

**DRAFT**

Rockingham Planning Commission

2025-2028  
Transportation  
Improvement  
Program

Anticipated Approval by the  
MPO  
3-12-2025



The preparation of this document was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research [Section 505(a)], and Metropolitan Planning Programs [Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official view or policies of the U. S. Department of Transportation.

---

# SELF-CERTIFICATION RESOLUTION

## Rockingham Planning Commission MPO

WHEREAS the USDOT Fixing America's Surface Transportation (FAST) Act legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; and,

WHEREAS the Federal regulations specify that the transportation planning process be in conformance with Title 23 U.S.C. Section 134, 49 U.S.C. Section 5303 and 23 CFR part 450 which require that a continuing, cooperative and comprehensive planning process be carried out by the state and local officials; and,

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

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

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

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

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

---

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the **Rockingham Planning Commission**, the Metropolitan Planning Organization (MPO) for **Atkinson, Brentwood, Danville, East Kingston, Epping, Exeter, Fremont, Greenland, Hampstead, Hampton, Hampton Falls, Kensington, Kingston, New Castle, Newfields, Newington, Newton, North Hampton, Plaistow, Portsmouth, Raymond, Rye, Salem, Sandown, Seabrook, South Hampton, and Stratham, New Hampshire**, certifies that the planning process is being carried out in conformance with all of the applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

I hereby certify that the **Rockingham Planning Commission** 2025-2028 Transportation Improvement Program and 2050 Metropolitan Transportation Plan were adopted by the Commission at its meeting on March 12, 2025, along with this Self-Certification Resolution.

\_\_\_\_\_  
Tim Roache, Executive Director  
Rockingham Planning Commission

\_\_\_\_\_  
William Cass, Commissioner  
New Hampshire Department of Transportation

Date: \_\_\_\_\_

Date: \_\_\_\_\_

## **Table of Contents**

1.0 Introduction .....	1
2.0 TIP Requirements .....	2
3.0 Transportation Planning and Programming .....	3
3.1 New Hampshire Process .....	4
3.2 TIP Development Process .....	7
3.3 Interagency Consultation Process .....	7
3.4 Environmental Justice and Title VI .....	8
3.5 Public Involvement .....	8
4.0 Fiscal Constraint Analysis .....	10
4.1 Financial Plan .....	10
4.2 Operations and Maintenance .....	11
5.0 Air Quality Conformity .....	13
5.1 Transportation Conformity Requirements .....	14
5.2 Latest Planning Assumptions .....	15
5.3 Consultation Requirements .....	15
5.4 Timely Implementation of TCMs .....	15
5.5 Fiscal Constraint .....	16
5.6 Conclusion .....	16
6.0 TIP Revision Process .....	17
6.1 Administrative Modification .....	17
6.2 Amendments .....	18
7.0 Transportation Improvement Program Projects .....	19
7.1 Status of Projects from the Previous TIP .....	19
7.2 Individually listed projects .....	22
7.3 Grouped projects .....	23
7.4 Transit Agency Project Details .....	24

## **Appendices**

Appendix A: Detailed STIP/TIP Fiscal Constraint Documentation

Appendix B: MPO System Performance Report

---

# 1.0 Introduction

---

The Rockingham Planning Commission (RPC) is a regional planning commission established by its member municipalities under the enabling authority of New Hampshire RSA 36. Its planning region consists of 27 communities located in the southeastern corner and seacoast of New Hampshire (see list to the right and **Figure 1**). The RPC's purpose is threefold: to assist communities with their individual planning needs, to develop regional plans to guide and coordinate development in the region, and to help communities work together to address common problems.

The RPC is designated as the Metropolitan Planning Organization (MPO) for portions of the Portsmouth and Boston Urbanized Areas with established planning area boundaries that match those of the planning commission. As the MPO for the region, the RPC is responsible for the development of plans and programs that provide for the operation, maintenance, and improvement of the regional multimodal surface transportation facilities and system for the urbanized area that encompasses all 27 communities and a population of approximately 200,000 people. In addition, the MPO provides a public forum for discussion of transportation and related needs and provides technical planning assistance to member communities and agencies.

<b><u>RPC Communities</u></b>	
Atkinson	Newfields
Brentwood	Newington
Danville	Newton
East Kingston	North Hampton
Epping	Plaistow
Exeter	Portsmouth
Fremont	Raymond
Greenland	Rye
Hampstead	Salem
Hampton	Sandown
Hampton Falls	Seabrook
Kensington	South Hampton
Kingston	Stratham
New Castle	

## 2.0 TIP Requirements

TIPs must be developed in accordance with the most recent Federal Transportation legislation (the Bipartisan Infrastructure Law<sup>1</sup>), joint federal metropolitan planning regulations (23 CFR 450) issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and the Clean Air Act. **Figure 1** identifies the requirements established by these regulations and how the MPO fulfills them.

**Figure 1: TIP Requirements**

Requirement	How the MPO meets the Requirement
The TIP must cover a period of at least four years and be updated at least every four years.	<i>The TIP includes four fiscal years and the MPO adopts a new TIP every two years in conjunction with the State TIP, State Ten Year Plan process, and 3 other New Hampshire MPO TIP adoption.</i>
The TIP must be made available for public review and interested parties must have reasonable opportunity for public comment.	<i>Adopting a new TIP requires a 30-day comment period, and all amendments include at least a 10 day comment period with notices on the MPO website, distributed to MPO TAC and Policy Committee members, local communities, and transit agencies. All TIP documents are published on the MPO website.</i>
Shall reflect the investment priorities established in the current Metropolitan Transportation Plan	<i>The current Long Range Transportation Plan establishes a planning framework that merges New Hampshire Livability Principles, a vision for the region’s future &amp; established goals, with Federal Planning Factors &amp; a performance-based approach. The projects included in the TIP reflect efforts to address these priorities.</i>
TIP must be designed to make progress toward achieving performance targets identified in the Metropolitan Transportation Plan.	<i>The TIP includes a System Performance Report that catalogues the region’s performance measures &amp; targets. Projects that play a role in advancing those metrics are identified.</i>
Include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area	<i>The TIP includes all federally funded transportation projects in the region as well as any identified as “Regionally Significant.” In some cases, projects are incorporated into a grouped project and listed under one of NH’s “Statewide Programs.”</i>
Must include regionally significant projects requiring an action by FHWA or FTA whether or not the projects are to be funded with Federal funds.	<i>The TIP includes projects on the NH Turnpike system as well as any other projects funded with state, local, or private resources that are deemed regionally significant.</i>
For each listed project, the TIP shall include: Sufficient descriptive material to identify the project or phase; Estimated total project cost; The amount of Federal funds proposed to be obligated during each program year for the project or phase; Identification of the agencies responsible for carrying out the project or phase;	<i>Projects in the TIP include data to identify the specific location of the project, the general scope, and total cost. Information is provided by phase, fiscal year, and funding source. The agency responsible for the project is included as well as air quality conformity exemption status, and whether the project is considered regionally significant.</i>
In nonattainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP; In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations.	<i>The TIP identifies the exempt/not-exempt status of each project as well as the process by which the MPO demonstrates consistency with conformity requirements. The only TCM in the current NH SIP is continuation of the State emissions inspection program.</i>
The TIP shall be financially constrained by year & include a financial plan that demonstrates which projects can be implemented using current & proposed revenue sources.	<i>The TIP is fiscally constrained by year as demonstrated in the financial plan component of the document.</i>

<sup>1</sup> The Bipartisan Infrastructure Law, 2021. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

### 3.0 Transportation Planning and Programming

Federal regulations require that the RPC, as the MPO for the Seacoast and Southeastern region of New Hampshire, maintain the transportation planning process for the metropolitan planning area that includes development of a Long Range Transportation Plan (LRTP), and a short-range Transportation Improvement Program (TIP) which is aggregated with the other MPO TIPs into the State Transportation Improvement Program (STIP). In addition, New Hampshire Revised Statutes RSA 240:3 identifies a role for the MPO in the statewide Ten Year Plan Development Process which identifies transportation project priorities around the state over the upcoming ten year period. These documents, and their overlapping development processes, form the basis of the transportation planning and programming process of the region. **Figure 2** provides a brief overview of the documents, and they are described in more detail in the following paragraphs.

**Figure 2:** Interaction between the MPO Long Range Plan, the State Ten Year Plan, and The Transportation Improvement Program

MPO Long Range Transportation Plan (2025-2050)			
State Ten Year Plan (2025-2034)			
MPO TIP (2025-2028)			
Planning Horizon	4 Years	10 Years	20+ Years
Update Cycle	2 Years	2 Years	4-5 Years
Funding Commitment	Federal Funding Dedicated	State Commitment to Funding Project	MPO Identifies Funding Available
Fiscal Constraint	Fiscally Constrained By Federal Rule	Fiscally Constrained by State Law	Fiscally Constrained by Federal Rule
Project Stage	Project Implementation	Project Development	Project Concept
Project Types included	Federally Funded & Regionally Significant	Federal and State Funded	Federally Funded & Regionally Significant
Project Advancement	Projects Designed and Implemented	Projects queued by year but advance to TIP when ready	Provides Candidates for State Ten Year Plan Project Prioritization
Other	Regional TIPs are combined to create State TIP (STIP)	Regions have "Target" funding allocations to set priority projects	Establishes MPO Goals, objectives, and priorities

#### MPO Long Range Transportation Plan

The MPO Long Range Transportation Plan (LRTP), also known as the Metropolitan Transportation Plan (MTP), is a 20+ year plan for transportation improvements in the region that directs the decision-making process to implement the regional vision and achieve goals and objectives. Through describing existing and expected future conditions and assessing needs, the document forms a blueprint for the development and management of the region’s transportation system to 2050. The LRTP incorporates the TIP by reference as the short range (first four years), project specific component. The LRTP is fully updated every 5 years with interim updates that coincide with adoption of a new MPO TIP.



## **State Ten Year Plan**

The State Ten Year Plan is the statewide queue of committed transportation projects for New Hampshire. It is produced by NHDOT and the Governor’s Advisory Council on Intermodal Transportation (GACIT) in conjunction with the MPOs and Regional Planning Commissions. The MPO provides NHDOT a list of priorities for implementation from the LRTP that is constrained to a “target” funding amount, and this is combined with the priorities for the other eight planning regions, new priorities identified by the State, and operational and maintenance needs to form a program of projects to be implemented. This document is updated every two years and must undergo review by the Governor and the Legislature prior to being enacted into law. The adopted Ten Year Plan becomes the basis of the next STIP.

## **State Transportation Improvement Program**

The State Transportation Improvement Program (STIP) is a short-range program of federally funded and regionally significant transportation projects scheduled for implementation over a period of four successive fiscal years (FY 2025, 2026, 2027, and 2028 in this instance). The New Hampshire STIP/TIP development process requires that project priorities identified in the first four years of the adopted State Ten Year Plan become the basis of the STIP. The STIP financial plan is then compiled to ensure that it is fiscally constrained and that the state is not proposing to spend more funding on transportation projects than is expected to be available for the next four years. This information is then distributed to the MPOs so that they can develop their Transportation Improvement Programs. Once all MPOs have completed their TIP processes, the STIP is submitted to FHWA and FTA for approval and becomes the working document for the next two years.

## **Transportation Improvement Program**

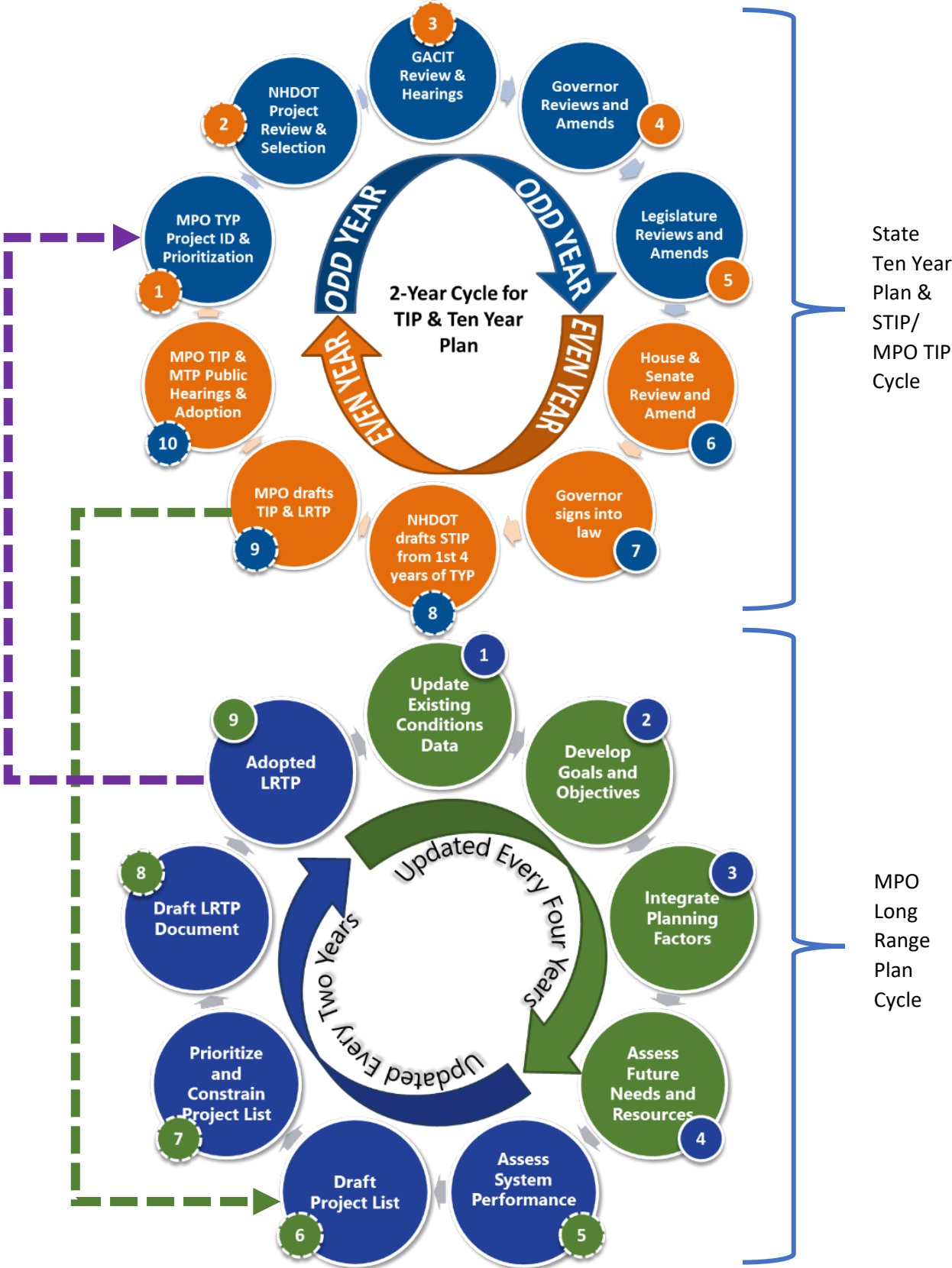
Once the STIP is drafted, the MPOs are requested to update their Transportation Improvement Programs (TIPs). This consists of STIP projects located in the MPO region as well as the list of Statewide Programs. It is prepared by the MPO in cooperation with local governments, regional transit agencies, and the New Hampshire Department of Transportation (NHDOT). The projects identified are prioritized by year and have been selected for funding as jointly agreed upon by the MPO and the NHDOT. The TIP is the enactment of the Long Range Transportation Plan vision, goals, and objectives, and the development and construction of those projects in the State Ten Year Plan that are ready for implementation. The document establishes a fiscally constrained list of projects to be implemented by mode, funding source, and geographic area, as well as identifies improvements which will aid in improving the safety, congestion, and infrastructure condition of the transportation system.

## **3.1 Transportation Planning & Programming in New Hampshire**

---

**Figure 3** shows the interwoven development processes for the MPO LRTP and TIP and the State Ten Year Plan and STIP with the ultimate goal to produce a consistent flow of projects from the MPO LRTP to the State Ten Year Plan and then the STIP/TIP. The MPO completes comprehensive updates to the LRTP every four years (steps 1-4 of the bottom cycle of Figure 3) and this provides the overall vision, goals, and objectives for the regional transportation system as well as a fiscally constrained list of identified improvements. This constrained project list provides the basis for MPO recommendations of projects to be included in the State Ten Year Plan as part of the biennial update of that document.

**Figure 3:** Development Process for the RPC Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and State Ten Year Plan (TYP)



During even numbered years, the MPO solicits projects from communities, regional transit agencies and other partners, as well as needs identified through the Congestion Management Process (CMP), corridor studies, safety studies, and other analyses. Identified projects are checked for federal funding eligibility, general feasibility, and are prioritized according to a set of project selection criteria agreed upon by NHDOT and the nine Regional Planning Commissions. The current project selection criteria are shown in **Figure 4**.

The highest ranked projects are fiscally constrained and submitted as the MPO priorities for the State Ten Year Plan in the spring of odd numbered years. The state develops the draft Ten Year Plan, holds hearings, and submits a GACIT approved Ten Year Plan to the Governor in the fall of odd numbered years. At the beginning of the following even numbered year, the Governor submits their recommended Ten Year Plan to the State Legislature for review and approval which generally occurs in May or June of even numbered years. The legislatively approved Ten Year Plan is signed into law by the Governor over the summer and the projects listed in the first four years form the basis of the STIP and the MPO TIPs which are generally approved in the spring of odd numbered years.

**Figure 4: 2024-2025 Project Selection Criteria**

Category	Definition	How will projects be assessed?
<b>Economic Development</b>	The degree to which a project supports economic development needs and opportunities at the local and regional level; and the degree to which the project impacts the movement of goods	<ul style="list-style-type: none"> <li>• Will the project improve access to a regional activity center (employment center, tourist destination, etc.)?</li> <li>• Will the project address a freight bottleneck?</li> </ul>
<b>Equity &amp; Accessibility</b>	The degree to which a project promotes access to the transportation network, benefits traditionally underserved populations and ensures accessibility by all potential users.	<ul style="list-style-type: none"> <li>• Will the project expand transportation choices or enhance alternative modes, particularly for historically underserved populations?</li> <li>• Will the project remove or reduce barriers to access?</li> </ul>
<b>Mobility</b>	The degree to which a project reduces the time needed to get from one place to another.	<ul style="list-style-type: none"> <li>• The functional classification of the roadway &amp; status as a local, regional, or statewide connection</li> <li>• The mobility benefits of the project</li> </ul>
<b>Natural Hazards Resiliency</b>	The exposure of a location to risk of damage from natural hazards and the project approach to mitigating that risk.	<ul style="list-style-type: none"> <li>• Is the project in a location with identified natural hazards risks?</li> <li>• How will the project mitigate or eliminate the likelihood of damage from natural hazards?</li> </ul>
<b>Network Significance</b>	The importance of the service or facility to the communities, region, and larger transportation system of the state.	<ul style="list-style-type: none"> <li>• The volume of traffic at the location</li> <li>• How critical is the location to the transportation network?</li> </ul>
<b>Safety</b>	The degree to which the project impacts traveler safety in relation to safety performance and the project’s expected safety benefits.	<ul style="list-style-type: none"> <li>• The crash history at the location (5 years)</li> <li>• The expected safety improvement from the proposed project</li> </ul>
<b>State of Repair</b>	The extent to which the project improves infrastructure condition in the project area and the degree to which the project impacts NHDOT and/or municipal maintenance requirements.	<ul style="list-style-type: none"> <li>• The current condition of the infrastructure at the project location.</li> <li>• Will the project reduce maintenance requirements or add significant maintenance liabilities?</li> </ul>
<b>Support</b>	The degree to which a project is supported by the RPC, locality, and feasibility of construction	<ul style="list-style-type: none"> <li>• Does the project support the goals and objectives of the MPO Long Range Transportation Plan?</li> <li>• Is the project a community priority?</li> <li>• Has a new transportation need been identified</li> </ul>

## 3.2 TIP Development Process

---

As described in section 3.1 and Figure 3, the MPO TIP development process is integrated with the State Ten Year Plan and begins when the Governor signs the legislatively approved Ten Year Plan during the summer of even numbered years. **Figure 5** shows the milestone dates for the current cycle beginning with the Governor’s approval. Building off that, NHDOT begins working on assembling a draft STIP from the projects listed in the first four years of the Ten Year Plan along with any other ongoing federally funded or regionally significant projects, and those that are selected through processes outside of the Ten Year Plan such as Transportation Alternatives (TAP) and the Highway Safety Improvement Program (HSIP). An initial project list is released to the MPOs and other planning partners for review and comment culminating with the Interagency Consultation Review (See section 3.3). Following the consultation process any final changes or corrections to projects are made and a draft STIP is released along with accompanying fiscal constraint documentation. The MPOs then begin assembling their respective TIPs from the projects in the STIP and preparing for their approval process which is generally completed in the spring of odd numbered years. At the same time, MPO Long Range Transportation Plan project lists and financial plans are updated to maintain consistency with the TIP.

**Figure 5: Important Dates in the TIP Development Process**

August 9, 2024	Governor Signs 2025-2034 Ten Year Plan
November 27, 2024	NH DOT Releases 2025-2028 DRAFT STIP Project list
January 9, 2025	Interagency Consultation Review of draft STIP sets Draft Project List
February 7, 2025	Start of 30-Day Public Comment period on MPO TIP and LRTP
February 27, 2025	RPC TAC Meeting – TIP Endorsement
March 12, 2025	RPC Policy Committee Meeting – TIP Adoption

## 3.3 Interagency Consultation Process

---

The conformity rule requires that Federal, State, and local transportation and air quality agencies establish formal procedures to ensure interagency coordination on critical issues. Regular participants in the New Hampshire interagency consultation process are FHWA, FTA, EPA, NHDOT, NH Department of Environmental Services Air Resources Division, and the four MPOs (Nashua RPC, RPC, Southern New Hampshire RPC, and Strafford RPC). In addition, public transportation operators and the five non-MPO planning commissions participate, as necessary. In New Hampshire, interagency consultation serves as a forum for discussion of TIP and STIP development, amendments, and minor revisions, as well as key assumptions and methodologies to be used in conformity analyses, strategies to reduce mobile source emissions, specific impacts of major projects, and issues associated with travel demand and emissions modeling. The New Hampshire process consists of monthly meetings where issues related to the TIP/STIP, Long Range Transportation Plan, and air quality conformity are discussed. Agendas and other relevant materials are sent to members at least one week prior to the meeting for participants to review and provide feedback.

### 3.4 Environmental Justice and Title VI

---

An important consideration for the 2025-2028 Transportation Improvement Program and 2045 Long Range Transportation Plan is the impact of its elements on minority and low-income populations in the MPO region. Title VI of the 1964 Civil Rights Act prohibits discrimination on the basis of race, color, or ethnic origin in the provision of transportation benefits and in the imposition of adverse impacts.

Building on Title VI, Executive Order 12898 (1994), requires each federal agency to achieve environmental justice by identifying and addressing any disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority or low income population. Executive Order 12898 defines “minority” as a person who is African American, Hispanic, Asian American, American Indian, or an Alaskan Native. A low-income person means a person whose household income is at or below the federal poverty level. For 2025 the poverty threshold was \$32,150 for a family of four.

The USDOT’s Final Order to Address Environmental Justice in Minority Populations and Low Income Populations requires transportation programming and planning activities to:

- Include explicit consideration of the effects of transportation decisions on minority and low-income populations.
- Provide meaningful opportunities for public involvement by members of minority and low-income populations.
- Gather, where relevant, appropriate and practical, demographic information (race, color, national origin, and income level) on populations served or affected by transportation decisions.
- Minimize or mitigate any adverse impact on minority or low-income populations.

The Executive Order and Civil Rights Act require the Transportation Improvement Program and Long Range Transportation Plan to address the needs and concerns of protected communities, both in terms of benefits received and impacts imposed. Procedurally, the MPO is working to address these needs through expanding its public outreach efforts. Substantively, the MPO is working to expand access to transportation for low-income and minority populations.

### 3.5 Public Involvement

---

The MPO Public Participation Plan<sup>2</sup> (PPP), adopted in October 2020, establishes a set of goals for any public involvement effort undertaken by the MPO. The intended outcome is that transportation plans, programs and projects reflect local, regional, and state priorities and needs, and consider a range of transportation options and the overall social, economic, energy, and environmental effect of transportation decisions. These goals are to educate the public regarding the transportation planning process and the transportation system, solicit public input from a broad range of individuals, groups, and organizations, facilitate

<sup>2</sup> The Rockingham Planning Commission Public Participation Plan was adopted by the MPO in October 2020. This document and other information about the MPO public involvement can be found on the MPO website at: <http://www.therpc.org/transportation/public-engagement>



## 4.0 Fiscal Constraint Analysis

The metropolitan planning rules require that a TIP must be determined to be financially constrained by year and funding program. For the first three years of the four-year TIP projects must be limited to those for which funds are committed. Projects for which funds cannot be reasonably expected to be available must be omitted.

### 4.1 Financial Plan

The fiscal constraint documentation for the STIP, provided by NHDOT, is included with this document as **Appendix A** along with the full regional constraint tables and assumptions. **Figure 6** provides a financial summary that compares the expected total revenues for projects in the region over the next four years with the estimated project costs as programmed in the TIP. Based on information supplied by NHDOT, financial analysis has determined that the amount of funding available is adequate to address the projects programmed and the TIP is fiscally constrained. Because NHDOT has project programming authority, the regional share of available funding matches (revenues) exactly what is programmed in the STIP/TIP for region (project costs). This determination is based upon the following assumptions:

- The estimated FHWA funding available for New Hampshire is based on annual apportionments and derived from the 10/12/2022 Status of Funds and FTA funds are based on current apportionments and remaining prior grant funds.
- Federal Aid “Non-Formula” funds are those that are not included in the state’s apportionment
- Additional Federal resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.
- NHDOT has project programming authority and TIP funding is not sub-allocated to the MPOs. Therefore, the regional allocations of funds are equivalent to the funds programmed for projects.
- For all projects requiring local match, that the match will be made available in a timely manner and that Toll Credits will be utilized to meet the State matching requirements unless otherwise stated.

**Figure 6: Summary of Estimated Revenues and Programming**

Revenues	FY 25	FY 26	FY 27	FY 28	Total
FHWA	\$75,414,598	\$80,271,259	\$73,124,335	\$54,540,915	\$283,351,107
FTA	\$9,538,842	\$10,291,436	\$11,279,306	\$17,755,999	\$48,865,583
State	\$16,716,677	\$377,254	\$5,175,570	\$4,722,892	\$26,992,394
Other	\$8,200,550	\$13,842,970	\$5,662,678	\$7,163,202	\$34,869,400
<b>Total</b>	<b>\$109,870,668</b>	<b>\$104,782,918</b>	<b>\$95,241,889</b>	<b>\$84,183,009</b>	<b>\$394,078,484</b>

Programmed	FY 25	FY 26	FY 27	FY 28	Total
FHWA	\$75,414,598	\$80,271,259	\$73,124,335	\$54,540,915	\$283,351,107
FTA	\$9,538,842	\$10,291,436	\$11,279,306	\$17,755,999	\$48,865,583
State	\$16,716,677	\$377,254	\$5,175,570	\$4,722,892	\$26,992,394
Other	\$8,200,550	\$13,842,970	\$5,662,678	\$7,163,202	\$34,869,400
<b>Total</b>	<b>\$109,870,668</b>	<b>\$104,782,918</b>	<b>\$95,241,889</b>	<b>\$84,183,009</b>	<b>\$394,078,484</b>

- For all projects including federal funds and programmed by NHDOT for FY 2025, 2026, 2027, and 2028, that NHDOT has determined that the required funds by year and category will be available.
- All costs associated with projects are inflated to the year of construction at 3.7% per year and indirect costs (NHDOT overhead) are incorporated at 10% of total project cost.
- The regional share of statewide programs is estimated at 13.42% based on the 50% population and 50% lane-miles of federal-aid eligible roadway.
- NHDOT programs projects on a statewide basis without regard to regional boundaries. This can mean that the amount of funding expended in any particular region can vary substantially from year to year depending on the number of state high priority projects occurring at the same time.

The full fiscal constraint tables in the appendix provide a detailed breakdown of funding by program and fiscal year. These tables incorporate all federal (FHWA and FTA) and state funds (Turnpike and other) and matching funds anticipated to be available to the state and the region as well as the full Operations and Maintenance needs analysis. Additionally, the MPO Long Range Transportation Plan includes this same analysis for consistency and the first four years of that analysis match the information included in the TIP.

## 4.2 Operations and Maintenance

---

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

### Roadway

NHDOT's FY23 Annual Report (Page F5 Total Budgeted Roads and Bridges Operations and Maintenance) provides information regarding the funding available at the state level for the operation and maintenance of the transportation system. **Figure 7** shows a summary of Statewide funds available while **Figure 8** shows those estimated to be available within the region. These funds come from the following sources:

- **Highway Fund:** This is the primary source of funding for the NHDOT Operating budget and is composed of revenue collected by the Department of Safety and includes the NH Road Toll (gas tax), Vehicle Registration Fees, and court fines for traffic violations. About 60% of gas tax revenues go to operating costs for NHDOT and NH Department of Safety.
- **Turnpike Funds:** New Hampshire has approximately 90 miles of toll supported roadways managed by the NHDOT. Funds from tolls, fines and administrative fees generated by the turnpike system can only be utilized on the Turnpike system. The system raises approximately \$143 million per year of which approximately \$22 million is dedicated towards operations and maintenance.
- **General Funds:** There are a small amount of State of New Hampshire general funds that go towards operation and maintenance of the transportation system. Primarily these funds are utilized for airport operations support however matching funds for Federal Transit Administration (FTA) grants for transit projects and operations are also supported.
- **Federal Funds:** NHDOT receives revenues from various Federal Agencies on a reimbursable basis to carry out federal aid eligible infrastructure improvements and construction projects. Primarily funds are from the Federal Highway Administration but also moneys are received from the Federal Transit



Administration (FTA), Federal Aviation Administration (FAA), and Federal Emergency Management Administration (FEMA).

- **Other Funds:** Other funds are derived from a number of minor sources. This includes revenues from the sale of fuel to municipalities, railroad licensing fees, permitting fees, emergency repair funds, and sale of surplus land.

Based on the information provide in the NHDOT Fiscal Year 2022 Agency Efficiency Budget, this equates to approximately \$22,700 per mile of roadway for maintenance and operations for the Federal Aid Eligible system and approximately \$46,000 per mile for the Turnpike system.

**Transit**

Statewide funding for the regional transit agencies is calculated based on available Federal Transit Administration Section 5307 (FTA5307) and Section 5311 (FTA5311) funds as those sources are largely designed for use as operating and maintenance programs. Regional share of those funds were calculated based on allocations of those funds to COAST and MTA/CART and then derived from historic patterns of fund use as shown in the annual list of obligated projects. Each categorical use of those funds were examined and it was determined that an average of 81% of FTA 5307 funds were used for O&M purposes.

**Figure 7: Estimated Statewide Operations and Maintenance Needs<sup>1</sup>**

Year	Federal-Aid Highways	Turnpikes	Transit	Total
FY25	\$189,100,000	\$25,300,000	\$24,752,886	\$239,152,886
FY26	\$192,900,000	\$26,000,000	\$26,514,961	\$245,414,961
FY27	\$196,800,000	\$20,000,000	\$23,188,259	\$239,988,259
FY28	\$200,700,000	\$17,700,000	\$29,990,790	\$248,390,790

**Figure 8: Estimated Regional Operations and Maintenance Needs<sup>1</sup>**

Year	Federal-Aid Highways	Turnpikes	Transit	Total
FY25	\$25,378,962	\$7,931,411	\$9,277,869	\$42,588,242
FY26	\$25,888,957	\$8,150,858	\$10,492,956	\$44,532,770
FY27	\$26,412,372	\$6,269,890	\$11,504,121	\$44,186,383
FY28	\$26,935,788	\$5,548,853	\$18,072,659	\$50,557,611

## 5.0 Air Quality Conformity

---

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

Transportation conformity is required under CAA Section 1761 to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

The Boston-Manchester-Portsmouth (SE), NH 8-hour Ozone Nonattainment Area included 52 communities in portions of Hillsborough, Merrimack, Rockingham, and Strafford Counties in southeast New Hampshire (see inset for community names). Those communities were designated as a moderate non-attainment area for the 8-hour ozone National Ambient Air Quality Standard (NAAQS) on April 30, 2004 and re-designated to “Attainment” status in April, 2012. As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-hour Ozone NAAQS, and as of November 6, 2017 all of New Hampshire is unclassifiable/attainment for the 2015 8—hour Ozone NAAQS.

### **Communities in the Boston-Manchester-Portsmouth (SE), NH 8-Hour Ozone Nonattainment Area (1997 Ozone Standard)**

#### **Hillsborough Co (part)**

Amherst Town, Bedford Town, Brookline Town, Goffstown Town, Hollis Town, Hudson Town, Litchfield Town, Manchester City, Merrimack Town, Milford Town, Nashua City, Pelham Town

#### **Merrimack Co (part)**

Hooksett Town

#### **Rockingham Co (part)**

Atkinson Town, Auburn Town, Brentwood Town, Candia Town, Chester Town, Danville Town, Derry Town, East Kingston Town, Epping Town, Exeter Town, Fremont Town, Greenland Town, Hampstead Town, Hampton Town, Hampton Falls Town, Kensington Town, Kingston Town, Londonderry Town, New Castle Town, Newfields

Town, Newington Town, Newmarket Town, Newton Town, North Hampton Town, Plaistow Town, Portsmouth City, Raymond Town, Rye Town, Salem Town, Sandown Town, Seabrook Town, South Hampton Town, Stratham Town, Windham Town

#### **Strafford Co (part)**

Dover City, Durham Town, Rochester City, Rollinsford Town, and Somersworth City

## 5.1 Transportation Conformity Requirements

---

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision<sup>3</sup> (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

Per the court's decision in South Coast II, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA<sup>4</sup> for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the 2045 RPC Long Range Transportation Plan and 2019-2022 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the RPC 2045 Long Range Transportation Plan and 2023-2026 TIP.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109I. This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the Rockingham Planning Commission MPO 2045 Long Range Transportation Plan and 2023-2026 TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

<sup>3</sup> EPA-420-B-18-050, November 2018 and other guidance can be found on the EPA website at: <https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation>

<sup>4</sup> The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: [www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation](https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation)

## 5.2 Latest Planning Assumptions

---

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

Assumptions used in the 2025-2028 TIP and 2050 Long Range Transportation Plan are derived from the most recent estimates of current and future population, employment, travel, and congestion.

- 2050 Population projections and employment projections were developed as part of the Regional Housing Needs Assessment (2022) and are discussed in Chapter V: Analysis of Future Conditions and Trends.
- The MPO Regional Travel Demand Model is calibrated to 2020 and utilizes available traffic counts, travel time data, and Highway Performance Monitoring System (HPMS) data, and other factors to establish baseline travel demand.
- The MPO Long Range Transportation Plan discusses transit ridership and operations in the MPO region for both regional and inter-city services.
- The New Hampshire SIP includes a single TCM, the New Hampshire Vehicle OBD and Safety Testing Program. This program has been in place and used to inspect all 1998 and newer light-duty motor vehicles registered in the state since 2005.

## 5.3 Consultation Requirements

---

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with NH Department of Transportation, NH Department of Environmental Services Air Resources Division Mobile Source Program, The four New Hampshire MPOs (NRPC, RPC, SNHPC, and SRPC) as well as the five rural Regional Planning Commissions (CNHPC, LRPC, NCC, SWRPC, and UVLSRPC), FHWA, FTA, and EPA. Interagency Consultation consists of monthly meetings/conference calls that discuss TIP/STIP, Long Range Transportation Plan, and Air Quality Conformity related topics and issues. Interagency consultation was conducted consistent with the New Hampshire Conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450 and the MPO Public Participation Plan. The draft 2025-2028 TIP, 2050 Plan, and Air Quality Conformity Determination were published on the MPO website on February 7, 2025. A 30-Day public Comment Period was opened on February 7, 2025 and concluded on March 8, 2025 and a public hearing was held on March 12, 2025.

## 5.4 Timely Implementation of TCMs

---

The New Hampshire SIP includes no Transportation Control Measures (TCM).

## **5.5 Fiscal Constraint**

---

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The RPC 2050 Long Range Transportation Plan and 2025-2028 TIP document this fiscal constrain.

## **5.6 Conclusion**

---

The conformity determination process completed for the 2050 Long Range Transportation Plan and 2025-2028 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

## 6.0 TIP Revision Process

---

The NH Department of Transportation (NHDOT), through cooperation and coordination with the Metropolitan Planning Organizations (MPO) and the rural Regional Planning Commissions (RPC), maintains the Statewide Transportation Improvement Program (STIP). To comply with Federal rules the MPO area Transportation Improvement Plans (TIPs) and the NHDOT STIP must be consistent with one another. The approved STIP is frequently revised to reflect changes in project schedules, funding needs, and scopes; therefore, before the STIP is revised to reflect a project change in an MPO area, the MPO TIP must first be revised.

There are two types of revisions that are allowable for the TIP; Administrative Adjustments, and Amendments. The determination as to which type of change is utilized for each project is one that is made through the Interagency Consultation process and is based on established thresholds detailed in the [STIP Revision Procedures](#) on NHDOT's website as well as . These thresholds are based on the type and scale of the changes that are being considered.

These changes may be initiated by the NHDOT, MPO, or public transit agency in the region. Depending upon their significance and complexity, the completion of the revision will require coordination from several agencies and Federal approval. To assist with coordinating the process of TIP and STIP revisions and amendments, an interagency consultation process has been established which includes the NHDOT Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Environmental Protection Agency (EPA), and the NH Department of Environmental Services (NHDES), MPOs and RPCs. The process is intended to address and coordinate issues relating to MPO public comments and participation periods, statewide comment periods, financial constraint and air quality conformity determinations.

The procedure for formally amending the MPO TIP and the New Hampshire STIP differs depending on the nature and scale of the proposed amendment. Through Interagency Consultation, criteria have been developed describing the thresholds and triggers that will define what type of action is required to make a revision to the TIP or STIP as well as the length of any public comment period required. Following are the thresholds or events that trigger the necessity for an amendment and the provisions that would allow for an administrative modification or information only change including a table that illustrates the cost change thresholds and required public comment periods for each. Further details on each are provided in the [MPO prospectus](#).

### 6.1 Administrative Modification

---

Administrative Modifications encompass less substantive changes to projects and require interagency consultation, approval by NHDOT and a designee of the MPO, and notification of FHWA/FTA. Consistent with the definitions included in 23 CFR 450.104, administrative modifications are classified as Minor Revisions of the STIP/TIP.

- A moderate change in the total cost of a project (See Project Cost Thresholds table).
- Combining or separating two or more projects that are part of an approved TIP.
- Combining or separating phases within a project that are part of an approved TIP.

- Identifying a specific project that was part of a general parent project (statewide projects for example) and adjusting the parent project accordingly.
- Adding or removing a non-regionally significant project that had been included with Unofficial Status (illustrative purposes). Only projects that are not regionally significant and exempt from air quality conformity would be eligible for addition through administrative modification. If the addition impacts the financial constraint of the TIP an Amendment is required.

## 6.2 Amendments

---

Amendments are the most substantive revisions to projects and require a 10-to-30-day public comment period, interagency consultation, adoption by NHDOT and approval by the MPO, approval by FHWA/FTA, and in non-attainment or maintenance areas, a finding of conformity. Consistent with the definitions included in 23 CFR 450.104, amendments are classified as major revisions.

- Any change to a project that impacts the Air Quality Analysis used for the current Conformity Determination. Primarily affects Not Exempt projects or phase of a project.
- Adding or removing a regionally significant or Not Exempt project or phase of a project.
- Adding or removing a federally funded project or phase of a project.
- Making a change in the scope of work of a project that uses state or federal funds or of any regionally significant projects regardless of the funding source.
- A significant change in the total cost of a project.
- A change in the fiscal year of any phase of a project in areas where expedited project selection procedures have not been adopted.

## 7.0 Transportation Improvement Program Projects

The primary focus of the TIP is to list the projects to be implemented over the next four years. This is done in four components:

- Establishing the status of projects from the previous TIP
- Identifying the individual projects occurring in the region
- Detailing the regional transit agency projects
- Listing the “Grouped Projects” known as Programmatic Projects in New Hampshire

Each of these is discussed in the following sections and tables providing details on the scope, cost, and timing of each project.

### 7.1 Status of Projects from the Previous TIP

The progress of projects in the Rockingham Planning Commission Transportation Improvement Program is tracked in two ways. First, a List of Obligated Projects<sup>5</sup> is published annually by the MPO. This document identifies those projects for which federal funds were obligated, or drawn down, during the previous fiscal year.

**Figure 9: Status of Projects from the 2023-2026 TIP**

Status		% of Total	Funding	% of Total
Completed/In Progress	15	23%	\$ 120,591,860	30%
Regional Transit	5	8%	\$67,417,586	17%
On Target for Construction	25	39%	\$71,630,011	18%
Delayed	19	30%	\$ 146,355,167	36%
Total	64	100%	\$ 405,994,624	100%

This aids the MPO and the public in understanding project status as individual projects move from planning to implementation. Second, federal planning regulations indicate that the Transportation Improvement Program should include a list of “major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects.”<sup>6</sup> The previous TIP covered fiscal years 2023-2026 and so projects in the first two years (2023 and 2024) will have been developed and constructed as scheduled, potentially delayed to fiscal years 2025 or 2026 (or beyond), and in some cases, projects have been dropped completely. There were 64 regional projects identified in the 2023-2026 TIP that were planned for implementation in the TIP, and the overall status of these projects is incorporated into **Figure 9**. Fifteen projects were completed or are under construction as scheduled, with another twenty-five (39%) on target for construction in the years initially programmed. When combined with transit funding, this represents 70% of the total projects and 64% of total funding within the regional project portion of the TIP. Nineteen projects experienced some delay that will require that they be included in the 2025-2028 TIP in some manner. A detailed listing of the projects, along with the status of each of the projects is listed in **Figure 10**.

<sup>5</sup> The Annual List of Obligated Projects is published in December each year and is available at: <http://www.therpc.org/transportation/annual-list-obligated-projects>.

<sup>6</sup> 23 CFR 450.326 - Development and content of the transportation improvement program (TIP)



**Figure 10: Status of Projects listed in the 2023-2026 TIP**

Project Number	Project Name	Location	Scope	Total Cost	Status
43839	Candia - Raymond	NH Route 101	Rehabilitation/Reconstruction of a section NH Route 101	\$24,414,922	Delayed. Current Ad Date 5/2026
44367	Coast	COAST	Reinvigorate the CommuteSMART Seacoast(TMA) with new programming& outreach proposed 5 years	\$751,825	On Target. No Ad Date
29608	Epping	NH 125	NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87	\$27,369,249	Delayed. Current Ad Date 10/2029
43430	Epping	NH125	Address Red-Listed bridge carrying NH 125 over Piscassic River (Br. No. 108/030)	\$2,666,266	On Target. Ad Date 1/2029
40623	Exeter	NH 111A	Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)	\$4,195,006	Delayed. Current Ad Date 1/2032
44410	Exeter	NH 108	Address condition of bridge carrying NH 108 over Exeter River (Br. No. 089/045)	\$9,101,246	On Target. Ad Date 11/2030
43849	Greenland	NH 33	Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.	\$220,000	On Target
41717	Hampstead	NH121/Derry Rd/Depot Rd	Improve the intersection of NH121/Derry Rd/Depot Rd	\$2,649,291	On Target. Ad Date 10/2027
42573	Hampton	US Route 1	Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton	\$7,129,797	Delayed. Current Ad Date 1/2028
40797	Hampton	NH 1A (Ocean Boulevard)	Improvements to NH 1A (Ocean Boulevard) from State Park Road to NH 27 (High St).	\$13,132,262	Delayed. Current Ad Date 11/2025
41584	Hampton	NH101/US1	NH 101/ US 1 interchange reconfiguration	\$8,114,732	On Target. Ad Date 11/2029
42606	Hampton	Winnacunnet Rd	Complete Streets Improvements Winnacunnet Road and also High St between Tobey Rd and Five Corners	\$1,227,042	On Target. Ad Date 1/2029
26485	Hampton - Portsmouth	Hampton Branch Rail Corridor	Acquire 9.6 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped.	\$12,108,304	Complete
26485A	Hampton-Portsmouth	Hampton Branch Rail Corridor	Construct the NH Seacoast Greenway, from Drakeside Rd north to the Hampton/North Hampton Town line	\$2,814,363	Delayed. Current Ad Date 5/2025
42610	Kensington	NH107/NH150	Intersection re-alignment and upgrades	\$2,581,280	On Target. No Ad Date
44355	Londonderry-Windham-Seabrook	NH 102/NH 111/US 1	Implement improvements on 3 signalized corridors in Londonderry NH102 ,Windham NH111 & Seabrook US1	\$927,338	On Target. Ad Date 1/2030
16127	New Castle - Rye	NH 1B	Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071	\$13,751,285	Delayed. Current Ad Date 7/2027
44493	New Castle	NH Route 1B	Modifications to the portion of Route 1B that runs from Goat Island to New Castle Island	\$7,826,935	On Target. Ad Date 10/2034
41713	New Castle-Rye	NH 1A & 1B	Bike shldr sVy Creek-OSP/ NH1B-NH1A/Sdwlks Wild Rose-Beach Hill/Shldr s Wild Rose-USCG (~4.2m)	\$2,926,922	On Target. Ad Date 11/2028
28393	Newfields - Newmarket	NH 108	Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054	\$6,792,308	Delayed. No Ad Date
42879	Newington	NH Ave/ Arboretum Dr/Pease Blvd	Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection	\$665,479	On Target. Current Ad Date 3/2025
11238V	Newington	NH 16	Environmental remediation at the former Newington Country Store site.	\$133,811	Complete
11238S	Newington - Dover	Spaulding Turnpike / Little Bay Bridges	Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection	\$66,287,691	Delayed. Current Ad Date 2/2024
11238	Newington - Dover	NH 16 / US 4 / SPLDG TPK	NH 16 Widen Turnpike Including Little Bay Bridges From Gosling Road To Dover Toll.	\$37,571,793	Complete

**Figure 10: Status of Projects listed in the 2023-2026 TIP**

Project Number	Project Name	Location	Scope	Total Cost	Status
41436	Newton	Pond Street	Address the Red List bridge carrying Pond Street over CSX in the Town of Newton (064/107)	\$2,258,131	Delayed. Current Ad Date 9/2028
29617	Newton	NH 108	Safety & operational improvements to Row's Corner (Maple Ave, Amesbury Rd intersection)(~.1m)	\$2,616,851	On Target. Ad Date 7/2024
24457	North Hampton	US Route 1	Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)	\$8,928,611	Delayed. Current Ad Date 10/2026
42312	North Hampton - Rye	NH 1A	Reconstruct NHDOT Stone Revetment seawalls/Berms	\$31,475,946	On Target. Ad Date 5/2024
42312A	North Hampton-Rye	NH 1A	Reconstruction of revetment sea walls	\$20,392,694	Delayed. Current Ad Date 8/2027
42312B	North Hampton-Rye	NH 1A	"Reconstruction of revetment sea walls	\$14,571,081	On Target. Ad Date 8/2028
40641	Plaistow	NH 121A / Main Street	Traf Calm & Sfty Imprves to NH121A from Library Dr just south of Pollard Rd to the RR xing.(~1.6m)	\$1,482,399	On Target. Ad Date 10/2025
40645	Plaistow	NH 125	Signal coordination and control along corridor from Mass S/L to Old County Road	\$1,482,994	On Target. Ad Date 11/2025
10044E	Plaistow - Kingston	NH 125	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi	\$27,866,061	Delayed. Current Ad Date 1/2026
20258	Portsmouth	Peverly Hill Rd.	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	\$7,831,635	Delayed. Current Ad Date 1/2026
29640	Portsmouth	US 1	Corridor improvements from Constitution Av to Wilson Rd & from Ocean Rd to White Cedar Blvd (~1.7m)	\$16,974,291	Delayed. Current Ad Date 11/2027
43760	Portsmouth	I-95	Soundwalls/privacy fence along I-95 in Portsmouth	\$18,430,341	Under Construction
41752	Portsmouth	Elwyn Road	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	\$1,452,066	Delayed. Current Ad Date 2/2026
42874	Portsmouth	VARIOUS	Purchase & install 8 e-charging stations for EVs (2 @ Pease Tradeprt 2@Pease GC 4 @ Pease Airprt)	\$52,972	Delayed. Current Ad Date 9/2025
44411	Portsmouth	NH 33	Address condition of bridge carrying NH 33 over PAR (Br. No. 144/115)	\$3,749,196	On Target. Ad Date 11/2030
44358	Portsmouth	Rte1/Coakley Rd/Cottage St	Remove traffic signal, install median, const a connector Rd & Cons multi-use path to reduce emissions	\$2,792,653	On Target. Ad Date 1/2031
40644	Portsmouth	Market Street - RR	Railroad crossing upgrade on Market Street	\$735,480	On Target. No Ad Date
42608	Portsmouth	Market St/Russell St	Market St / Russell St Intersection Improvements	\$1,449,837	On Target. No Ad Date
42611	Portsmouth	Grafton Drive	Intersection improvements on Grafton Drive by Portsmouth Transportation Center & Pease Golf Course	\$675,623	On Target. No Ad Date
15731C	Portsmouth, NH - Kittery, ME	US 1 Bypass	Functional replacement for the PDA-DPH side barge wharf, SML Bridge ROW Mitigation.	\$44,327,033	Under Construction
15731	Portsmouth, NH - Kittery, ME	US 1 Bypass	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)	\$188,872,085	Complete
16189B	Portsmouth, NH - York, ME	I-95	ITS Improvements to I-95 from Portsmouth, NH to York, ME	\$10,503,160	Complete
FTA5307	Program	Various	FTA Section 5307 apportioned funds for NHDOT-programmed projects only.	\$104,995,462	Transit
COAST5307	Program	Various	COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.	\$56,121,710	Transit

**Figure 10: Status of Projects listed in the 2023-2026 TIP**

Project Number	Project Name	Location	Scope	Total Cost	Status
MTA5307	Program	Manchester Transit Authority (MTA)	MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.	\$81,593,639	Transit
MTA5310	Program	Manchester Transit Authority (MTA)	"Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.	\$2,598,405	Transit
MTA5339	Program	Manchester Transit Authority (MTA)	Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.	\$750,615	Transit
43002	Rye	NH Route 1A	Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.	\$1,739,085	Delayed. Current Ad Date 2/2025
44309	Salem	Bridge Street	Replace Bridge St Bridge over Spicket River (Brg #115/097)	\$4,925,000	On Target. Ad Date 6/2025
41750	Salem	Manchester & Lawrence Rail Line	0.3 miles of Bike-Ped trail along abandoned M&L rail line from Cluff Crossing to Rockingham Pk Blvd	\$1,065,603	Complete
42884	Salem	Various	Improve signal operation at 28 intersections to identify hardware and software upgrades needed.	\$1,675,000	Complete
14800A	Salem To Manchester	I-93	MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D	\$49,770,743	On Target. No Ad Date
44028	Salem-Derry	NH Route 28	Resurfacing of NH Route 28 in District 5	\$6,166,262	Complete
41712	Seabrook	US 1	Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.	\$5,382,207	Delayed. Current Ad Date 10/2029
15904	Seabrook - Hampton	NH 1A	Reconstruction of Red List bridge carrying NH 1A over Hampton River(Br#235/025)Debt Serv.Proj#42710	\$97,631,277	Under Construction
41756	Statewide	Various	Evaluate signalized intersections and develop and implement signal timings to improve traffic flow.	\$300,000	Complete
43932	Statewide	Various	Construct Vehicle Classification Stations and Vehicle Count Stations for Traffic Data Collection	\$2,688,732	Complete
43934	Statewide Signs	I-93, I-89, I-293, I-393, NH 101	Replacement and upgrade of Enhanced Reference Location Signs (mile markers)	\$1,961,451	Complete
43993	Statewide South Guardrail	Various	Replacement of NCHRP-350 terminals with MASH terminals, in the southern portion of the state.	\$954,876	Complete
41711	Stratham	NH108/Bunker Hill Avenue	Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.	\$1,338,113	On Target Ad date 10/2027

## 7.2 Individually listed projects

The funding allocated to regional projects included in the TIP for implementation is summarized in **Figure 11** and each of the projects are listed individually in **Figure 12**. Projects are sorted by community/location and project numbers and represent all projects that are either federally funded or are considered regionally significant and thus require federal action as part of the TIP approval. Figure 12 includes all individually listed projects in the region including the FTA funding for the regional transit agencies which are grouped by agency and funding source. Further details on the transit projects are included in Section 7.3. The project details incorporated into Figure 12 include project name and number, location, general

scope, programmed cost by phase and year inflated to year of construction costs for each year. Total costs for each project are also shown and this includes costs for the years before and after the TIP timeframe.

### 7.3 Transit Agency Project Details

Transit agencies generally have a lot of discretion on how the Federal Transit Administration (FTA) funding is expended within the guidelines established by the law and FTA regulations. The funding for transit agencies is generally categorized into the following categories with limitations for each based on the source as well as the size of the transit agency (large urban or small):

- Operating Assistance
- Preventive Maintenance
- Miscellaneous Support Equipment
- Bus Station Equipment
- General and Comprehensive Planning
- ADA Operations
- Capital Program
- Mobility Management

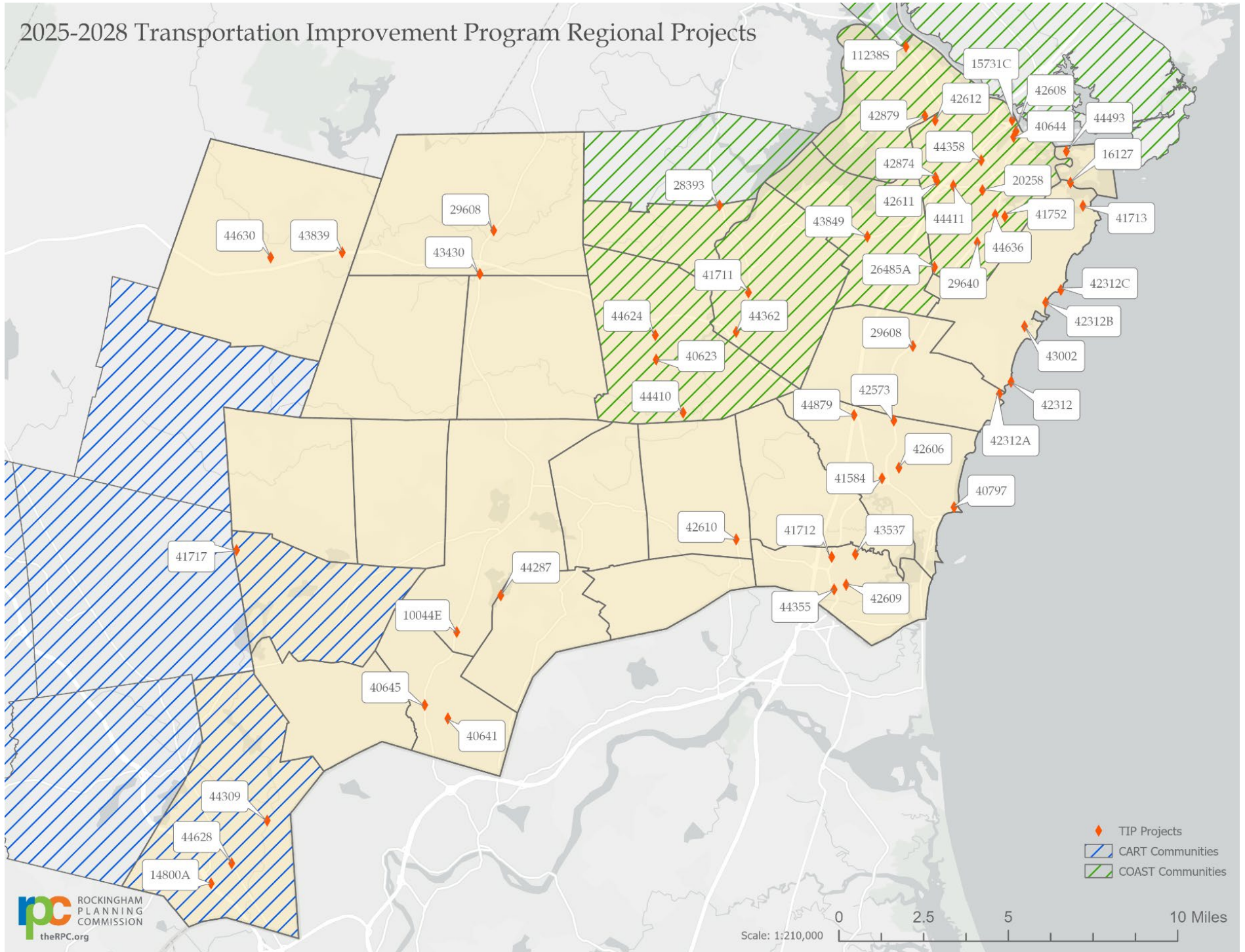
The State Department of Transportation, the MPO, and any Public Transit providers in the MPO region must coordinate on how these projects are listed in the TIP as well as the requirements for any revisions to the TIP/STIP. For efficiency purposes, the TIP and STIP include transit projects grouped by agency and FTA funding Program. This ensures that each regional transit agency has a single project listing per funding source. These can be seen for COAST and MTA in **Figure 12**. The benefit of listing the projects in this manner is that the transit agencies can encumber grant funds within their overall funding allocation without having to wait for a TIP/STIP revision. The limitation to this new format is that the details of the transit projects are not included in the project tables. This detail is available from COAST and MTA if needed.

**Figure 11: Total Funding for Individually Listed TIP Projects by Fiscal Year and Source**

<b>Fiscal Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>
2025	\$61,619,898	\$16,343,508	\$5,461,669	\$83,425,076
2026	\$77,226,102	\$4,086	\$8,726,376	\$85,956,563
2027	\$70,723,830	\$4,802,401	\$4,797,326	\$80,323,557
2028	\$58,400,766	\$4,349,724	\$6,375,118	\$69,125,608
	<b>\$267,970,596</b>	<b>\$25,499,719</b>	<b>\$25,360,489</b>	<b>\$318,830,804</b>



# 2025-2028 Transportation Improvement Program Regional Projects



# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### CANDIA - RAYMOND (43839)

Facility: NH Route 101

SCOPE: Rehabilitation/Reconstruction of a section NH Route 101

Total Cost: \$24,414,922  
 Pre 2025 Funding: \$1,430,000  
 2025-2028 Funding: \$22,984,922  
 Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$0	\$5,703,500	\$11,829,059	\$5,397,363	\$22,929,922	\$22,929,922	\$0	\$0	STBG-FLEX, Toll Credit
ROW	\$55,000	\$0	\$0	\$0	\$55,000	\$55,000	\$0	\$0	STBG-FLEX, Toll Credit
	\$55,000	\$5,703,500	\$11,829,059	\$5,397,363	\$22,984,922	\$22,984,922	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-10      RPCS: RPC, SNHPC      Most Recent Revision: A00Y25

### COAST (44367)

Facility: Cooperative Alliance for Seacoast Transportation (COAST)

SCOPE: Reinvigorate the CommuteSMART Seacoast(TMA) with new programming& outreach proposed 5 years

Total Cost: \$751,825  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$751,825  
 Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$751,825	\$0	\$0	\$0	\$751,825	\$601,460	\$0	\$150,365	CMAQ, TOWNS
	\$751,825	\$0	\$0	\$0	\$751,825	\$601,460	\$0	\$150,365	

Regionally Significant: N      Clean Air Act Code: E-32      RPCS: RPC, SRPC      Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### EPPING (29608)

Facility: NH 125

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

Total Cost: \$27,369,249  
Pre 2025 Funding: \$3,206,830  
2025-2028 Funding: \$7,423,849  
Post 2028 Funding: \$16,738,570

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$1,210,000	\$1,210,000	\$1,254,770	\$1,301,196	\$4,975,966	\$4,975,966	\$0	\$0	NHPP, Toll Credit
ROW	\$736,079	\$550,000	\$570,350	\$591,453	\$2,447,882	\$2,447,882	\$0	\$0	NHPP, Toll Credit
	\$1,946,079	\$1,760,000	\$1,825,120	\$1,892,649	\$7,423,849	\$7,423,849	\$0	\$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y25

### EPPING (43430)

Facility: NH125

SCOPE: Address Red-Listed bridge carrying NH 125 over Piscassic River (Br. No. 108/030)

Total Cost: \$2,742,020  
Pre 2025 Funding: \$0  
2025-2028 Funding: \$441,868  
Post 2028 Funding: \$2,300,152

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$187,511	\$64,816	\$100,822	\$353,150	\$353,150	\$0	\$0	NHPP, Toll Credit
ROW	\$0	\$0	\$88,718	\$0	\$88,718	\$88,718	\$0	\$0	NHPP, Toll Credit
	\$0	\$187,511	\$153,534	\$100,822	\$441,868	\$441,868	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25



# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### EXETER (40623)

Facility: NH 111A

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

Total Cost: \$4,185,058  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$550,000  
 Post 2028 Funding: \$3,635,058

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$55,000	\$495,000	\$0	\$0	\$550,000	\$550,000	\$0	\$0	Toll Credit, STBG50-200K
	\$55,000	\$495,000	\$0	\$0	\$550,000	\$550,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

### EXETER (44410)

Facility: NH 108

SCOPE: Address condition of bridge carrying NH 108 over Exeter River (Br. No. 089/045)

Total Cost: \$8,802,970  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$1,416,125  
 Post 2028 Funding: \$7,386,845

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$741,455	\$0	\$0	\$429,336	\$1,170,791	\$1,170,791	\$0	\$0	STBG5-50K, Toll Credit
ROW	\$0	\$0	\$0	\$245,335	\$245,335	\$245,335	\$0	\$0	STBG5-50K, Toll Credit
	\$741,455	\$0	\$0	\$674,670	\$1,416,125	\$1,416,125	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25



# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### EXETER (44624)

Facility: Epping Road

SCOPE: Install (2) electric vehicle DC fast charging stations at 158 Epping Road

Total Cost: \$507,267  
Pre 2025 Funding: \$0  
2025-2028 Funding: \$43,015  
Post 2028 Funding: \$464,252

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$0	\$43,015	\$0	\$43,015	\$34,412	\$0	\$8,603	CMAQ, OTHER
	\$0	\$0	\$43,015	\$0	\$43,015	\$34,412	\$0	\$8,603	

Regionally Significant: N Clean Air Act Code: E-00 RPCS: RPC Most Recent Revision: A00Y25

### GREENLAND (43849)

Facility: NH 33

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

Total Cost: \$220,000  
Pre 2025 Funding: \$0  
2025-2028 Funding: \$220,000  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$220,000	\$0	\$0	\$0	\$220,000	\$220,000	\$0	\$0	PROTECT, Toll Credit
	\$220,000	\$0	\$0	\$0	\$220,000	\$220,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-34 RPCS: RPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### HAMPSTEAD (41717)

Facility: NH121/Derry Rd/Depot Rd

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

Total Cost: \$2,649,291  
 Pre 2025 Funding: \$174,369  
 2025-2028 Funding: \$2,474,922  
 Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$203,127	\$0	\$0	\$203,127	\$203,127	\$0	\$0	STBG>200K, Toll Credit
ROW	\$0	\$117,839	\$0	\$0	\$117,839	\$117,839	\$0	\$0	STBG>200K, Toll Credit
CON	\$0	\$0	\$0	\$2,153,956	\$2,153,956	\$2,153,956	\$0	\$0	STBG>200K, Toll Credit
	\$0	\$320,966	\$0	\$2,153,956	\$2,474,922	\$2,474,922	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-7      RPCS: RPC      Most Recent Revision: A00Y25

### HAMPTON (40797)

Facility: NH 1A (Ocean Boulevard)

SCOPE: Improvements to NH 1A (Ocean Boulevard) from State Park Road to NH 27 (High St).

Total Cost: \$13,283,996  
 Pre 2025 Funding: \$3,553,790  
 2025-2028 Funding: \$9,730,206  
 Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$1,925,000	\$0	\$0	\$0	\$1,925,000	\$1,925,000	\$0	\$0	STBG50-200K, Toll Credit
ROW	\$330,410	\$0	\$0	\$0	\$330,410	\$330,410	\$0	\$0	STBG50-200K, Toll Credit
CON	\$0	\$0	\$3,222,147	\$4,252,648	\$7,474,795	\$7,474,795	\$0	\$0	STBG50-200K, Toll Credit
	\$2,255,410	\$0	\$3,222,147	\$4,252,648	\$9,730,206	\$9,730,206	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-33      RPCS: RPC      Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### HAMPTON (41584)

Facility: NH101/US1

SCOPE: NH 101/ US 1 interchange reconfiguration

Total Cost: \$7,840,898  
 Pre 2025 Funding: \$440,000  
 2025-2028 Funding: \$709,744  
 Post 2028 Funding: \$6,691,155

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$0	\$236,581	\$0	\$236,581	\$236,581	\$0	\$0	STBG50-200K, Toll Credit
ROW	\$0	\$0	\$473,162	\$0	\$473,162	\$473,162	\$0	\$0	STBG50-200K, Toll Credit
	\$0	\$0	\$709,744	\$0	\$709,744	\$709,744	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-53 RPCS: RPC Most Recent Revision: A00Y25

### 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: \$7,129,797  
 Pre 2025 Funding: \$550,000  
 2025-2028 Funding: \$855,525  
 Post 2028 Funding: \$5,724,272

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$285,175	\$285,175	\$0	\$0	\$570,350	\$570,350	\$0	\$0	STBG-FLEX, Toll Credit
ROW	\$0	\$285,175	\$0	\$0	\$285,175	\$285,175	\$0	\$0	STBG-FLEX, Toll Credit
	\$285,175	\$570,350	\$0	\$0	\$855,525	\$855,525	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### HAMPTON (42606)

Facility: Winnacunnet Rd

SCOPE: Complete Streets Improvements on Winnacunnet Road.

Total Cost: \$1,227,042  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$235,987  
 Post 2028 Funding: \$991,055

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$173,717	\$0	\$0	\$0	\$173,717	\$138,973	\$0	\$34,743	STBG-FLEX, TOWNS
ROW	\$0	\$0	\$62,270	\$0	\$62,270	\$49,816	\$0	\$12,454	STBG-FLEX, TOWNS
	\$173,717	\$0	\$62,270	\$0	\$235,987	\$188,790	\$0	\$47,197	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y25

### HAMPTON-HAMPTON FALLS (43537)

Facility: Hampton Branch RR

SCOPE: Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor (Phase III of ECG)

Total Cost: \$6,841,303  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$1,959,541  
 Post 2028 Funding: \$4,881,762

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$1,450,688	\$0	\$508,853	\$0	\$1,959,541	\$1,959,541	\$0	\$0	RAISE, STBG50-200K, Toll Credit
	\$1,450,688	\$0	\$508,853	\$0	\$1,959,541	\$1,959,541	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### HAMPTON-NORTH HAMPTON (44879)

Facility: I-95/Route101

SCOPE: AET Fesibility Study at Hampton Interchange (I-95/101).

Total Cost: \$2,000,000  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$1,000,000  
 Post 2028 Funding: \$1,000,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$0	TPK-CAP
	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$0	

Regionally Significant: Y      Clean Air Act Code: ATT      RPCS: RPC      Most Recent Revision: A00Y25

### HAMPTON-PORTSMOUTH (26485A)

Facility: Hampton Branch Rail Corridor

SCOPE: Construct the NH Seacoast Greenway, from Drakeside Rd north to the Hampton/North Hampton Town line

Total Cost: \$2,814,363  
 Pre 2025 Funding: \$842,600  
 2025-2028 Funding: \$1,971,763  
 Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$158,159	\$0	\$0	\$0	\$158,159	\$158,159	\$0	\$0	Toll Credit, CRP-FLEX
CON	\$1,813,604	\$0	\$0	\$0	\$1,813,604	\$1,813,604	\$0	\$0	Toll Credit, CRP-FLEX, CMAQ
	\$1,971,763	\$0	\$0	\$0	\$1,971,763	\$1,971,763	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-33      RPCS: RPC      Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### KENSINGTON (42610)

Facility: NH107/NH150

SCOPE: Intersection re-alignment and upgrades

Total Cost: \$2,581,280  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$595,272  
 Post 2028 Funding: \$1,986,008

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$382,178	\$0	\$0	\$0	\$382,178	\$382,178	\$0	\$0	STBG<5K, Toll Credit
ROW	\$0	\$0	\$0	\$213,094	\$213,094	\$213,094	\$0	\$0	STBG<5K, Toll Credit
	\$382,178	\$0	\$0	\$213,094	\$595,272	\$595,272	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-7 RPCS: RPC Most Recent Revision: A00Y25

### LONDONDERRY/WINDHAM/SEABROOK (44355)

Facility: NH 102/NH 111/US 1

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

Total Cost: \$927,338  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$174,974  
 Post 2028 Funding: \$752,364

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$119,774	\$0	\$55,200	\$0	\$174,974	\$174,974	\$0	\$0	CMAQ, Toll Credit
	\$119,774	\$0	\$55,200	\$0	\$174,974	\$174,974	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-52 RPCS: RPC, SNHPC Most Recent Revision: A00Y25



# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### 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: \$14,959,885  
 Pre 2025 Funding: \$3,201,110  
 2025-2028 Funding: \$55,000  
 Post 2028 Funding: \$11,703,775

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$55,000	\$0	\$0	\$0	\$55,000	\$55,000	\$0	\$0	Toll Credit, STBG50-200K
	\$55,000	\$0	\$0	\$0	\$55,000	\$55,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

### NEW CASTLE NH ROUTE 1B CAUSEWAY (44493)

Facility: NH Route 1B

SCOPE: Modifications to the portion of Route 1B that runs from Goat Island to New Castle Island

Total Cost: \$7,826,935  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$745,328  
 Post 2028 Funding: \$7,081,608

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$234,135	\$0	\$511,193	\$0	\$745,328	\$745,328	\$0	\$0	PROTECT, Toll Credit
	\$234,135	\$0	\$511,193	\$0	\$745,328	\$745,328	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### NEW CASTLE-RYE (41713)

Facility: NH 1A & 1B

SCOPE: Bike shldrs Svy Creek-OSP/ NH1B-NH1A/Sdwlks Wild Rose-Beach Hill/Shldrs Wild Rose-USCG (~4.2m)

Total Cost: \$2,926,922  
Pre 2025 Funding: \$179,252  
2025-2028 Funding: \$2,747,670  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$189,430	\$0	\$0	\$0	\$189,430	\$189,430	\$0	\$0	STBG-FLEX, Toll Credit
ROW	\$131,401	\$0	\$0	\$0	\$131,401	\$131,401	\$0	\$0	STBG-FLEX, Toll Credit
CON	\$0	\$0	\$0	\$2,426,839	\$2,426,839	\$2,426,839	\$0	\$0	STBG-FLEX, Toll Credit
	\$320,832	\$0	\$0	\$2,426,839	\$2,747,670	\$2,747,670	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-33      RPCS: RPC      Most Recent Revision: A00Y25

### 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: \$651,860  
Pre 2025 Funding: \$205,700  
2025-2028 Funding: \$446,160  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$446,160	\$0	\$0	\$0	\$446,160	\$446,160	\$0	\$0	Toll Credit, STBG-FLEX
	\$446,160	\$0	\$0	\$0	\$446,160	\$446,160	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-19      RPCS: RPC, SRPC      Most Recent Revision: A00Y25



# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### 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: \$66,287,691  
Pre 2025 Funding: \$1,622,000  
2025-2028 Funding: \$64,665,691  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$40,925,772	\$13,351,350	\$3,992,029	\$6,396,540	\$64,665,691	\$49,075,184	\$15,590,508	\$0	Toll Credit, CRP50-200K, CMAQ, STBG50-200K,
	\$40,925,772	\$13,351,350	\$3,992,029	\$6,396,540	\$64,665,691	\$49,075,184	\$15,590,508	\$0	

Regionally Significant: Y Clean Air Act Code: E-33 RPCS: RPC, SRPC Most Recent Revision: A00Y25

### NEWINGTON (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: \$665,479  
Pre 2025 Funding: \$151,479  
2025-2028 Funding: \$514,000  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$514,000	\$0	\$0	\$0	\$514,000	\$411,200	\$0	\$102,800	CMAQ, TOWNS
	\$514,000	\$0	\$0	\$0	\$514,000	\$411,200	\$0	\$102,800	

Regionally Significant: N Clean Air Act Code: E-51 RPCS: RPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### NEWTON (44287)

Facility: Wilders Grove Rd

SCOPE: Replace Wilders Grove Rd bridge over Country Pond (Brg#053/105)

Total Cost: \$741,468  
Pre 2025 Funding: \$0  
2025-2028 Funding: \$741,468  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$0	\$0	\$624,600	\$0	\$624,600	\$499,680	\$0	\$124,920	STBG-BRIDGE, TOWNS
PE	\$0	\$0	\$111,293	\$0	\$111,293	\$0	\$89,034	\$22,259	SB367, TOWNS
ROW	\$0	\$0	\$5,576	\$0	\$5,576	\$0	\$4,461	\$1,115	SB367, TOWNS
	\$0	\$0	\$741,468	\$0	\$741,468	\$499,680	\$93,495	\$148,294	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

### NORTH HAMPTON - RYE (42312)

Facility: NH 1A

SCOPE: Reconstruct NHDOT Stone Revetment seawalls/Berms

Total Cost: \$30,445,300  
Pre 2025 Funding: \$2,320,000  
2025-2028 Funding: \$28,125,300  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$220,000	\$0	\$0	\$0	\$220,000	\$220,000	\$0	\$0	STBG50-200K, Toll Credit
ROW	\$50,000	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0	NONPAR DOT
CON	\$0	\$27,855,300	\$0	\$0	\$27,855,300	\$27,855,300	\$0	\$0	PROTECT, Toll Credit
	\$270,000	\$27,855,300	\$0	\$0	\$28,125,300	\$28,075,300	\$50,000	\$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### 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: \$8,709,140  
Pre 2025 Funding: \$1,072,500  
2025-2028 Funding: \$7,636,640  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$1,430,000	\$0	\$0	\$0	\$1,430,000	\$1,430,000	\$0	\$0	Toll Credit, STBG-FLEX
ROW	\$275,000	\$0	\$0	\$0	\$275,000	\$275,000	\$0	\$0	Toll Credit, STBG-FLEX
CON	\$0	\$0	\$5,931,640	\$0	\$5,931,640	\$5,931,640	\$0	\$0	Toll Credit, BIL-BRG, STBG-FLEX
	\$1,705,000	\$0	\$5,931,640	\$0	\$7,636,640	\$7,636,640	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-19      RPCS: RPC      Most Recent Revision: A00Y25

### NORTH HAMPTON-RYE (42312A)

Facility: NH 1A

SCOPE: Reconstruction of revetment sea walls

Total Cost: \$20,392,694  
Pre 2025 Funding: \$0  
2025-2028 Funding: \$20,392,694  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$0	\$0	\$29,573	\$0	\$29,573	\$29,573	\$0	\$0	STBG50-200K, Toll Credit
PE	\$150,000	\$684,420	\$709,744	\$0	\$1,544,164	\$1,394,164	\$150,000	\$0	BETT, STBG50-200K, Toll Credit
CON	\$0	\$0	\$18,818,958	\$0	\$18,818,958	\$14,114,218	\$4,704,739	\$0	FEMA, NHDOT OP
	\$150,000	\$684,420	\$19,558,274	\$0	\$20,392,694	\$15,537,954	\$4,854,739	\$0	

Regionally Significant: N      Clean Air Act Code: E-19      RPCS: RPC      Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### NORTH HAMPTON-RYE (42312B)

Facility: NH 1A

SCOPE: Reconstruction of revetment sea walls  
Reconstruction of revetment sea walls

Total Cost: \$14,571,081  
Pre 2025 Funding: \$0  
2025-2028 Funding: \$14,571,081  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$150,000	\$0	\$591,453	\$417,069	\$1,158,522	\$1,008,522	\$150,000	\$0	BETT, STBG50-200K, Toll Credit
CON	\$0	\$0	\$0	\$13,381,892	\$13,381,892	\$10,036,419	\$3,345,473	\$0	FEMA, NHDOT OP
ROW	\$0	\$0	\$0	\$30,667	\$30,667	\$30,667	\$0	\$0	STBG50-200K, Toll Credit
	\$150,000	\$0	\$591,453	\$13,829,628	\$14,571,081	\$11,075,608	\$3,495,473	\$0	

Regionally Significant: N      Clean Air Act Code: E-19      RPCS: RPC      Most Recent Revision: A00Y25

### NORTH HAMPTON-RYE (42312C)

Facility: NH 1A

SCOPE: Reconstruction of revetment sea walls

Total Cost: \$23,242,912  
Pre 2025 Funding: \$0  
2025-2028 Funding: \$1,181,339  
Post 2028 Funding: \$22,061,574

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$200,000	\$0	\$0	\$981,339	\$1,181,339	\$981,339	\$200,000	\$0	BETT, STBG50-200K, Toll Credit
	\$200,000	\$0	\$0	\$981,339	\$1,181,339	\$981,339	\$200,000	\$0	

Regionally Significant: N      Clean Air Act Code: E-19      RPCS: RPC      Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### 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: \$27,317,089  
Pre 2025 Funding: \$5,409,800  
2025-2028 Funding: \$21,907,289  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$994,935	\$11,000	\$0	\$0	\$1,005,935	\$1,005,935	\$0	\$0	NHPP, Toll Credit
CON	\$0	\$6,311,468	\$14,567,886	\$0	\$20,879,354	\$20,879,354	\$0	\$0	NHPP, Toll Credit
ROW	\$11,000	\$11,000	\$0	\$0	\$22,000	\$22,000	\$0	\$0	NHPP, Toll Credit
	\$1,005,935	\$6,333,468	\$14,567,886	\$0	\$21,907,289	\$21,907,289	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: N/E      RPCS: RPC      Most Recent Revision: A00Y25

### PLAISTOW (40641)

Facility: NH 121A / Main Street

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

Total Cost: \$1,482,399  
Pre 2025 Funding: \$385,000  
2025-2028 Funding: \$1,097,399  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$935,216	\$0	\$0	\$0	\$935,216	\$935,216	\$0	\$0	Toll Credit, STBG>200K
ROW	\$52,183	\$0	\$0	\$0	\$52,183	\$52,183	\$0	\$0	Toll Credit, STBG>200K
PE	\$110,000	\$0	\$0	\$0	\$110,000	\$110,000	\$0	\$0	Toll Credit, STBG>200K
	\$1,097,399	\$0	\$0	\$0	\$1,097,399	\$1,097,399	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-33      RPCS: RPC      Most Recent Revision: A00Y25



# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### PLAISTOW (40645)

Facility: NH 125

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

Total Cost: \$1,482,994  
Pre 2025 Funding: \$357,500  
2025-2028 Funding: \$1,125,494  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$51,684	\$0	\$0	\$0	\$51,684	\$51,684	\$0	\$0	STBG>200K, Toll Credit
PE	\$192,500	\$0	\$0	\$0	\$192,500	\$192,500	\$0	\$0	STBG>200K, Toll Credit
CON	\$881,310	\$0	\$0	\$0	\$881,310	\$881,310	\$0	\$0	STBG>200K, Toll Credit
	\$1,125,494	\$0	\$0	\$0	\$1,125,494	\$1,125,494	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: N/E      RPCS: RPC      Most Recent Revision: A00Y25

### PORTSMOUTH (20258)

Facility: Peverly Hill Rd.

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

Total Cost: \$7,831,635  
Pre 2025 Funding: \$911,635  
2025-2028 Funding: \$6,920,000  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$100,000	\$0	\$0	\$0	\$100,000	\$80,000	\$0	\$20,000	CMAQ, TOWNS
CON	\$0	\$6,820,000	\$0	\$0	\$6,820,000	\$4,168,000	\$0	\$2,652,000	CMAQ, STBG50-200K, TOWNS, NONPAR OTHER
	\$100,000	\$6,820,000	\$0	\$0	\$6,920,000	\$4,248,000	\$0	\$2,672,000	

Regionally Significant: N      Clean Air Act Code: E-33      RPCS: RPC      Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### PORTSMOUTH (29640)

Facility: US 1

SCOPE: Corridor improvements from Constitution Av to Wilson Rd & from Ocean Rd to White Cedar Blvd (~1.7m)

Total Cost: \$18,801,179  
Pre 2025 Funding: \$1,265,000  
2025-2028 Funding: \$11,208,115  
Post 2028 Funding: \$6,328,064

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$0	\$0	\$0	\$6,150,947	\$6,150,947	\$6,150,947	\$0	\$0	Toll Credit, STBG50-200K, STBG-FLEX
PE	\$172,462	\$990,000	\$0	\$0	\$1,162,462	\$1,162,462	\$0	\$0	NHPP, Toll Credit
ROW	\$455,744	\$3,438,963	\$0	\$0	\$3,894,706	\$3,894,706	\$0	\$0	Toll Credit, STBG50-200K
	\$628,206	\$4,428,963	\$0	\$6,150,947	\$11,208,115	\$11,208,115	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: N/E      RPCS: RPC      Most Recent Revision: A00Y25

### PORTSMOUTH (40644)

Facility: Market Street - RR

SCOPE: Railroad crossing upgrade on Market Street

Total Cost: \$735,480  
Pre 2025 Funding: \$69,000  
2025-2028 Funding: \$666,480  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$35,777	\$0	\$0	\$0	\$35,777	\$28,621	\$0	\$7,155	STBG50-200K, TOWNS
CON	\$0	\$630,704	\$0	\$0	\$630,704	\$504,563	\$0	\$126,141	STBG50-200K, TOWNS
	\$35,777	\$630,704	\$0	\$0	\$666,480	\$533,184	\$0	\$133,296	

Regionally Significant: N      Clean Air Act Code: E-1      RPCS: RPC      Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### PORTSMOUTH (41752)

Facility: Elwyn Road

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

Total Cost: \$1,452,066  
Pre 2025 Funding: \$173,781  
2025-2028 Funding: \$1,278,285  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$0	\$1,141,467	\$0	\$0	\$1,141,467	\$913,174	\$0	\$228,293	CMAQ, TOWNS
ROW	\$85,000	\$0	\$0	\$0	\$85,000	\$68,000	\$0	\$17,000	CMAQ, TOWNS
PE	\$51,818	\$0	\$0	\$0	\$51,818	\$41,454	\$0	\$10,364	CMAQ, TOWNS
	\$136,818	\$1,141,467	\$0	\$0	\$1,278,285	\$1,022,628	\$0	\$255,657	

Regionally Significant: N      Clean Air Act Code: E-33      RPCS: RPC      Most Recent Revision: A00Y25

### PORTSMOUTH (42608)

Facility: Market St/Russell St

SCOPE: Market St / Russell St Intersection Improvements

Total Cost: \$1,449,837  
Pre 2025 Funding: \$0  
2025-2028 Funding: \$304,767  
Post 2028 Funding: \$1,145,070

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$240,193	\$0	\$0	\$240,193	\$192,155	\$0	\$48,039	STBG-FLEX, TOWNS
ROW	\$0	\$0	\$0	\$64,573	\$64,573	\$51,659	\$0	\$12,915	STBG-FLEX, TOWNS
	\$0	\$240,193	\$0	\$64,573	\$304,767	\$243,813	\$0	\$60,953	

Regionally Significant: N      Clean Air Act Code: E-7      RPCS: RPC      Most Recent Revision: A00Y25



# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### PORTSMOUTH (42611)

Facility: **Grafton Drive**

SCOPE: Intersection improvements on Grafton Drive by Portsmouth Transportation Center & Pease Golf Course

Total Cost: \$675,623  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$120,096  
 Post 2028 Funding: \$555,527

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$120,096	\$0	\$0	\$120,096	\$96,077	\$0	\$24,019	STBG-FLEX, TOWNS
	\$0	\$120,096	\$0	\$0	\$120,096	\$96,077	\$0	\$24,019	

Regionally Significant: N Clean Air Act Code: E-51 RPCS: RPC Most Recent Revision: A00Y25

### PORTSMOUTH (42612)

Facility: **International Dr/Manchester Sq/Corporate Dr**

SCOPE: Signalization of Intersection - International Drive / Manchester Square / Corporate Drive

Total Cost: \$405,889  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$93,404  
 Post 2028 Funding: \$312,485

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$0	\$93,404	\$0	\$93,404	\$74,724	\$0	\$18,681	STBG-FLEX, TOWNS
	\$0	\$0	\$93,404	\$0	\$93,404	\$74,724	\$0	\$18,681	

Regionally Significant: N Clean Air Act Code: E-52 RPCS: RPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### PORTSMOUTH (42874)

Facility: VARIOUS

SCOPE: Purchase & install 8 e-charging stations for EVs (2 @ Pease Tradeprt 2@Pease GC 4 @ Pease Airprt)

Total Cost: \$52,972  
Pre 2025 Funding: \$0  
2025-2028 Funding: \$52,972  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$5,000	\$0	\$0	\$0	\$5,000	\$4,000	\$0	\$1,000	CMAQ, TOWNS
CON	\$0	\$47,972	\$0	\$0	\$47,972	\$38,377	\$0	\$9,594	CMAQ, TOWNS
	\$5,000	\$47,972	\$0	\$0	\$52,972	\$42,377	\$0	\$10,594	

Regionally Significant: N Clean Air Act Code: E-00 RPCS: RPC Most Recent Revision: A00Y25

### PORTSMOUTH (44358)

Facility: Rte1/Coakley Rd/Cottage St

SCOPE: Remove traffic signal,install median, const a connector Rd&Cons multi-use path to reduce emissions

Total Cost: \$2,792,653  
Pre 2025 Funding: \$0  
2025-2028 Funding: \$265,059  
Post 2028 Funding: \$2,527,594

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$165,607	\$0	\$76,324	\$241,930	\$193,544	\$0	\$48,386	CMAQ, TOWNS
ROW	\$0	\$0	\$0	\$23,128	\$23,128	\$18,503	\$0	\$4,626	CMAQ, TOWNS
	\$0	\$165,607	\$0	\$99,452	\$265,059	\$212,047	\$0	\$53,012	

Regionally Significant: N Clean Air Act Code: E-16 RPCS: RPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### PORTSMOUTH (44411)

Facility: NH 33

SCOPE: Address condition of bridge carrying NH 33 over PAR (Br. No. 144/115)

Total Cost: \$3,749,196  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$486,536  
 Post 2028 Funding: \$3,262,660

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$295,726	\$0	\$190,809	\$486,536	\$486,536	\$0	\$0	STBG50-200K, Toll Credit
	\$0	\$295,726	\$0	\$190,809	\$486,536	\$486,536	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-46 RPCS: RPC Most Recent Revision: A00Y25

### PORTSMOUTH (44636)

Facility: Lafayette Road

SCOPE: Install (2) DCFC dispensers with charge rates up to 200kW at Market Basket Grocery Store

Total Cost: \$1,063,487  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$11,769  
 Post 2028 Funding: \$1,051,717

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$0	\$0	\$11,769	\$11,769	\$9,415	\$0	\$2,354	CMAQ, TOWNS
	\$0	\$0	\$0	\$11,769	\$11,769	\$9,415	\$0	\$2,354	

Regionally Significant: N Clean Air Act Code: E-00 RPCS: RPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

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

Facility: US ROUTE 1 BYPASS

SCOPE: Functional replacement for the PDA-DPH side barge wharf, SML Bridge ROW Mitigation.

Total Cost: \$44,602,033  
Pre 2025 Funding: \$44,574,533  
2025-2028 Funding: \$27,500  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$27,500	\$0	\$0	\$0	\$27,500	\$27,500	\$0	\$0	Toll Credit, STBG-FLEX
	\$27,500	\$0	\$0	\$0	\$27,500	\$27,500	\$0	\$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y25

### PROGRAM (COAST5307)

Facility: Various

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

Total Cost: \$71,735,946  
Pre 2025 Funding: \$26,135,367  
2025-2028 Funding: \$14,457,332  
Post 2028 Funding: \$31,143,247

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$3,495,459	\$3,573,552	\$3,653,370	\$3,734,951	\$14,457,332	\$8,732,229	\$0	\$5,725,103	FTA5307, OTHER
	\$3,495,459	\$3,573,552	\$3,653,370	\$3,734,951	\$14,457,332	\$8,732,229	\$0	\$5,725,103	

Regionally Significant: N Clean Air Act Code: E-21 RPCS: RPC, SRPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### PROGRAM (FTA5307)

Facility: Various

SCOPE: FTA Section 5307 apportioned funds for NHDOT-programmed projects only.

Total Cost: \$104,995,462  
Pre 2025 Funding: \$38,771,384  
2025-2028 Funding: \$22,849,078  
Post 2028 Funding: \$43,375,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$2,225,316	\$3,534,936	\$4,588,826	\$12,500,000	\$22,849,078	\$18,279,262	\$0	\$4,569,816	FTA5307, OTHER
	\$2,225,316	\$3,534,936	\$4,588,826	\$12,500,000	\$22,849,078	\$18,279,262	\$0	\$4,569,816	

Regionally Significant: N Clean Air Act Code: E-21 RPCS: CNHRPC, NRPC, RP Most Recent Revision: A00Y25

### PROGRAM (MTA5307)

Facility: Manchester Transit Authority (MTA)

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

Total Cost: \$107,878,571  
Pre 2025 Funding: \$32,448,155  
2025-2028 Funding: \$23,616,942  
Post 2028 Funding: \$51,813,474

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$5,733,384	\$5,845,779	\$5,960,422	\$6,077,357	\$23,616,942	\$15,587,182	\$0	\$8,029,760	FTA5307, OTHER
	\$5,733,384	\$5,845,779	\$5,960,422	\$6,077,357	\$23,616,942	\$15,587,182	\$0	\$8,029,760	

Regionally Significant: N Clean Air Act Code: E-21 RPCS: RPC, SNHPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### PROGRAM (MTA5310)

Facility: Manchester Transit Authority (MTA)

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

Total Cost: \$3,347,977  
 Pre 2025 Funding: \$1,198,199  
 2025-2028 Funding: \$672,391  
 Post 2028 Funding: \$1,477,387

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$163,138	\$166,401	\$169,729	\$173,123	\$672,391	\$537,913	\$0	\$134,478	FTA5310, OTHER
	\$163,138	\$166,401	\$169,729	\$173,123	\$672,391	\$537,913	\$0	\$134,478	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: RPC, SNHPC Most Recent Revision: A00Y25

### PROGRAM (MTA5339)

Facility: Manchester Transit Authority (MTA)

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

Total Cost: \$995,999  
 Pre 2025 Funding: \$293,283  
 2025-2028 Funding: \$219,071  
 Post 2028 Funding: \$483,645

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$52,359	\$54,474	\$55,563	\$56,675	\$219,071	\$186,210	\$16,430	\$16,430	FTA5339, NHHF, OTHER
	\$52,359	\$54,474	\$55,563	\$56,675	\$219,071	\$186,210	\$16,430	\$16,430	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: RPC, SNHPC Most Recent Revision: A00Y25



# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### RAYMOND (44630)

Facility: Old Manchester Rd, Scribner Rd

SCOPE: Install 3 ChargePoint electric vehicle DC fast chargers close to high volume corridors

Total Cost: \$606,717  
Pre 2025 Funding: \$0  
2025-2028 Funding: \$45,165  
Post 2028 Funding: \$561,551

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$0	\$45,165	\$0	\$45,165	\$36,132	\$0	\$9,033	CMAQ, OTHER
	\$0	\$0	\$45,165	\$0	\$45,165	\$36,132	\$0	\$9,033	

Regionally Significant: N Clean Air Act Code: E-00 RPCS: RPC Most Recent Revision: A00Y25

### RYE (43002)

Facility: NH Route 1A

SCOPE: Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.

Total Cost: \$1,785,427  
Pre 2025 Funding: \$481,100  
2025-2028 Funding: \$1,304,327  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$5,500	\$0	\$0	\$0	\$5,500	\$5,500	\$0	\$0	STBG-FLEX, Toll Credit
CON	\$0	\$1,298,827	\$0	\$0	\$1,298,827	\$5,704	\$0	\$1,293,123	STBG50-200K, Toll Credit, NONPAR OTHER
	\$5,500	\$1,298,827	\$0	\$0	\$1,304,327	\$11,204	\$0	\$1,293,123	

Regionally Significant: N Clean Air Act Code: E-46 RPCS: RPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### SALEM (44309)

Facility: Bridge Street

SCOPE: Replace Bridge St Bridge over Spicket River (Brg #115/097)

Total Cost: \$4,925,000  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$4,925,000  
 Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$5,000	\$0	\$0	\$0	\$5,000	\$0	\$4,000	\$1,000	SB367, TOWNS
CON	\$4,840,000	\$0	\$0	\$0	\$4,840,000	\$3,872,000	\$0	\$968,000	HWYINF, TOWNS
PE	\$80,000	\$0	\$0	\$0	\$80,000	\$0	\$64,000	\$16,000	SB367, TOWNS
	\$4,925,000	\$0	\$0	\$0	\$4,925,000	\$3,872,000	\$68,000	\$985,000	

Regionally Significant: N      Clean Air Act Code: E-19      RPCS: RPC      Most Recent Revision: A00Y25

### SALEM (44628)

Facility: South Broadway

SCOPE: Install (2) electric vehicle DC fast charging stations at 135 South Broadway, Salem

Total Cost: \$526,036  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$44,606  
 Post 2028 Funding: \$481,429

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$0	\$0	\$44,606	\$44,606	\$35,685	\$0	\$8,921	CMAQ, OTHER
	\$0	\$0	\$0	\$44,606	\$44,606	\$35,685	\$0	\$8,921	

Regionally Significant: N      Clean Air Act Code: E-00      RPCS: RPC      Most Recent Revision: A00Y25



# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### 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: \$49,770,743  
Pre 2025 Funding: \$43,264,424  
2025-2028 Funding: \$6,506,319  
Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$6,506,319	\$0	\$0	\$0	\$6,506,319	\$6,375,245	\$131,073	\$0	NHPP, Toll Credit, RZED
	\$6,506,319	\$0	\$0	\$0	\$6,506,319	\$6,375,245	\$131,073	\$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y25

### SEABROOK (41712)

Facility: US 1

SCOPE: Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.

Total Cost: \$6,517,718  
Pre 2025 Funding: \$0  
2025-2028 Funding: \$1,663,226  
Post 2028 Funding: \$4,854,492

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$385,521	\$220,000	\$228,140	\$236,581	\$1,070,242	\$535,121	\$0	\$535,121	NONPAR OTHER, STBG-FLEX, Toll Credit,
ROW	\$250,623	\$110,000	\$114,070	\$118,291	\$592,984	\$296,492	\$0	\$296,492	NONPAR OTHER, STBG-FLEX, Toll Credit
	\$636,144	\$330,000	\$342,210	\$354,872	\$1,663,226	\$831,613	\$0	\$831,613	

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### SEABROOK (42609)

Facility: Seabrook Branch Rail Corridor

SCOPE: Multi-use path on former B & M Railroad tracks.

Total Cost: \$1,457,349  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$146,584  
 Post 2028 Funding: \$1,310,766

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$0	\$0	\$146,584	\$0	\$146,584	\$146,584	\$0	\$0	STBG5-200K, Toll Credit
	\$0	\$0	\$146,584	\$0	\$146,584	\$146,584	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y25

### STRATHAM (41711)

Facility: NH108/Bunker Hill Avenue

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

Total Cost: \$1,302,393  
 Pre 2025 Funding: \$195,627  
 2025-2028 Funding: \$1,106,766  
 Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$76,457	\$0	\$0	\$0	\$76,457	\$76,457	\$0	\$0	STBG-FLEX, Toll Credit
ROW	\$64,911	\$0	\$0	\$0	\$64,911	\$64,911	\$0	\$0	STBG-FLEX, Toll Credit
CON	\$0	\$0	\$965,398	\$0	\$965,398	\$965,398	\$0	\$0	STBG5-200K, Toll Credit
	\$141,368	\$0	\$965,398	\$0	\$1,106,766	\$1,106,766	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-52 RPCS: RPC Most Recent Revision: A00Y25

# 2025 Transportation Improvement Program

Covering Fiscal Years 2025-2028

## Figure 12 Regional TIP Projects DRAFT - February 7, 2025

### STRATHAM (44362)

Facility: **Portsmouth Avenue**

SCOPE: Signal coordination on four traffic signals located on Portsmouth Avenue

Total Cost: \$346,926  
 Pre 2025 Funding: \$0  
 2025-2028 Funding: \$346,926  
 Post 2028 Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$0	\$0	\$0	\$346,926	\$346,926	\$277,540	\$0	\$69,385	CMAQ, TOWNS
	\$0	\$0	\$0	\$346,926	\$346,926	\$277,540	\$0	\$69,385	

Regionally Significant: N      Clean Air Act Code: N/E      RPCS: RPC      Most Recent Revision: A00Y25

## 7.4 Grouped projects

Federal regulations allow projects that are exempt from air quality conformity analysis to be grouped together as single project listings in the STIP/TIP. Project types that can be grouped include pavement resurfacing projects, safety projects, and bridge rehabilitation projects among others. In New Hampshire, this has been put into practice in the TIP and MPO Long Range Plans listings as “Statewide Programs” and there are currently 37 of these encompassing over \$509 million in funding during the four years as summarized in **Figure 13** with full program descriptions and funding provided in **Figure 14**. The project details include project name and number, location, general scope, programmed cost by phase and year inflated to year of construction costs for each year after 2025. Total costs for each project are also shown and this includes costs accrued for the years before and that may be programmed after the TIP timeframe. Only a portion of these funds will be spent within the MPO region and many of the maintenance and preservation programs have project boundaries that are broad (“Various Tier 2 Southeast” for example) or are based on maintenance districts instead of MPO boundaries which make determining an exact number difficult. For fiscal constraint purposes this is resolved assuming a percentage (13.42%) of the total program expenditures are within the region. While not required to be included in the TIP, NHDOT provides the same data on the projects within the statewide programs (labeled as “child” projects) and as part of the 2025-2028 TIP, an average of \$14.8 million was set each year for these child projects at least partially in the MPO region. **Figure 15** shows the currently identified child projects for the MPO region from 2025-2028. The individual “child” projects from the overarching “parent” program are established close to implementation and so FY25 is currently the only year that is funded while FY27 has almost nothing currently identified.

**Figure 13: Statewide Programs Total Funding by Fiscal Year**

<b>Fiscal Year</b>	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Total</b>	<b>Regional Share<sup>1</sup></b>	<b>Programmed<sup>2</sup></b>
2025	\$173,859,474	\$4,023,659	\$5,833,908	\$183,717,041	\$24,717,041	\$36,009,273
2026	\$99,371,662	\$3,686,838	\$3,318,659	\$106,377,158	\$14,275,815	\$9,635,808
2027	\$101,929,006	\$3,698,688	\$3,189,708	\$108,817,402	\$14,603,295	\$1,371,644
2028	\$103,540,943	\$3,710,775	\$3,210,483	\$110,462,201	\$14,824,027	\$12,368,848
	<b>\$478,701,083</b>	<b>\$15,119,960</b>	<b>\$15,552,758</b>	<b>\$509,373,802</b>	<b>\$68,357,964</b>	<b>\$59,385,573</b>

1 – Estimated for fiscal constrain purposes at 13.42% of total funds based on RPC share of population and federal aid eligible roadway miles

2 – Estimated based on “Programmatic” report provided by NHDOT in January 2025 for projects that are at least partially in the RPC region. This information is updated monthly.

# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

**FIGURE 14**

## Statewide Projects and Programs DRAFT- February 7, 2025

### DURHAM - T2 UNH (44559)

Facility: Technology Transfer Center

SCOPE: Funding for the Technology Transfer Center @ UNH

Total Cost: \$894,296  
 Past Funding: \$374,821  
 Current Funding: \$519,475  
 Future Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$519,475	\$0	\$0	\$0	\$519,475	\$479,475	\$0	\$40,000	Toll Credit, LTAP, SPR, NONPAR OTHER
	\$519,475	\$0	\$0	\$0	\$519,475	\$479,475	\$0	\$40,000	

Regionally Significant: N      Clean Air Act Code: ALL      RPCS: Statewide      Most Recent Revision: A00Y25

### PROGRAM (ADA)

Facility: Various

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

Total Cost: \$4,080,000  
 Past Funding: \$1,590,000  
 Current Funding: \$930,000  
 Future Funding: \$1,560,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$85,000	\$0	\$100,000	\$0	\$185,000	\$185,000	\$0	\$0	STBG-FLEX, Toll Credit
ROW	\$10,000	\$0	\$10,000	\$0	\$20,000	\$20,000	\$0	\$0	STBG-FLEX, Toll Credit
CON	\$0	\$355,000	\$0	\$370,000	\$725,000	\$725,000	\$0	\$0	STBG-FLEX, Toll Credit
	\$95,000	\$355,000	\$110,000	\$370,000	\$930,000	\$930,000	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-33      RPCS: Statewide      Most Recent Revision: A00Y25

# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

# FIGURE 14 Statewide Projects and Programs DRAFT- February 7, 2025

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

Facility: Various

SCOPE: Maintenance and preservation efforts for High Investment Bridges

Total Cost: \$66,892,632  
 Past Funding: \$26,652,632  
 Current Funding: \$13,720,000  
 Future Funding: \$26,520,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$225,000	\$75,000	\$50,000	\$50,000	\$400,000	\$400,000	\$0	\$0	STBG-FLEX, Toll Credit
ROW	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$80,000	\$0	\$0	STBG-FLEX, Toll Credit
CON	\$6,600,000	\$2,220,000	\$2,210,000	\$2,210,000	\$13,240,000	\$13,240,000	\$0	\$0	STBG-FLEX, Toll Credit, NHPP, STBG50-200K,
	\$6,845,000	\$2,315,000	\$2,280,000	\$2,280,000	\$13,720,000	\$13,720,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y25

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

Facility: Tier 1-2 Bridges

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

Total Cost: \$210,597,000  
 Past Funding: \$110,067,000  
 Current Funding: \$31,530,000  
 Future Funding: \$69,000,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$100,000	\$80,000	\$100,000	\$100,000	\$380,000	\$380,000	\$0	\$0	STBG-FLEX, Toll Credit, NHPP
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000	\$0	\$0	STBG-FLEX, Toll Credit, NHPP
CON	\$8,725,000	\$6,325,000	\$8,000,000	\$8,000,000	\$31,050,000	\$31,050,000	\$0	\$0	STBG-FLEX, Toll Credit, NHPP, STBG5-200K,
	\$8,850,000	\$6,430,000	\$8,125,000	\$8,125,000	\$31,530,000	\$31,530,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y25



# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

# FIGURE 14 Statewide Projects and Programs DRAFT- February 7, 2025

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

Facility: Tier 3-4 Bridges

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

Total Cost: \$90,548,000  
 Past Funding: \$31,136,000  
 Current Funding: \$16,960,000  
 Future Funding: \$42,452,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	\$200,000	\$0	\$0	STBG-FLEX, Toll Credit, NHPP
ROW	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000	\$40,000	\$0	\$0	STBG-FLEX, Toll Credit, NHPP
CON	\$3,960,000	\$3,960,000	\$4,400,000	\$4,400,000	\$16,720,000	\$16,720,000	\$0	\$0	STBG-FLEX, Toll Credit, NHPP, STBG5-200K,
	\$4,020,000	\$4,020,000	\$4,460,000	\$4,460,000	\$16,960,000	\$16,960,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y25

## PROGRAM (CBI)

Facility: Various

SCOPE: Complex Bridge Inspection (PARENT)

Total Cost: \$10,007,276  
 Past Funding: \$6,447,276  
 Current Funding: \$1,740,000  
 Future Funding: \$1,820,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$595,833	\$564,167	\$290,000	\$290,000	\$1,740,000	\$1,740,000	\$0	\$0	STBG-FLEX, Toll Credit
	\$595,833	\$564,167	\$290,000	\$290,000	\$1,740,000	\$1,740,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-38 RPCS: Statewide Most Recent Revision: A00Y25

# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

# FIGURE 14 Statewide Projects and Programs DRAFT- February 7, 2025

## PROGRAM (CORRST)

Facility: Various

SCOPE: Corridor Studies Statewide

Total Cost: \$10,500,000  
 Past Funding: \$2,800,000  
 Current Funding: \$3,500,000  
 Future Funding: \$4,200,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$1,400,000	\$700,000	\$700,000	\$700,000	\$3,500,000	\$3,500,000	\$0	\$0	STBG-FLEX, Toll Credit
	\$1,400,000	\$700,000	\$700,000	\$700,000	\$3,500,000	\$3,500,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-34 RPCS: Statewide Most Recent Revision: A00Y25

## PROGRAM (CRDR)

Facility: Various

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

Total Cost: \$96,096,666  
 Past Funding: \$31,770,636  
 Current Funding: \$22,826,030  
 Future Funding: \$41,500,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	STBG-FLEX, Toll Credit, NHPP
CON	\$9,476,720	\$2,833,410	\$2,115,000	\$6,515,000	\$20,940,130	\$20,940,130	\$0	\$0	STBG-FLEX, Toll Credit, NHPP, STBG<5K, STBG5-
ROW	\$97,900	\$8,000	\$30,000	\$30,000	\$165,900	\$165,900	\$0	\$0	NHPP, STBG5-50K, STBG<5K, STBG-FLEX, Toll
PE	\$1,206,700	\$93,300	\$200,000	\$200,000	\$1,700,000	\$1,700,000	\$0	\$0	STBG-FLEX, NHPP, STBG50-200K, STBG<5K, STBG5-
	\$10,786,320	\$2,939,710	\$2,350,000	\$6,750,000	\$22,826,030	\$22,826,030	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: Statewide Most Recent Revision: A00Y25



# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

**FIGURE 14**

## Statewide Projects and Programs DRAFT- February 7, 2025

**PROGRAM (DBE)**

Facility: **Disadvantaged Business Enterprise**

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

Total Cost: \$1,994,986  
 Past Funding: \$1,064,007  
 Current Funding: \$340,034  
 Future Funding: \$590,945

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$81,520	\$83,803	\$86,149	\$88,562	\$340,034	\$340,034	\$0	\$0	DBE
	\$81,520	\$83,803	\$86,149	\$88,562	\$340,034	\$340,034	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-35      RPCS: Statewide      Most Recent Revision: A00Y25

**PROGRAM (ENV-POST-CON)**

Facility: **STATEWIDE**

**SCOPE:** Environmental commitments for post-construction obligations.

Total Cost: \$2,894,813  
 Past Funding: \$1,024,813  
 Current Funding: \$680,000  
 Future Funding: \$1,190,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$165,000	\$165,000	\$165,000	\$185,000	\$680,000	\$680,000	\$0	\$0	STBG-FLEX, Toll Credit
	\$165,000	\$165,000	\$165,000	\$185,000	\$680,000	\$680,000	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: N/E      RPCS: Statewide      Most Recent Revision: A00Y25

# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

**FIGURE 14**

## Statewide Projects and Programs DRAFT- February 7, 2025

**PROGRAM (EV\_INFRA)**

Facility: Various

SCOPE: Electric Vehicle Infrastructure Program

Total Cost: \$17,300,000  
 Past Funding: \$692,000  
 Current Funding: \$16,608,000  
 Future Funding \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$346,000	\$346,000	\$346,000	\$0	\$1,038,000	\$1,038,000	\$0	\$0	NEVI, Toll Credit
CON	\$9,342,000	\$3,114,000	\$3,114,000	\$0	\$15,570,000	\$15,570,000	\$0	\$0	NEVI, Toll Credit
	\$9,688,000	\$3,460,000	\$3,460,000	\$0	\$16,608,000	\$16,608,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y25

**PROGRAM (FLAP)**

Facility: Various

SCOPE: Impr. transportation facilities that access Federal Lands {FLAP} (Application to EFL required)

Total Cost: \$8,430,000  
 Past Funding: \$3,727,000  
 Current Funding: \$2,141,000  
 Future Funding \$2,562,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$0	\$352,000	\$1,072,000	\$352,000	\$1,776,000	\$1,776,000	\$0	\$0	FORHWY
PE	\$50,000	\$110,000	\$50,000	\$50,000	\$260,000	\$260,000	\$0	\$0	FORHWY
ROW	\$20,000	\$35,000	\$25,000	\$25,000	\$105,000	\$105,000	\$0	\$0	FORHWY
	\$70,000	\$497,000	\$1,147,000	\$427,000	\$2,141,000	\$2,141,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: Statewide Most Recent Revision: A00Y25

# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

**FIGURE 14**

## Statewide Projects and Programs DRAFT- February 7, 2025

### PROGRAM (FTA5310)

Facility: Various

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

Total Cost: \$68,898,149  
 Past Funding: \$40,305,917  
 Current Funding: \$9,197,557  
 Future Funding: \$19,394,675

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$2,680,934	\$2,129,337	\$2,171,924	\$2,215,362	\$9,197,557	\$7,358,046	\$0	\$1,839,511	FTA5310, OTHER
	\$2,680,934	\$2,129,337	\$2,171,924	\$2,215,362	\$9,197,557	\$7,358,046	\$0	\$1,839,511	

Regionally Significant: N      Clean Air Act Code: E-30      RPCS: Statewide      Most Recent Revision: A00Y25

### PROGRAM (FTA5339)

Facility: Various

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

Total Cost: \$147,035,648  
 Past Funding: \$65,639,986  
 Current Funding: \$27,426,951  
 Future Funding: \$53,968,711

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$9,293,428	\$5,925,213	\$6,043,718	\$6,164,592	\$27,426,951	\$21,941,561	\$2,742,695	\$2,742,695	FTA5339, OTHER, NH
	\$9,293,428	\$5,925,213	\$6,043,718	\$6,164,592	\$27,426,951	\$21,941,561	\$2,742,695	\$2,742,695	

Regionally Significant: N      Clean Air Act Code: E-30      RPCS: Statewide      Most Recent Revision: A00Y25

# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

**FIGURE 14**

## Statewide Projects and Programs DRAFT- February 7, 2025

**PROGRAM (GRR)**

Facility: Various

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

Total Cost: \$37,810,909  
 Past Funding: \$17,460,909  
 Current Funding: \$8,140,000  
 Future Funding: \$12,210,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000	\$0	\$0	NHPP, STBG-FLEX, Toll Credit
ROW	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	NHPP, STBG-FLEX, Toll Credit
CON	\$1,880,000	\$1,880,000	\$1,880,000	\$1,880,000	\$7,520,000	\$7,520,000	\$0	\$0	NHPP, STBG-FLEX, Toll Credit
	\$2,035,000	\$2,035,000	\$2,035,000	\$2,035,000	\$8,140,000	\$8,140,000	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-9      RPCS: Statewide      Most Recent Revision: A00Y25

**PROGRAM (HSIP)**

Facility: Various

**SCOPE:** HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Total Cost: \$260,992,509  
 Past Funding: \$145,817,439  
 Current Funding: \$42,098,970  
 Future Funding: \$73,076,100

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000	\$0	\$0	HSIP, Toll Credit
PE	\$2,000,000	\$350,000	\$500,000	\$500,000	\$3,350,000	\$3,350,000	\$0	\$0	HSIP, Toll Credit
ROW	\$440,540	\$50,000	\$54,730	\$54,730	\$600,000	\$600,000	\$0	\$0	HSIP, Toll Credit
CON	\$6,989,669	\$9,556,020	\$9,623,931	\$11,379,350	\$37,548,970	\$37,548,970	\$0	\$0	HSIP, Toll Credit
	\$9,580,209	\$10,106,020	\$10,328,661	\$12,084,080	\$42,098,970	\$42,098,970	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-6      RPCS: Statewide      Most Recent Revision: A00Y25

# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

# FIGURE 14 Statewide Projects and Programs DRAFT- February 7, 2025

## PROGRAM (LTAP)

Facility: Local Technology Assistance Program

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

Total Cost: \$3,505,000  
Past Funding: \$1,666,000  
Current Funding: \$732,000  
Future Funding: \$1,107,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$183,000	\$183,000	\$183,000	\$183,000	\$732,000	\$732,000	\$0	\$0	LTAP
	\$183,000	\$183,000	\$183,000	\$183,000	\$732,000	\$732,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide Most Recent Revision: A00Y25

## PROGRAM (MOBIL)

Facility: Various

SCOPE: Muncipal Owned Bridge - Bipartsian Infrastructure Law 100%Rehabilitation and/or Replacement

Total Cost: \$33,750,000  
Past Funding: \$2,514,653  
Current Funding: \$31,235,347  
Future Funding: \$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$28,485,347	\$2,750,000	\$0	\$0	\$31,235,347	\$31,235,347	\$0	\$0	MOBIL
	\$28,485,347	\$2,750,000	\$0	\$0	\$31,235,347	\$31,235,347	\$0	\$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: Statewide Most Recent Revision: A00Y25

# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

# FIGURE 14 Statewide Projects and Programs DRAFT- February 7, 2025

## PROGRAM (NSTI)

Facility: National Summer Transportation Institute

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

Total Cost: \$1,050,000  
 Past Funding: \$437,000  
 Current Funding: \$244,000  
 Future Funding: \$369,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$61,000	\$61,000	\$61,000	\$61,000	\$244,000	\$244,000	\$0	\$0	NSTI
	\$61,000	\$61,000	\$61,000	\$61,000	\$244,000	\$244,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide Most Recent Revision: A00Y25

## PROGRAM (OHSS)

Facility: Various

SCOPE: Replacement or rehabilitation of overhead sign structure

Total Cost: \$10,000,000  
 Past Funding: \$0  
 Current Funding: \$4,000,000  
 Future Funding: \$6,000,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000	\$800,000	\$0	\$0	STBG-FLEX, Toll Credit
CON	\$800,000	\$800,000	\$800,000	\$800,000	\$3,200,000	\$3,200,000	\$0	\$0	STBG-FLEX, Toll Credit
	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000	\$4,000,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-44 RPCS: Statewide Most Recent Revision: A00Y25



# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

# FIGURE 14 Statewide Projects and Programs DRAFT- February 7, 2025

## 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: \$651,000  
Past Funding: \$283,200  
Current Funding: \$146,400  
Future Funding: \$221,400

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$36,600	\$36,600	\$36,600	\$36,600	\$146,400	\$146,400	\$0	\$0	Training
	\$36,600	\$36,600	\$36,600	\$36,600	\$146,400	\$146,400	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide Most Recent Revision: A00Y25

## PROGRAM (PAVE-T1-RESURF)

Facility: Tier 1 Highways

SCOPE: Preservation of Tier 1 Highways

Total Cost: \$248,298,760  
Past Funding: \$101,673,760  
Current Funding: \$47,625,000  
Future Funding: \$99,000,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$225,000	\$300,000	\$300,000	\$300,000	\$1,125,000	\$1,125,000	\$0	\$0	NHPP, STBG-FLEX, Toll Credit
CON	\$12,250,000	\$9,750,000	\$12,250,000	\$12,250,000	\$46,500,000	\$46,500,000	\$0	\$0	HWYINF, NHPP, STBG-FLEX, Toll Credit
	\$12,475,000	\$10,050,000	\$12,550,000	\$12,550,000	\$47,625,000	\$47,625,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-10 RPCS: Statewide Most Recent Revision: A00Y25



**PROGRAM (PAVE-T2-REHAB)**

Facility: Tier 2 Highways

SCOPE: Rehab of Tier 2 roads.

Total Cost: \$87,234,179  
 Past Funding: \$48,684,179  
 Current Funding: \$10,620,000  
 Future Funding: \$27,930,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000	\$0	\$0	NHPP, STBG-FLEX, Toll Credit
CON	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,000,000	\$10,000,000	\$0	\$0	NHPP, STBG-FLEX, Toll Credit
PE	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000	\$500,000	\$0	\$0	NHPP, STBG-FLEX, Toll Credit
	\$2,655,000	\$2,655,000	\$2,655,000	\$2,655,000	\$10,620,000	\$10,620,000	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-10      RPCS: Statewide      Most Recent Revision: A00Y25

**PROGRAM (PAVE-T2-RESURF)**

Facility: Tier 2 Highways

SCOPE: Resurfacing Tier 2 Roadways

Total Cost: \$581,270,000  
 Past Funding: \$273,995,000  
 Current Funding: \$124,275,000  
 Future Funding: \$183,000,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000	\$0	\$0	NHPP, STBG-FLEX, Toll Credit
CON	\$43,000,000	\$24,070,000	\$25,925,000	\$25,925,000	\$118,920,000	\$107,920,000	\$11,000,000	\$0	BETT, NHPP, STBG-FLEX, Toll Credit
PE	\$2,500,000	\$2,155,000	\$300,000	\$300,000	\$5,255,000	\$5,255,000	\$0	\$0	NHPP, STBG-FLEX, Toll Credit
	\$45,525,000	\$26,250,000	\$26,250,000	\$26,250,000	\$124,275,000	\$113,275,000	\$11,000,000	\$0	

Regionally Significant: N      Clean Air Act Code: E-10      RPCS: Statewide      Most Recent Revision: A00Y25

# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

**FIGURE 14**

## Statewide Projects and Programs DRAFT- February 7, 2025

**PROGRAM (PVMRK)**

Facility: Various

SCOPE: Statewide Pavement Marking Annual Project

Total Cost: \$79,574,501  
 Past Funding: \$42,474,501  
 Current Funding: \$13,900,000  
 Future Funding: \$23,200,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$1,000	\$1,000	\$1,000	\$1,000	\$4,000	\$4,000	\$0	\$0	STBG-FLEX, Toll Credit
CON	\$3,349,000	\$3,349,000	\$3,599,000	\$3,599,000	\$13,896,000	\$13,896,000	\$0	\$0	HSIP, STBG-FLEX, Toll Credit
	\$3,350,000	\$3,350,000	\$3,600,000	\$3,600,000	\$13,900,000	\$13,900,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-11 RPCS: Statewide Most Recent Revision: A00Y25

**PROGRAM (RCTRL)**

Facility: Various

SCOPE: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Total Cost: \$32,576,579  
 Past Funding: \$16,885,769  
 Current Funding: \$6,276,324  
 Future Funding: \$9,414,486

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$1,569,081	\$1,569,081	\$1,569,081	\$1,569,081	\$6,276,324	\$5,021,059	\$1,255,265	\$0	DNCR, REC TRAILS
	\$1,569,081	\$1,569,081	\$1,569,081	\$1,569,081	\$6,276,324	\$5,021,059	\$1,255,265	\$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: Statewide Most Recent Revision: A00Y25

# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

# FIGURE 14 Statewide Projects and Programs DRAFT- February 7, 2025

## PROGRAM (RRRCS)

Facility: **Statewide Railroad Crossings**

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

Total Cost: \$30,476,261  
 Past Funding: \$19,647,261  
 Current Funding: \$5,435,338  
 Future Funding: \$5,393,662

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	RL, Toll Credit
CON	\$4,596,338	\$24,000	\$0	\$25,000	\$4,645,338	\$4,645,338	\$0	\$0	RL, Toll Credit
PE	\$250,000	\$250,000	\$125,000	\$125,000	\$750,000	\$750,000	\$0	\$0	RL, Toll Credit
OTHER	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	RL, Toll Credit
	\$4,856,338	\$284,000	\$135,000	\$160,000	\$5,435,338	\$5,435,338	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-1 RPCS: Statewide Most Recent Revision: A00Y25

## PROGRAM (STBG-FTA)

Facility: **Various**

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

Total Cost: \$48,900,000  
 Past Funding: \$0  
 Current Funding: \$14,450,000  
 Future Funding: \$34,450,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$3,612,500	\$3,612,500	\$3,612,500	\$3,612,500	\$14,450,000	\$12,000,000	\$0	\$2,450,000	OTHER, STBG-FLEX, Toll Credit
	\$3,612,500	\$3,612,500	\$3,612,500	\$3,612,500	\$14,450,000	\$12,000,000	\$0	\$2,450,000	

Regionally Significant: N Clean Air Act Code: E-21 RPCS: Statewide Most Recent Revision: A00Y25

# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

# FIGURE 14 Statewide Projects and Programs DRAFT- February 7, 2025

## PROGRAM (STIC)

Facility: **Varies**

SCOPE: STIC Incentives

Total Cost: \$2,500,000  
 Past Funding: \$967,500  
 Current Funding: \$610,000  
 Future Funding: \$922,500

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$152,500	\$152,500	\$152,500	\$152,500	\$610,000	\$488,000	\$122,000	\$0	NHDOT OP, OTHER FED, STIC
	\$152,500	\$152,500	\$152,500	\$152,500	\$610,000	\$488,000	\$122,000	\$0	

Regionally Significant: N      Clean Air Act Code: E-35      RPCS: Statewide      Most Recent Revision: A00Y25

## PROGRAM (TA)

Facility: **Various**

SCOPE: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Total Cost: \$110,363,849  
 Past Funding: \$39,772,321  
 Current Funding: \$27,557,961  
 Future Funding: \$43,033,567

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$1,116,442	\$923,558	\$1,020,000	\$1,020,000	\$4,080,000	\$3,037,370	\$0	\$1,042,630	NONPAR OTHER, OTHER, TAP50-200K, TAP5-50K,
ROW	\$160,000	\$160,000	\$160,000	\$160,000	\$640,000	\$480,000	\$0	\$160,000	NONPAR OTHER, OTHER, TAP50-200K, TAP5-50K,
CON	\$5,447,741	\$5,405,698	\$5,992,261	\$5,992,261	\$22,837,961	\$17,030,732	\$0	\$5,807,229	NONPAR OTHER, OTHER, TAP50-200K, TAP>200K,
	\$6,724,183	\$6,489,256	\$7,172,261	\$7,172,261	\$27,557,961	\$20,548,102	\$0	\$7,009,860	

Regionally Significant: N      Clean Air Act Code: E-33      RPCS: Statewide      Most Recent Revision: A00Y25

# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

**FIGURE 14**

## Statewide Projects and Programs DRAFT- February 7, 2025

### PROGRAM (TRAC)

Facility: TRansportation And Civil engineering program

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

Total Cost: \$484,000  
 Past Funding: \$264,000  
 Current Funding: \$88,000  
 Future Funding: \$132,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000	\$88,000	\$0	\$0	STBG-FLEX, Toll Credit
	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000	\$88,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide Most Recent Revision: A00Y25

### PROGRAM (TRAFMON)

Facility: VARIOUS

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

Total Cost: \$24,310,000  
 Past Funding: \$2,000,000  
 Current Funding: \$8,310,000  
 Future Funding: \$14,000,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$40,000	\$0	\$0	\$0	\$40,000	\$40,000	\$0	\$0	STBG-FLEX, Toll Credit
CON	\$2,345,000	\$0	\$0	\$0	\$2,345,000	\$2,345,000	\$0	\$0	STBG-FLEX, Toll Credit
OTHER	\$0	\$1,925,000	\$2,000,000	\$2,000,000	\$5,925,000	\$5,925,000	\$0	\$0	STBG-FLEX, Toll Credit
	\$2,385,000	\$1,925,000	\$2,000,000	\$2,000,000	\$8,310,000	\$8,310,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y25

# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

# FIGURE 14 Statewide Projects and Programs DRAFT- February 7, 2025

## PROGRAM (TRCK-WGHT-SFTY)

Facility: Various

SCOPE: Truck weight safety inspection & maintenance program

Total Cost: \$1,875,000  
 Past Funding: \$875,000  
 Current Funding: \$400,000  
 Future Funding: \$600,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000	\$0	\$0	STBG-FLEX, Toll Credit
	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-6      RPCS: Statewide      Most Recent Revision: A00Y25

## PROGRAM (TSMO)

Facility: Transportation Systems Management and Operations

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

Total Cost: \$29,502,631  
 Past Funding: \$13,381,939  
 Current Funding: \$8,620,692  
 Future Funding: \$7,500,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$3,184,773	\$2,285,919	\$2,000,000	\$1,150,000	\$8,620,692	\$7,150,000	\$0	\$1,470,692	Maine, STBG-FLEX, Toll Credit, Vermont
	\$3,184,773	\$2,285,919	\$2,000,000	\$1,150,000	\$8,620,692	\$7,150,000	\$0	\$1,470,692	

Regionally Significant: N      Clean Air Act Code: E-7      RPCS: Statewide      Most Recent Revision: A00Y25



# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

# FIGURE 14 Statewide Projects and Programs DRAFT- February 7, 2025

## PROGRAM (UBI)

Facility: Various

SCOPE: Underwater Bridge Inspection (Annual Project)

Total Cost: \$1,585,500  
 Past Funding: \$881,500  
 Current Funding: \$264,000  
 Future Funding: \$440,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$64,000	\$64,000	\$68,000	\$68,000	\$264,000	\$264,000	\$0	\$0	STBG-FLEX, Toll Credit
	\$64,000	\$64,000	\$68,000	\$68,000	\$264,000	\$264,000	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-38      RPCS: Statewide      Most Recent Revision: A00Y25

## PROGRAM (USSS)

Facility: Various

SCOPE: Project to update signing on state system

Total Cost: \$14,755,400  
 Past Funding: \$8,455,400  
 Current Funding: \$2,360,000  
 Future Funding: \$3,940,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000	\$0	\$0	NHPP, STBG-FLEX, Toll Credit
CON	\$540,000	\$540,000	\$580,000	\$580,000	\$2,240,000	\$2,240,000	\$0	\$0	NHPP, STBG-FLEX, Toll Credit
	\$570,000	\$570,000	\$610,000	\$610,000	\$2,360,000	\$2,360,000	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-44      RPCS: Statewide      Most Recent Revision: A00Y25



# 2025 Transportation Improvement Progra

Covering Fiscal Years 2025-2028

**FIGURE 14**

## Statewide Projects and Programs DRAFT- February 7, 2025

**STATEWIDE 4R PROJECTS (44518)**

Facility: Various

SCOPE: 4R Pavement Rehab/Reconstruct on the NHS

Total Cost: \$210,215,152  
 Past Funding: \$0  
 Current Funding: \$3,865,722  
 Future Funding: \$206,349,431

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$0	\$59,145	\$61,334	\$63,603	\$184,082	\$184,082	\$0	\$0	STBG-FLEX, Toll Credit
PE	\$0	\$1,182,906	\$1,226,673	\$1,272,060	\$3,681,640	\$3,681,640	\$0	\$0	STBG-FLEX, Toll Credit
	\$0	\$1,242,051	\$1,288,007	\$1,335,663	\$3,865,722	\$3,865,722	\$0	\$0	

Regionally Significant: N      Clean Air Act Code: E-10      RPCS: Statewide      Most Recent Revision: A00Y25