project would rebuild all of Church Street within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	\$467,107	\$0	\$3,383,023	\$3,850,130	2040
6197002		Inter-Regional	US 1/NH 27	Improvements to the US 1 / NH 27 intersection. Realignment of Exeter Road (Route 27) to the south so as to align directly opposite High Street, which would improve the operation of the signalized intersection by allowing Exeter Road and High Street through movements to run under the same signal phase. This will also require construction of a new bridge over the railroad that is wider and aligned slightly to the the south of the current bridge.	\$1,522,360	\$2,318,498	\$10,725,373	\$14,566,232	2040
6197020		Regional	Ocean Blvd	Capacity and traffic flow improvements on Ocean Boulevard from Winnacunnet Road to High Street	\$1,910,638	\$1,964,135	\$10,095,656	\$13,970,429	2035
6197014		Regional	Ocean Blvd	Capacity and traffic flow improvements on Ocean Boulevard from the Highland Avenue Intersection to the Church Street Intersection	\$874,425	\$898,909	\$5,019,471	\$6,792,805	2033

RPC Project #	State Project #	Scale	Location	Scope	PE	ROW	CON	Total Cost	First Year of CON
6197018		Regional	Ocean Blvd	Capacity and traffic flow improvements on Ocean Boulevard from Great Boars Head Avenue to Dumas Avenue	\$520,942	\$535,528	\$2,752,613	\$3,809,083	2033
6197017		Regional	Ocean Blvd	Capacity and traffic flow improvements on Ocean Boulevard from Church Street to Great Boars Head Avenue	\$1,222,168	\$1,256,388	\$6,457,836	\$8,936,392	2032
6197016		Regional	Ocean Blvd	Capacity and traffic flow improvements on Ocean Boulevard from the Hampton Harbor Bridge to the Southern Ashworth Avenue/Ocean Blvd split	\$869,912	\$894,269	\$4,725,246	\$6,489,427	2032
6197015		Regional	Ashworth Avenue	Complete Streets improvements on Ashworth Avenue	\$112,829	\$115,988	\$612,872	\$841,690	2031
6197004		Regional	NH 27	Shoulder bicycle lanes on NH 27 from Exeter town line to US 1. Complete the Exeter-Hampton-North Hampton bicycle route loop, and work with NH DOT on developing and installing bike route markers.	\$438,784	\$789,372	\$2,202,573	\$3,430,729	2038

Hampton Falls

6199003		Regional	US 1	Route 1 - Provide full shoulder and access management improvements from Lincoln Avenue to Hampton town line. From US 1 Corridor Study.	\$403,898	\$0	\$2,193,919	\$2,597,816	2037
6199001		Regional	US 1	Route 1 - Realign and add traffic signal at NH 84. Remove set of traffic signals at NH 88 EB and improve roadway for bi-directional travel on NH 88 adjacent to intersection. Add streetscape/ landscape improvements. From US 1 Corridor Study.	\$917,268	\$0	\$6,286,343	\$7,203,611	2033
6199002		Regional	US 1	Improve Route 1 from Seabrook Town line to Kensington Road (NH 84). Includes provision of full shoulder, access management improvements. From US 1 Corridor Study.	\$392,896	\$0	\$2,193,919	\$2,586,815	2037

Hampton Falls-Hampton

6001019		Regional	East Coast Greenway	Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor, elevatiing the causeway through the marsh 2'-3' for resiliency purposes and span washouts with sections of boardwalk.	\$533,080	\$0	\$4,633,004	\$5,166,085	2030
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Kensington

RPC Project #	State Project #	Scale	Location	Scope	PE	ROW	CON	Total Cost	First Year of CON
6239001	42610	Regional	NH 107	Realign and upgrade the intersection of NH 150 and NH 107 in Kensington. Possible location for a roundabout. Source: NH 107/150 Intersection Study	\$378,861	\$205,792	\$1,884,808	\$2,469,461	
Newfields									
6327004		Regional	NH 108	Add shoulders to NH 108 within town of Newfields	\$37,178	\$0	\$589,345	\$626,523	2039
6327003		Local	NH 85	Rebuild roadway and sidewalks to include bike lanes and landscape features	\$60,585	\$0	\$3,201,243	\$3,261,828	2042
6327002		Local	NH 87	Widen shoulders and install sidewalks	\$62,281	\$8,304	\$533,541	\$604,126	2042
Newington									
6331003		Local	Nimble Hill Rd	Install shoulders along Nimble Hill Road from Shattuck Way to Arboretum Drive.	\$0	\$165,907	\$0	\$165,907	2033
6331003		Local	Nimble Hill Rd	Install shoulders along Nimble Hill Road from Shattuck Way to Arboretum Drive.	\$161,387	\$0	\$852,757	\$1,014,144	2033
6331001		Local	Pease Blvd/ NH Ave/ Arboretum Dr	Install a signal at the intersection of Arboretum Drive, New Hampshire Avenue, and Pease Blvd. Additional turning lanes may be required to maintain adequate operations.	\$392,896	\$0	\$2,827,283	\$3,220,179	2039
North Hampton									
6345010		Regional	NH 111	Reconfigure the intersection of NH 111 and NH 151 in North Hampton to a more standard layout. Estimate assumes roundabout at the southerly 111/151 intersection and lesser improvements elsewhere.	\$485,755	\$0	\$0	\$485,755	2039
6345001		Inter-Regional	US 1	Widen US 1 from Hampton town line to Atlantic Avenue (NH 111) to five lanes. Add fourth leg to Home Depot intersection and discontinue Fern road. From US 1 Corridor Study.	\$2,972,132	\$0	\$21,014,869	\$23,987,001	2045
6345004		Inter-Regional	US 1	Connect Hobbs Road with Elm Road and discontinue north end of Elm Road. Provide traffic signal connection from mid-point of Elm road to US 1. From US 1 Corridor Study.	\$1,102,568	\$0	\$7,985,344	\$9,087,912	2044

RPC Project #	State Project #	Scale	Location	Scope	PE	ROW	CON	Total Cost	First Year of CON
6345008		Inter-Regional	US 1	Provide full shoulders for three lane section of US 1 between North Road and new traffic signal in the vicinity of Lafayette Terrace. From US 1 Corridor Study.	\$245,015	\$0	\$1,259,378	\$1,504,393	2042
6345003		Inter-Regional	US 1	Provide full shoulder to three lane section from Glendale Road to Hobbs road. From US 1 Corridor Study.	\$245,015	\$0	\$1,259,378	\$1,504,393	2042
6345005		Inter-Regional	US 1	Provide full shoulder for 3 lane section from Elm Road to south of North Road. From US 1 Corridor Study.	\$190,673	\$0	\$980,061	\$1,170,734	2041
6345010		Regional	NH 111	Reconfigure the intersection of NH 111 and NH 151 in North Hampton to a more standard layout. Estimate assumes roundabout at the southerly 111/151 intersection and lesser improvements elsewhere.	\$0	\$499,356	\$3,518,079	\$4,017,436	2039
6345011		Inter-Regional	US 1	Capacity improvements at Intersection of US 1 and Atlantic Avenue (NH 111) including safety improvements for bicycle and pedestrian access	\$99,592	\$97,655	\$1,032,003	\$1,229,250	2037
6345009		Inter-Regional	US 1	Improve shoulders from the New North Road access point to the Rye town line. New signal and widen to five lanes in the vicinity of Lafayette Terrace connecting residential and commercial properties on each side of US 1. From US 1 Corridor Study.	\$822,279	\$0	\$5,793,139	\$6,615,418	2042

North Hampton - Greenland

6001008		Regional	NH 151	Shoulder improvements (safety and bicycle improvement) on NH 151 from NH 111 to NH 33 .	\$596,945	\$0	\$4,323,372	\$4,920,317	2044
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Plaistow

6375002		Inter-Regional	Rail	Extension of MBTA Commuter Rail Service from Haverhill, MA to Plaistow. Construct platform & enclosed waiting area. Acquire easement for construction of rail siding. Acquire land for locomotive layover facility. Operate 10 round trips [10-17CM]	\$0	\$4,826,446	\$0	\$4,826,446	
6375004		Local	NH 121A	Intersection improvements at North Avenue And NH 121A In Plaistow	\$489,217	\$0	\$3,543,153	\$4,032,370	2037

Portsmouth

RPC Project #	State Project #	Scale	Location	Scope	PE	ROW	CON	Total Cost	First Year of CON
6379021		Inter-Regional	US Route 1 Bypass	Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection	\$1,362,397	\$0	\$9,598,395	\$10,960,792	2032
6379006		Inter-Regional	US Route 1 Bypass	reconstruct the US 1 Bypass to current standards between the split from Lafayette Road to just south of the traffic circle.	\$2,902,634	\$0	\$19,892,715	\$22,795,349	2034
6379010		Inter-Regional	I-95	Construct a noise barrier consisting of vertical wood sound walls along an approximately 2,000 foot portion of southbound I-95 where it passes Pannaway Manor.	\$225,535	\$695,549	\$1,984,623	\$2,905,707	2040
6379002	42611	Regional	Grafton Drive	Grafton Drive will be widened to provide center turn lane to facilitate turning movements at the intersection with Country Club Rd and the Portsmouth Transportation Center	\$118,021	\$0	\$527,219	\$645,240	
6379034	42612	Local	International Dr/ Manchester Square/ Corporate Dr	Install traffic signal at the intersection of International Drive with Manchester Square and Corporate Drive on the Pease International Tradeport in Portsmouth	\$90,994	\$0	\$296,561	\$387,555	
6379027	42608	Local	Market St and Russell St	Intersection improvements are required to improve traffic flow and safety. A roundabout is currently being considered for this location.	\$236,042	\$62,361	\$1,096,236	\$1,394,639	
6379007	40908	Local	Maplewood Ave	Upgrade the railroad crossing on Maplewood Ave between Vaughan and Deer Streets.	\$152,013	\$0	\$467,500	\$619,513	
6379018		Local	Pierce Island Rd	Replace Pierce Island Bridge over Little Harbor	\$736,681	\$0	\$5,796,246	\$6,532,927	2044
6379037		Local	South St.	Reconfiguration of the intersection of South Street and Middle Road to limit the speed of vehicles turning onto South Street, construction of curbing and a sidewalk along the south side of Middle Road and South Street, and installation of a pedestrian crosswalk at the intersection.	\$38,219	\$0	\$451,831	\$490,050	2042
6379031		Local	Junkins Ave	This is an upgrade to an existing facility to address substandard conditions. It will include improvements to the road bed, drainage, and sidewalk improvements as well as bicycle lanes on at least one side of the road.	\$103,802	\$0	\$1,600,622	\$1,704,423	2041

RPC Project #	State Project #	Scale	Location	Scope	PE	ROW	CON	Total Cost	First Year of CON
6379035		Regional	Grafton Drive	Install a signal and widen Grafton Drive, Country Club Road and the access to the Portsmouth Transportation Center to add right and left turning lanes.	\$415,207	\$0	\$2,987,827	\$3,403,034	2041
6379005		Local	Maplewood Ave	Replace Maplewood Avenue culvert over North Mill Pond. Replacement structure will consist of three concrete arches with existing stone reused to construct seawalls.	\$423,109	\$0	\$8,699,115	\$9,122,224	2031
6379036		Local	Local Streets	Install 10 new crosswalks along McKinley Road and Harding Road including 1 raised crosswalk, speed radar signs at three locations, intersection improvements at 3 locations, a curb extension at 1 location, and new sidewalks along one side of McKinley Road, Harding Road, Van Buren, and Adams.	\$0	\$0	\$1,858,925	\$1,858,925	2040
6379012		Local	Coakley Rd	Upgrade / replace aging bridge.	\$605,846	\$0	\$2,076,033	\$2,681,880	2040
6379015		Local	Cate Street	Replace bridge in collaboration with local development plans	\$471,476	\$0	\$2,746,503	\$3,217,979	2039
6379013		Local	Bartlett St	Bridge upgrade / replacement over Hodgson Brook	\$108,926	\$0	\$575,554	\$684,480	2039
6379003		Local	Corporate Dr/ Grafton Drive	Installation of a fully actuated traffic control signal at the intersection of Corporate Drive and Grafton Drive on the Pease International Tradeport in Portsmouth.	\$573,292	\$0	\$2,160,930	\$2,734,223	2038
6379033		Local	NH Ave/Exeter St/ Manchester Square	Construct a roundabout at the intersection of New Hampshire Avenue/ Exeter Street/ Manchester Square on the Pease International Tradeport in Portsmouth	\$0	\$0	\$1,528,780	\$1,528,780	2037
6379033		Local	NH Ave/Exeter St/ Manchester Square	Construct a roundabout at the intersection of New Hampshire Avenue/ Exeter Street/ Manchester Square on the Pease International Tradeport in Portsmouth	\$371,785	\$0	\$0	\$371,785	2037
6379032		Local	Grafton Drive/ Aviation Avenue	Interim improvement to construct NB Left Turn lane on Grafton Drive. Long-term solution includes separated Left and Right Turn lanes on Aviation Ave.	\$278,839	\$0	\$1,433,231	\$1,712,070	2037

RPC Project #	State Project #	Scale	Location	Scope	PE	ROW	CON	Total Cost	First Year of CON
6379001		Local	New Hampshire Ave/ Durham St/ Corporate Drive/ International Dr	Installation of a traffic signal and construction of left turn lanes on the approaches to New Hampshire Avenue, Corporate Drive and International Drive.	\$527,712	\$0	\$1,487,140	\$2,014,852	2036
6379020		Inter-Regional	US Route 1 Bypass	Reconstruct the Northern segment of the US 1 Bypass between the traffic circle and the Sarah Long Bridge to current standards	\$2,295,313	\$0	\$16,171,003	\$18,466,316	2036
6379029		Local	South St	This project will include a new road bed, underdrains and surface drainage, sidewalk reconstruction as well as water, sewer, and gas lines work.	\$47,774	\$0	\$467,107	\$514,882	2040
Raymond									
6383004		Regional	NH 27	Address safety and capacity issues at the intersection of NH 27 and NH 156	\$180,168	\$89,177	\$1,551,399	\$1,820,743	2031
6383003		Regional	NH 156	Address sight distance issues to improve safety at NH 156/Ham Road/Harriman Hill Road intersection	\$42,683	\$43,878	\$451,070	\$537,631	2042
6383001		Regional	NH 102	Safety improvements at the NH 102 intersection with Blueberry Hill Road	\$39,290	\$40,390	\$426,832	\$506,512	2040
6383002		Regional	NH 27	Address skewed angle intersection of Dudley Road with NH 27 through realignment	\$40,390	\$40,390	\$426,832	\$507,612	2040
Region									
6001015		Inter-Regional	Multiple	Bridge Security Surveillance and Interagency Video Exchange: Establish a video distribution system to allow authorized municipal and transit organizations to view bridge conditions in real-time.	\$512,199	\$0	\$3,510,270	\$4,022,469	2038
6001014		Inter-Regional	NH 125	Route 125 and Interstate 495 Interchange Cross-Border ITS: Deployment of Advanced Traveller Information Services and Communications upgrades to coordinate traffic flow information across the MA-NH border.	\$213,416	\$0	\$1,096,959	\$1,310,376	2038
6001016		Inter-Regional	Multiple	Park-and-Ride ITS Improvements: Deploy surveillance, parking sensors, and signage at Park-and-Ride facilities. From Regional ITS Architecture.	\$288,112	\$0	\$1,522,360	\$1,810,472	2039

RPC Project #	State Project #	Scale	Location	Scope	PE	ROW	CON	Total Cost	First Year of CON
Rye									
6397001		Inter-Regional	US 1	Improve shoulders on US 1 from Breakfast Hill Road to Portsmouth city line	\$463,700	\$0	\$2,450,152	\$2,913,852	2041
6397003		Inter-Regional	US 1	Improve Shoulders on US 1 from North Hampton Town line to Breakfast Hill Road. Realign Dow Road to 90 degree approach.	\$286,010	\$0	\$1,511,254	\$1,797,264	2042
6397002		Inter-Regional	US 1	Widen to five lanes and improve the Washington Road/Breakfast Hill Road intersection with US 1. Reduce vertical rise to the south to improve sight distance.	\$710,435	\$0	\$5,289,388	\$5,999,823	2042
Sandown									
6405001	41412	Local	Phillips Rd	Bridge Replacement on Phillips Road over Exeter River [093/109]	\$109,193	\$6,066	\$813,593	\$928,852	
Seabrook									
6409006		Regional	NH 1A	Bicycle shoulders and curbed sidewalk linking Seabrook Beach community with Hampton Beach [future TE].	\$118,472	\$0	\$592,358	\$710,830	2028
6409007	42609	Regional	East Coast Greenway	Construct multiple use pathway on State owned portion of B&M railroad from Mass state line to Seabrook Station. East Coast Greenway.	\$153,000		\$765,000	\$918,000	
6409001		Regional	US 1	Reconfigure rotary on US 1 at the MA state line to a four way intersection as per the US 1 Corridor Study. Widen US 1 to 5 lanes	\$716,616	\$0	\$4,911,205	\$5,627,821	2033
6409002		Regional	US 1	Widen US 1 to 5 lanes between Walton Road and Gretchen Road From US 1 Corridor Study.	\$789,811	\$0	\$5,412,836	\$6,202,647	2038
Seabrook-Hampton									
6001018		Regional	NH 1A	Route 1A Evacuation ITS Improvements: Deployment of Route 1A contra-flow signage, VMS, surveillance, and communications upgrades. From Regional ITS Architecture	\$548,091	\$0	\$3,969,542	\$4,517,632	2037
South Hampton									

RPC Project #	State Project #	Scale	Location	Scope	PE	ROW	CON	Total Cost	First Year of CON
6417002		Local	Hilldale Ave	Bridge Replacement on Hilldale Avenue over Powwow River [069/066]	\$263,270	\$0	\$1,391,099	\$1,654,369	2036
6417001		Local	Whitehall Rd	Bridge Replacement on Whitehall Road over Powwow River [099/062]	\$118,243	\$0	\$591,217	\$709,460	2036
Stratham									
6431002		Regional	Squamscott Rd	Shoulder Bike Lanes On Squamscott Road From NH 108 To NH 33	\$0	\$0	\$2,736,311	\$2,736,311	2044
6431001		Regional	Rte. 108 and 33 / Portsmouth Ave and Winnicutt Road	A comprehensive reconfiguration of the Rte. 108 / Rte. 33 Stratham Circle through the Town Center District. Reconfiguration of 4 intersections for traffic and pedestrian access and safety improvements including a roundabout, lane reconfigurations, signalization, sidewalks, bicycle lanes, crosswalks, Bus shelters, traffic calming measures, and signage improvements.	\$513,338	\$423,577	\$4,355,273	\$5,292,188	2031
6431006		Regional	NH 111	Install a roundabout (estimating 100' diameter) within a combination of the NH-111 right-of-way and modified Marin Way right-of-way (realignment, throat widening, etc.).	\$205,335	\$0	\$1,055,424	\$1,260,759	2038
6431004		Regional	NH 108	NH 108/ Frying Pan Lane/ River Rd Signalization And Realignment And Lane Improvements. Source: 2001-2003 TIP Proposal	\$319,435	\$0	\$1,687,867	\$2,007,301	2038
6431005		Regional	NH 33	Full signalization of the Route 33/Portsmouth Avenue and Winnicutt Road intersection.	\$42,683	\$32,909	\$329,088	\$404,680	2041
								\$385,861,168.17	