

# ATTACHMENT 1



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## MEMORANDUM

TO: RPC Policy Committee  
 FROM: David Walker  
 RE: Adoption of the RPC 2015-2018 Transportation Improvement Program and updated 2040 RPC Metropolitan Transportation Plan  
 DATE: December 3, 2014

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This memorandum discusses the two linked documents that indicate the short and long range transportation project programming for the region. The **2015-2018 TIP** (Attachment 1a) details the near term implementation plans while the **2040 Metropolitan Transportation Plan** (Projects and Fiscal Constraint only - Attachment 1b) is the assembled projects and policies to be implemented over the next 25 years. Each of these documents is discussed below and a recommended action is proposed. Both documents are currently in a 30 day public comment period that will conclude on December 9<sup>th</sup>, 2014 and a public hearing will be held at the Brentwood Community Center to discuss and approve them on December 10<sup>th</sup>, 2014 as part of the MPO meeting.

During the public comment period it was noted that the project cost information provided by NHDOT did not account for inflation. This has been corrected and the attached tables reflect year of construction costs inflated at 3.2% per year for each year beyond 2015.

### **2015-2018 Transportation Improvement Program (TIP) [Attachment #1a]**

The *Transportation Improvement Program* (TIP) is a multi-year program of regional highway, transit, bridge, bicycle, and pedestrian improvement projects scheduled for implementation in the Metropolitan Planning Organization (MPO) area over the next four succeeding Federal fiscal years (FY 2015, 2016, 2017, and 2018). It is prepared by the MPO in accordance with joint federal metropolitan planning regulations, 23 CFR 450, issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The projects identified are prioritized by year and have been selected for funding as jointly agreed upon by the MPO and the NHDOT. Projects are listed alphabetically by the name of the community or agency and include information on the funding source, project scope, the type of funds used (Federal, State, or Local/other) as well as the fiscal year in which funds are planned for expenditure.

The proposed 2015-2018 TIP includes approximately **\$739 million** in funds projects and these are split into two tables collectively listed as Attachment 2a with funding information summarized in the table below.

- **Regional Projects:** This table includes all projects that explicitly occur wholly or partially within the MPO region. This table includes approximately \$450 million in projects across 25 projects and 5 transit systems. Similar to the past several TIP documents, much of the funding is dedicated to several ongoing large projects in the region: the I-93 widening (\$74 million), the Newington-Dover Spaulding Turnpike improvements (\$75 million), and the replacement and of

the Sarah Long Bridge over the Piscataqua River between Portsmouth and Kittery (\$230 Million – 50% paid by the State of Maine). The full listing of projects is included in the attached draft TIP document.

- Statewide Programs:** There are a variety of projects types that are not required to be listed individually within the TIP collectively known as “Programmatic” projects and are grouped into 34 programs that direct funds to specific purposes, often related to operations, maintenance, and preservation needs or funding that goes to communities for project implementation. For the most part, decisions regarding the specific projects that come from these programs are made utilizing separate processes, such as the Highway Safety Improvement Program, Transportation Alternatives Program, or through DOT programs that identify needs such as the “Red List” of Bridges, or NH DOT District maintenance requirements. While only a portion of this funding will be spent within the MPO Region, statewide they are proposed to be funded at about \$288 million over four years. For financial planning purposes it is assumed that 13.3% of the funding for these projects will be collectively expended within the MPO region.

**MPO TIP Funding Summary by FY and Source**

|                      | 2013                  | 2014                  | 2015                  | 2016                  |                       |
|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Bridges              | \$ 43,167,000         | \$ 48,867,264         | \$ 66,907,470         | \$ 97,128,768         | \$ 256,070,502        |
| Highways             | \$ 61,678,399         | \$ 40,647,469         | \$ 41,925,980         | \$ 28,226,748         | \$ 172,478,596        |
| Transit              | \$ 5,246,996          | \$ 5,169,288          | \$ 4,674,390          | \$ 3,376,999          | \$ 18,467,674         |
| Bike & Pedestrian    | \$ 3,298,945          | \$ -                  | \$ -                  | \$ 1,209,015          | \$ 4,507,960          |
| Statewide Programs** | \$ 9,707,127          | \$ 9,341,966          | \$ 9,511,199          | \$ 9,706,925          | \$ 38,267,217         |
| <b>Total</b>         | <b>\$ 123,098,467</b> | <b>\$ 104,025,987</b> | <b>\$ 123,019,040</b> | <b>\$ 139,648,455</b> | <b>\$ 489,791,949</b> |

|                      | Federal              | State                | Local/Other          | Total                |
|----------------------|----------------------|----------------------|----------------------|----------------------|
| Bridges              | \$ 63,715,737        | \$ 104,147,522       | \$ 88,207,242        | \$ 256,070,502       |
| Highways             | \$ 55,079,100        | \$ 112,000,691       | \$ 5,398,805         | \$ 172,478,596       |
| Transit              | \$ 9,859,727         | \$ 3,784,899         | \$ 4,823,048         | \$ 18,467,674        |
| Bike & Pedestrian    | \$ 3,606,368         | \$ 901,592           | \$ -                 | \$ 4,507,960         |
| Statewide Programs** | \$ 31,286,639        | \$ 4,772,830         | \$ 2,207,748         | \$ 38,267,217        |
| <b>Total</b>         | <b>\$163,547,571</b> | <b>\$225,607,534</b> | <b>\$100,636,843</b> | <b>\$489,791,949</b> |

\* Includes projects that cross MPO boundaries (I-93, Newington-Dover, Portsmouth-Kittery)

\*\*Proportionate share of projects and programs that are implemented statewide; however NHDOT does not provide MPO based totals.

**The 2040 Metropolitan Transportation Plan (Attachment 1b)**

The 2040 Metropolitan Transportation Plan (MTP or Plan) addresses a 25 year planning horizon for transportation projects, and is an update to the existing plan adopted in 2010. The update was completed in lieu of a full new plan due to forthcoming completion of the RPC Regional Master Plan which, when finalized, will provide the regional vision, goals, objectives and much of the background data for the MTP. For that reason, the changes that have been made to the MTP are limited to the following:

- Incorporating projects from the most recent Ten Year Plan Process.
- Updating the fiscal constraint analysis to account for new years and different revenue and cost assumptions.
- Assignment of projects by year to accommodate both the projects in the proposed 2015-2018 TIP and the 2015-2024 State Ten Year Plan.

The project list and fiscal constraint information are included with this memorandum as **Attachment #1b**. In updating the fiscal constraint information for the plan the following process was used:

1. Revenues available for transportation projects were established based on discussions with NH DOT, FHWA, and the other NH MPOs. Federal and State funding sources mirror what is found in the fiscal analysis of the State Ten Year Plan and Federal Funding is inflated according to historic trends for years beyond 2024. For regional funding targets a system that distributes resources based on population and lane miles of eligible roadway weighed equally was utilized resulting in a 13.3% share of total revenues as the RPC “share” of funding.
2. Using the 13.3% regional share for each year of the TIP and Plan leaves the MPO over budget in the TIP and Ten Year Plan years. This is because NH DOT programs projects statewide and not according to regional shares. That process has resulted in several large projects in the MPO region that overlap construction timeframes and creates a funding disparity. This was rectified by adjusting the MPO share of FHWA funds between 2015 and 2024 upward to replicate the projects and funding amounts listed in the Draft 2015-2018 STIP and the 2015-2024 Ten Year Plan.
3. Project costs were estimated and totaled. TIP and Ten Year Plan totals from each fiscal year are listed as shown in those documents. Projects that occur after the Ten Year Plan are inflated to the year of construction cost at 3.2% per year. Engineering and Right-of-Way costs are included as a flat 20% addition (10% of construction total each) to each project and are inflated as well.
4. Costs are subtracted from revenues to provide an annual balance and a cumulative balance with the each year be fiscally constrained. This analysis is used as the fiscal constraint for both the TIP and the MTP.

The resulting analysis shows that it is anticipated that the current list of projects is financially constrained under a scenario that inflates both project costs and revenues **at 3.2% per year**. This ensures that each year of the Plan is constrained and leaves approximately \$2.3 million available for programming of transportation projects in the last 5 years of the Plan. It is anticipated that the MPO will solicit for projects to fully program those out years as part of the full Plan update that will begin this winter.

### **Recommendations**

***The RPC Transportation Advisory Committee (TAC) met on September 26<sup>th</sup>, 2012 and voted to recommend approval of the 2015-2018 TIP and the updated 2040 MTP.*** Staff also recommends this based on the TAC support and on the following:

1. ***The TIP and Plan are financially constrained.*** For the TIP, it is required that the first three years of the four year TIP have committed funds and that the total committed funds must not exceed the amount of funding available including advanced construction funds. Projects for which operating and construction funds cannot be reasonably expected to be available must be omitted. Based upon information supplied by the NHDOT, the MPO has determined that the FY 2011-2014 TIP as presented is financially constrained. This determination is based upon the following:
  - a. For all projects requiring state or local match, the MPO assumes that the match will be made available in a timely manner;
  - b. For all projects including federal funds and programmed by the NHDOT, the MPO assumes that NHDOT has determined that the required funds by year and category will be available.

The Long Range Plan must also be fiscally constrained although it is not as rigorous as the constraint for the TIP. As some projects are more than 20 years into the future knowing detailed project costs and scopes is difficult and costs should be considered “order of magnitude” and scopes “general”. The overall costs in the Plan is constrained to expected revenues (13.3% of Federal funding), and in addition, each year of the TIP and Plan is constrained given an expected variation in funding from year to year. The analysis of the funds available to the MPO and the projects included in the Long

Range Plan shows that the MPO can expect to have the funding available to implement the included projects, as well as some funding remaining for which to program additional work.

2. ***The TIP and Plan reflect regional project priorities.*** Many of the projects in the TIP are long-standing priorities addressing regional and inter-regional improvement needs (I-93, Newington-Dover), and the most recent Ten Year Plan process added projects that address regional and local transportation issues such as:

- Funding for five Transit Services (COAST, CART, Wildcat, I-93 Commuter, and East-West between Portsmouth and Manchester).
- Traffic congestion in the center of Hampton Falls.
- Reconstruction of Ocean Boulevard in Hampton.
- The future of the Neil Underwood Bridge on NH 1A between Seabrook and Hampton.
- The need for improvements on the NH 1B causeway between New Castle and Portsmouth.
- The purchase of the B&M railroad and construction of a rail trail.
- Safety concerns at Rowe's Corner on NH 108 in Newton.
- Replacing Red List bridges in North Hampton and East Kingston..
- Continued planning for the extension of MBTA service into Plaistow.
- Rehabilitation of the I-95 Bridge between Portsmouth and Kittery.
- Bicycle and Pedestrian Improvements in the Stratham Town Center.

RPC 2015-2018 TIP  
REGIONAL PROJECTS

| Location: Facility - Scope  |               |       |         | FISCAL YEAR          |                   |                     |                     |                     |                     |  |
|---|---------------|-------|---------|----------------------|-------------------|---------------------|---------------------|---------------------|---------------------|--|
| Project Number  | Total_Cost    | Phase | SOURCE  | Funding Category     | 2015              | 2016                | 2017                | 2018                | Project Totals      |  |
| <b>CART-1: TRANSIT - Preventative Maintenance</b>   |               |       |         |                      |                   |                     |                     |                     |                     |  |
| 2985  | \$ 1,068,453  | PE    | Federal | FTA 5307 Capital and | \$ 68,000         | \$ 70,176           | \$ 72,422           | \$ 74,739           | \$ 285,337          |  |
|   |               |       | Other   | Other                | \$ 17,000         | \$ 17,544           | \$ 18,105           | \$ 18,685           | \$ 71,334           |  |
| <b>2985 Total</b>   |               |       |         |                      | <b>\$ 85,000</b>  | <b>\$ 87,720</b>    | <b>\$ 90,527</b>    | <b>\$ 93,424</b>    | <b>\$ 356,671</b>   |  |
| <b>CART-2: TRANSIT - Operating Assistance for public transit in Derry-Salem region</b>          |               |       |         |                      |                   |                     |                     |                     |                     |  |
| 7239  | \$ 8,674,580  | PE    | Federal | FTA 5307 Capital and | \$ 345,050        | \$ 356,092          | \$ 367,487          | \$ 379,246          | \$ 1,447,874        |  |
|   |               |       | Other   | Other                | \$ 345,050        | \$ 356,092          | \$ 367,487          | \$ 379,246          | \$ 1,447,874        |  |
| <b>7239 Total</b>   |               |       |         |                      | <b>\$ 690,100</b> | <b>\$ 712,183</b>   | <b>\$ 734,973</b>   | <b>\$ 758,492</b>   | <b>\$ 2,895,748</b> |  |
| <b>COAST: varies - Capital equipment purchases and operating support for COAST bus services</b> |               |       |         |                      |                   |                     |                     |                     |                     |  |
| 68069   | \$ 6,964,470  | PE    | State   | Turnpike Capital     | \$ 890,843        | \$ 923,124          | \$ 952,664          | \$ -                | \$ 2,766,631        |  |
| <b>68069 Total</b>  |               |       |         |                      | <b>\$ 890,843</b> | <b>\$ 923,124</b>   | <b>\$ 952,664</b>   | <b>\$ -</b>         | <b>\$ 2,766,631</b> |  |
| <b>COAST-1: TRANSIT - Operating Assistance.</b>   |               |       |         |                      |                   |                     |                     |                     |                     |  |
| 5670  | \$ 12,951,632 | PE    | Federal | FTA 5307 Capital and | \$ 490,000        | \$ 505,680          | \$ 521,862          | \$ 538,561          | \$ 2,056,103        |  |
|   |               |       | Other   | Funds                | \$ 490,000        | \$ 505,680          | \$ 521,862          | \$ 538,561          | \$ 2,056,103        |  |
| <b>5670 Total</b>   |               |       |         |                      | <b>\$ 980,000</b> | <b>\$ 1,011,360</b> | <b>\$ 1,043,724</b> | <b>\$ 1,077,123</b> | <b>\$ 4,112,206</b> |  |
| <b>COAST-2: TRANSIT - COAST PREVENTATIVE MAINTENANCE</b>  |               |       |         |                      |                   |                     |                     |                     |                     |  |
| 2691  | \$ 5,481,814  | PE    | Federal | FTA 5307 Capital and | \$ 352,000        | \$ 363,264          | \$ 374,888          | \$ 386,885          | \$ 1,477,037        |  |
|   |               |       | Other   | Other                | \$ 88,000         | \$ 90,816           | \$ 93,722           | \$ 96,721           | \$ 369,259          |  |
| <b>2691 Total</b>   |               |       |         |                      | <b>\$ 440,000</b> | <b>\$ 454,080</b>   | <b>\$ 468,611</b>   | <b>\$ 483,606</b>   | <b>\$ 1,846,297</b> |  |
| <b>COAST-3: TRANSIT - SUPPORT EQUIPMENT.</b>  |               |       |         |                      |                   |                     |                     |                     |                     |  |
| 3067  | \$ 811,506    | PE    | Federal | FTA 5307 Capital and | \$ 53,760         | \$ 55,480           | \$ 57,256           | \$ 59,088           | \$ 225,584          |  |
|   |               |       | Other   | Other                | \$ 13,440         | \$ 13,870           | \$ 14,314           | \$ 14,772           | \$ 56,396           |  |
| <b>3067 Total</b>   |               |       |         |                      | <b>\$ 67,200</b>  | <b>\$ 69,350</b>    | <b>\$ 71,570</b>    | <b>\$ 73,860</b>    | <b>\$ 281,980</b>   |  |
| <b>COAST-4: TRANSIT - BUS STATION EQUIPMENT</b>   |               |       |         |                      |                   |                     |                     |                     |                     |  |
| 3068  | \$ 450,771    | PE    | Federal | FTA 5307 Capital and | \$ 28,160         | \$ 29,061           | \$ 29,991           | \$ 30,951           | \$ 118,163          |  |
|   |               |       | Other   | Other                | \$ 7,040          | \$ 7,265            | \$ 7,498            | \$ 7,738            | \$ 29,541           |  |
| <b>3068 Total</b>   |               |       |         |                      | <b>\$ 35,200</b>  | <b>\$ 36,326</b>    | <b>\$ 37,489</b>    | <b>\$ 38,688</b>    | <b>\$ 147,704</b>   |  |

**RPC 2015-2018 TIP  
REGIONAL PROJECTS**

| Location: Facility - Scope   |              |       |         |                      | FISCAL YEAR         |                   |                   |                     |                     |
|--|--------------|-------|---------|----------------------|---------------------|-------------------|-------------------|---------------------|---------------------|
| Project Number   | Total_Cost   | Phase | SOURCE  | Funding Category     | 2015                | 2016              | 2017              | 2018                | Project Totals      |
| <b>COAST-5: TRANSIT - GENERAL &amp; COMPREHENSIVE PLANNING</b>   |              |       |         |                      |                     |                   |                   |                     |                     |
| 3069   | \$ 1,089,222 | PE    | Federal | FTA 5307 Capital and | \$ 64,000           | \$ 66,048         | \$ 68,162         | \$ 70,343           | \$ 268,552          |
|  |              |       | Other   | Other                | \$ 16,000           | \$ 16,512         | \$ 17,040         | \$ 17,586           | \$ 67,138           |
| <b>3069 Total</b>  |              |       |         |                      | <b>\$ 80,000</b>    | <b>\$ 82,560</b>  | <b>\$ 85,202</b>  | <b>\$ 87,928</b>    | <b>\$ 335,690</b>   |
| <b>COAST-6: TRANSIT - ADA OPERATIONS.</b>  |              |       |         |                      |                     |                   |                   |                     |                     |
| 3070   | \$ 2,627,353 | PE    | Federal | FTA 5307 Capital and | \$ 156,000          | \$ 160,992        | \$ 166,144        | \$ 171,460          | \$ 654,596          |
|  |              |       | Other   | Other                | \$ 39,000           | \$ 40,248         | \$ 41,536         | \$ 42,865           | \$ 163,649          |
| <b>3070 Total</b>  |              |       |         |                      | <b>\$ 195,000</b>   | <b>\$ 201,240</b> | <b>\$ 207,680</b> | <b>\$ 214,325</b>   | <b>\$ 818,245</b>   |
| <b>COAST-7: TRANSIT - CAPITAL PROGRAM</b>  |              |       |         |                      |                     |                   |                   |                     |                     |
| 3503   | \$ 867,952   | PE    | Federal | FTA 5307 Capital and | \$ 167,518          | \$ 247,680        | \$ 153,363        | \$ -                | \$ 568,562          |
|  |              |       | Other   | Other                | \$ 41,880           | \$ 61,920         | \$ 38,341         | \$ -                | \$ 142,140          |
| <b>3503 Total</b>  |              |       |         |                      | <b>\$ 209,398</b>   | <b>\$ 309,600</b> | <b>\$ 191,704</b> | <b>\$ -</b>         | <b>\$ 710,702</b>   |
| <b>East Kingston: NH Route 107A - NH 107A over B&amp;M Railroad &amp; Road, Deck Replacement and Rehabilitation, Br No 061/064</b>                               |              |       |         |                      |                     |                   |                   |                     |                     |
| 26942  | \$ 4,267,466 | PE    | Federal | STP-Off System Bridg | \$ 110,000          | \$ 204,336        | \$ -              | \$ -                | \$ 314,336          |
|  |              |       | State   | Toll Credit          | \$ 27,500           | \$ 51,084         | \$ -              | \$ -                | \$ 78,584           |
|  |              | CON   | Federal | STP-Off System Bridg | \$ -                | \$ -              | \$ -              | \$ 2,901,637        | \$ 2,901,637        |
|  |              |       | State   | Toll Credit          | \$ -                | \$ -              | \$ -              | \$ 725,409          | \$ 725,409          |
| <b>26942 Total</b>   |              |       |         |                      | <b>\$ 137,500</b>   | <b>\$ 255,420</b> | <b>\$ -</b>       | <b>\$ 3,627,046</b> | <b>\$ 4,019,966</b> |
| <b>Hampton - Portsmouth: Hampton Branch Rail Corridor - Purchase rail corridor from Hampton to Portsmouth approximately 9.7 miles and improve trail surface.</b> |              |       |         |                      |                     |                   |                   |                     |                     |
| 26485  | \$ 4,525,766 | PE    | Federal | Congestion Mitigatio | \$ 87,156           | \$ -              | \$ -              | \$ -                | \$ 87,156           |
|  |              |       | State   | Toll Credit          | \$ 21,789           | \$ -              | \$ -              | \$ -                | \$ 21,789           |
|  |              | ROW   | Federal | Congestion Mitigatio | \$ 1,760,000        | \$ -              | \$ -              | \$ 967,212          | \$ 2,727,212        |
|  |              |       | State   | Toll Credit          | \$ 440,000          | \$ -              | \$ -              | \$ 241,803          | \$ 681,803          |
|  |              | CON   | Federal | Congestion Mitigatio | \$ 792,000          | \$ -              | \$ -              | \$ -                | \$ 792,000          |
|  |              |       | State   | Toll Credit          | \$ 198,000          | \$ -              | \$ -              | \$ -                | \$ 198,000          |
| <b>26485 Total</b>   |              |       |         |                      | <b>\$ 3,298,945</b> | <b>\$ -</b>       | <b>\$ -</b>       | <b>\$ 1,209,015</b> | <b>\$ 4,507,960</b> |

RPC 2015-2018 TIP  
REGIONAL PROJECTS

| Location: Facility - Scope   |               |       |         | FISCAL YEAR          |                   |                   |                     |                     |                      |  |
|--|---------------|-------|---------|----------------------|-------------------|-------------------|---------------------|---------------------|----------------------|--|
| Project Number   | Total_Cost    | Phase | SOURCE  | Funding Category     | 2015              | 2016              | 2017                | 2018                | Project Totals       |  |
| <b>Hampton Falls: US 1 - Intersection improvements to enhance traffic operations and safety</b>                                    |               |       |         |                      |                   |                   |                     |                     |                      |  |
| 29610  | \$ 302,254    | PE    | Federal | National Highway Sy: | \$ -              | \$ -              | \$ -                | \$ 241,803          | \$ 241,803           |  |
|  |               |       | State   | NH Highway Fund      | \$ -              | \$ -              | \$ -                | \$ 60,451           | \$ 60,451            |  |
| <b>29610 Total</b>   |               |       |         |                      | <b>\$ -</b>       | <b>\$ -</b>       | <b>\$ -</b>         | <b>\$ 302,254</b>   | <b>\$ 302,254</b>    |  |
| <b>Hampton: NH 1A - Engineering study / design for Ocean Blvd improvements</b>   |               |       |         |                      |                   |                   |                     |                     |                      |  |
| 29609  | \$ 302,254    | PE    | Federal | STP-State Flexible   | \$ -              | \$ -              | \$ -                | \$ 241,803          | \$ 241,803           |  |
|  |               |       | State   | NH Highway Fund      | \$ -              | \$ -              | \$ -                | \$ 60,451           | \$ 60,451            |  |
| <b>29609 Total</b>   |               |       |         |                      | <b>\$ -</b>       | <b>\$ -</b>       | <b>\$ -</b>         | <b>\$ 302,254</b>   | <b>\$ 302,254</b>    |  |
| <b>Londonderry-Salem: Transit - CAPITAL</b>  |               |       |         |                      |                   |                   |                     |                     |                      |  |
| 2903   | \$ 1,423,714  | PE    | Federal | FTA 5307 Capital and | \$ 175,200        | \$ 180,806        | \$ 186,592          | \$ 192,563          | \$ 735,162           |  |
|  |               |       | Other   | Other                | \$ 43,800         | \$ 45,202         | \$ 46,648           | \$ 48,141           | \$ 183,790           |  |
| <b>2903 Total</b>  |               |       |         |                      | <b>\$ 219,000</b> | <b>\$ 226,008</b> | <b>\$ 233,240</b>   | <b>\$ 240,704</b>   | <b>\$ 918,952</b>    |  |
| <b>Londonderry-Salem: Transit - Commuter Bus Preventative Maintenance.</b>   |               |       |         |                      |                   |                   |                     |                     |                      |  |
| 6292   | \$ 1,826,775  | PE    | Federal | FTA 5307 Capital and | \$ 224,800        | \$ 231,994        | \$ 239,417          | \$ 247,079          | \$ 943,290           |  |
|  |               |       | Other   | Other                | \$ 56,200         | \$ 57,998         | \$ 59,854           | \$ 61,770           | \$ 235,822           |  |
| <b>6292 Total</b>  |               |       |         |                      | <b>\$ 281,000</b> | <b>\$ 289,992</b> | <b>\$ 299,272</b>   | <b>\$ 308,848</b>   | <b>\$ 1,179,112</b>  |  |
| <b>New Castle - Rye: NH 1B - Bridge Rehab or replace, Single Leaf Bascule Moveable Bridge, NH 1B OVER Little Harbor (Red List)</b> |               |       |         |                      |                   |                   |                     |                     |                      |  |
| 16127  | \$ 27,981,496 | PE    | Federal | Bridge On/Off System | \$ 400,000        | \$ -              | \$ -                | \$ -                | \$ 400,000           |  |
|  |               |       |         | STP-Areas Less Than  | \$ 40,000         | \$ -              | \$ -                | \$ -                | \$ 40,000            |  |
|  |               |       |         | STP-State Flexible   | \$ -              | \$ 22,704         | \$ 23,431           | \$ -                | \$ 46,135            |  |
|  |               |       | State   | Toll Credit          | \$ 110,000        | \$ 5,676          | \$ 5,858            | \$ -                | \$ 121,534           |  |
|  |               | ROW   | Federal | STP-State Flexible   | \$ 17,600         | \$ 18,163         | \$ -                | \$ -                | \$ 35,763            |  |
|  |               |       | State   | Toll Credit          | \$ 4,400          | \$ 4,541          | \$ -                | \$ -                | \$ 8,941             |  |
|  |               | CON   | Federal | STP-State Flexible   | \$ -              | \$ -              | \$ 6,560,548        | \$ 6,770,485        | \$ 13,331,033        |  |
|  |               |       | State   | NH Highway Fund      | \$ -              | \$ -              | \$ 1,640,137        | \$ 1,692,621        | \$ 3,332,758         |  |
| <b>16127 Total</b>   |               |       |         |                      | <b>\$ 572,000</b> | <b>\$ 51,084</b>  | <b>\$ 8,229,973</b> | <b>\$ 8,463,107</b> | <b>\$ 17,316,164</b> |  |

RPC 2015-2018 TIP  
REGIONAL PROJECTS

| Location: Facility - Scope   |               |       |         |                    | FISCAL YEAR          |                      |                      |                      |                      |
|--|---------------|-------|---------|--------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Project Number   | Total_Cost    | Phase | SOURCE  | Funding Category   | 2015                 | 2016                 | 2017                 | 2018                 | Project Totals       |
| <b>New Castle: NH 1B - Feasibility study for causeway improvements</b>   |               |       |         |                    |                      |                      |                      |                      |                      |
| 29614  | \$ 120,902    | PE    | Federal | STP-State Flexible | \$ -                 | \$ -                 | \$ -                 | \$ 96,721            | \$ 96,721            |
|  |               |       | State   | NH Highway Fund    | \$ -                 | \$ -                 | \$ -                 | \$ 24,180            | \$ 24,180            |
| <b>29614 Total</b>   |               |       |         |                    | <b>\$ -</b>          | <b>\$ -</b>          | <b>\$ -</b>          | <b>\$ 120,902</b>    | <b>\$ 120,902</b>    |
| <b>NEWINGTON - DOVER: NH 16 / US 4 / SPAULDING TURNPIKE - NH 16 / US 4 / SPAULDING TURNPIKE, RECONFIGURATION AND RELOCATION OF RAMPS AND ACCESS</b>  |               |       |         |                    |                      |                      |                      |                      |                      |
| 11238K   | \$ 6,710,916  | CON   | State   | Turnpike Capital   | \$ 20,000            | \$ 20,640            | \$ 21,300            | \$ -                 | \$ 61,940            |
| <b>11238K Total</b>  |               |       |         |                    | <b>\$ 20,000</b>     | <b>\$ 20,640</b>     | <b>\$ 21,300</b>     | <b>\$ -</b>          | <b>\$ 61,940</b>     |
| <b>NEWINGTON - DOVER: NH 16 / US 4 / SPLDG TPK - NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL, PE and ROW O</b> |               |       |         |                    |                      |                      |                      |                      |                      |
| 11238  | \$ 33,306,055 | PE    | State   | Turnpike Capital   | \$ 733,293           | \$ -                 | \$ -                 | \$ -                 | \$ 733,293           |
|  |               | ROW   | State   | Turnpike Capital   | \$ 25,000            | \$ -                 | \$ -                 | \$ -                 | \$ 25,000            |
|  |               | CON   | State   | Turnpike Capital   | \$ 308,000           | \$ 82,560            | \$ 85,202            | \$ -                 | \$ 475,762           |
| <b>11238 Total</b>   |               |       |         |                    | <b>\$ 1,066,293</b>  | <b>\$ 82,560</b>     | <b>\$ 85,202</b>     | <b>\$ -</b>          | <b>\$ 1,234,055</b>  |
| <b>NEWINGTON - DOVER: NH 16 / US 4 / SPLDG TPK - NH 16 / US 4 SPLDG TPK, Rehabilitate the existing Little Bay Bridge</b>                             |               |       |         |                    |                      |                      |                      |                      |                      |
| 11238O   | \$ 29,822,374 | CON   | State   | Turnpike Capital   | \$ 5,100,000         | \$ 10,165,200        | \$ 10,490,486        | \$ 4,066,688         | \$ 29,822,374        |
| <b>11238O Total</b>  |               |       |         |                    | <b>\$ 5,100,000</b>  | <b>\$ 10,165,200</b> | <b>\$ 10,490,486</b> | <b>\$ 4,066,688</b>  | <b>\$ 29,822,374</b> |
| <b>NEWINGTON - DOVER: SPAULDING TURNPIKE / LITTLE BAY BRIDGES - General Sullivan Bridge Rehabilitation</b>   |               |       |         |                    |                      |                      |                      |                      |                      |
| 11238S   | \$ 33,264,284 | CON   | State   | Turnpike Capital   | \$ -                 | \$ 7,294,738         | \$ 12,780,288        | \$ 13,189,257        | \$ 33,264,284        |
| <b>11238S Total</b>  |               |       |         |                    | <b>\$ -</b>          | <b>\$ 7,294,738</b>  | <b>\$ 12,780,288</b> | <b>\$ 13,189,257</b> | <b>\$ 33,264,284</b> |
| <b>NEWINGTON: NH 16 / US 4 / SPLDG TPK - Spaulding Turnpike (NH Rte 16) Mainline Roadway Approach Reconstruction in Newington</b>                    |               |       |         |                    |                      |                      |                      |                      |                      |
| 11238M   | \$ 49,926,682 | CON   | State   | Turnpike Capital   | \$ 11,854,623        | \$ -                 | \$ -                 | \$ -                 | \$ 11,854,623        |
| <b>11238M Total</b>  |               |       |         |                    | <b>\$ 11,854,623</b> | <b>\$ -</b>          | <b>\$ -</b>          | <b>\$ -</b>          | <b>\$ 11,854,623</b> |
| <b>Newton: NH 108 - Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)</b>   |               |       |         |                    |                      |                      |                      |                      |                      |
| 29617  | \$ 1,362,114  | PE    | Federal | STP-State Flexible | \$ -                 | \$ -                 | \$ 93,722            | \$ -                 | \$ 93,722            |
|  |               |       | State   | Toll Credit        | \$ -                 | \$ -                 | \$ 23,431            | \$ -                 | \$ 23,431            |
|  |               | ROW   | Federal | STP-State Flexible | \$ -                 | \$ -                 | \$ 23,431            | \$ -                 | \$ 23,431            |
|  |               |       | State   | Toll Credit        | \$ -                 | \$ -                 | \$ 5,858             | \$ -                 | \$ 5,858             |
| <b>29617 Total</b>   |               |       |         |                    | <b>\$ -</b>          | <b>\$ -</b>          | <b>\$ 146,441</b>    | <b>\$ -</b>          | <b>\$ 146,441</b>    |
| <b>North Hampton: US Route 1 - Replace bridge carrying US 1 over Boston &amp; Maine RR (Redlist Br No 148/132)</b>                                   |               |       |         |                    |                      |                      |                      |                      |                      |
| 24457  | \$ 6,868,927  | PE    | Federal | STP-State Flexible | \$ 88,000            | \$ 22,704            | \$ 187,444           | \$ 24,180            | \$ 322,329           |
|  |               |       | State   | NH Highway Fund    | \$ -                 | \$ -                 | \$ 46,861            | \$ 6,045             | \$ 52,906            |
|  |               |       |         | Toll Credit        | \$ 22,000            | \$ 5,676             | \$ -                 | \$ -                 | \$ 27,676            |

**RPC 2015-2018 TIP  
REGIONAL PROJECTS**

| Location: Facility - Scope  |               |              |         | FISCAL YEAR          |                    |                     |                     |                   |                     |            |
|---|---------------|--------------|---------|----------------------|--------------------|---------------------|---------------------|-------------------|---------------------|------------|
| Project   |               |              |         |                      |                    |                     |                     |                   |                     |            |
| Number  | Total_Cost    | Phase        | SOURCE  | Funding Category     | 2015               | 2016                | 2017                | 2018              | Project Totals      |            |
| Nor   | 24457         | \$ 6,868,927 | ROW     | Federal              | STP-State Flexible | \$ 22,000           | \$ 22,704           | \$ 234,305        | \$ -                | \$ 279,009 |
|   |               |              |         | State                | NH Highway Fund    | \$ -                | \$ -                | \$ 58,576         | \$ -                | \$ 58,576  |
|   |               |              |         |                      | Toll Credit        | \$ 5,500            | \$ 5,676            | \$ -              | \$ -                | \$ 11,176  |
| <b>24457 Total</b>  |               |              |         |                      | <b>\$ 137,500</b>  | <b>\$ 56,760</b>    | <b>\$ 527,187</b>   | <b>\$ 30,225</b>  | <b>\$ 751,672</b>   |            |
| <b>PLAISTOW - KINGSTON: NH 125 - NH 125 Reconstruction East Road, Plaistow northerly approximately 6.0 mile to Main St. Kingston.</b> |               |              |         |                      |                    |                     |                     |                   |                     |            |
| 10044K  | \$ 4,157,340  | PE           | Federal | National Highway Sy: | \$ 88,000          | \$ -                | \$ -                | \$ -              | \$ 88,000           |            |
|   |               |              |         | STP-Areas Over 200K  | \$ -               | \$ 90,816           | \$ -                | \$ -              | \$ 90,816           |            |
|   |               |              |         | Toll Credit          | \$ 22,000          | \$ 22,704           | \$ -                | \$ -              | \$ 44,704           |            |
|   |               | ROW          | Federal | STP-Areas Over 200K  | \$ 352,000         | \$ 90,816           | \$ -                | \$ -              | \$ 442,816          |            |
|   |               |              | State   | Toll Credit          | \$ 88,000          | \$ 22,704           | \$ -                | \$ -              | \$ 110,704          |            |
| <b>10044K Total</b>   |               |              |         |                      | <b>\$ 550,000</b>  | <b>\$ 227,040</b>   | <b>\$ -</b>         | <b>\$ -</b>       | <b>\$ 777,040</b>   |            |
| <b>PLAISTOW - KINGSTON: NH 125 - Reconstruct from Town Line approximately 1.8 miles.</b>  |               |              |         |                      |                    |                     |                     |                   |                     |            |
| 10044E  | \$ 32,133,045 | PE           | Federal | STP-State Flexible   | \$ -               | \$ -                | \$ 1,405,832        | \$ 483,606        | \$ 1,889,438        |            |
|   |               |              | State   | NH Highway Fund      | \$ -               | \$ -                | \$ -                | \$ 120,902        | \$ 120,902          |            |
|   |               |              |         | Toll Credit          | \$ -               | \$ -                | \$ 351,458          | \$ -              | \$ 351,458          |            |
|   |               | ROW          | Federal | STP-State Flexible   | \$ -               | \$ -                | \$ 937,221          | \$ 96,721         | \$ 1,033,942        |            |
|   |               |              | State   | NH Highway Fund      | \$ -               | \$ -                | \$ 234,305          | \$ 24,180         | \$ 258,486          |            |
| <b>10044E Total</b>   |               |              |         |                      | <b>\$ -</b>        | <b>\$ -</b>         | <b>\$ 2,928,816</b> | <b>\$ 725,409</b> | <b>\$ 3,654,225</b> |            |
| <b>PLAISTOW: NH 125 - RECONSTRUCT NH 125, from EAST ROAD to OLD ROAD</b>  |               |              |         |                      |                    |                     |                     |                   |                     |            |
| 10044G  | \$ 8,578,809  | CON          | Federal | National Highway Sy: | \$ -               | \$ 5,085,696        | \$ 1,405,832        | \$ -              | \$ 6,491,528        |            |
|   |               |              | State   | Toll Credit          | \$ -               | \$ 1,271,424        | \$ 351,458          | \$ -              | \$ 1,622,882        |            |
|   |               |              |         | Other Funds          | \$ -               | \$ 464,400          | \$ -                | \$ -              | \$ 464,400          |            |
| <b>10044G Total</b>   |               |              |         |                      | <b>\$ -</b>        | <b>\$ 6,821,520</b> | <b>\$ 1,757,290</b> | <b>\$ -</b>       | <b>\$ 8,578,810</b> |            |

RPC 2015-2018 TIP  
REGIONAL PROJECTS

| Location: Facility - Scope  |                |       |         |                      | FISCAL YEAR          |                      |                      |                      |                       |
|---|----------------|-------|---------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Project Number  | Total_Cost     | Phase | SOURCE  | Funding Category     | 2015                 | 2016                 | 2017                 | 2018                 | Project Totals        |
| <b>Plaistow: Pan Am Freight Mainline - Rail Service from Haverhill MA to Plaistow. Const platform and waiting area. Acquire easements.</b>      |                |       |         |                      |                      |                      |                      |                      |                       |
| 68082   | \$ 3,102,971   | ROW   | Federal | Congestion Mitigatio | \$ -                 | \$ -                 | \$ 1,823,321         | \$ -                 | \$ 1,823,321          |
|   |                |       | Other   | Funds                | \$ -                 | \$ -                 | \$ 455,830           | \$ -                 | \$ 455,830            |
| <b>68082 Total</b>  |                |       |         |                      | <b>\$ -</b>          | <b>\$ -</b>          | <b>\$ 2,279,151</b>  | <b>\$ -</b>          | <b>\$ 2,279,151</b>   |
| <b>PORTSMOUTH, NH - KITTERY, ME: I-95 - REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)</b>                                  |                |       |         |                      |                      |                      |                      |                      |                       |
| 16189   | \$ 7,857,543   | CON   | State   | Turnpike Renewal &   | \$ -                 | \$ -                 | \$ 1,917,043         | \$ 1,978,389         | \$ 3,895,432          |
|   |                |       | Other   | Maine                | \$ -                 | \$ -                 | \$ 3,834,086         | \$ -                 | \$ 3,834,086          |
| <b>16189 Total</b>  |                |       |         |                      | <b>\$ -</b>          | <b>\$ -</b>          | <b>\$ 5,751,130</b>  | <b>\$ 1,978,389</b>  | <b>\$ 7,729,518</b>   |
| <b>Portsmouth, NH - Kittery, ME: US 1 Bypass - Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)</b> |                |       |         |                      |                      |                      |                      |                      |                       |
| 15731   | \$ 196,426,487 | PE    | Federal | STP-State Flexible   | \$ 484,000           | \$ -                 | \$ -                 | \$ -                 | \$ 484,000            |
|   |                |       | State   | Toll Credit          | \$ 121,000           | \$ -                 | \$ -                 | \$ -                 | \$ 121,000            |
|   |                | ROW   | Federal | STP-State Flexible   | \$ -                 | \$ -                 | \$ 1,874,442         | \$ 7,737,698         | \$ 9,612,140          |
|   |                |       | State   | NH Highway Fund      | \$ -                 | \$ -                 | \$ 468,611           | \$ 1,934,424         | \$ 2,403,035          |
|   |                | CON   | Federal | STP-Areas Less Than  | \$ -                 | \$ -                 | \$ -                 | \$ -                 | \$ -                  |
|   |                |       | State   | NH Highway Fund      | \$ 18,000,000        | \$ 18,576,000        | \$ 19,170,432        | \$ 28,576,724        | \$ 84,323,156         |
|   |                |       | Other   | Maine                | \$ 18,000,000        | \$ 18,576,000        | \$ 19,170,432        | \$ 28,576,724        | \$ 84,323,156         |
| <b>15731 Total</b>  |                |       |         |                      | <b>\$ 36,605,000</b> | <b>\$ 37,152,000</b> | <b>\$ 40,683,917</b> | <b>\$ 66,825,570</b> | <b>\$ 181,266,487</b> |
| <b>Portsmouth, NH - Kittery, ME: US 1 Bypass - Debt service project for NH share of Sarah Long bridge construction (15731)</b>                  |                |       |         |                      |                      |                      |                      |                      |                       |
| 29694   | \$ 105,547,771 | CON   | Federal | STP-5 to 200K        | \$ 4,400,000         | \$ 9,081,600         | \$ -                 | \$ -                 | \$ 13,481,600         |
|   |                |       |         | STP-Areas Less Than  | \$ -                 | \$ -                 | \$ 9,372,211         | \$ 9,672,122         | \$ 19,044,333         |
|   |                |       | State   | NH Highway Fund      | \$ -                 | \$ -                 | \$ 2,343,053         | \$ 2,418,030         | \$ 4,761,083          |
|   |                |       |         | Toll Credit          | \$ 1,100,000         | \$ 2,270,400         | \$ -                 | \$ -                 | \$ 3,370,400          |
| <b>29694 Total</b>  |                |       |         |                      | <b>\$ 5,500,000</b>  | <b>\$ 11,352,000</b> | <b>\$ 11,715,264</b> | <b>\$ 12,090,152</b> | <b>\$ 40,657,416</b>  |
| <b>Portsmouth: NH 33 / Grafton Dr - Expand Portsmouth Transportation Center parking to accommodate future needs.</b>                            |                |       |         |                      |                      |                      |                      |                      |                       |
| 20222A  | \$ 660,000     | CON   | Federal | Congestion Mitigatio | \$ 396,000           | \$ -                 | \$ -                 | \$ -                 | \$ 396,000            |
|   |                |       | State   | Toll Credit          | \$ 99,000            | \$ -                 | \$ -                 | \$ -                 | \$ 99,000             |
| <b>20222A Total</b>   |                |       |         |                      | <b>\$ 495,000</b>    | <b>\$ -</b>          | <b>\$ -</b>          | <b>\$ -</b>          | <b>\$ 495,000</b>     |

RPC 2015-2018 TIP  
REGIONAL PROJECTS

| Location: Facility - Scope   |              |       | FISCAL YEAR |                      |                     |             |             |             |                     |  |
|--|--------------|-------|-------------|----------------------|---------------------|-------------|-------------|-------------|---------------------|--|
| Project Number   | Total_Cost   | Phase | SOURCE      | Funding Category     | 2015                | 2016        | 2017        | 2018        | Project Totals      |  |
| <b>Portsmouth: NH33/Grafton Dr. - Re-stripe existing lot &amp; minor widening to accomodate immediate need for East-West Express service</b>                     |              |       |             |                      |                     |             |             |             |                     |  |
| 20222B   | \$ 844,808   | CON   | Federal     | Congestion Mitigatio | \$ 675,847          | \$ -        | \$ -        | \$ -        | \$ 675,847          |  |
|  |              |       | State       | Toll Credit          | \$ 168,962          | \$ -        | \$ -        | \$ -        | \$ 168,962          |  |
| <b>20222B Total</b>  |              |       |             |                      | <b>\$ 844,808</b>   | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 844,808</b>   |  |
| <b>Portsmouth: Peverly Hill Rd. - Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.</b>                         |              |       |             |                      |                     |             |             |             |                     |  |
| 20258  | \$ 477,783   | PE    | Federal     | Congestion Mitigatio | \$ 45,213           | \$ -        | \$ -        | \$ -        | \$ 45,213           |  |
|  |              |       | Other       | Funds                | \$ 11,303           | \$ -        | \$ -        | \$ -        | \$ 11,303           |  |
|  |              | ROW   | Federal     | Congestion Mitigatio | \$ 16,000           | \$ -        | \$ -        | \$ -        | \$ 16,000           |  |
|  |              |       | Other       | Funds                | \$ 4,000            | \$ -        | \$ -        | \$ -        | \$ 4,000            |  |
|  |              | CON   | Federal     | Congestion Mitigatio | \$ 321,013          | \$ -        | \$ -        | \$ -        | \$ 321,013          |  |
|  |              |       | Other       | Funds                | \$ 80,253           | \$ -        | \$ -        | \$ -        | \$ 80,253           |  |
| <b>20258 Total</b>   |              |       |             |                      | <b>\$ 477,783</b>   | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 477,783</b>   |  |
| <b>Portsmouth: US Rte. 1 Bypass - Albacore Access Road reconstruction and intersection improvements with US 1 Bypass and Market Street</b>                       |              |       |             |                      |                     |             |             |             |                     |  |
| 13455E   | \$ 1,375,000 | CON   | Federal     | STP-State Flexible   | \$ 1,100,000        | \$ -        | \$ -        | \$ -        | \$ 1,100,000        |  |
|  |              |       | State       | Toll Credit          | \$ 275,000          | \$ -        | \$ -        | \$ -        | \$ 275,000          |  |
| <b>13455E Total</b>  |              |       |             |                      | <b>\$ 1,375,000</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 1,375,000</b> |  |
| <b>Portsmouth: Woodbury Ave. , Market St., Granite St. - Upgrade 5 existing traffic controllers and interconnects on Woodbury Ave. Market St. and Granite St</b> |              |       |             |                      |                     |             |             |             |                     |  |
| 20255  | \$ 338,427   | PE    | Federal     | Congestion Mitigatio | \$ 48,000           | \$ -        | \$ -        | \$ -        | \$ 48,000           |  |
|  |              |       | Other       | Funds                | \$ 12,000           | \$ -        | \$ -        | \$ -        | \$ 12,000           |  |
|  |              | ROW   | Federal     | Congestion Mitigatio | \$ 800              | \$ -        | \$ -        | \$ -        | \$ 800              |  |
|  |              |       | Other       | Funds                | \$ 200              | \$ -        | \$ -        | \$ -        | \$ 200              |  |
|  |              | CON   | Federal     | Congestion Mitigatio | \$ 221,942          | \$ -        | \$ -        | \$ -        | \$ 221,942          |  |
|  |              |       | Other       | Funds                | \$ 55,485           | \$ -        | \$ -        | \$ -        | \$ 55,485           |  |
| <b>20255 Total</b>   |              |       |             |                      | <b>\$ 338,427</b>   | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 338,427</b>   |  |
| <b>Portsmouth-Kittery: US Rte 1 - Preparation of the National Register Historic District Nomination for Portsmouth Downtown District</b>                         |              |       |             |                      |                     |             |             |             |                     |  |
| 13678H   | \$ 183,750   | CON   | Federal     | STP-State Flexible   | \$ 44,000           | \$ -        | \$ -        | \$ -        | \$ 44,000           |  |
|  |              |       | State       | Toll Credit          | \$ 11,000           | \$ -        | \$ -        | \$ -        | \$ 11,000           |  |
|  |              |       | Other       | Maine                | \$ 50,000           | \$ -        | \$ -        | \$ -        | \$ 50,000           |  |
| <b>13678H Total</b>  |              |       |             |                      | <b>\$ 105,000</b>   | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 105,000</b>   |  |

RPC 2015-2018 TIP  
REGIONAL PROJECTS

| Location: Facility - Scope  |               |       |         | FISCAL YEAR           |                      |                     |                   |             |                   |  |
|---|---------------|-------|---------|-----------------------|----------------------|---------------------|-------------------|-------------|-------------------|--|
| Project Number  | Total_Cost    | Phase | SOURCE  | Funding Category      | 2015                 | 2016                | 2017              | 2018        | Project Totals    |  |
| <b>Portsmouth-Manchester: Bus Route - Bus Service Between Portsmouth &amp; Manchester. Connect Portsmouth, Downtown Manchester &amp; BR Airport</b> |               |       |         |                       |                      |                     |                   |             |                   |  |
| 68087   | \$ 2,516,000  | PE    | Federal | FTA 5307 Capital and  | \$ 666,667           | \$ 412,800          | \$ -              | \$ -        | 1,079,467         |  |
|   |               |       | State   | Toll Credit           | \$ 166,667           | \$ 103,200          | \$ -              | \$ -        | 269,867           |  |
| <b>68087 Total</b>  |               |       |         |                       | <b>\$ 833,333</b>    | <b>\$ 516,000</b>   | <b>\$ -</b>       | <b>\$ -</b> | <b>1,349,333</b>  |  |
| <b>SALEM TO MANCHESTER: I-93 - Chloride Reduction Efforts</b>   |               |       |         |                       |                      |                     |                   |             |                   |  |
| 10418W  | \$ 5,057,400  | PE    | Federal | FHWA Earmarks         | \$ 390,600           | \$ 376,301          | \$ -              | \$ -        | 766,901           |  |
|   |               |       |         | STP-State Flexible    | \$ -                 | \$ 72,619           | \$ -              | \$ -        | 72,619            |  |
|   |               |       | State   | NH Highway Fund       | \$ 97,650            | \$ 112,230          | \$ -              | \$ -        | 209,880           |  |
| <b>10418W Total</b>   |               |       |         |                       | <b>\$ 488,250</b>    | <b>\$ 561,150</b>   | <b>\$ -</b>       | <b>\$ -</b> | <b>1,049,400</b>  |  |
| <b>SALEM TO MANCHESTER: I-93 - CORRIDOR SERVICE PATROL (Salem to Manchester)</b>  |               |       |         |                       |                      |                     |                   |             |                   |  |
| 10418T  | \$ 902,552    | PE    | Federal | National Highway Sy:  | \$ 90,000            | \$ 92,880           | \$ -              | \$ -        | 182,880           |  |
|   |               |       | State   | Toll Credit           | \$ 10,000            | \$ 10,320           | \$ -              | \$ -        | 20,320            |  |
| <b>10418T Total</b>   |               |       |         |                       | <b>\$ 100,000</b>    | <b>\$ 103,200</b>   | <b>\$ -</b>       | <b>\$ -</b> | <b>203,200</b>    |  |
| <b>Salem to Manchester: I-93 - Corridor Smart Work Zone</b>   |               |       |         |                       |                      |                     |                   |             |                   |  |
| 14633Z  | \$ 2,022,691  | CON   | Federal | National Highway Sy:  | \$ 880,000           | \$ 363,264          | \$ 374,888        | \$ -        | 1,618,152         |  |
|   |               |       | State   | Toll Credit           | \$ 220,000           | \$ 90,816           | \$ 93,722         | \$ -        | 404,538           |  |
| <b>14633Z Total</b>   |               |       |         |                       | <b>\$ 1,100,000</b>  | <b>\$ 454,080</b>   | <b>\$ 468,611</b> | <b>\$ -</b> | <b>2,022,691</b>  |  |
| <b>SALEM TO MANCHESTER: I-93 - EXIT 2 INTERCHANGE RECONSTRUCTION, INCLUDING I-93 MAINLINE &amp; NH97, INCLUDES BRS 068/078 &amp; 070/079</b>        |               |       |         |                       |                      |                     |                   |             |                   |  |
| 13933E  | \$ 43,749,474 | CON   | State   | Garvee Bond Initial E | \$ 12,129,000        | \$ -                | \$ -              | \$ -        | 12,129,000        |  |
| <b>13933E Total</b>   |               |       |         |                       | <b>\$ 12,129,000</b> | <b>\$ -</b>         | <b>\$ -</b>       | <b>\$ -</b> | <b>12,129,000</b> |  |
| <b>SALEM TO MANCHESTER: I-93 - Exit 3 Area SB Mainline and NH 111 (Windham &amp; Salem)</b>   |               |       |         |                       |                      |                     |                   |             |                   |  |
| 13933I  | \$ 35,388,813 | CON   | State   | Garvee Bond Initial E | \$ 8,203,821         | \$ 798,541          | \$ -              | \$ -        | 9,002,362         |  |
| <b>13933I Total</b>   |               |       |         |                       | <b>\$ 8,203,821</b>  | <b>\$ 798,541</b>   | <b>\$ -</b>       | <b>\$ -</b> | <b>9,002,362</b>  |  |
| <b>Salem to Manchester: I-93 - Final Design (PE) and ROW for I-93 Salem to Manchester corridor post June 30, 2014</b>                               |               |       |         |                       |                      |                     |                   |             |                   |  |
| 10418X  | \$ 5,817,674  | PE    | State   | Toll Credit           | \$ 440,000           | \$ 209,747          | \$ -              | \$ -        | 649,747           |  |
|   |               |       |         | Other                 | \$ 1,760,000         | \$ 838,987          | \$ -              | \$ -        | 2,598,987         |  |
|   |               | ROW   | State   | Toll Credit           | \$ 220,000           | \$ 73,788           | \$ -              | \$ -        | 293,788           |  |
|   |               |       |         | Other                 | \$ 880,000           | \$ 295,152          | \$ -              | \$ -        | 1,175,152         |  |
| <b>10418X Total</b>   |               |       |         |                       | <b>\$ 3,300,000</b>  | <b>\$ 1,417,674</b> | <b>\$ -</b>       | <b>\$ -</b> | <b>4,717,674</b>  |  |

RPC 2015-2018 TIP  
REGIONAL PROJECTS

| Location: Facility - Scope  |               |       |         |                       | FISCAL YEAR         |                     |                     |                     |                      |
|---|---------------|-------|---------|-----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Project Number  | Total_Cost    | Phase | SOURCE  | Funding Category      | 2015                | 2016                | 2017                | 2018                | Project Totals       |
| <b>SALEM TO MANCHESTER: I-93 - Final design services for PE &amp; ROW</b>   |               |       |         |                       |                     |                     |                     |                     |                      |
| 10418V  | \$ 9,358,904  | PE    | State   | Garvee Bond Initial E | \$ 1,623,270        | \$ -                | \$ -                | \$ -                | \$ 1,623,270         |
|   |               | ROW   | State   | Garvee Bond Initial E | \$ 285,634          | \$ -                | \$ -                | \$ -                | \$ 285,634           |
| <b>10418V Total</b>   |               |       |         |                       | <b>\$ 1,908,904</b> | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ 1,908,904</b>  |
| 14800H  | \$ 10,210,585 | PE    | Federal | National Highway Sy:  | \$ 854,783          | \$ 882,136          | \$ 910,417          | \$ 939,312          | \$ 3,586,648         |
|   |               |       | State   | Toll Credit           | \$ 213,696          | \$ 220,534          | \$ 227,604          | \$ 234,828          | \$ 896,662           |
|   |               | ROW   | Federal | National Highway Sy:  | \$ 161,210          | \$ 166,369          | \$ 171,703          | \$ 177,152          | \$ 676,433           |
|   |               |       | State   | Toll Credit           | \$ 40,303           | \$ 41,592           | \$ 42,926           | \$ 44,288           | \$ 169,108           |
| <b>14800H Total</b>   |               |       |         |                       | <b>\$ 1,269,991</b> | <b>\$ 1,310,631</b> | <b>\$ 1,352,649</b> | <b>\$ 1,395,579</b> | <b>\$ 5,328,851</b>  |
| <b>SALEM TO MANCHESTER: I-93 - I-93 Exit 2 Interchange reconstruction &amp; Pelham Rd - debt service project for 13933E (Salem)</b>         |               |       |         |                       |                     |                     |                     |                     |                      |
| 14800E  | \$ 48,846,750 | CON   | Federal | National Highway Sy:  | \$ 4,715,804        | \$ 4,866,710        | \$ 5,022,735        | \$ 5,182,145        | \$ 19,787,394        |
|   |               |       | State   | Toll Credit           | \$ 1,178,951        | \$ 1,216,677        | \$ 1,255,684        | \$ 1,295,536        | \$ 4,946,848         |
| <b>14800E Total</b>   |               |       |         |                       | <b>\$ 5,894,755</b> | <b>\$ 6,083,387</b> | <b>\$ 6,278,419</b> | <b>\$ 6,477,681</b> | <b>\$ 24,734,242</b> |
| <b>SALEM TO MANCHESTER: I-93 - Implement and provide operational support for expanded commuter bus service</b>                              |               |       |         |                       |                     |                     |                     |                     |                      |
| 10418L  | \$ 17,109,277 | CON   | Federal | National Highway Sy:  | \$ 986,089          | \$ -                | \$ 1,393,331        | \$ -                | \$ 2,379,420         |
|   |               |       |         | STP-State Flexible    | \$ -                | \$ 1,308,002        | \$ -                | \$ -                | \$ 1,308,002         |
|   |               |       | State   | Toll Credit           | \$ 246,522          | \$ 327,001          | \$ 348,333          | \$ -                | \$ 921,855           |
| <b>10418L Total</b>   |               |       |         |                       | <b>\$ 1,232,611</b> | <b>\$ 1,635,003</b> | <b>\$ 1,741,664</b> | <b>\$ -</b>         | <b>\$ 4,609,277</b>  |
| <b>SALEM TO MANCHESTER: I-93 - MAINLINE, EXIT 1 TO STA. 1130 &amp; NH38 (Salem), INCLUDES BRIDGES 073/063 &amp; 077/063 (Both Red List)</b> |               |       |         |                       |                     |                     |                     |                     |                      |
| 14800A  | \$ 63,539,036 | CON   | Federal | National Highway Sy:  | \$ 686,377          | \$ 708,341          | \$ 731,008          | \$ 754,400          | \$ 2,880,126         |
|   |               |       |         | RZED Subsidy          | \$ 640,270          | \$ 660,759          | \$ 681,903          | \$ 703,724          | \$ 2,686,657         |
|   |               |       | State   | NH Highway Fund       | \$ -                | \$ 177,085          | \$ 182,752          | \$ 188,600          | \$ 548,437           |
|   |               |       |         | Toll Credit           | \$ 171,594          | \$ -                | \$ -                | \$ -                | \$ 171,594           |
| <b>14800A Total</b>   |               |       |         |                       | <b>\$ 1,498,241</b> | <b>\$ 1,546,185</b> | <b>\$ 1,595,663</b> | <b>\$ 1,646,724</b> | <b>\$ 6,286,814</b>  |
| <b>SALEM TO MANCHESTER: I-93 - PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE &amp; ROW Only)</b>                        |               |       |         |                       |                     |                     |                     |                     |                      |
| 10418   | \$ 7,125,520  | PE    | Federal | National Highway Sy:  | \$ 352,000          | \$ 90,816           | \$ -                | \$ -                | \$ 442,816           |
|   |               |       | State   | Toll Credit           | \$ 88,000           | \$ 22,704           | \$ -                | \$ -                | \$ 110,704           |
|   |               | ROW   | Federal | Interstate Maintenan  | \$ 450,000          | \$ 928,800          | \$ -                | \$ -                | \$ 1,378,800         |
|   |               |       | State   | Toll Credit           | \$ 50,000           | \$ 103,200          | \$ -                | \$ -                | \$ 153,200           |
| <b>10418 Total</b>  |               |       |         |                       | <b>\$ 940,000</b>   | <b>\$ 1,145,520</b> | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ 2,085,520</b>  |

RPC 2015-2018 TIP  
REGIONAL PROJECTS

| Location: Facility - Scope   |              |       | FISCAL YEAR |                      |                       |                      |                       |                       |                       |  |
|--|--------------|-------|-------------|----------------------|-----------------------|----------------------|-----------------------|-----------------------|-----------------------|--|
| Project Number   | Total_Cost   | Phase | SOURCE      | Funding Category     | 2015                  | 2016                 | 2017                  | 2018                  | Project Totals        |  |
| <b>SALEM: MANCHESTER &amp; LAWRENCE RAIL CORRIDOR - MULTI-USE TRAIL IMPROVEMENTS IN WINDHAM &amp; SALEM [09-47TE]</b>              |              |       |             |                      |                       |                      |                       |                       |                       |  |
| 16031  | \$ 1,099,642 | PE    | Federal     | STP-Enhancement      | \$ 750                | \$ -                 | \$ -                  | \$ -                  | 750                   |  |
|  |              |       | Other       | Funds                | \$ 250                | \$ -                 | \$ -                  | \$ -                  | 250                   |  |
|  |              | CON   | Federal     | STP-Enhancement      | \$ 703,282            | \$ -                 | \$ -                  | \$ -                  | 703,282               |  |
|  |              |       | Other       | Funds                | \$ 234,427            | \$ -                 | \$ -                  | \$ -                  | 234,427               |  |
| <b>16031 Total</b>   |              |       |             |                      | <b>\$ 938,709</b>     | <b>\$ -</b>          | <b>\$ -</b>           | <b>\$ -</b>           | <b>938,709</b>        |  |
| <b>SALEM: NH 28 - RECONSTRUCT DEPOT INTERSECTON NH 28 (BROADWAY) AND NH 97 (MAIN STREET) ADD TURN LANES ON NH 28 MUPCA</b>         |              |       |             |                      |                       |                      |                       |                       |                       |  |
| 12334  | \$ 4,151,090 | PE    | Federal     | STP-Areas Over 200K  | \$ 62,658             | \$ 165,120           | \$ -                  | \$ -                  | 227,778               |  |
|  |              |       | Other       | Funds                | \$ 15,664             | \$ 41,280            | \$ -                  | \$ -                  | 56,944                |  |
|  |              | ROW   | Federal     | STP-Areas Over 200K  | \$ -                  | \$ 619,200           | \$ -                  | \$ -                  | 619,200               |  |
|  |              |       | Other       | Funds                | \$ -                  | \$ 154,800           | \$ -                  | \$ -                  | 154,800               |  |
| <b>12334 Total</b>   |              |       |             |                      | <b>\$ 78,322</b>      | <b>\$ 980,400</b>    | <b>\$ -</b>           | <b>\$ -</b>           | <b>1,058,722</b>      |  |
| <b>SEABROOK-HAMPTON: NH 1A - REMOVAL OF LEAD BASED PAINT, REHAB &amp; RECOAT STEEL STRINGERS OVER HAMPTON RIVER - [BRPPI*6601]</b> |              |       |             |                      |                       |                      |                       |                       |                       |  |
| 15904  | \$ 8,668,633 | PE    | Federal     | STP-Areas Less Than  | \$ 88,000             | \$ -                 | \$ -                  | \$ -                  | 88,000                |  |
|  |              |       | State       | Toll Credit          | \$ 22,000             | \$ -                 | \$ -                  | \$ -                  | 22,000                |  |
|  |              | CON   | Federal     | Bridge On/Off System | \$ -                  | \$ -                 | \$ -                  | \$ 3,291,423          | 3,291,423             |  |
|  |              |       | State       | Toll Credit          | \$ -                  | \$ -                 | \$ -                  | \$ 822,856            | 822,856               |  |
| <b>15904 Total</b>   |              |       |             |                      | <b>\$ 110,000</b>     | <b>\$ -</b>          | <b>\$ -</b>           | <b>\$ 4,114,279</b>   | <b>\$ 4,224,279</b>   |  |
| <b>STRATHAM: NH Route 33 / NH Route 108 - Pedestrian and Bicycle improvements in the village district</b>                          |              |       |             |                      |                       |                      |                       |                       |                       |  |
| 27771  | \$ 545,110   | PE    | Federal     | STP-Enhancement      | \$ 33,600             | \$ -                 | \$ -                  | \$ -                  | 33,600                |  |
|  |              |       | Other       | Funds                | \$ 8,400              | \$ -                 | \$ -                  | \$ -                  | 8,400                 |  |
|  |              | ROW   | Federal     | STP-Enhancement      | \$ 16,000             | \$ -                 | \$ -                  | \$ -                  | 16,000                |  |
|  |              |       | Other       | Funds                | \$ 4,000              | \$ -                 | \$ -                  | \$ -                  | 4,000                 |  |
|  |              | CON   | Federal     | STP-Enhancement      | \$ 329,488            | \$ -                 | \$ -                  | \$ -                  | 329,488               |  |
|  |              |       | Other       | Funds                | \$ 82,372             | \$ -                 | \$ -                  | \$ -                  | 82,372                |  |
| <b>27771 Total</b>   |              |       |             |                      | <b>\$ 473,860</b>     | <b>\$ -</b>          | <b>\$ -</b>           | <b>\$ -</b>           | <b>473,860</b>        |  |
| <b>UNH/Wildcat: Varies - Capital Equipment Purchases and Operating Support for UNH/Wildcat Bus Services</b>                        |              |       |             |                      |                       |                      |                       |                       |                       |  |
| 68070  | \$ 2,003,114 | PE    | State       | Turnpike Program     | \$ 240,922            | \$ 249,744           | \$ 257,736            | \$ -                  | 748,402               |  |
| <b>68070 Total</b>   |              |       |             |                      | <b>\$ 240,922</b>     | <b>\$ 249,744</b>    | <b>\$ 257,736</b>     | <b>\$ -</b>           | <b>748,402</b>        |  |
| <b>Project Totals</b>  |              |       |             |                      | <b>\$ 113,391,340</b> | <b>\$ 94,684,021</b> | <b>\$ 113,507,841</b> | <b>\$ 129,941,531</b> | <b>\$ 451,524,732</b> |  |

**RPC 2015-2018 TIP  
REGIONAL PROJECTS**

| Location: Facility - Scope |            |  | FISCAL YEAR |                  |                |                |                |                  |                | Project Totals |
|----------------------------|------------|--|-------------|------------------|----------------|----------------|----------------|------------------|----------------|----------------|
| Project Number             | Total_Cost | Phase                                    | SOURCE      | Funding Category | 2015           | 2016           | 2017           | 2018             |                |                |
|                            |            |  |             |                  | 2015           | 2016           | 2017           | 2018             | Total          |                |
|                            |            |  | Federal     | \$               | 25,741,636     | \$ 28,620,929  | \$ 35,465,308  | \$ 42,433,060    | \$ 132,260,932 | 29.3%          |
|                            |            |  | State       | \$               | 65,293,939     | \$ 44,479,326  | \$ 53,355,777  | \$ 57,705,663    | \$ 220,834,704 | 48.9%          |
|                            |            |  | Other       | \$               | 22,355,765     | \$ 21,583,766  | \$ 24,686,756  | \$ 29,802,808    | \$ 98,429,096  | 21.8%          |
|                            |            |  |             | \$               | 113,391,340    | \$ 94,684,021  | \$ 113,507,841 | \$ 129,941,531   | \$ 451,524,732 |                |
|                            |            | Preliminary Engineering                  | \$          | 13,869,572       | \$ 8,730,662   | \$ 7,950,447   | \$ 5,911,281   | \$ 36,461,962    | 8.1%           |                |
|                            |            | Right-of-Way                             | \$          | 4,842,646        | \$ 2,547,505   | \$ 6,330,528   | \$ 11,223,479  | \$ 24,944,158    | 5.5%           |                |
|                            |            | Construction                             | \$          | 94,679,122       | \$ 83,405,854  | \$ 99,226,865  | \$ 112,806,771 | \$ 390,118,611   | 86.4%          |                |
|                            |            |  | \$          | 113,391,340      | \$ 94,684,021  | \$ 113,507,841 | \$ 129,941,531 | \$ 451,524,732   |                |                |
|                            |            | Bridges                                  | \$          | 43,167,000       | \$ 48,867,264  | \$ 66,907,470  | \$ 97,128,768  | \$ 256,070,502   | 56.7%          |                |
|                            |            | Highways                                 | \$          | 61,678,399       | \$ 40,647,469  | \$ 41,925,980  | \$ 28,226,748  | \$ 172,478,596   | 38.2%          |                |
|                            |            | Transit                                  | \$          | 5,246,996        | \$ 5,169,288   | \$ 4,674,390   | \$ 3,376,999   | \$ 18,467,674    | 4.1%           |                |
|                            |            | Bike & Pedestrian                        | \$          | 3,298,945        | \$ -           | \$ -           | \$ 1,209,015   | \$ 4,507,960     | 1.0%           |                |
|                            |            |  | \$          | 113,391,340      | \$ 94,684,021  | \$ 113,507,841 | \$ 129,941,531 | \$ 451,524,732   |                |                |
|                            |            | Regional Expenditures                    | \$          | 113,391,340      | \$ 94,684,021  | \$ 113,507,841 | \$ 129,941,531 | \$ 451,524,732   |                |                |
|                            |            | Share of Statewide Expenditures (13.3%)  | \$          | 9,707,127        | \$ 9,341,966   | \$ 9,511,199   | \$ 9,706,925   | \$ 38,267,217    |                |                |
|                            |            | Total Estimated Regional Expenditures    | \$          | 123,098,467      | \$ 104,025,987 | \$ 123,019,040 | \$ 139,648,455 | \$ 489,791,949   |                |                |
|                            |            | Total Statewide Expenditures on Projects | \$          | 247,066,165      | \$ 244,745,300 | \$ 287,608,696 | \$ 283,781,821 | \$ 1,063,201,983 |                |                |
|                            |            | Statewide Programs                       | \$          | 72,985,919       | \$ 70,240,344  | \$ 71,512,776  | \$ 72,984,396  | \$ 287,723,435   |                |                |
|                            |            | Total Funding                            | \$          | 320,052,084      | \$ 314,985,644 | \$ 359,121,472 | \$ 356,766,218 | \$ 1,350,925,418 |                |                |
|                            |            | Newington-Dover (RPC Portion)            | \$          | 16,974,623       | \$ 17,480,578  | \$ 23,292,075  | \$ 17,255,945  | \$ 75,003,221    |                |                |
|                            |            | Newington-Dover (SRPC Portion)           | \$          | 9,307,333        | \$ 15,583,200  | \$ 16,081,862  | \$ 10,661,316  | \$ 51,633,711    |                |                |
|                            |            | Newington-Dover Total                    | \$          | 26,281,955       | \$ 33,063,778  | \$ 39,373,937  | \$ 27,917,261  | \$ 126,636,932   |                |                |
|                            |            | Sarah Long Bridge                        | \$          | 42,210,000       | \$ 48,504,000  | \$ 58,150,310  | \$ 80,894,111  | \$ 229,758,421   |                |                |
|                            |            | I-93 (RPC Portion)                       | \$          | 38,065,573       | \$ 15,055,371  | \$ 11,437,006  | \$ 9,519,985   | \$ 74,077,935    |                |                |
|                            |            | I-93 (SNHPC Portion)                     | \$          | 34,267,899       | \$ 61,448,078  | \$ 85,379,604  | \$ 75,777,362  | \$ 256,872,943   |                |                |
|                            |            | I-93 Total                               | \$          | 72,333,473       | \$ 76,503,449  | \$ 96,816,609  | \$ 85,297,347  | \$ 330,950,877   |                |                |

**RPC 2015-2018 TIP  
STATEWIDE PROJECTS**

2

| Location: Facility - Scope   |         |         |   | FISCAL YEAR         |                     |                     |                     |                      |
|--|---------|---------|---|---------------------|---------------------|---------------------|---------------------|----------------------|
| Project Number   | Phase   | SOURCE  | Funding Category                              | 2015                | 2016                | 2017                | 2018                | Grand Total          |
| <b>5310 Elderly &amp; Disabled: N/A - 5310 Program</b>   |         |         |   |                     |                     |                     |                     |                      |
| FTA5310  | PE      | Federal | FTA 5310 Capital Program                      | \$ 1,680,000        | \$ 1,680,000        | \$ 1,680,000        | \$ 1,680,000        | \$ 6,720,000         |
|  |         | Other   | Other   | \$ 420,000          | \$ 420,000          | \$ 420,000          | \$ 420,000          | \$ 1,680,000         |
| <b>FTA5310 Total</b>   |         |         |   | <b>\$ 2,100,000</b> | <b>\$ 2,100,000</b> | <b>\$ 2,100,000</b> | <b>\$ 2,100,000</b> | <b>\$ 8,400,000</b>  |
| <b>5311 Rural: N/A - FTA 5311 Programs</b>   |         |         |   |                     |                     |                     |                     |                      |
| FTA5311  | PE      | Federal | FTA 5311 Capital and Operating Program        | \$ 3,360,000        | \$ 3,440,000        | \$ 3,520,000        | \$ 3,600,000        | \$ 13,920,000        |
|  |         | Other   | Other   | \$ 840,000          | \$ 860,000          | \$ 880,000          | \$ 900,000          | \$ 3,480,000         |
| <b>FTA5311 Total</b>   |         |         |   | <b>\$ 4,200,000</b> | <b>\$ 4,300,000</b> | <b>\$ 4,400,000</b> | <b>\$ 4,500,000</b> | <b>\$ 17,400,000</b> |
| <b>FTA5309 Capital bus/facilities: various - FTA 5309 Program (Capital bus and bus facilities)</b>                                 |         |         |   |                     |                     |                     |                     |                      |
| FTA5309  | PE      | Federal | FTA 5309 Capital Funding Program - Formula    | \$ 1,600,000        | \$ -                | \$ -                | \$ -                | \$ 1,600,000         |
|  |         | Other   | Other   | \$ 400,000          | \$ -                | \$ -                | \$ -                | \$ 400,000           |
| <b>FTA5309 Total</b>   |         |         |   | <b>\$ 2,000,000</b> | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ 2,000,000</b>  |
| <b>FTA5339 Capital Bus/facilities: various - FTA 5339 Program (Capital bus and bus facilities)</b>                                 |         |         |   |                     |                     |                     |                     |                      |
| FTA5339  | PE      | Federal | FTA 5339 Alternatives Analysis                | \$ 1,761,931        | \$ 1,766,758        | \$ 1,837,104        | \$ 1,840,000        | \$ 7,205,793         |
|  |         | Other   | Other   | \$ 440,483          | \$ 441,690          | \$ 459,276          | \$ 460,000          | \$ 1,801,448         |
| <b>FTA5339 Total</b>   |         |         |   | <b>\$ 2,202,414</b> | <b>\$ 2,208,448</b> | <b>\$ 2,296,380</b> | <b>\$ 2,300,000</b> | <b>\$ 9,007,241</b>  |
| <b>HAZMAT: statewide haz mat - Programmatic project for post construction haz mat obligations</b>                                  |         |         |   |                     |                     |                     |                     |                      |
| HAZMAT   | ROW     | Federal | STP-State Flexible                            | \$ 24,640           | \$ 21,600           | \$ 21,600           | \$ 21,600           | \$ 89,440            |
|  |         | State   | NH Highway Fund                               | \$ -                | \$ 5,400            | \$ 5,400            | \$ 5,400            | \$ 16,200            |
|  |         |         | Toll Credit                                   | \$ 6,160            | \$ -                | \$ -                | \$ -                | \$ 6,160             |
| <b>HAZMAT Total</b>  |         |         |   | <b>\$ 30,800</b>    | <b>\$ 27,000</b>    | <b>\$ 27,000</b>    | <b>\$ 27,000</b>    | <b>\$ 111,800</b>    |
| <b>NSTI @ UNH: NA - Programmatic project as a Cooperative Project Agreement (CPA) with the University of New Hampshire.</b>        |         |         |   |                     |                     |                     |                     |                      |
| NSTI   | Plannin | Federal | NSTI National Summer Transportation Institute | \$ 33,000           | \$ 33,000           | \$ 33,000           | \$ 33,000           | \$ 132,000           |
| <b>NSTI Total</b>  |         |         |   | <b>\$ 33,000</b>    | <b>\$ 33,000</b>    | <b>\$ 33,000</b>    | <b>\$ 33,000</b>    | <b>\$ 132,000</b>    |
| <b>Statewide LTAP: Municipal - Local Techonolgy Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH</b> |         |         |   |                     |                     |                     |                     |                      |
| LTAP   | Plannin | Federal | Local Tech Assistance Program                 | \$ 75,000           | \$ 75,000           | \$ 75,000           | \$ 75,000           | \$ 300,000           |
|  |         |         | State Planning and Research                   | \$ 75,000           | \$ 75,000           | \$ 75,000           | \$ 75,000           | \$ 300,000           |
| <b>LTAP Total</b>  |         |         |   | <b>\$ 150,000</b>   | <b>\$ 150,000</b>   | <b>\$ 150,000</b>   | <b>\$ 150,000</b>   | <b>\$ 600,000</b>    |

RPC 2015-2018 TIP  
STATEWIDE PROJECTS

2

| Location: Facility - Scope   |       |         |                                | FISCAL YEAR         |                     |                     |                     |                     |
|--|-------|---------|--------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Project Number   | Phase | SOURCE  | Funding Category               | 2015                | 2016                | 2017                | 2018                | Grand Total         |
| <b>STATEWIDE SPECIAL: ADMINISTRATION - IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE PROGRAM: "DBE COMPLIANCE MONITORING (Annual Program)</b> |       |         |                                |                     |                     |                     |                     |                     |
| DBE  | PE    | Federal | STP-DBE                        | \$ 90,000           | \$ 90,000           | \$ 90,000           | \$ 90,000           | \$ 360,000          |
| <b>DBE Total</b>   |       |         |                                | <b>\$ 90,000</b>    | <b>\$ 90,000</b>    | <b>\$ 90,000</b>    | <b>\$ 90,000</b>    | <b>\$ 360,000</b>   |
| <b>STATEWIDE: ENG &amp; ROW - UNDERWATER BRIDGE INSPECTION (Annual Project)</b>  |       |         |                                |                     |                     |                     |                     |                     |
| UBI  | PE    | Federal | Bridge On/Off System           | \$ 40,000           | \$ 40,000           | \$ 40,000           | \$ 40,000           | \$ 160,000          |
|  |       | State   | Toll Credit                    | \$ 10,000           | \$ 10,000           | \$ 10,000           | \$ 10,000           | \$ 40,000           |
| <b>UBI Total</b>   |       |         |                                | <b>\$ 50,000</b>    | <b>\$ 50,000</b>    | <b>\$ 50,000</b>    | <b>\$ 50,000</b>    | <b>\$ 200,000</b>   |
| <b>STATEWIDE: LOW VOLUME CORRIDORS - RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY</b>  |       |         |                                |                     |                     |                     |                     |                     |
| RCTRL  | PE    | Federal | Recreational Trails            | \$ 72,800           | \$ 72,800           | \$ 72,800           | \$ 72,800           | \$ 291,200          |
|  |       | Other   | Funds                          | \$ 18,200           | \$ 18,200           | \$ 18,200           | \$ 18,200           | \$ 72,800           |
|  | ROW   | Federal | Recreational Trails            | \$ 20,000           | \$ 20,000           | \$ 20,000           | \$ 20,000           | \$ 80,000           |
|  |       | Other   | Funds                          | \$ 5,000            | \$ 5,000            | \$ 5,000            | \$ 5,000            | \$ 20,000           |
|  | CON   | Federal | Recreational Trails            | \$ 900,000          | \$ 900,000          | \$ 900,000          | \$ 900,000          | \$ 3,600,000        |
|  |       | Other   | Funds                          | \$ 225,000          | \$ 225,000          | \$ 225,000          | \$ 225,000          | \$ 900,000          |
| <b>RCTRL Total</b>   |       |         |                                | <b>\$ 1,241,000</b> | <b>\$ 1,241,000</b> | <b>\$ 1,241,000</b> | <b>\$ 1,241,000</b> | <b>\$ 4,964,000</b> |
| <b>STATEWIDE: LOW VOLUME CORRIDORS - SCENIC BYWAYS, CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, CONSERVATION</b>             |       |         |                                |                     |                     |                     |                     |                     |
| SBCM   | PE    | Federal | National Scenic Byways Program | \$ 120,000          | \$ 120,000          | \$ 120,000          | \$ 120,000          | \$ 480,000          |
|  |       | Other   | Other                          | \$ 30,000           | \$ 30,000           | \$ 30,000           | \$ 30,000           | \$ 120,000          |
|  | ROW   | Federal | National Scenic Byways Program | \$ 80,000           | \$ 80,000           | \$ 80,000           | \$ 80,000           | \$ 320,000          |
|  |       | Other   | Other                          | \$ 20,000           | \$ 20,000           | \$ 20,000           | \$ 20,000           | \$ 80,000           |
|  | CON   | Federal | National Scenic Byways Program | \$ 200,000          | \$ 200,000          | \$ 200,000          | \$ 200,000          | \$ 800,000          |
|  |       | Other   | Other                          | \$ 50,000           | \$ 50,000           | \$ 50,000           | \$ 50,000           | \$ 200,000          |
| <b>SBCM Total</b>  |       |         |                                | <b>\$ 500,000</b>   | <b>\$ 500,000</b>   | <b>\$ 500,000</b>   | <b>\$ 500,000</b>   | <b>\$ 2,000,000</b> |

**RPC 2015-2018 TIP  
STATEWIDE PROJECTS**

2

| Location: Facility - Scope   |         |                    |                        | FISCAL YEAR          |                      |                      |                      |                      |
|--|---------|--------------------|------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Project Number   | Phase   | SOURCE             | Funding Category       | 2015                 | 2016                 | 2017                 | 2018                 | Grand Total          |
| <b>STATEWIDE: MUNICIPAL - MUNICIPAL OWNED BRIDGE REHABILITATION &amp; REPLACEMENT PROJECTS (MOBRR PROGRAM)</b>                     |         |                    |                        |                      |                      |                      |                      |                      |
| MOBRR  | PE      | Federal            | Bridge Off System      | \$ 80,000            | \$ 80,000            | \$ -                 | \$ -                 | \$ 160,000           |
|  |         |                    | Bridge On/Off System   | \$ -                 | \$ -                 | \$ 80,000            | \$ 80,000            | \$ 160,000           |
|  |         | Other              | Other                  | \$ 20,000            | \$ 20,000            | \$ -                 | \$ -                 | \$ 40,000            |
|  |         |                    | Non Participating      | \$ -                 | \$ -                 | \$ 20,000            | \$ 20,000            | \$ 40,000            |
|  | ROW     | Federal            | Bridge Off System      | \$ 40,000            | \$ 40,000            | \$ -                 | \$ -                 | \$ 80,000            |
|  |         |                    | Bridge On/Off System   | \$ -                 | \$ -                 | \$ 44,000            | \$ 44,000            | \$ 88,000            |
|  |         |                    | Other                  | \$ 10,000            | \$ 10,000            | \$ -                 | \$ -                 | \$ 20,000            |
|  |         | Non Participating  |                        | \$ -                 | \$ -                 | \$ 11,000            | \$ 11,000            | \$ 22,000            |
| CON  | Federal |                    | Bridge Off System      | \$ 4,800,000         | \$ 3,200,000         | \$ 4,000,000         | \$ 4,800,000         | \$ 16,800,000        |
|  |         | Other              | \$ 1,200,000           | \$ 800,000           | \$ 1,000,000         | \$ 1,200,000         | \$ 4,200,000         |                      |
| <b>MOBRR Total</b>   |         |                    |                        | <b>\$ 6,150,000</b>  | <b>\$ 4,150,000</b>  | <b>\$ 5,155,000</b>  | <b>\$ 6,155,000</b>  | <b>\$ 21,610,000</b> |
| <b>STATEWIDE: PAVEMENT - INTERSTATE MAINTENANCE &amp; INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Program)</b>                |         |                    |                        |                      |                      |                      |                      |                      |
| IMPPP  | PE      | Federal            | Interstate Maintenance | \$ 90,000            | \$ 90,000            | \$ 90,000            | \$ 90,000            | \$ 360,000           |
|  |         |                    | State                  | Toll Credit          | \$ 10,000            | \$ 10,000            | \$ 10,000            | \$ 10,000            |
|  | CON     | Federal            | Interstate Maintenance | \$ 5,328,000         | \$ 5,328,000         | \$ 5,328,000         | \$ 5,860,800         | \$ 21,844,800        |
|  |         |                    | State                  | Toll Credit          | \$ 592,000           | \$ 592,000           | \$ 592,000           | \$ 651,200           |
| <b>IMPPP Total</b>   |         |                    |                        | <b>\$ 6,020,000</b>  | <b>\$ 6,020,000</b>  | <b>\$ 6,020,000</b>  | <b>\$ 6,612,000</b>  | <b>\$ 24,672,000</b> |
| <b>STATEWIDE: PAVEMENT - PAVEMENT RESURFACING, REHABILITATION &amp; CRACKSEAL PROGRAM &amp; RELATED WORK (Annual Fed Res Prog)</b> |         |                    |                        |                      |                      |                      |                      |                      |
| PRRCS  | PE      | Federal            | STP-State Flexible     | \$ 300,000           | \$ 300,000           | \$ 300,000           | \$ 300,000           | \$ 1,200,000         |
|  |         |                    | State                  | Toll Credit          | \$ 75,000            | \$ 75,000            | \$ 75,000            | \$ 75,000            |
|  | ROW     | Federal            | STP-State Flexible     | \$ 20,000            | \$ 20,000            | \$ 20,000            | \$ 20,000            | \$ 80,000            |
|  |         |                    | State                  | Toll Credit          | \$ 5,000             | \$ 5,000             | \$ 5,000             | \$ 5,000             |
| CON  | Federal | STP-State Flexible |                        | \$ 12,620,000        | \$ 12,620,000        | \$ 12,620,000        | \$ 12,620,000        | \$ 50,480,000        |
|  |         |                    | State                  | Toll Credit          | \$ 3,155,000         | \$ 3,155,000         | \$ 3,155,000         | \$ 3,155,000         |
| <b>PRRCS Total</b>   |         |                    |                        | <b>\$ 16,175,000</b> | <b>\$ 16,175,000</b> | <b>\$ 16,175,000</b> | <b>\$ 16,175,000</b> | <b>\$ 64,700,000</b> |
| <b>STATEWIDE: PAVEMENT - SECONDARY SYSTEM RECLAMATION / REHAB WITH VARIOUS PAVEMENT TREATMENTS [Parent]</b>                        |         |                    |                        |                      |                      |                      |                      |                      |
| SSRR   | PE      | Federal            | STP-State Flexible     | \$ 80,000            | \$ 80,000            | \$ 80,000            | \$ 80,000            | \$ 320,000           |
|  |         |                    | State                  | Toll Credit          | \$ 20,000            | \$ 20,000            | \$ 20,000            | \$ 20,000            |
|  | ROW     | Federal            | STP-State Flexible     | \$ 4,000             | \$ 4,000             | \$ 4,000             | \$ 4,000             | \$ 16,000            |
|  |         |                    | State                  | Toll Credit          | \$ 1,000             | \$ 1,000             | \$ 1,000             | \$ 1,000             |
| CON  | Federal | STP-State Flexible |                        | \$ 2,320,000         | \$ 2,320,000         | \$ 2,320,000         | \$ 2,320,000         | \$ 9,280,000         |
|  |         |                    | State                  | Toll Credit          | \$ 580,000           | \$ 580,000           | \$ 580,000           | \$ 580,000           |
| <b>SSRR Total</b>  |         |                    |                        | <b>\$ 3,005,000</b>  | <b>\$ 3,005,000</b>  | <b>\$ 3,005,000</b>  | <b>\$ 3,005,000</b>  | <b>\$ 12,020,000</b> |

RPC 2015-2018 TIP  
STATEWIDE PROJECTS

2

| Location: Facility - Scope  |       |         |   | FISCAL YEAR         |                     |                     |                     |                      |
|---|-------|---------|---|---------------------|---------------------|---------------------|---------------------|----------------------|
| Project Number  | Phase | SOURCE  | Funding Category                          | 2015                | 2016                | 2017                | 2018                | Grand Total          |
| <b>STATEWIDE: PRESERVATION - BRIDGE REHABILITATION, PAINTING, PRESERVATION &amp; IMPROVEMENT PROJECTS (Federal Program)</b> |       |         |   |                     |                     |                     |                     |                      |
| FBRPI   | PE    | Federal | Bridge On/Off System                      | \$ 80,000           | \$ 80,000           | \$ 80,000           | \$ 80,000           | \$ 320,000           |
|   |       | State   | Toll Credit                               | \$ 20,000           | \$ 20,000           | \$ 20,000           | \$ 20,000           | \$ 80,000            |
|   | ROW   | Federal | Bridge On/Off System                      | \$ 16,000           | \$ 16,000           | \$ 16,000           | \$ 16,000           | \$ 64,000            |
|   |       | State   | Toll Credit                               | \$ 4,000            | \$ 4,000            | \$ 4,000            | \$ 4,000            | \$ 16,000            |
|   | CON   | Federal | Bridge On/Off System                      | \$ 6,304,000        | \$ 6,304,000        | \$ 6,304,000        | \$ 6,304,000        | \$ 25,216,000        |
|   |       | State   | Toll Credit                               | \$ 1,576,000        | \$ 1,576,000        | \$ 1,576,000        | \$ 1,576,000        | \$ 6,304,000         |
| <b>FBRPI Total</b>  |       |         |   | <b>\$ 8,000,000</b> | <b>\$ 8,000,000</b> | <b>\$ 8,000,000</b> | <b>\$ 8,000,000</b> | <b>\$ 32,000,000</b> |
| <b>STATEWIDE: PRESERVATION - COMPLEX BRIDGE INSPECTION (PARENT)</b>   |       |         |   |                     |                     |                     |                     |                      |
| CBI   | PE    | Federal | Bridge On/Off System                      | \$ 200,000          | \$ 215,600          | \$ 200,000          | \$ 200,000          | \$ 815,600           |
|   |       | State   | NH Highway Fund                           | \$ 50,000           | \$ 53,900           | \$ 50,000           | \$ 50,000           | \$ 203,900           |
|   |       | Other   | Maine                                     | \$ 100,000          | \$ -                | \$ -                | \$ -                | \$ 100,000           |
|   | ROW   | Federal | Bridge On/Off System                      | \$ 4,000            | \$ 4,000            | \$ 4,000            | \$ 4,000            | \$ 16,000            |
|   |       | State   | NH Highway Fund                           | \$ 1,000            | \$ 1,000            | \$ 1,000            | \$ 1,000            | \$ 4,000             |
| <b>CBI Total</b>  |       |         |   | <b>\$ 355,000</b>   | <b>\$ 274,500</b>   | <b>\$ 255,000</b>   | <b>\$ 255,000</b>   | <b>\$ 1,139,500</b>  |
| <b>STATEWIDE: PRESERVATION - GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)</b>         |       |         |   |                     |                     |                     |                     |                      |
| GRR   | PE    | Federal | STP-State Flexible                        | \$ 120,000          | \$ 120,000          | \$ 120,000          | \$ 120,000          | \$ 480,000           |
|   |       | State   | Toll Credit                               | \$ 30,000           | \$ 30,000           | \$ 30,000           | \$ 30,000           | \$ 120,000           |
|   | ROW   | Federal | STP-State Flexible                        | \$ 4,000            | \$ 4,000            | \$ 4,000            | \$ 4,000            | \$ 16,000            |
|   |       | State   | Toll Credit                               | \$ 1,000            | \$ 1,000            | \$ 1,000            | \$ 1,000            | \$ 4,000             |
|   | CON   | Federal | STP-State Flexible                        | \$ 1,504,000        | \$ 1,504,000        | \$ 1,504,000        | \$ 1,504,000        | \$ 6,016,000         |
|   |       | State   | Toll Credit                               | \$ 376,000          | \$ 376,000          | \$ 376,000          | \$ 376,000          | \$ 1,504,000         |
| <b>GRR Total</b>  |       |         |   | <b>\$ 2,035,000</b> | <b>\$ 2,035,000</b> | <b>\$ 2,035,000</b> | <b>\$ 2,035,000</b> | <b>\$ 8,140,000</b>  |
| <b>STATEWIDE: PRESERVATION - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)</b>  |       |         |   |                     |                     |                     |                     |                      |
| HSIP  | PE    | Federal | Highway Safety Improvement Program (HSIP) | \$ 900,000          | \$ 900,000          | \$ 990,000          | \$ 900,000          | \$ 3,690,000         |
|   |       | State   | Toll Credit                               | \$ 100,000          | \$ 100,000          | \$ 110,000          | \$ 100,000          | \$ 410,000           |
|   | ROW   | Federal | Highway Safety Improvement Program (HSIP) | \$ 450,000          | \$ 450,000          | \$ 450,000          | \$ 450,000          | \$ 1,800,000         |
|   |       | State   | Toll Credit                               | \$ 50,000           | \$ 50,000           | \$ 50,000           | \$ 50,000           | \$ 200,000           |
|   | CON   | Federal | Highway Safety Improvement Program (HSIP) | \$ 6,750,000        | \$ 6,750,000        | \$ 6,750,000        | \$ 6,750,000        | \$ 27,000,000        |
|   |       | State   | Toll Credit                               | \$ 750,000          | \$ 750,000          | \$ 750,000          | \$ 750,000          | \$ 3,000,000         |
| <b>HSIP Total</b>   |       |         |   | <b>\$ 9,000,000</b> | <b>\$ 9,000,000</b> | <b>\$ 9,100,000</b> | <b>\$ 9,000,000</b> | <b>\$ 36,100,000</b> |

**RPC 2015-2018 TIP  
STATEWIDE PROJECTS**

2

| Location: Facility - Scope   |       |         |                       | FISCAL YEAR         |                     |                     |                     |                      |
|--|-------|---------|-----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Project Number   | Phase | SOURCE  | Funding Category      | 2015                | 2016                | 2017                | 2018                | Grand Total          |
| <b>STATEWIDE: RAIL - RECONSTRUCTION OF CROSSINGS, SIGNALS, &amp; RELATED WORK (Annual Project)</b>                               |       |         |                       |                     |                     |                     |                     |                      |
| RRRCS  | PE    | Federal | STP-Rail              | \$ 39,600           | \$ 36,000           | \$ 39,600           | \$ 36,000           | \$ 151,200           |
|  |       | Other   | Non Participating     | \$ 4,400            | \$ 4,000            | \$ 4,400            | \$ 4,000            | \$ 16,800            |
|  | ROW   | Federal | STP-Rail              | \$ 18,000           | \$ 18,000           | \$ 18,000           | \$ 18,000           | \$ 72,000            |
|  |       | Other   | Non Participating     | \$ 2,000            | \$ 2,000            | \$ 2,000            | \$ 2,000            | \$ 8,000             |
|  | CON   | Federal | STP-Rail              | \$ 1,089,000        | \$ 1,089,000        | \$ 1,089,000        | \$ 990,000          | \$ 4,257,000         |
|  |       | Other   | Non Participating     | \$ 121,000          | \$ 121,000          | \$ 121,000          | \$ 110,000          | \$ 473,000           |
| <b>RRRCS Total</b>   |       |         |                       | <b>\$ 1,274,000</b> | <b>\$ 1,270,000</b> | <b>\$ 1,274,000</b> | <b>\$ 1,160,000</b> | <b>\$ 4,978,000</b>  |
| <b>STATEWIDE: TRAFFIC - Statewide Pavement Marking Annual Project</b>  |       |         |                       |                     |                     |                     |                     |                      |
| PVMRK  | CON   | Federal | STP-State Flexible    | \$ 2,728,000        | \$ 2,728,000        | \$ 2,728,000        | \$ 2,728,000        | \$ 10,912,000        |
|  |       | State   | Toll Credit           | \$ 682,000          | \$ 682,000          | \$ 682,000          | \$ 682,000          | \$ 2,728,000         |
| <b>PVMRK Total</b>   |       |         |                       | <b>\$ 3,410,000</b> | <b>\$ 3,410,000</b> | <b>\$ 3,410,000</b> | <b>\$ 3,410,000</b> | <b>\$ 13,640,000</b> |
| <b>STATEWIDE: TRAFFIC - Statewide Transportation Systems Management and Operations, ITS Technologies, CARS-511 Traveler Info</b> |       |         |                       |                     |                     |                     |                     |                      |
| TSMO   | PE    | Federal | STP-State Flexible    | \$ 200,000          | \$ 200,000          | \$ 200,000          | \$ 200,000          | \$ 800,000           |
|  |       | State   | NH Highway Fund       | \$ 50,000           | \$ 50,000           | \$ 50,000           | \$ 50,000           | \$ 200,000           |
| <b>TSMO Total</b>  |       |         |                       | <b>\$ 250,000</b>   | <b>\$ 250,000</b>   | <b>\$ 250,000</b>   | <b>\$ 250,000</b>   | <b>\$ 1,000,000</b>  |
| <b>STATEWIDE: TRAINING - ANNUAL TRAINING PROGRAM (Annual Project)</b>  |       |         |                       |                     |                     |                     |                     |                      |
| TRAIN  | PE    | Federal | STP-State Flexible    | \$ 160,000          | \$ 160,000          | \$ 160,000          | \$ 160,000          | \$ 640,000           |
|  |       | State   | NH Highway Fund       | \$ -                | \$ -                | \$ 40,000           | \$ 40,000           | \$ 80,000            |
|  |       |         | Toll Credit           | \$ 40,000           | \$ 40,000           | \$ -                | \$ -                | \$ 80,000            |
| <b>TRAIN Total</b>   |       |         |                       | <b>\$ 200,000</b>   | <b>\$ 200,000</b>   | <b>\$ 200,000</b>   | <b>\$ 200,000</b>   | <b>\$ 800,000</b>    |
| <b>STATEWIDE: VARIOUS - CULVERT REPLACEMENT/REHABILITATION &amp; DRAINAGE REPAIRS (Annual Project)</b>                           |       |         |                       |                     |                     |                     |                     |                      |
| CRDR   | PE    | Federal | STP-State Flexible    | \$ 80,000           | \$ 80,000           | \$ 80,000           | \$ 80,000           | \$ 320,000           |
|  |       | State   | NH Highway Fund       | \$ 20,000           | \$ 20,000           | \$ 20,000           | \$ 20,000           | \$ 80,000            |
|  | ROW   | Federal | STP-State Flexible    | \$ 24,000           | \$ 24,000           | \$ 24,000           | \$ 24,000           | \$ 96,000            |
|  |       | State   | NH Highway Fund       | \$ 6,000            | \$ 6,000            | \$ 6,000            | \$ 6,000            | \$ 24,000            |
|  | CON   | Federal | STP-State Flexible    | \$ 696,000          | \$ 696,000          | \$ 696,000          | \$ 696,000          | \$ 2,784,000         |
|  |       | State   | NH Highway Fund       | \$ 174,000          | \$ 174,000          | \$ 174,000          | \$ 174,000          | \$ 696,000           |
| <b>CRDR Total</b>  |       |         |                       | <b>\$ 1,000,000</b> | <b>\$ 1,000,000</b> | <b>\$ 1,000,000</b> | <b>\$ 1,000,000</b> | <b>\$ 4,000,000</b>  |
| <b>STATEWIDE: VARIOUS - SAFE ROUTES TO SCHOOL PROGRAM</b>  |       |         |                       |                     |                     |                     |                     |                      |
| SRTS   | PE    | Federal | Safe Routes to School | \$ 55,000           | \$ 55,000           | \$ 50,000           | \$ 50,000           | \$ 210,000           |
|  | ROW   | Federal | Safe Routes to School | \$ 10,000           | \$ 30,000           | \$ 5,000            | \$ 5,000            | \$ 50,000            |
|  | CON   | Federal | Safe Routes to School | \$ 940,000          | \$ 920,000          | \$ 945,000          | \$ 935,000          | \$ 3,740,000         |
| <b>SRTS Total</b>  |       |         |                       | <b>\$ 1,005,000</b> | <b>\$ 1,005,000</b> | <b>\$ 1,000,000</b> | <b>\$ 990,000</b>   | <b>\$ 4,000,000</b>  |

RPC 2015-2018 TIP  
STATEWIDE PROJECTS

2

Location: Facility - Scope

FISCAL YEAR

| Project Number   | Phase | SOURCE  | Funding Category                              | 2015                | 2016                | 2017                | 2018                | Grand Total          |
|--|-------|---------|---|---------------------|---------------------|---------------------|---------------------|----------------------|
| <b>STATEWIDE: VARIOUS - TRANSPORTATION ALTERNATIVES PROGRAM (TAP)</b>  |       |         |   |                     |                     |                     |                     |                      |
| TA   | PE    | Federal | TAP - Transportation Alternatives             | \$ 880,000          | \$ 459,561          | \$ 459,561          | \$ 459,561          | \$ 2,258,683         |
|  |       | Other   | Other   | \$ 220,000          | \$ 114,890          | \$ 114,890          | \$ 114,890          | \$ 564,671           |
|  | ROW   | Federal | TAP - Transportation Alternatives             | \$ 17,600           | \$ 102,125          | \$ 102,125          | \$ 102,125          | \$ 323,974           |
|  |       | Other   | Other   | \$ 4,400            | \$ 25,531           | \$ 25,531           | \$ 25,531           | \$ 80,994            |
|  | CON   | Federal | TAP - Transportation Alternatives             | \$ 16,000           | \$ 1,991,431        | \$ 1,991,431        | \$ 1,991,431        | \$ 5,990,294         |
|  |       | Other   | Other   | \$ 4,000            | \$ 497,858          | \$ 497,858          | \$ 497,858          | \$ 1,497,573         |
| <b>TA Total</b>  |       |         |   | <b>\$ 1,142,000</b> | <b>\$ 3,191,396</b> | <b>\$ 3,191,396</b> | <b>\$ 3,191,396</b> | <b>\$ 10,716,189</b> |
| <b>Statewide: Various Intersections - Evaluate &amp; Optimize timing at 65 signalized intersections to improve traffic flow and reduce delays.</b> |       |         |   |                     |                     |                     |                     |                      |
| 20226  | PE    | Federal | Congestion Mitigation and Air Quality Program | \$ 66,000           | \$ -                | \$ -                | \$ -                | \$ 66,000            |
|  |       | State   | Toll Credit                                   | \$ 16,500           | \$ -                | \$ -                | \$ -                | \$ 16,500            |
|  | CON   | Federal | Congestion Mitigation and Air Quality Program | \$ 22,000           | \$ -                | \$ -                | \$ -                | \$ 22,000            |
|  |       | State   | Toll Credit                                   | \$ 5,500            | \$ -                | \$ -                | \$ -                | \$ 5,500             |
| <b>20226 Total</b>   |       |         |   | <b>\$ 110,000</b>   | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ 110,000</b>    |
| <b>Statewide-ITS: ITS Equipment - Implement several direct measures to reduce congestion in the non-attainment area of NH</b>                      |       |         |   |                     |                     |                     |                     |                      |
| 20248  | CON   | Federal | Congestion Mitigation and Air Quality Program | \$ 44,000           | \$ -                | \$ -                | \$ -                | \$ 44,000            |
|  |       | State   | Toll Credit                                   | \$ 11,000           | \$ -                | \$ -                | \$ -                | \$ 11,000            |
| <b>20248 Total</b>   |       |         |   | <b>\$ 55,000</b>    | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ 55,000</b>     |
| <b>Statewide-RWIS: Various - To install Road and Weather systems around the State.</b>   |       |         |   |                     |                     |                     |                     |                      |
| 25198  | CON   | Federal | STP-State Flexible                            | \$ 344,960          | \$ -                | \$ -                | \$ -                | \$ 344,960           |
|  |       | State   | Toll Credit                                   | \$ 86,240           | \$ -                | \$ -                | \$ -                | \$ 86,240            |
| <b>25198 Total</b>   |       |         |   | <b>\$ 431,200</b>   | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ 431,200</b>    |
| <b>TMC Equip Rm: Smokey Bear Blvd - TMC Equip Rm Upgrade to Data Center</b>  |       |         |   |                     |                     |                     |                     |                      |
| 29366  | CON   | Other   | Non Participating                             | \$ 3,506            | \$ -                | \$ -                | \$ -                | \$ 3,506             |
| <b>29366 Total</b>   |       |         |   | <b>\$ 3,506</b>     | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ 3,506</b>      |

RPC 2015-2018 TIP  
STATEWIDE PROJECTS

2

| Location: Facility - Scope  |       |         |                        | FISCAL YEAR          |                      |                      |                      |                       |
|---|-------|---------|------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Project Number  | Phase | SOURCE  | Funding Category       | 2015                 | 2016                 | 2017                 | 2018                 | Grand Total           |
| <b>TMC-Maint: Various Locations - Statewide Maintenance for various ITS devices such as message boards and cameras.</b> |       |         |                        |                      |                      |                      |                      |                       |
| TMC-MAINT CON   |       | Federal | STP-State Flexible     | \$ 82,400            | \$ -                 | \$ -                 | \$ -                 | \$ 82,400             |
|   |       | State   | Toll Credit            | \$ 20,600            | \$ -                 | \$ -                 | \$ -                 | \$ 20,600             |
| <b>TMC-MAINT Total</b>  |       |         |                        | <b>\$ 103,000</b>    | <b>\$ -</b>          | <b>\$ -</b>          | <b>\$ -</b>          | <b>\$ 103,000</b>     |
| <b>TRAC: Statewide - Implement and participate in AASHTO TRAC program in local high schools.</b>                        |       |         |                        |                      |                      |                      |                      |                       |
| TRAC  | PE    | Federal | STP-State Flexible     | \$ 17,600            | \$ 17,600            | \$ 17,600            | \$ 17,600            | \$ 70,400             |
|   |       | State   | NH Highway Fund        | \$ 4,400             | \$ 4,400             | \$ 4,400             | \$ 4,400             | \$ 17,600             |
| <b>TRAC Total</b>   |       |         |                        | <b>\$ 22,000</b>     | <b>\$ 22,000</b>     | <b>\$ 22,000</b>     | <b>\$ 22,000</b>     | <b>\$ 88,000</b>      |
| <b>USSS: TRAFFIC - Project to update signing on state system</b>  |       |         |                        |                      |                      |                      |                      |                       |
| USSS  | PE    | Federal | STP-State Flexible     | \$ 26,400            | \$ 26,400            | \$ 26,400            | \$ 26,400            | \$ 105,600            |
|   |       | State   | NHDOT Operating Budget | \$ 6,600             | \$ 6,600             | \$ 6,600             | \$ 6,600             | \$ 26,400             |
|   | CON   | Federal | STP-State Flexible     | \$ 400,000           | \$ 400,000           | \$ 400,000           | \$ 400,000           | \$ 1,600,000          |
|   |       | State   | NHDOT Operating Budget | \$ 100,000           | \$ 100,000           | \$ 100,000           | \$ 100,000           | \$ 400,000            |
| <b>USSS Total</b>   |       |         |                        | <b>\$ 533,000</b>    | <b>\$ 533,000</b>    | <b>\$ 533,000</b>    | <b>\$ 533,000</b>    | <b>\$ 2,132,000</b>   |
| <b>Vendor Maintenance of ITS Devices: Various - Vendor Maintenance of Statewide ITS devices</b>                         |       |         |                        |                      |                      |                      |                      |                       |
| 27022 CON   |       | Federal | STP-State Flexible     | \$ 88,000            | \$ -                 | \$ -                 | \$ -                 | \$ 88,000             |
|   |       | State   | Toll Credit            | \$ 22,000            | \$ -                 | \$ -                 | \$ -                 | \$ 22,000             |
| <b>27022 Total</b>  |       |         |                        | <b>\$ 110,000</b>    | <b>\$ -</b>          | <b>\$ -</b>          | <b>\$ -</b>          | <b>\$ 110,000</b>     |
| <b>Grand Total</b>  |       |         |                        | <b>\$ 72,985,919</b> | <b>\$ 70,240,344</b> | <b>\$ 71,512,776</b> | <b>\$ 72,984,396</b> | <b>\$ 287,723,435</b> |

|                          | 2015                 | 2016                 | 2017                 | 2018                 | Total                 |
|--------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Total Federal Funds      | \$ 60,190,931        | \$ 58,076,875        | \$ 59,104,221        | \$ 60,317,317        | \$ 237,689,344        |
| Total State Funds        | \$ 8,657,000         | \$ 8,498,300         | \$ 8,504,400         | \$ 8,553,600         | \$ 34,213,300         |
| Total Other Funds        | \$ 4,137,988         | \$ 3,665,169         | \$ 3,904,155         | \$ 4,113,479         | \$ 15,820,792         |
| <b>Total</b>             | <b>\$ 72,985,919</b> | <b>\$ 70,240,344</b> | <b>\$ 71,512,776</b> | <b>\$ 72,984,396</b> | <b>\$ 287,723,435</b> |
| Estimated Regional Share | \$ 9,707,127         | \$ 9,341,966         | \$ 9,511,199         | \$ 9,706,925         | \$ 38,267,217         |

| Town                             | [State#][RPC#]: Route/Road -- Project Name & Scope  | Start Year | Finish Year | Project Cost  |              |               |               |
|----------------------------------|---|------------|-------------|---------------|--------------|---------------|---------------|
|                                  |   |            |             | Engineering   | Right-of-Way | Construction  | Cost Total    |
| Atkinson [-]                     | [6021001]: Hilldale Ave -- Hilldale Ave Improvements<br>Upgrade Hilldale Avenue in Atkinson   | 2037       | 2039        | \$ 80,626     | \$ 83,206    | \$ 686,947    | \$ 850,779    |
| Atkinson-Hampstead [-]           | [6001001]: NH 111 -- NH 111 Reconstruction<br>Reconstruct NH 111 from Central Street in Hampstead to the southernmost Atkinson / Hampstead town line (3.2 Miles)            | 2026       | 2029        | \$ 1,561,154  | \$ 1,611,111 | \$ 13,960,444 | \$ 17,132,709 |
| Boston Express - I-93 [-]        | [BE-1]: TRANSIT -- Boston Express bus capital<br>Commuter Bus Capital   | 2019       | 2019        | \$ 175,590    | \$ -         | \$ -          | \$ 175,590    |
| Boston Express - I-93 [10418 L ] | [BE-2]: TRANSIT -- Boston Express operation support<br>Implement And Provide Operational Support For Expanded Commuter Bus Service  | 2019       | 2019        | \$ 600,000    | \$ -         | \$ -          | \$ 600,000    |
| Brentwood [-]                    | [6055001]: North Road -- North Rd/Prescott Rd. Intersection realignment<br>Realign the intersection of Prescott Road and North road from a "Y" alignment to a "T" alignment | 2037       | 2039        | \$ 19,197     | \$ 19,811    | \$ 163,559    | \$ 202,566    |
| Brentwood [-]                    | [6055002]: NH 111A -- NH 111A/ Pickpocket Rd. Intersection realignment<br>Reconfigure the intersection of NH 111A and Pickpocket Road from a "Y" to a "T" alignment         | 2037       | 2039        | \$ 19,197     | \$ 19,811    | \$ 163,559    | \$ 202,566    |
| Brentwood [-]                    | [6055003]: Crawley Falls Road -- Crawley Falls Rd Bridge Replacement<br>Rehabilitate or Replace Structurally deficient bridge (073/065)                                     | 2030       | 2032        | \$ 737,825    | \$ 761,435   | \$ 6,286,410  | \$ 7,785,670  |
| CART [CART-1]                    | [CART-1]: TRANSIT -- CART Preventive Maintenance<br>Preventative Maintenance  | 2019       | 2040        | \$ 2,490,254  | \$ -         | \$ -          | \$ 2,490,254  |
| CART [CART-2]                    | [CART-2]: TRANSIT -- CART Operating Assistance<br>Operating Assistance  | 2019       | 2040        | \$ 19,749,766 | \$ -         | \$ -          | \$ 19,749,766 |
| COAST [COAST-1]                  | [COAST-1]: TRANSIT -- COAST Operating Assistance<br>Operating Assistance  | 2019       | 2040        | \$ 34,724,948 | \$ -         | \$ -          | \$ 34,724,948 |
| COAST [COAST-2]                  | [COAST-2]: TRANSIT -- COAST Preventive Maintenance<br>Preventive Maintenance  | 2019       | 2040        | \$ 15,590,784 | \$ -         | \$ -          | \$ 15,590,784 |
| COAST [COAST-3]                  | [COAST-3]: TRANSIT -- COAST Misc Support Equipment<br>Misc. Support Equipment   | 2019       | 2040        | \$ 2,381,139  | \$ -         | \$ -          | \$ 2,381,139  |
| COAST [COAST-4]                  | [COAST-4]: TRANSIT -- COAST Misc Bus Station Equipment<br>Misc. Bus Station Equipment   | 2020       | 2040        | \$ 1,207,339  | \$ -         | \$ -          | \$ 1,207,339  |
| COAST [COAST-5]                  | [COAST-5]: TRANSIT -- COAST General & Comprehensive Planning<br>General & Comprehensive Planning  | 2019       | 2040        | \$ 2,834,685  | \$ -         | \$ -          | \$ 2,834,685  |
| COAST [COAST-6]                  | [COAST-6]: TRANSIT -- COAST ADA Operations<br>Ada Operations  | 2019       | 2040        | \$ 6,909,560  | \$ -         | \$ -          | \$ 6,909,560  |

| Town          | [State#][RPC#]: Route/Road -- Project Name & Scope   | Start Year | Finish Year | Engineering  | Right-of-Way | Construction | Cost Total    |
|---------------|--|------------|-------------|--------------|--------------|--------------|---------------|
| COAST         | [COAST-7] [COAST-7]: TRANSIT -- COAST Capital Program<br>Capital Program   | 2019       | 2040        | \$ 4,266,701 | \$ -         | \$ -         | \$ 4,266,701  |
| Danville      | [-] [6113001]: NH 111A -- Danville NH111A Sidewalks<br>NH 111A sidewalks connecting municipal buildings and public areas plus a section of bicycle lane on both sides of the road (future TE)  | 2026       | 2028        | \$ 260,192   | \$ 268,518   | \$ 2,216,889 | \$ 2,745,599  |
| East Kingston | [-] [6135001]: NH 107 -- NH 107/Willow Road Sight Distance Improvements<br>Improve Sight distance at intersection of NH 107 & Willow Road. Source: 2001-2003 TIP Proposal  | 2036       | 2038        | \$ 14,881    | \$ 15,357    | \$ 126,790   | \$ 157,028    |
| EAST KINGSTON | [26942 ] [-]: NH 107A -- NH 107A Bridge Rehabilitation<br>Deck Replacement And Rehabilitation Over B&m Railroad & Road - 061/064 (red List Bridge)   | 2021       | 2021        | \$ -         | \$ -         | \$ 3,862,980 | \$ 3,862,980  |
| Epping        | [-] [6147002]: NH 125 -- Signalize Lagoon Road Intersection with NH 125<br>Signalize Lagoon Road Intersection with NH 125  | 2036       | 2038        | \$ 58,129    | \$ 59,989    | \$ 495,273   | \$ 613,391    |
| Epping        | [-] [6147004]: NH 125 -- Signalize intersection of NH 125 & NH 87<br>Signalize intersection of NH 125 & NH 87  | 2034       | 2036        | \$ 54,580    | \$ 56,327    | \$ 465,034   | \$ 575,941    |
| Epping        | [-] [6147005]: NH 125 -- NH 125/North River Road Intersection Improvements<br>Signalize the southern intersection of NH 125 with North River Road. Realign North River Road to eliminate skewed angle approaches to NH 125   | 2036       | 2038        | \$ 116,259   | \$ 119,979   | \$ 990,545   | \$ 1,226,783  |
| Epping        | [-] [6147006]: NH 125 -- Signalize intersection of NH 125 with Lee Hill Road<br>Signalize intersection of NH 125 with Lee Hill Road  | 2035       | 2037        | \$ 56,327    | \$ 58,129    | \$ 479,915   | \$ 594,371    |
| Epping        | [-] [6147007]: NH 125 -- NH 125 Expansion - NH 87 to Lee Hill Road<br>Widen NH 125 from NH 87 to Lee Hill Road   | 2035       | 2037        | \$ 719,012   | \$ 742,020   | \$ 6,126,119 | \$ 7,587,151  |
| Epping        | [-] [6147008]: Blake Rd -- Bridge Replacement, Blake Road over Lamprey River [059/054]<br>Bridge Replacement, Blake Road over Lamprey River [059/054]  | 2033       | 2035        | \$ 116,353   | \$ 120,077   | \$ 991,352   | \$ 1,227,782  |
| Epping        | [-] [6147009]: Main St -- Lamprey River Bridge Repair/Replacement<br>Repair/Replacement of Main Street bridge over Lamprey River [109/055]   | 2032       | 2034        | \$ 127,095   | \$ 131,162   | \$ 1,082,872 | \$ 1,341,129  |
| Epping        | [13712] [6147001]: NH 125 -- NH 125 Expansion from NH 27 to NH 87.<br><br>As described in the 2007 Corridor Study, the improvements would widen NH 125 for a length of 1.7 miles from Route 27 (Exeter Road) to NH 87. The final configuration would include two travel lanes in both directions with a center turn lane. Other improvements would include consolidation of access points, better driveway definition, and sidewalks along at least part of the section. The intersection of NH 125 with Old Hedding Road would be widened and signals upgraded. Where possible, signals will be coordinated with adjacent ones. | 2020       | 2023        | \$ 1,135,456 | \$ 585,291   | \$ 9,512,538 | \$ 11,233,285 |

| Town                 | [State#][RPC#]: Route/Road -- Project Name & Scope   | Start Year | Finish Year | Engineering  | Right-of-Way | Construction  | Cost Total    |
|----------------------|--|------------|-------------|--------------|--------------|---------------|---------------|
| Exeter [-]           | [6153001]: Epping Rd -- Epping Road Access Management<br>Implementation Of Access Management Plan Developed By Exeter To Likely Include Row Acquisitions And Driveway Consolidation.   | 2028       | 2030        | \$ 285,771   | \$ 294,915   | \$ 2,434,822  | \$ 3,015,508  |
| Exeter [-]           | [6153004]: NH 111 -- Exeter NH 111 Bike Shoulders<br>Shoulder bike route on NH 111 between Washington Street and Pickpocket Road [future TE]   | 2028       | 2030        | \$ 131,929   | \$ 136,151   | \$ 1,124,060  | \$ 1,392,140  |
| Exeter [-]           | [6153005]: NH 88 -- NH 88 Shoulders<br>Widen shoulders on NH 88.   | 2037       | 2039        | \$ 455,090   | \$ 469,653   | \$ 3,877,451  | \$ 4,802,194  |
| Exeter [-]           | [6153008]: Portsmouth Ave -- High St./Portsmouth Ave Intersection Improvements<br>High Street /Portsmouth Avenue Intersection Capacity Improvements. Source: 1999-2020 LRP   | 2035       | 2037        | \$ 889,156   | \$ 917,609   | \$ 7,575,783  | \$ 9,382,548  |
| Exeter-Newfields [-] | [6001002]: NH 85 -- NH 87 shoulder widening -Exeter-Newfields<br>Widen shoulders on NH 85 from Main Street in Exeter to NH 87 in Newfields   | 2037       | 2039        | \$ 239,958   | \$ 247,636   | \$ 2,044,485  | \$ 2,532,079  |
| FREMONT [23793 ] [-] | MARTIN ROAD -- Martin Road Bridge Replacement<br>Bridge Replacement Over Piscassic River - 155/133 [sab*4216] {state Aid Bridge Program}   | 2020       | 2020        | \$ 118,437   | \$ 12,467    | \$ 517,380    | \$ 648,284    |
| Hampstead [-]        | [6195001]: NH 121 -- NH 121 Depot Road Intersection Capacity Expansion<br>Improve The Intersection Of NH 121/ Derry Rd/ Depot Rd In Hampstead  | 2029       | 2031        | \$ 46,627    | \$ 48,119    | \$ 397,271    | \$ 492,017    |
| Hampton [-]          | [6197001]: Ocean Blvd -- Ocean Blvd Reconstruction<br>Reconstruction of Ocean Boulevard from Haverhill Avenue in the south to Ashworth Avenue in the north to include a new road (back to the original level), new sidewalks and curbing along the west side of the roadway, new / enhanced crosswalks and new drainage system. Through a public / private partnership agreement Unitil has offered to work with the Town on the cost of new electrical poles and underground wiring.  | 2025       | 2028        | \$ 1,575,777 | \$ 1,626,202 | \$ 14,091,211 | \$ 17,293,190 |
| Hampton [-]          | [6197002]: US 1/NH 27 -- US 1/NH 27 Intersection Improvements<br>Improvements to the US 1 / NH 27 intersection. Realignment of Exeter Road (Route 27) to the south so as to align directly opposite High Street, which would improve the operation of the signalized intersection by allowing Exeter Road and High Street through movements to run under the same signal phase. This will also require construction of a new bridge over the railroad that is wider and aligned slightly to the the south of the current bridge. | 2025       | 2027        | \$ 846,124   | \$ 873,200   | \$ 7,209,138  | \$ 8,928,461  |

| Town              | [State#][RPC#]: Route/Road -- Project Name & Scope   | Start Year | Finish Year | Engineering  | Right-of-Way | Construction  | Cost Total    |
|-------------------|--|------------|-------------|--------------|--------------|---------------|---------------|
| Hampton [-]       | [6197004]: NH 27 -- NH 27 Bike Shoulders<br>Shoulder bicycle lanes on NH 27 from Exeter town line to US 1. Complete the Exeter-Hampton-North Hampton bicycle route loop, and work with NH DOT on developing and installing bike route markers.   | 2030       | 2032        | \$ 240,595   | \$ 248,294   | \$ 2,049,916  | \$ 2,538,805  |
| Hampton [-]       | [6197006]: NH 27 -- Reconstruct of Exeter Road<br>Repaving / reconstructing urban compact streets. This project would rebuild all of Exeter Road (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.                   | 2029       | 2032        | \$ 1,930,356 | \$ 1,992,127 | \$ 17,261,990 | \$ 21,184,473 |
| Hampton [-]       | [6197009]: High Street -- Reconstruction of High Street<br>Repaving / reconstructing urban compact streets. This project would rebuild High Street (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.                 | 2031       | 2034        | \$ 1,313,476 | \$ 1,355,507 | \$ 11,745,610 | \$ 14,414,593 |
| Hampton [-]       | [6197010]: Winnacunnet Rd -- Reconstruction of Winnacunnet Road<br>Repaving / reconstructing urban compact streets. This project would rebuild all of the Winnacunnet Road within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting. | 2031       | 2034        | \$ 1,370,583 | \$ 1,414,442 | \$ 12,256,289 | \$ 15,041,315 |
| Hampton [-]       | [6197011]: Church Street -- Reconstruction of Church Street<br>Repaving / reconstructing urban compact streets. This project would rebuild all of Church Street within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.            | 2030       | 2032        | \$ 276,684   | \$ 285,538   | \$ 2,357,404  | \$ 2,919,626  |
| Hampton Falls [-] | [6199002]: US 1 -- US 1 Shoulders<br>Improve Route 1 from Seabrook Town line to Kensington Road (NH 84). Includes provision of full shoulder, access management improvements. From US 1 Corridor Study.  | 2028       | 2030        | \$ 180,725   | \$ 186,508   | \$ 1,539,808  | \$ 1,907,041  |
| Hampton Falls [-] | [6199003]: US 1 -- US 1 Shoulders & Access Management<br>Route 1 - Provide full shoulder and access management improvements from Lincoln Avenue to Hampton town line. From US 1 Corridor Study.  | 2032       | 2034        | \$ 204,992   | \$ 211,551   | \$ 1,746,568  | \$ 2,163,111  |
| Kensington [-]    | [6239001]: NH 107 -- NH 150/NH107 Intersection Improvements<br>Realign and upgrade the intersection of NH 150 and NH 107 in Kensington. Possible location for a roundabout. Source: NH 107/150 Intersection Study  | 2035       | 2037        | \$ 168,980   | \$ 174,388   | \$ 1,439,746  | \$ 1,783,114  |

| Town                                     | [State#][RPC#]: Route/Road -- Project Name & Scope  | Start Year | Finish Year | Engineering  | Right-of-Way | Construction  | Cost Total    |
|--|---|------------|-------------|--------------|--------------|---------------|---------------|
| NEW CASTLE - RYE [16127 ] [-]:           | NH 1B -- NH 1B Moveable Bridge Replacement<br>Rehabilitate Single Leaf Bascule Moveable Bridge Over Little Harbor - 066/071 {red List}  | 2019       | 2019        | \$ -         | \$ -         | \$ -          | \$ -          |
| New Castle-Rye [16127] [6001007]:        | NH 1B -- NH 1B Bridge Rehabilitation New Caslte-Rye<br>NH 1B - Rehabilitate single leaf bascule moveable bridge over Little Harbor - 066/071  | 2036       | 2039        | \$ 2,135,691 | \$ 2,204,033 | \$ 19,098,176 | \$ 23,437,900 |
| NEWINGTON - DOVER [11238 S ] [-]:        | SPAULDING TURNPIKE / LITTLE BAY BRIDGES -- Newington-Dover Spaulding Turnpike Improvements<br>General Sullivan Bridge Rehabilitation  | 2019       | 2022        | \$ -         | \$ -         | \$ 31,700,000 | \$ 31,700,000 |
| Newington [-] [6331001]:                 | Pease Blvd/ NH Ave/ Arboretum Dr -- Pease Arboretum Drive Expansion<br><br>The Arboretum Drive and Pease Boulevard Northbound approaches will need to expand from a single lane to a left turn lane and a shared through/right lane. The New Hampshire Avenue approach will need to be widened to accommodate a left turn lane, a through lane, and a right turn lane. The Southbound Pease Blvd approach can retain its existing geometry of a left turn lane and a shared through/right turn lane. A signal will be installed once expected warrants are met. | 2025       | 2027        | \$ 150,727   | \$ 155,550   | \$ 1,284,219  | \$ 1,590,495  |
| Newton [-] [6341001]:                    | Pond Rd -- Replace Pond Road Bridge<br>Pond Road Over B&M RR - Structurally Deficient 064/107   | 2033       | 2035        | \$ 364,926   | \$ 376,604   | \$ 3,109,240  | \$ 3,850,770  |
| Newton [-] [6341002]:                    | NH 108 -- Newton Rowe's Corner Improvements<br><br>The project will replace the two-way stop controlled intersection of NH 108 with Amesbury Road and Maple Avenue with a roundabout. This will require some grade changes to the approaches. In addition, some work to the Pond Street intersection with NH 108 will be completed to create a perpendicular approach   | 2019       | 2021        | \$ 96,413    | \$ 1,171     | \$ 706,698    | \$ 804,282    |
| North Hampton - Greenland [-] [6001008]: | NH 151 -- NH 151 Shoulders<br>Shoulder improvements (safety and bicycle improvement) on NH 151 from NH 111 to NH 33 .   | 2033       | 2035        | \$ 320,324   | \$ 330,574   | \$ 2,729,222  | \$ 3,380,120  |
| North Hampton [-] [6345001]:             | US 1 -- US 1 Capacity Expansion Hampton Town Line to Atlantic Avenue<br>Widen US 1 from Hampton town line to Atlantic Avenue (NH 111) to five lanes. Add fourth leg to Home Depot intersection and discontinue Fern road. From US 1 Corridor Study.   | 2028       | 2031        | \$ 1,437,514 | \$ 1,483,514 | \$ 12,854,805 | \$ 15,775,833 |
| North Hampton [-] [6345002]:             | US 1 -- Cedar Road Bridge Replacement<br>Replace Structurally deficient bridge over the B&M RR (148/132).   | 2031       | 2033        | \$ 285,538   | \$ 294,675   | \$ 2,432,841  | \$ 3,013,054  |
| North Hampton [-] [6345003]:             | US 1 -- US 1 Shoulders Glendale Rd to Hobbs Rd<br>Provide full shoulder to three lane section from Glendale Road to Hobbs road. From US 1 Corridor Study.   | 2037       | 2039        | \$ 119,979   | \$ 123,818   | \$ 1,022,243  | \$ 1,266,040  |

| Town                           | [State#][RPC#]: Route/Road -- Project Name & Scope   | Start Year | Finish Year | Engineering  | Right-of-Way | Construction  | Cost Total    |
|--------------------------------|--|------------|-------------|--------------|--------------|---------------|---------------|
| North Hampton [-]              | [6345004]: US 1 -- US 1 Intersection improvements (Hobbs Rd, Elm Road in N. Hampton)<br>Connect Hobbs Road with Elm Road and discontinue north end of Elm Road.<br>Provide traffic signal connection from mid-point of Elm road to US 1. From US 1 Corridor Study.   | 2035       | 2037        | \$ 647,758   | \$ 668,487   | \$ 5,519,026  | \$ 6,835,271  |
| North Hampton [-]              | [6345005]: US 1 -- US 1 Shoulders Elm Rd to North Road<br>Provide full shoulder for 3 lane section from Elm Road to south of North Road.<br>From US 1 Corridor Study.  | 2037       | 2039        | \$ 95,983    | \$ 99,055    | \$ 817,794    | \$ 1,012,832  |
| North Hampton [-]              | [6345006]: US 1 -- US 1/North Road (west approach) improvements<br>Realign the southern intersection of US 1 and North Road to the south, widen to 5 lanes at the intersection and install a traffic signal. From US 1 Corridor Study.   | 2034       | 2036        | \$ 481,216   | \$ 496,615   | \$ 4,100,051  | \$ 5,077,882  |
| North Hampton [-]              | [6345008]: US 1 -- US 1 Shoulders North Rd to Lafayette Terrace<br>Provide full shoulders for three lane section of US 1 between North Road and new traffic signal in the vicinity of Lafayette Terrace. From US 1 Corridor Study.   | 2037       | 2039        | \$ 119,979   | \$ 123,818   | \$ 1,022,243  | \$ 1,266,040  |
| North Hampton [-]              | [6345009]: US 1 -- US 1 Shoulders from North RD to Rye t/l<br>Improve shoulders from the New North Road access point to the Rye town line.<br>New signal and widen to five lanes in the vicinity of Lafayette Terrace connecting residential and commercial properties on each side of US 1. From US 1 Corridor Study. | 2034       | 2036        | \$ 481,216   | \$ 496,615   | \$ 4,100,051  | \$ 5,077,882  |
| NORTH HAMPTON [24457 ]         | [-]: US 1 -- US 1 Bridge over B&M RR Replacement<br>Replace Bridge Over Boston & Maine Railroad - 148/132 {red List Bridge}  | 2021       | 2021        | \$ -         | \$ -         | \$ 3,740,100  | \$ 3,740,100  |
| PLAISTOW - KINGSTON [10044 E ] | [-]: NH 125 -- Plaistow-Kingston NH 125 Improvements<br>Reconstruct From 1/4 Mi South Of Plaistow / Kingston T/I Northerly Approx 1.8 Mi Including Extension Of Kingston Rd. (pe & Row Funding Included Under Plaistow-kingston 10044b) (parent=kingston 10044b)   | 2021       | 2025        | \$ -         | \$ -         | \$ 18,923,500 | \$ 18,923,500 |
| Plaistow [-]                   | [6375004]: NH 121A -- NH 121A/North Ave. Intersection improvements<br>Intersection improvements at North Avenue And NH 121A In Plaistow  | 2037       | 2039        | \$ 361,266   | \$ 372,827   | \$ 3,078,058  | \$ 3,812,151  |
| Plaistow-Kingston [10044E]     | [6001010]: NH 125 -- NH 125 Old County Rd to Hunt Rd/Newton Junction Rd.<br>Reconstruct NH 125 from northern limit of Old County Road project (10044D) to southern limit of Hunt Rd/Newton Junction Rd project (10044C), including extension of Kingston Rd  | 2026       | 2029        | \$ 2,057,146 | \$ 2,122,974 | \$ 18,395,794 | \$ 22,575,914 |
| Portsmouth [-]                 | [6379001]: Durham St/Corporate Drive/NH Ave/International Dr -- NH Ave/Corporate Drive intersection signalization<br>Installation of a traffic signal and construction of left turn lanes on the approaches to New Hampshire Avenue, Corporate Drive and International Drive.  | 2030       | 2032        | \$ 176,436   | \$ 182,082   | \$ 1,503,272  | \$ 1,861,791  |

| Town           | [State#][RPC#]: Route/Road -- Project Name & Scope  | Start Year | Finish Year | Engineering  | Right-of-Way | Construction  | Cost Total    |
|----------------|---|------------|-------------|--------------|--------------|---------------|---------------|
| Portsmouth [-] | [6379002]: Grafton Drive -- Grafton Drive Capacity Expansion<br><br>Grafton Drive will be widened to provide a five lane cross section, two through turn lanes in each direction and a center left turn lane. In addition left-through and right-turn lanes will be provided on the Portsmouth Transportation Center approach. Finally, a signal will be added to the intersection. | 2028       | 2030        | \$ 225,906   | \$ 233,135   | \$ 1,924,761  | \$ 2,383,801  |
| Portsmouth [-] | [6379003]: Corporate Dr/ Grafton Drive -- Corporate Dr/Grafton Drive intersection signalization<br><br>Installation of a fully actuated traffic control signal at the intersection of Corporate Drive and Grafton Drive on the Pease International Tradeport in Portsmouth.   | 2029       | 2031        | \$ 217,592   | \$ 224,555   | \$ 1,853,929  | \$ 2,296,077  |
| Portsmouth [-] | [6379005]: Maplewood Ave -- Replace Maplewood Ave Culvert over North Mill Pond<br><br>Replace Maplewood Avenue culvert over North Mill Pond. Replacement structure will consist of three concrete arches with existing stone reused to construct seawalls.  | 2029       | 2031        | \$ 178,737   | \$ 184,456   | \$ 1,522,871  | \$ 1,886,063  |
| Portsmouth [-] | [6379006]: US Route 1 Bypass -- Reconstruct US 1 Bypass from Lafayette Rd to Traffic Circle<br><br>reconstruct the US 1 Bypass to current standards between the split from Lafayette Road to just south of the traffic circle.  | 2032       | 2035        | \$ 1,685,544 | \$ 1,739,481 | \$ 15,072,784 | \$ 18,497,809 |
| Portsmouth [-] | [6379007]: Maplewood Ave -- Maplewood Ave RR Crossing upgraded<br><br>Upgrade the railroad crossing on Maplewood Ave between Vaughan and Deer Streets.  | 2034       | 2036        | \$ 125,535   | \$ 129,552   | \$ 1,069,579  | \$ 1,324,665  |
| Portsmouth [-] | [6379010]: I-95 -- Pannaway Manner Noise Barrier<br><br>Construct a noise barrier consisting of vertical wood sound walls along an approximately 2,000 foot portion of southbound I-95 where it passes Pannaway Manor.  | 2035       | 2037        | \$ 227,185   | \$ 234,455   | \$ 1,935,658  | \$ 2,397,298  |
| Portsmouth [-] | [6379011]: US Route 1 -- US 1 Capacity Expansion from Ocean Rd to White Cedar Blvd.<br><br>Widen US Route 1 from Ocean Road to White Cedar Blvd to five lanes. Realign Lang Road to form 4-way intersection with US 1 at Ocean Rd via Longmeadow Rd.  | 2028       | 2030        | \$ 865,972   | \$ 893,683   | \$ 7,378,249  | \$ 9,137,904  |
| Portsmouth [-] | [6379012]: Coakley Rd -- Coakley Road Bridge Replacement<br><br>Upgrade / replace aging bridge.   | 2034       | 2036        | \$ 36,023    | \$ 37,176    | \$ 306,923    | \$ 380,121    |
| Portsmouth [-] | [6379013]: Bartlett St -- Bartlett St. Bridge Replacement<br><br>Bridge upgrade / replacement over Hodgson Brook  | 2033       | 2035        | \$ 60,292    | \$ 62,221    | \$ 513,701    | \$ 636,214    |
| Portsmouth [-] | [6379015]: Cate Street -- Cate Street Bridge Replacement<br><br>Replace bridge  | 2033       | 2035        | \$ 84,621    | \$ 87,328    | \$ 720,983    | \$ 892,932    |

| Town                                       | [State#][RPC#]: Route/Road -- Project Name & Scope  | Start Year | Finish Year | Engineering  | Right-of-Way | Construction  | Cost Total    |
|--|---|------------|-------------|--------------|--------------|---------------|---------------|
| Portsmouth [-]                             | [6379016]: Market Street -- Market St. RR Crossing upgrade<br>Upgrade the railroad crossing on Market Street near the intersection with Russell St. This hazard elimination project, includes upgrades of the rail, the roadway approaches, drainage improvements, and installation of protective devices at the crossing.      | 2032       | 2034        | \$ 150,874   | \$ 155,702   | \$ 1,285,474  | \$ 1,592,050  |
| Portsmouth [-]                             | [6379017]: US Route 1 -- US 1 Capacity Expansion from Constitution Ave to Wilson Rd.<br>Constitution Drive to Wilson Road. Some preliminary engineering has been completed. Project would reconstruct US Route 1 to upgrade corridor to provide better access management and capacity on roadway segments and at intersections. | 2027       | 2030        | \$ 1,430,153 | \$ 1,475,918 | \$ 12,788,981 | \$ 15,695,052 |
| Portsmouth [-]                             | [6379018]: Pierce Island Rd -- Pierce Island bridge Replacement<br>Replace Pierce Island Bridge over Little Harbor  | 2030       | 2032        | \$ 461,141   | \$ 475,897   | \$ 3,929,006  | \$ 4,866,044  |
| Portsmouth [-]                             | [6379020]: US Route 1 Bypass -- Reconstruct US 1 Bypass from Traffic Circle to Sarah Long Bridge<br>Reconstruct the Northern segment of the US 1 Bypass between the traffic circle and the Sarah Long Bridge to current standards   | 2038       | 2040        | \$ 1,566,300 | \$ 1,616,421 | \$ 14,006,458 | \$ 17,189,178 |
| Portsmouth [-]                             | [6379021]: US Route 1 Bypass -- US 1 Bypass Traffic Circle Improvements<br>Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection  | 2034       | 2036        | \$ 915,356   | \$ 944,648   | \$ 7,799,011  | \$ 9,659,015  |
| PORTSMOUTH [13455 D ] [-]:                 | US 1 BYPASS -- US 1 Bypass Bridge Replacements<br>Replace Bridges (205/116) Woodbury Avenue And (211/114) Stark Street Over Us 1 Bypass {both Red List} (pe & Row In Parent 13455)  | 2020       | 2020        | \$ -         | \$ -         | \$ 8,371,440  | \$ 8,371,440  |
| PORTSMOUTH [RPC30 ] [-]:                   | US 1 -- US 1 Capacity improvements<br>Capacity Improvements From Constitution To Wilson And Ocean To White Cedar  | 2020       | 2023        | \$ 1,170,600 | \$ 1,812,000 | \$ 5,596,710  | \$ 8,579,310  |
| PORTSMOUTH, NH - KITTERY, ME [16189 ] [-]: | I-95 -- I-95 Piscataquau River Bridge Rehabilitation<br>Rehabilitation Of Bridge Over Piscataqua River - 258/128  | 2019       | 2019        | \$ -         | \$ -         | \$ 1,800,000  | \$ 1,800,000  |
| PORTSMOUTH, NH - KITTERY, ME [29694 ] []:  | US 1 BYPASS -- Sarah Long Bridge Replacement - Debt Service<br>Debt service project for NH share of Sarah Long Bridge Construction (15731)  | 2019       | 2024        | \$ -         | \$ -         | \$ 64,890,354 | \$ 64,890,354 |
| Region [-]                                 | [6001012]: Multiple -- Improvements to ITS/IMS Communications backbone<br>Region-to-TMC Communications Backbone: Implement a robust communications backbone between the State's TMC in Concord and the seacoast region. From Regional ITS Architecture  | 2033       | 2035        | \$ 608,210   | \$ 627,673   | \$ 5,182,067  | \$ 6,417,950  |
| Region [-]                                 | [6001013]: Multiple -- Portable VMS for Region<br>Regional Portable VMS: Procure two portable VMS for the region to use to assist in construction traffic mitigation.   | 2030       | 2032        | \$ 13,473    | \$ 13,904    | \$ 114,795    | \$ 142,173    |

| Town           | [State#][RPC#]: Route/Road -- Project Name & Scope   | Start Year | Finish Year | Engineering | Right-of-Way | Construction | Cost Total   |
|----------------|--|------------|-------------|-------------|--------------|--------------|--------------|
| Region [-]     | [6001014]: NH 125 -- Cross-border ITS Improvements   |            |             |             |              |              |              |
|                | Route 125 and Interstate 495 Interchange Cross-Border ITS: Deployment of Advanced Traveller Information Services and Communications upgrades to coordinate traffic flow information across the MA-NH border. | 2025       | 2027        | \$ 82,214   | \$ 84,845    | \$ 700,483   | \$ 867,543   |
| Region [-]     | [6001015]: Multiple -- Bridge Security Video ITS Improvements  |            |             |             |              |              |              |
|                | Bridge Security Surveillance and Interagency Video Exchange: Establish a video distribution system to allow authorized municipal and transit organizations to view bridge conditions in real-time.           | 2028       | 2030        | \$ 277,111  | \$ 285,979   | \$ 2,361,040 | \$ 2,924,129 |
| Rye [-]        | [6397001]: US 1 -- US 1 Shoulders Breakfast Hill to Portsmouth City Line   |            |             |             |              |              |              |
|                | Improve shoulders on US 1 from Breakfast Hill Road to Portsmouth city line   | 2034       | 2036        | \$ 218,321  | \$ 225,307   | \$ 1,860,137 | \$ 2,303,765 |
| Rye [-]        | [6397002]: US 1 -- US 1 Washington Rd. Intersection capacity improvements  |            |             |             |              |              |              |
|                | Widen to five lanes and improve the Washington Road/Breakfast Hill Road intersection with US 1. Reduce vertical rise to the south to improve sight distance.   | 2025       | 2027        | \$ 330,913  | \$ 341,502   | \$ 2,819,444 | \$ 3,491,860 |
| Rye [-]        | [6397003]: US 1 -- US 1 Shoulders from N. Hampton T/L to Breakfast Hill Rd.  |            |             |             |              |              |              |
|                | Improve Shoulders on US 1 from North Hampton Town line to Breakfast Hill Road. Realign Dow Road to 90 degree approach.   | 2033       | 2035        | \$ 126,931  | \$ 130,993   | \$ 1,081,475 | \$ 1,339,398 |
| Salem [-]      | [6399007]: Town Farm Rd -- Town Farm Rd. Bridge replacement  |            |             |             |              |              |              |
|                | Bridge Replacement on Town Farm Road over Spicket River [118/116]  | 2035       | 2037        | \$ 227,147  | \$ 234,416   | \$ 1,935,338 | \$ 2,396,902 |
| SALEM [12334 ] | [-]: NH 28 -- Salem Depot intersection reconstruction  |            |             |             |              |              |              |
|                | Reconstruct Intersection, Main Street @ Depot Street, Including Signals, Left Turn Lanes & Approaches [mupca*450] {municipal Urban Program}  | 2019       | 2019        | \$ -        | \$ -         | \$ 2,835,690 | \$ 2,835,690 |
| SALEM [15988 ] | [-]: TOWN FARM ROAD -- Salem Town Farm Road Bridge replacement   |            |             |             |              |              |              |
|                | Bridge Replacement Over Spicket River - 118/116 [sab*4216] {state Aid Bridge Program}  | 2019       | 2019        | \$ -        | \$ -         | \$ 1,024,392 | \$ 1,024,392 |
| SALEM [15989 ] | [-]: SOUTH POLICY STREET -- Salem South Policy Street Bridge replacement   |            |             |             |              |              |              |
|                | Bridge Replacement - 083/062 [sab*4216] {state Aid Bridge Program}   | 2019       | 2019        | \$ -        | \$ 5,853     | \$ 734,890   | \$ 740,743   |
| SALEM [20228 ] | [-]: BLUFF STREET EXT -- Salem Bluff Street Extension Bridge replacement   |            |             |             |              |              |              |
|                | Bridge Replacement Over Widow Harris Brook - 116/116 {red List} (sab*4216)   | 2020       | 2020        | \$ -        | \$ 1,812     | \$ 789,066   | \$ 790,878   |
| SALEM [26486 ] | [-]: SHANNON RD -- Salem Shannon Road Bridge replacement   |            |             |             |              |              |              |
|                | Bridge Replacement Over Providence Hill Brook - 122/160  | 2020       | 2020        | \$ 142,480  | \$ 6,234     | \$ 760,487   | \$ 909,201   |

| Town                                | [State#][RPC#]: Route/Road -- Project Name & Scope   | Start Year | Finish Year | Engineering  | Right-of-Way | Construction  | Cost Total    |
|-------------------------------------|--|------------|-------------|--------------|--------------|---------------|---------------|
| SALEM TO MANCHESTER [14800 A ] [-]: | I-93 -- I-93 Exit 1 area work<br>Mainline, Exit 1 To Sta. 1130 & Nh38 (salem), Includes Bridges 073/063 & 077/063 {both Red List} [partial Garvee Bonded Project] (parent = Salem To Manchester 13933*) [14800a=debt Service & 13933d=const] | 2019       | 2024        | \$ -         | \$ -         | \$ 31,317,306 | \$ 31,317,306 |
| SALEM TO MANCHESTER [14800 E ] [-]: | I-93 -- I-93 GARVEE Bond tracking project<br>Project Initiated To Track Garvee Bond Debt Service Attributable To The 13933e Project.[partial Garvee Bonded Project] (parent = Salem To Manchester 13933*)                                    | 2019       | 2020        | \$ -         | \$ -         | \$ 10,194,727 | \$ 10,194,727 |
| SALEM TO MANCHESTER [14800 H ] [-]: | I-93 -- I-93 Final Design and ROW<br>Final Design Services For Pe And Row (garvee 2012 Bond Issue) [debt Service Project For Final Design Project 10418v]  | 2019       | 2020        | \$ 1,847,889 | \$ 348,507   | \$ -          | \$ 2,196,396  |
| Salem-Windham [-] [6001017]:        | NH 28 -- Phase 3 of Salem-Concord bikeway<br>Phase 3 Of Salem-concord Bikeway: Main Street In Salem To NH 111 In Windham. 1.8 Miles.   | 2026       | 2028        | \$ 81,452    | \$ 84,058    | \$ 693,983    | \$ 859,492    |
| Sandown [-] [6405001]:              | Phillips Rd -- Phillips Rd bridge replacement<br>Bridge Replacement on Phillips Road over Exeter River [093/109]   | 2032       | 2034        | \$ 81,997    | \$ 84,621    | \$ 698,627    | \$ 865,244    |
| Sandown [-] [6405002]:              | Fremont Rd -- Bridge rehabilitation/replacement on Fremont Rd.<br>Bridge rehab/replacement on Fremont Road over Exeter River - 098/117   | 2032       | 2034        | \$ 71,747    | \$ 74,043    | \$ 611,299    | \$ 757,089    |
| Seabrook [-] [6409001]:             | US 1 -- US 1 Capacity iprovements at the Seabrook Rotary<br>Reconfigure rotary on US 1 at the MA state line to a four way intersection as per the US 1 Corridor Study. Widen US 1 to 5 lanes   | 2027       | 2029        | \$ 419,560   | \$ 432,986   | \$ 3,574,733  | \$ 4,427,279  |
| Seabrook [-] [6409002]:             | US 1 -- US 1 Capacity Improvements between Walton Rd and Gretchen Rd<br>Widen US 1 to 5 lanes between Walton Road and Gretchen Road From US 1 Corridor Study.  | 2030       | 2032        | \$ 442,695   | \$ 456,861   | \$ 3,771,846  | \$ 4,671,402  |
| Seabrook [-] [6409005]:             | US 1 -- US 1 Capacity Improvements between the North Acss Rd and the Hampton Falls Town Line<br>US 1 - Transition from 5 lanes at the North Access Road to a 3 lane cross-section at the Hampton Falls town line. From US 1 Corridor Study.  | 2026       | 2028        | \$ 67,876    | \$ 70,048    | \$ 578,319    | \$ 716,243    |
| Seabrook [-] [6409006]:             | NH 1A -- NH 1A Sidewalk in Seabrook<br>Curbed sidewalk linking Seabrook Beach community with Hampton Beach [future TE].  | 2025       | 2027        | \$ 44,396    | \$ 45,816    | \$ 378,261    | \$ 468,473    |
| Seabrook-Hampton [-] [6001018]:     | NH 1A -- Route 1A Evacuation ITS Improvements<br>Route 1A Evacuation ITS Improvements: Deployment of Route 1A contra-flow signage, VMS, surveillance, and communications upgrades. From Regional ITS Architecture                            | 2025       | 2027        | \$ 293,095   | \$ 302,474   | \$ 2,497,222  | \$ 3,092,790  |

| Town               | [State#][RPC#]: Route/Road -- Project Name & Scope   | Start Year | Finish Year | Engineering           | Right-of-Way         | Construction          | Cost Total            |
|--------------------|--|------------|-------------|-----------------------|----------------------|-----------------------|-----------------------|
| South Hampton [-]  | [6417001]: Whitehall Rd -- Whitehall Rd Bridge Replacement<br>Bridge Replacement on Whitehall Road over Powwow River [099/062]   | 2032       | 2034        | \$ 52,273             | \$ 53,946            | \$ 445,375            | \$ 551,593            |
| South Hampton [-]  | [6417002]: Hilldale Ave -- Hilldale Ave bridge replacement<br>Bridge Replacement on Hilldale Avenue over Powwow River [069/066]  | 2032       | 2034        | \$ 122,995            | \$ 126,931           | \$ 1,047,941          | \$ 1,297,867          |
| Stratham [-]       | [6431002]: Squamscott Rd -- Bike lanes on Squamscott Rd<br>Shoulder Bike Lanes On Squamscott Road From NH 108 To NH 33   | 2029       | 2031        | \$ 186,508            | \$ 192,476           | \$ 1,589,082          | \$ 1,968,066          |
| Stratham [-]       | [6431003]: NH 108 -- Signalize NH 108/Bunker Hill Avenue intersection<br>NH 108 / Bunker Hill Avenue: Signalization And Turn Lanes And Intersection<br>Realignment. Source: 1999-2020 LRP      | 2031       | 2033        | \$ 93,557             | \$ 96,551            | \$ 797,125            | \$ 987,234            |
| Stratham [-]       | [6431004]: NH 108 -- Signalize NH 108/Frying Pan Lane intersection<br>NH 108/ Frying Pan Lane/ River Rd Signalization And Realignment And Lane<br>Improvements. Source: 2001-2003 TIP Proposal | 2034       | 2036        | \$ 158,938            | \$ 164,024           | \$ 1,354,180          | \$ 1,677,141          |
| <b>Grand Total</b> |  |            |             | <b>\$ 131,008,026</b> | <b>\$ 39,477,430</b> | <b>\$ 507,933,688</b> | <b>\$ 678,419,144</b> |

Fiscal Constraint Analysis for the 2015-2018 Transportation Improvement Program and 2040 Metropolitan Transportation Plan

|                                       |                               | Estimated Regional Share of Available Funding <sup>1,2,3</sup> |                       |                       |                                 |                         | Estimated Project Costs <sup>6</sup> |                                 |                         |                                |      |
|---------------------------------------|-------------------------------|--|-----------------------|-----------------------|---------------------------------|-------------------------|--------------------------------------|---------------------------------|-------------------------|--------------------------------|------|
| Source of Data                        | Fiscal Year                   | Federal  | State <sup>4</sup>    | Other                 | Statewide Programs <sup>5</sup> | Regional Target Funding | Regional Projects                    | Share of Statewide <sup>7</sup> | Total Project Costs     | Remaining Funding <sup>8</sup> |      |
| 2040 Metropolitan Transportation Plan | 2015-2018 TIP                 | 2015   | \$ 25,741,636         | \$ 65,293,939         | \$ 22,355,765                   | \$ 9,707,127            | \$ 123,098,467                       | \$ 113,391,340                  | \$ 9,707,127            | \$ 123,098,467                 | \$ - |
|                                       |                               | 2016   | \$ 28,620,929         | \$ 44,479,326         | \$ 21,583,766                   | \$ 9,341,966            | \$ 104,025,987                       | \$ 94,684,021                   | \$ 9,341,966            | \$ 104,025,987                 | \$ - |
|                                       |                               | 2017   | \$ 35,465,308         | \$ 53,355,777         | \$ 24,686,756                   | \$ 9,511,199            | \$ 123,019,040                       | \$ 113,507,841                  | \$ 9,511,199            | \$ 123,019,040                 | \$ - |
|                                       |                               | 2018   | \$ 42,433,060         | \$ 57,705,663         | \$ 29,802,808                   | \$ 9,706,925            | \$ 139,648,456                       | \$ 129,941,531                  | \$ 9,706,925            | \$ 139,648,456                 | \$ - |
|                                       | 2015-2024 State Ten Year Plan | 2019   | \$ 32,819,858         | \$ 6,780,275          | \$ 1,996,645                    | \$ 9,706,925            | \$ 51,303,703                        | \$ 41,596,778                   | \$ 9,706,925            | \$ 51,303,703                  | \$ - |
|                                       |                               | 2020   | \$ 36,496,964         | \$ 7,638,357          | \$ 2,553,900                    | \$ 8,179,819            | \$ 54,869,040                        | \$ 46,689,221                   | \$ 8,179,819            | \$ 54,869,040                  | \$ - |
|                                       |                               | 2021   | \$ 35,950,310         | \$ 7,932,913          | \$ 1,971,764                    | \$ 8,179,819            | \$ 54,034,806                        | \$ 45,854,987                   | \$ 8,179,819            | \$ 54,034,806                  | \$ - |
|                                       |                               | 2022   | \$ 30,352,014         | \$ 6,637,077          | \$ 1,824,226                    | \$ 7,846,654            | \$ 46,659,971                        | \$ 38,813,317                   | \$ 7,846,654            | \$ 46,659,971                  | \$ - |
|                                       |                               | 2023   | \$ 29,633,543         | \$ 6,924,883          | \$ 995,170                      | \$ 5,974,014            | \$ 43,527,610                        | \$ 37,553,596                   | \$ 5,974,014            | \$ 43,527,610                  | \$ - |
|                                       |                               | 2024   | \$ 22,042,099         | \$ 4,800,406          | \$ 1,562,262                    | \$ 7,254,602            | \$ 35,659,369                        | \$ 28,404,767                   | \$ 7,254,602            | \$ 35,659,369                  | \$ - |
|                                       | 2025                          | \$ 27,281,057  | \$ 7,250,160          | \$ 2,617,468          | \$ 7,121,602                    | \$ 44,270,286           | \$ 27,363,549                        | \$ 7,121,602                    | \$ 34,485,151           | \$ 9,785,135                   |      |
|                                       | 2026                          | \$ 27,448,556  | \$ 7,236,860          | \$ 2,623,636          | \$ 7,121,602                    | \$ 44,430,654           | \$ 16,694,833                        | \$ 7,121,602                    | \$ 23,816,435           | \$ 20,614,218                  |      |
|                                       | 2027                          | \$ 27,616,055  | \$ 7,223,560          | \$ 2,629,804          | \$ 7,121,602                    | \$ 44,591,021           | \$ 27,608,151                        | \$ 7,121,602                    | \$ 34,729,753           | \$ 9,861,268                   |      |
|                                       | 2028                          | \$ 27,783,555  | \$ 7,210,260          | \$ 2,635,972          | \$ 7,121,602                    | \$ 44,751,388           | \$ 31,595,573                        | \$ 7,121,602                    | \$ 38,717,175           | \$ 6,034,213                   |      |
|                                       | 2029                          | \$ 27,951,054  | \$ 7,196,960          | \$ 2,642,140          | \$ 7,121,602                    | \$ 44,911,756           | \$ 32,682,960                        | \$ 7,121,602                    | \$ 39,804,562           | \$ 5,107,193                   |      |
|                                       | 2030                          | \$ 28,118,554  | \$ 7,183,660          | \$ 2,648,308          | \$ 7,121,602                    | \$ 45,072,123           | \$ 34,573,662                        | \$ 7,121,602                    | \$ 41,695,264           | \$ 3,376,859                   |      |
|                                       | 2031                          | \$ 28,286,053  | \$ 7,170,360          | \$ 2,654,476          | \$ 7,121,602                    | \$ 45,232,490           | \$ 25,804,680                        | \$ 7,121,602                    | \$ 32,926,282           | \$ 12,306,209                  |      |
|                                       | 2032                          | \$ 28,453,552  | \$ 7,157,060          | \$ 2,660,644          | \$ 7,121,602                    | \$ 45,392,858           | \$ 34,709,828                        | \$ 7,121,602                    | \$ 41,831,430           | \$ 3,561,427                   |      |
|                                       | 2033                          | \$ 28,621,052  | \$ 7,143,760          | \$ 2,666,812          | \$ 7,121,602                    | \$ 45,553,225           | \$ 18,923,409                        | \$ 7,121,602                    | \$ 26,045,011           | \$ 19,508,214                  |      |
|                                       | 2034                          | \$ 28,788,551  | \$ 7,130,460          | \$ 2,672,980          | \$ 7,121,602                    | \$ 45,713,593           | \$ 30,872,936                        | \$ 7,121,602                    | \$ 37,994,538           | \$ 7,719,054                   |      |
| 2035                                  | \$ 28,956,051                 | \$ 7,117,160   | \$ 2,679,148          | \$ 7,121,602          | \$ 45,873,960                   | \$ 27,706,075           | \$ 7,121,602                         | \$ 34,827,677                   | \$ 11,046,283           |                                |      |
| 2036                                  | \$ 29,123,550                 | \$ 7,103,860   | \$ 2,685,316          | \$ 7,121,602          | \$ 46,034,327                   | \$ 26,409,429           | \$ 7,121,602                         | \$ 33,531,031                   | \$ 12,503,296           |                                |      |
| 2037                                  | \$ 29,291,049                 | \$ 7,090,560   | \$ 2,691,484          | \$ 7,121,602          | \$ 46,194,695                   | \$ 28,922,217           | \$ 7,121,602                         | \$ 36,043,819                   | \$ 10,150,876           |                                |      |
| 2038                                  | \$ 29,458,549                 | \$ 7,077,260   | \$ 2,697,652          | \$ 7,121,602          | \$ 46,355,062                   | \$ 13,836,789           | \$ 7,121,602                         | \$ 20,958,391                   | \$ 25,396,671           |                                |      |
| 2039                                  | \$ 29,626,048                 | \$ 7,063,960   | \$ 2,703,820          | \$ 7,121,602          | \$ 46,515,429                   | \$ 24,492,687           | \$ 7,121,602                         | \$ 31,614,289                   | \$ 14,901,140           |                                |      |
| 2040                                  | \$ 29,793,548                 | \$ 7,050,660   | \$ 2,709,987          | \$ 7,121,602          | \$ 46,675,797                   | \$ 6,672,586            | \$ 7,121,602                         | \$ 13,794,188                   | \$ 32,881,608           |                                |      |
|                                       |                               | <b>\$ 776,152,554</b>  | <b>\$ 375,955,170</b> | <b>\$ 151,952,706</b> | <b>\$ 199,354,681</b>           | <b>\$ 1,503,415,112</b> | <b>\$ 1,099,306,765</b>              | <b>\$ 199,354,681</b>           | <b>\$ 1,298,661,446</b> | <b>\$ 204,753,666</b>          |      |

- Notes:**
- 1 First four years of estimated available funding is derived from projects programmed in the Draft 2015-2018 STIP
  - 2 2019-2024 estimated available funding is derived from projects programmed in the 2015-2024 State Ten Year Plan
  - 3 2025-2040 Federal, State, and Other Funds are derived from extending trend from State Ten Year Plan "Total Program Dollars by FY - Includes Revenue from SB367)
  - 4 Includes Toll Credits, bond revenues, turnpike funds, and road toll funds
  - 5 Statewide Program Funds available derived from a share (13.3%) of the Total Programmatic funding in STIP extended to 2040
  - 6 Inflated at 3.2% per year from 2013 to the year programmed for each phase
  - 7 13.3% share of Statewide programmatic funds from STIP. Assumed to be equal to regional share of available funding
  - 8 Estimated as the difference between Estimated Regional Target Funding and Total Project Cost for Each Fiscal Year.

**FISCAL CONSTRAINT ANALYSIS - STATE LEVEL FUNDING AVAILABLE FOR 2015-2040**

| FY   | FHWA <sup>1,4,5,8</sup> | Federal Transit <sup>6</sup> | State Program Funding | Other Program Matching Funds | SB367 Road Toll <sup>8,9</sup> | Other Matching Funds <sup>3</sup> | Turnpike Improvements <sup>7</sup> | FY Total                |
|------|-------------------------|------------------------------|-----------------------|------------------------------|--------------------------------|-----------------------------------|------------------------------------|-------------------------|
| 2015 | \$ 171,400,000          | \$ 24,600,000                | \$ 33,200,000         | \$ 3,266,189                 | \$ 67,012,610                  | \$ 31,149,930                     | \$ 41,330,013                      | \$ 371,958,742          |
| 2016 | \$ 167,300,000          | \$ 23,900,000                | \$ 29,300,000         | \$ 2,794,169                 | \$ 61,867,369                  | \$ 26,823,849                     | \$ 39,055,045                      | \$ 351,040,432          |
| 2017 | \$ 187,700,000          | \$ 23,300,000                | \$ 34,200,000         | \$ 3,011,755                 | \$ 92,564,603                  | \$ 26,126,064                     | \$ 47,412,612                      | \$ 414,315,034          |
| 2018 | \$ 186,700,000          | \$ 25,500,000                | \$ 33,600,000         | \$ 3,212,479                 | \$ 86,642,139                  | \$ 29,727,564                     | \$ 36,700,000                      | \$ 402,082,182          |
| 2019 | \$ 187,400,000          | \$ 23,800,000                | \$ 35,700,000         | \$ 3,212,479                 | \$ 48,186,571                  | \$ 5,900,000                      | \$ 30,100,000                      | \$ 334,299,050          |
| 2020 | \$ 191,600,000          | \$ 23,300,000                | \$ 38,400,000         | \$ 3,212,479                 | \$ 30,800,000                  | \$ 1,100,000                      | \$ 41,800,000                      | \$ 330,212,479          |
| 2021 | \$ 189,700,000          | \$ 23,700,000                | \$ 33,300,000         | \$ 3,212,479                 | \$ 30,700,000                  | \$ -                              | \$ 18,900,000                      | \$ 299,512,479          |
| 2022 | \$ 191,900,000          | \$ 24,100,000                | \$ 38,000,000         | \$ 3,212,479                 | \$ 30,600,000                  | \$ 9,000,000                      | \$ 22,900,000                      | \$ 319,712,479          |
| 2023 | \$ 181,300,000          | \$ 22,600,000                | \$ 33,100,000         | \$ 3,212,479                 | \$ 30,500,000                  | \$ -                              | \$ 24,000,000                      | \$ 294,712,479          |
| 2024 | \$ 179,800,000          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 30,400,000                  | \$ -                              | \$ 21,000,000                      | \$ 292,812,479          |
| 2025 | \$ 190,406,667          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 30,300,000                  | \$ 11,292,766                     | \$ 21,000,000                      | \$ 314,611,911          |
| 2026 | \$ 191,666,061          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 30,200,000                  | \$ 11,339,142                     | \$ 21,000,000                      | \$ 315,817,681          |
| 2027 | \$ 192,925,455          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 30,100,000                  | \$ 11,385,517                     | \$ 21,000,000                      | \$ 317,023,451          |
| 2028 | \$ 194,184,848          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 30,000,000                  | \$ 11,431,893                     | \$ 21,000,000                      | \$ 318,229,221          |
| 2029 | \$ 195,444,242          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 29,900,000                  | \$ 11,478,269                     | \$ 21,000,000                      | \$ 319,434,990          |
| 2030 | \$ 196,703,636          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 29,800,000                  | \$ 11,524,645                     | \$ 21,000,000                      | \$ 320,640,760          |
| 2031 | \$ 197,963,030          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 29,700,000                  | \$ 11,571,020                     | \$ 21,000,000                      | \$ 321,846,530          |
| 2032 | \$ 199,222,424          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 29,600,000                  | \$ 11,617,396                     | \$ 21,000,000                      | \$ 323,052,299          |
| 2033 | \$ 200,481,818          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 29,500,000                  | \$ 11,663,772                     | \$ 21,000,000                      | \$ 324,258,069          |
| 2034 | \$ 201,741,212          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 29,400,000                  | \$ 11,710,148                     | \$ 21,000,000                      | \$ 325,463,839          |
| 2035 | \$ 203,000,606          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 29,300,000                  | \$ 11,756,523                     | \$ 21,000,000                      | \$ 326,669,608          |
| 2036 | \$ 204,260,000          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 29,200,000                  | \$ 11,802,899                     | \$ 21,000,000                      | \$ 327,875,378          |
| 2037 | \$ 205,519,394          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 29,100,000                  | \$ 11,849,275                     | \$ 21,000,000                      | \$ 329,081,148          |
| 2038 | \$ 206,778,788          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 29,000,000                  | \$ 11,895,651                     | \$ 21,000,000                      | \$ 330,286,918          |
| 2039 | \$ 208,038,182          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 28,900,000                  | \$ 11,942,026                     | \$ 21,000,000                      | \$ 331,492,687          |
| 2040 | \$ 209,297,576          | \$ 23,900,000                | \$ 34,500,000         | \$ 3,212,479                 | \$ 28,800,000                  | \$ 11,988,402                     | \$ 21,000,000                      | \$ 332,698,457          |
|      | <b>\$ 5,032,433,939</b> | <b>\$ 621,100,000</b>        | <b>\$ 895,300,000</b> | <b>\$ 82,959,130</b>         | <b>\$ 982,073,292</b>          | <b>\$ 316,076,751</b>             | <b>\$ 659,197,670</b>              | <b>\$ 8,589,140,783</b> |

Notes

<sup>1</sup> I-93 capacity improvements beyond widening north of Exit 5 to the I-293 split are not included due to funding constraint. I-93 and Sarah Mildred Long payments based on GARVEE Bonds and Debt Service are included. 1% growth per year in revenues beyond 2025.

<sup>2</sup> State funded programs maintained at current budget levels, local match included in program total

<sup>3</sup> Totals comprised from project matching costs Maine, Vermont and other sources. From 2025-2040 this figure is calculated as 4% of the total of all categories to the left.

<sup>4</sup> Figures include inflation

<sup>5</sup> FHWA category includes approximately \$1.16 million annually to address railroad crossings

FISCAL CONSTRAINT ANALYSIS - REGIONAL LEVEL FUNDING AVAILABLE FOR 2015-2040

| FY   | FHWA <sup>1,4,5,8</sup> | Federal Transit Admin <sup>10</sup> | State Program Funding | Other Program Funding | SB367 Road Toll <sup>8,9</sup> | Other Matching Funds <sup>3</sup> | Turnpike Improvements <sup>7</sup> | Local Transit Match <sup>10</sup> | Total Funding Available |
|------|-------------------------|-------------------------------------|-----------------------|-----------------------|--------------------------------|-----------------------------------|------------------------------------|-----------------------------------|-------------------------|
| 2015 | \$ 21,758,917           | \$ 2,791,155                        | \$ 1,141,347          | \$ 434,403            | \$ 45,770,185                  | \$ 22,115,765                     | \$ 19,172,681                      | \$ 2,214,920                      | \$ 115,399,373          |
| 2016 | \$ 23,677,343           | \$ 2,596,970                        | \$ 1,121,296          | \$ 371,624            | \$ 24,567,814                  | \$ 20,814,596                     | \$ 18,155,045                      | \$ 2,170,030                      | \$ 93,474,719           |
| 2017 | \$ 29,279,038           | \$ 2,100,970                        | \$ 1,121,429          | \$ 400,563            | \$ 24,731,692                  | \$ 23,179,530                     | \$ 24,886,500                      | \$ 2,046,030                      | \$ 107,745,753          |
| 2018 | \$ 33,959,719           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 34,329,862                  | \$ 27,115,530                     | \$ 17,500,000                      | \$ 1,115,530                      | \$ 117,526,300          |
| 2019 | \$ 24,924,200           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 6,408,814                   | \$ 784,700                        | \$ 19,600,000                      | \$ 1,115,530                      | \$ 56,338,903           |
| 2020 | \$ 25,482,800           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 4,096,400                   | \$ 146,300                        | \$ 25,300,000                      | \$ 1,115,530                      | \$ 59,646,689           |
| 2021 | \$ 25,230,100           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 4,083,100                   | \$ -                              | \$ 14,900,000                      | \$ 1,115,530                      | \$ 48,834,389           |
| 2022 | \$ 25,522,700           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 4,069,800                   | \$ 1,197,000                      | \$ 2,900,000                       | \$ 1,115,530                      | \$ 38,310,689           |
| 2023 | \$ 24,112,900           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 4,056,500                   | \$ -                              | \$ 3,192,000                       | \$ 1,115,530                      | \$ 35,982,589           |
| 2024 | \$ 23,913,400           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 4,043,200                   | \$ -                              | \$ 2,793,000                       | \$ 1,115,530                      | \$ 35,370,789           |
| 2025 | \$ 25,324,087           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 4,029,900                   | \$ 1,501,938                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 38,270,114           |
| 2026 | \$ 25,491,586           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 4,016,600                   | \$ 1,508,106                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 38,430,481           |
| 2027 | \$ 25,659,085           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 4,003,300                   | \$ 1,514,274                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 38,590,848           |
| 2028 | \$ 25,826,585           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 3,990,000                   | \$ 1,520,442                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 38,751,216           |
| 2029 | \$ 25,994,084           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 3,976,700                   | \$ 1,526,610                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 38,911,583           |
| 2030 | \$ 26,161,584           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 3,963,400                   | \$ 1,532,778                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 39,071,950           |
| 2031 | \$ 26,329,083           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 3,950,100                   | \$ 1,538,946                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 39,232,318           |
| 2032 | \$ 26,496,582           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 3,936,800                   | \$ 1,545,114                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 39,392,685           |
| 2033 | \$ 26,664,082           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 3,923,500                   | \$ 1,551,282                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 39,553,053           |
| 2034 | \$ 26,831,581           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 3,910,200                   | \$ 1,557,450                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 39,713,420           |
| 2035 | \$ 26,999,081           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 3,896,900                   | \$ 1,563,618                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 39,873,787           |
| 2036 | \$ 27,166,580           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 3,883,600                   | \$ 1,569,786                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 40,034,155           |
| 2037 | \$ 27,334,079           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 3,870,300                   | \$ 1,575,954                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 40,194,522           |
| 2038 | \$ 27,501,579           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 3,857,000                   | \$ 1,582,122                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 40,354,889           |
| 2039 | \$ 27,669,078           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 3,843,700                   | \$ 1,588,290                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 40,515,257           |
| 2040 | \$ 27,836,578           | \$ 1,956,970                        | \$ 1,121,429          | \$ 427,260            | \$ 3,830,400                   | \$ 1,594,457                      | \$ 2,793,000                       | \$ 1,115,530                      | \$ 40,675,624           |
|      | \$ 683,146,431          | \$ 52,499,405                       | \$ 29,176,949         | \$ 11,033,564         | \$ 219,039,767                 | \$ 120,124,584                    | \$ 193,087,226                     | \$ 32,088,170                     | \$ 1,340,196,096        |

Notes

<sup>6</sup> Self-funded FTA programs, projects limited to available funds

<sup>7</sup> Proposed expanded Turnpike Capital program. Projects that may be constructed under current toll structure (no toll increase). HB391 authorized projects and other future projects included pending future toll increase. 2015-2018 Figures directly from TIP. 2019-2024 Figures from Ten Year Plan. Includes Turnpike Renewal & Replacement Program as well.

<sup>8</sup> 9 FHWA and SB367 State Aid Bridge revenue includes the local matching funds.

<sup>9</sup> SB367 inclusive of I93 \$200M Bond and Debt Service, additional State Aid Bridge (w/local match), and Betterment resurfacing and rehabilitation for highways and bridges.

<sup>10</sup> Transit funds for the region are derived from values in the State Ten Year Plan and the State Transportation Improvement Program and extended to 2040

# ATTACHMENT 3

**MEMORANDUM**

To: MPO Policy Committee  
 From: Scott Bogle, Senior Transportation Planner  
 Date: December 4, 2014  
 RE: **Transportation Alternatives Program Proposal Evaluation**

September 26<sup>th</sup> was the deadline for submittal of proposals for the first funding round of the new Transportation Alternatives Program (TAP). Six full proposals were received from five communities in the RPC region. In aggregate these proposals request \$2,165,069 in federal funding and have a total project cost of \$2,706,336.

Statewide 43 applications were submitted requesting a total of \$17.6 million in federal funding. This compares to the approximately \$5.5 million pool available statewide for the two year funding round. If divided equally among the nine planning regions, this would equate to approximately \$611,000 per region, though there is not an explicit criterion for geographic distribution in this funding round, and relatively little weight is placed on regional project rank.

Staff have reviewed and rated the proposals received based on the Statewide evaluation criteria developed by the new TAP Advisory Committee. These criteria were developed using the same DecisionLens software used for the Ten Year Plan project evaluation process, which is a new development since the last round of Transportation Alternatives (TE) program funding in 2009. These criteria are summarized below, and full descriptions of how they are intended to be applied are on the following pages.

| Category                |     | Criterion                 | Weight |
|-------------------------|-----|---------------------------|--------|
| Potential for Success   | 37% | Project Readiness         | 13%    |
|                         |     | Financial Readiness       | 17%    |
|                         |     | Feasibility               | 7%     |
| Safety                  | 22% | Stress Analysis           | 13%    |
|                         |     | Improve Safety Conditions | 9%     |
| Project Connectivity    | 18% | Project Connectivity      | 18%    |
| Socioeconomic Benefits  | 12% | Econ/Tourism Benefit      | 2%     |
|                         |     | Equity                    | 10%    |
| RPC/MPO Rankings        | 6%  | RPC/MPO Rankings          | 6%     |
| Multi-Modal Connections | 5%  | Multi-Modal Connections   | 5%     |
|                         |     |                           | 100%   |

As with prior rounds of TE and CMAQ funding, staff have prepared individual summary/scoring sheets for each project, including staff comments, information on projects' consistency with or listing in local and regional plans, local support, and staff rankings. Also included is a PDF compiling the narrative portions of each application created by NHDOT.

Because some of the proposals are very long (100+ pages) we are not making copies of full proposals for each TAC member. However, the original documents are available for review at the RPC offices. If you have questions in advance of the TAC meeting please contact at 778-0885 or [sbogle@rpc-nh.org](mailto:sbogle@rpc-nh.org).

The TAC reviewed the six projects at their meeting on October 23<sup>rd</sup>. There was significant discussion as to whether RPC membership should be a factor in project scoring, recognizing that the Town of Salem has not paid RPC dues in several years, and thus has not participated in providing the matching funds needed to support the range of MPO work necessary to make federal funding available to the region. This was used as a factor in the last round of TE funding in 2009, though staff had not accounted for it in initial TAP rankings. The TAC voted to assign four additional points to each project submitted by an RPC member community, to underscore the importance of community financial support to the MPO process. The number was proposed to fit within the six points that will be assigned at the State level for Regional Ranking, as that factor had not been used in Staff scoring.

The result of the TAC scoring change was modest, shifting the #2 and #3 ranked projects. As shown on the attached table, the Portsmouth project to construct phase one of the NH Seacoast Greenway on the Hampton Branch rail right of way remained the top ranked project, the Exeter NH111 shoulder bicycle route project moved to second, and the Salem project to construct phase three of the Salem Bike/Ped Corridor dropped to third. The fourth through sixth place rankings remained unchanged.

### **Requested Action**

Staff ask the Policy Committee to review the project application materials, staff reviews and TAC scoring; discuss these at the December 10<sup>th</sup> MPO meeting and adopt a final regional ranking of projects to be sent to NHDOT to incorporate in the Statewide ranking and project selection process.

**Transportation Alternatives Program  
TAC Ranking of Applications Submitted in RPC Region**

| <b>ID</b>   | <b>City/Town</b> | <b>Project Description</b>  | <b>Budget</b>       | <b>Federal</b>      | <b>Local</b>      | <b>Match %</b> | <b>Staff Score</b> | <b>TAC Score</b> | <b>TAC Rank</b> |
|-------------|------------------|---|---------------------|---------------------|-------------------|----------------|--------------------|------------------|-----------------|
| RPC-TA14-05 | Portsmouth       | Phase I of NH Seacoast Greenway rail trail on Hampton Branch RR corridor, extending 0.8 miles from Barberry Lane to NH33. (City Priority #1)  | \$ 750,000          | \$ 600,000          | \$ 150,000        | 20%            | <b>90.0</b>        | <b>94.0</b>      | <b>1</b>        |
| RPC-TA14-01 | Exeter           | Shoulder bicycle route on Kingston Road (NH111) between Pickpocket Road and Westsude Drive (1.1 miles) connecting to Brickyard Recreation Area.   | \$ 750,000          | \$ 600,000          | \$ 150,000        | 20%            | <b>84.0</b>        | <b>88.0</b>      | <b>2</b>        |
| RPC-TA14-6  | Salem            | Salem Bike/Ped Corridor - Segment 3 from Old Rockingham Road to Willow Street (Salem Depot) - 3000 ft (0.6 mile) on Manchester & Lawrence RR corridor. Connects to Windham Rail Trail.  | \$ 408,000          | \$ 326,400          | \$ 81,600         | 20%            | <b>87.0</b>        | <b>87.0</b>      | <b>3</b>        |
| RPC-TA14-04 | Portsmouth       | Maplewood Avenue Complete Streets Project - Sidewalk widening, bike lane creation, travel lane reductions, traffic calming along 0.25 mile corridor   | \$ 582,000          | \$ 465,600          | \$ 116,400        | 20%            | <b>82.0</b>        | <b>86.0</b>      | <b>4</b>        |
| RPC-TA14-03 | Plaistow         | Town Center Sidewalks - construct sidewalk on both sides of Main Street (NH121A) from railroad tracks to Park Ave (960'), and on East side of Main Street from Davis Park to Pollard Road (1,950'). Also includes crosswork improvements. | \$ 726,336          | \$ 581,069          | \$ 145,267        | 20%            | <b>81.5</b>        | <b>85.5</b>      | <b>5</b>        |
| RPC-TA14-02 | Newfields        | Town Center Sidewalk extension on Main Street (NH85) approx 1600' from RR bridge to NH108, and 900' on NH87 from Meadow Road to Old Lee Road  | \$ 240,000          | \$ 192,000          | \$ 48,000         | 20%            | <b>76.5</b>        | <b>80.5</b>      | <b>6</b>        |
|             |                  |   | <b>\$ 3,456,336</b> | <b>\$ 2,765,069</b> | <b>\$ 691,267</b> | <b>20%</b>     |                    |                  |                 |

# TRANSPORTATION ALTERNATIVES PROGRAM

TOTAL NUMBER OF APPLICATIONS SUBMITTED = 42

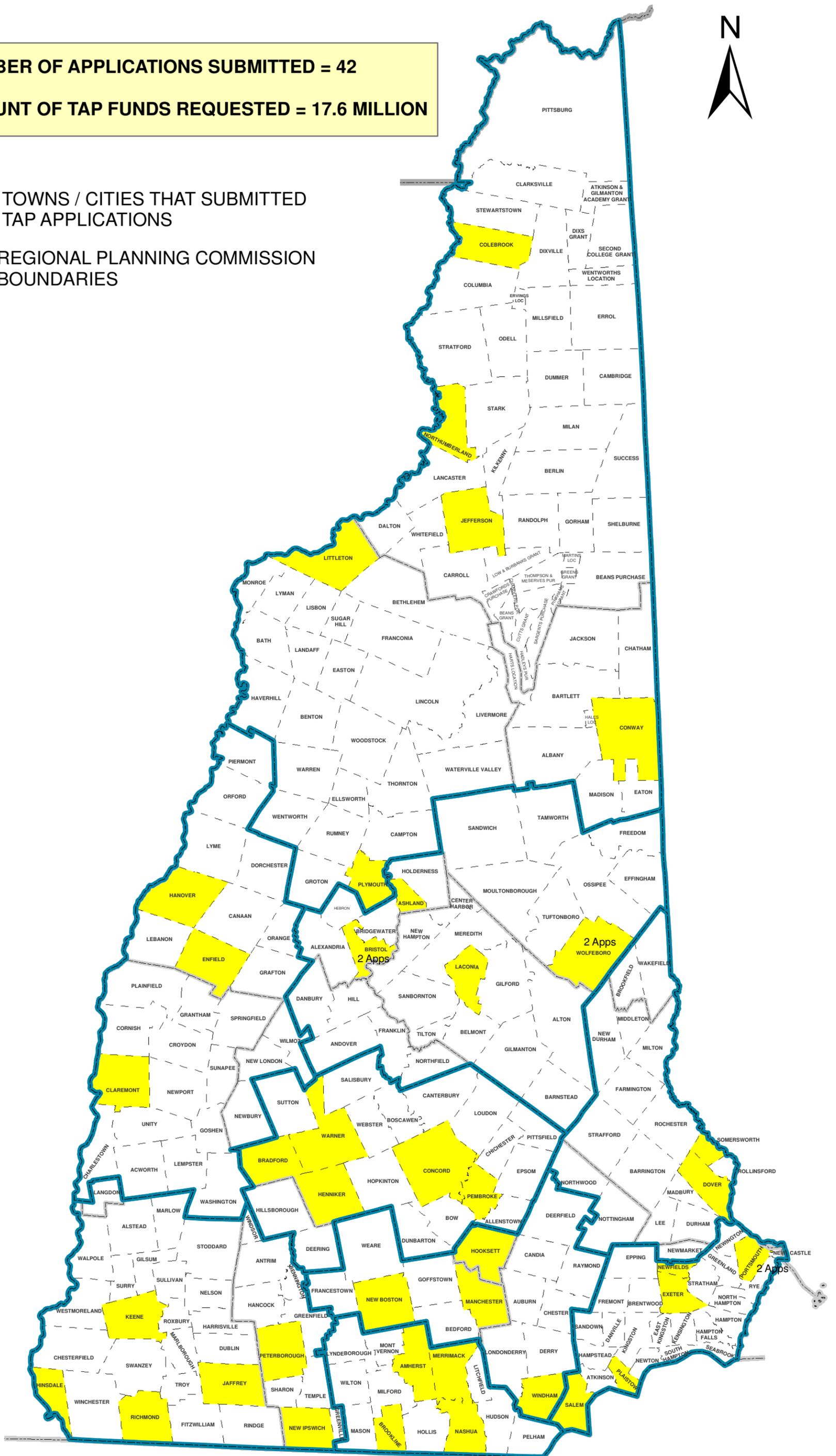
TOTAL AMOUNT OF TAP FUNDS REQUESTED = 17.6 MILLION



TOWNS / CITIES THAT SUBMITTED TAP APPLICATIONS



REGIONAL PLANNING COMMISSION BOUNDARIES



# ***TAP Applications Submitted***

| <b><i>RPC</i></b> | <b><i>Sponsor Name</i></b> | <b><i>APP-ID</i></b> | <b><i>Total \$</i></b> | <b><i>FED \$</i></b> | <b><i>% FED</i></b> |
|-------------------|----------------------------|----------------------|------------------------|----------------------|---------------------|
|-------------------|----------------------------|----------------------|------------------------|----------------------|---------------------|

## ***Central New Hampshire Planning Commission***

|                  |          |              |              |    |
|------------------|----------|--------------|--------------|----|
| Town of Bradford | 14-22TAP | \$600,000.00 | \$480,000.00 | 80 |
| City of Concord  | 14-37TAP | \$300,000.00 | \$240,000.00 | 80 |
| Town of Henniker | 14-39TAP | \$300,026.00 | \$240,020.00 | 80 |
| Town of Pembroke | 14-06TAP | \$248,049.00 | \$198,440.00 | 80 |
| Town of Warner   | 14-31TAP | \$665,294.00 | \$529,871.20 | 80 |

## ***Lakes Region Planning Commission***

|                   |          |                |              |    |
|-------------------|----------|----------------|--------------|----|
| Town of Ashland   | 14-10TAP | \$296,968.00   | \$237,574.40 | 80 |
| Town of Bristol   | 14-12TAP | \$302,760.00   | \$242,208.00 | 80 |
| Town of Bristol   | 14-13TAP | \$310,772.00   | \$248,617.60 | 80 |
| City of Laconia   | 14-34TAP | \$1,203,930.00 | \$503,930.00 | 42 |
| Town of Wolfeboro | 14-18TAP | \$620,000.00   | \$496,000.00 | 80 |
| Town of Wolfeboro | 14-19TAP | \$546,000.00   | \$436,800.00 | 80 |

## ***Nashua Regional Planning Commission***

|                   |          |              |              |    |
|-------------------|----------|--------------|--------------|----|
| Town of Amherst   | 14-30TAP | \$328,023.20 | \$262,418.56 | 80 |
| Town of Brookline | 14-14TAP | \$550,000.00 | \$440,000.00 | 80 |
| Town of Merrimack | 14-15TAP | \$545,000.00 | \$436,000.00 | 80 |
| City of Nashua    | 14-08TAP | \$500,000.00 | \$400,000.00 | 80 |

## ***North Country Council***

|                        |          |              |              |    |
|------------------------|----------|--------------|--------------|----|
| Town of Colebrook      | 14-09TAP | \$799,500.00 | \$639,600.00 | 80 |
| Town of Conway         | 14-35TAP | \$850,000.00 | \$640,000.00 | 75 |
| Town of Northumberland | 14-05TAP | \$486,747.00 | \$389,398.00 | 80 |
| Town of Jefferson      | 14-02TAP | \$275,000.00 | \$220,000.00 | 80 |
| Town of Littleton      | 14-20TAP | \$559,080.00 | \$445,710.00 | 80 |
| Town of Plymouth       | 14-33TAP | \$241,105.00 | \$192,884.00 | 80 |

## ***Rockingham Planning Commission***

|                    |          |              |              |    |
|--------------------|----------|--------------|--------------|----|
| Town of Exeter     | 14-26TAP | \$750,000.00 | \$600,000.00 | 80 |
| Town of Newfields  | 14-07TAP | \$240,000.00 | \$192,000.00 | 80 |
| Town of Plaistow   | 14-43TAP | \$726,336.00 | \$581,069.00 | 80 |
| City of Portsmouth | 14-16TAP | \$750,000.00 | \$600,000.00 | 80 |
| City of Portsmouth | 14-17TAP | \$582,000.00 | \$465,600.00 | 80 |
| Town of Salem      | 14-40TAP | \$408,000.00 | \$326,400.00 | 80 |

| <i><b>RPC</b></i>  | <i><b>Sponsor Name</b></i> | <i><b>APP-ID</b></i> | <i><b>Total \$</b></i> | <i><b>FED \$</b></i>   | <i><b>% FED</b></i> |
|--|----------------------------|----------------------|------------------------|------------------------|---------------------|
| <i><b>Southern New Hampshire Planning Commission</b></i>             |                            |                      |                        |                        |                     |
|  | Town of Hooksett           | 14-28TAP             | \$797,734.00           | \$638,187.00           | 80                  |
|  | City of Manchester         | 14-25TAP             | \$800,000.00           | \$640,000.00           | 80                  |
|  | New Boston                 | 14-23TAP             | \$390,000.00           | \$312,000.00           | 80                  |
|  | Town of Windham            | 14-41TAP             | \$800,000.00           | \$640,000.00           | 80                  |
| <i><b>Southwest Region Planning Commission</b></i>                   |                            |                      |                        |                        |                     |
|  | Town of Hinsdale           | 14-24TAP             | \$469,782.00           | \$375,825.60           | 80                  |
|  | Town of Jaffrey            | 14-11TAP             | \$749,000.00           | \$599,200.00           | 80                  |
|  | City of Keene              | 14-42TAP             | \$411,615.51           | \$329,292.40           | 80                  |
|  | Town of New Ipswich        | 14-38TAP             | \$306,155.00           | \$244,924.00           | 80                  |
|  | Town of Peterborough       | 14-36TAP             | \$411,956.00           | \$329,565.00           | 80                  |
|  | Town of Richmond           | 14-04TAP             | \$670,000.00           | \$536,000.00           | 80                  |
| <i><b>Strafford Regional Planning Commission</b></i>                 |                            |                      |                        |                        |                     |
|  | City of Dover              | 14-27TAP             | \$400,000.00           | \$320,000.00           | 80                  |
|  | Town of Somersworth        | 14-03TAP             | \$672,218.00           | \$537,774.40           | 80                  |
| <i><b>Upper Valley Lake Sunapee Regional Planning Commission</b></i> |                            |                      |                        |                        |                     |
|  | City of Claremont          | 14-21TAP             | \$596,899.00           | \$477,519.20           | 80                  |
|  | Town of Enfield            | 14-32TAP             | \$405,000.00           | \$324,000.00           | 80                  |
|  | Town of Hanover            | 14-01TAP             | \$800,000.00           | \$640,000.00           | 80                  |
| <i><b>TOTALS:</b></i>  |                            |                      | <b>\$22,664,949.71</b> | <b>\$17,628,828.36</b> |                     |

**Statewide Project Evaluation Criteria  
Transportation Alternatives Program**

|   |
|---|
| <b>POTENTIAL FOR SUCCESS</b>  |
| <p>1. <u>Project Readiness &amp; Support (13%)</u> - Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commission, planning board, other local group? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)</p>  |
| <p>2. <u>Financial Readiness (17%)</u> - Is there a written commitment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?</p>  |
| <p>3. <u>Feasibility (7%)</u> - Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts</p>   |
| <b>SAFETY</b>   |
| <p>4. <u>Stress Analysis (13%)</u> - Measure current stress level versus expected outcome for proposed project. Based on the scale below, describe the existing stress level of the project area and then describe the expected stress level for the proposed improvement.</p> <p><i>A - Facility is reasonably safe for all children.</i></p> <p><i>B - Facility can accommodate users with basic skills and knowledge of traffic.</i></p> <p><i>C - Facility requires an intermediate level of skill and knowledge of traffic to use.</i></p> <p><i>D - Facility requires an advanced level of skill and knowledge of traffic to use.</i></p> <p><i>E - Facility is generally not suitable for pedestrians or bicyclists.</i></p> |
| <p>5. <u>Improve Safety Conditions (9%)</u> - Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.</p>  |
| <b>PROJECT CONNECTIVITY</b>   |
| <p>6. <u>Connectivity (18%)</u> - Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? What different destinations does it link together? Describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish?</p>   |

|   |
|---|
| <b>SOCIOECONOMIC BENEFITS</b>   |
| 7. <u>Equity (10%)</u> - Is the project located in an area where improved mobility and access can be provided to underserved populations? Will the project contribute to improved public health? (Note: projects in counties with obesity rates over 30% will be considered for additional points under this sub-criterion). How will the project serve vulnerable users (elderly, children, minorities, people with disabilities etc.) |
| 8. <u>Economic Tourism Benefits (2%)</u> - Does the project offer the opportunity for increased access to retail and commercial locations? How will the project provide these increased opportunities and quantify the positive impacts.  |
| <b>MULTI-MODAL CONNECTIONS</b>  |
| 9. <u>Multi-Modal Connections (5%)</u> - Does the project provide connections to other modes of transportation within a half mile (or other critical distance) of the project limits? Quantify all proposed connections.  |
| <b>RPC/MPO RANKINGS</b>   |
| 10. <u>Regional Ranking (6%)</u> – Regional rankings will be incorporated in statewide project score  |

**Rockingham Planning Commission  
2014 Transportation Alternatives Program Project Summary and Evaluation Sheet**

| <b>Evaluation<br/>(See Criteria Sheet)</b> |             |             | Project Location: Exeter   | Project ID: RPC-TA14-01 |  |  |
|--|-------------|-------------|--|-------------------------|--|--|
| Criterion                                  | Staff Score | TAC Score   | Project Title: Brickyard Recreation Area Neighborhood Connector  |                         |  |  |
| 1. (13pts)<br>Project Readiness            | <b>11.5</b> | <b>11.5</b> | Applicant: Town of Exeter  |                         |  |  |
| 2. (17pts)<br>Financial Readiness          | <b>17</b>   | <b>17</b>   | Brief Project Description:<br><br>Construct 5' wide shoulder bicycle route on Kingston Road (NH111) between Pickpocket Road and Westside Drive (1.1 miles) connecting to Brickyard Recreation Area. Work includes excavation, box widening, paving, and slope construction/grading. Minor adjustments will be made to drainage structures/pipes and to existing utilities, where necessary. Most, if not all, work will fall within existing rights-of-way and previously disturbed areas.<br><br>Project will link multiple neighborhoods with family and senior populations (White Oak Drive, Riverwoods Drive) to Brickyard Pond, Brickyard Park Athletic Fields, Jolly Rand Trail. Connection currently exists from Westside Drive into Town Center and AMTRAK and COAST routes.<br><br>The 2011 Behavioral Risk Factor Surveillance Survey (BRFSS) update reports that Rockingham County has an obesity rate of 29.3%, the third highest in the state, behind Coos County and Strafford County. |                         |  |  |
| 3. (7 pts)<br>Feasibility                  | <b>7</b>    | <b>7</b>    |  |                         |  |  |
| 4. (13 pts)<br>Safety - Stress Analysis    | <b>10.5</b> | <b>10.5</b> |  |                         |  |  |
| LTS Now<br><b>E</b>                        |             |             |  |                         | LTS After<br><b>B</b>                              |  |
| 5. (9 pts)<br>Improve Safety Conditions    | <b>9</b>    | <b>9</b>    |  |                         |  |  |
| 6. (18 pts)<br>Project Connectivity        | <b>16.5</b> | <b>16.5</b> |  |                         | Total Project Cost: \$750,000 [\$600,000 Federal]  |  |
| 7. (2 pts)<br>Econ/Tourism Benefit         | <b>0</b>    | <b>0</b>    |  |                         | Source of Match: \$150,000 in Capital Reserve fund |  |
| 8. (10 pts)<br>Equity                      | <b>9</b>    | <b>9</b>    |  |                         | Federal Percentage: 80%                            |  |
| 9. (5 pts)<br>Multi-Modal Connections      | <b>3.5</b>  | <b>3.5</b>  |  |                         | Non-Federal Percentage: 20%                        |  |
| 10. (6 pts)<br>RPC/MPO Rank                | <b>0</b>    | <b>4</b>    |  |                         | Municipally Managed? Yes                           |  |
| <b>Total</b>                               | <b>84</b>   | <b>88</b>   | Other Comments:  |                         |  |  |
| <b>TAC Ranking</b>                         | <b>2</b>    |             | <ul style="list-style-type: none"> <li>Public Input &amp; Plan Consistency: Shoulder widening in various locations in town identified in Exeter 2004 Master Plan Transportation Chapter, based on town-wide visioning process. This is top priority shoulder project in town.</li> <li>Database checks by Town identified no probably resource constraints</li> </ul>  |                         |  |  |

**Rockingham Planning Commission  
2014 Transportation Alternatives Program Project Summary and Evaluation Sheet**

| <b>Evaluation<br/>(See Criteria Sheet)</b> |             |             | Project Location: Newfields   | Project ID: RPC-TA14-02 |
|--|-------------|-------------|---|-------------------------|
| Criterion                                  | Staff Score | TAC Score   | Project Title: Town Center Sidewalks  |                         |
| 1. (13pts)<br>Project Readiness            | <b>11.5</b> | <b>11.5</b> | Applicant: Town of Newfields  |                         |
| 2. (17pts)<br>Financial Readiness          | <b>14</b>   | <b>14</b>   | Brief Project Description:<br><br>Town Center Sidewalk extension on Main Street (NH85) approx 1600' from RR bridge to Post Office and commercial district located on NH108; and 900' on Piscassic Road (NH87) from Meadow Road to Old Lee Road, connecting elementary school to adjacent residential neighborhood.<br><br>Broader goal of the project is to create a loop connection between the Town Center and the Rockingham Recreation Trail, which heads westward from Rockingham Junction north of the Town Center. Also connects to Piscassic Greenway, a 200 acre passive recreation conservation area.<br><br>The Newfields SRTS Travel Plan calls for connecting the elementary school to adjacent neighborhood collector roads off NH87. Collector roads themselves do not all have sidewalks, but are relatively safe compared to NH87. |                         |
| 3. (7 pts)<br>Feasibility                  | <b>7</b>    | <b>7</b>    |   |                         |
| 4. (13 pts)<br>Stress Analysis             | <b>9.5</b>  | <b>9.5</b>  |   |                         |
| LTS Now   LTS After                        |             |             |   |                         |
| 5. (9 pts)<br>Improve Safety Conditions    | <b>9</b>    | <b>9</b>    |   |                         |
| 6. (18 pts)<br>Project Connectivity        | <b>15</b>   | <b>15</b>   | Total Project Cost: \$240,000 [\$192,000 Federal]   |                         |
| 7. (2 pts)<br>Econ/Tourism Benefit         | <b>0.5</b>  | <b>0.5</b>  | Source of Match: Town of Newfields [\$48,000]   |                         |
| 8. (10 pts)<br>Equity                      | <b>6</b>    | <b>6</b>    | Federal Percentage: 80%   |                         |
| 9. (5 pts)<br>Multi-Modal Connections      | <b>4</b>    | <b>4</b>    | Non-Federal Percentage: 20%   |                         |
|  |             |             | Municipally Managed? Yes  |                         |
| 10. (6 pts)<br>RPC/MPO Rank                | <b>0</b>    | <b>4</b>    | Other Comments:   |                         |
| Total                                      | <b>76.5</b> | <b>80.5</b> | <ul style="list-style-type: none"> <li>Public Input &amp; Plan Consistency: Identified in Newfields SRTS Travel Plan</li> <li>Database checks by Town identified no probably resource conflicts</li> </ul>  |                         |
| TAC Ranking                                | <b>6</b>    |             |   |                         |

**Rockingham Planning Commission  
2014 Transportation Alternatives Program Project Summary and Evaluation Sheet**

| <b>Evaluation<br/>(See Criteria Sheet)</b> |             |             | Project Location: Plaistow   | Project ID: RPC-TA14-03 |
|--|-------------|-------------|--|-------------------------|
| Criterion                                  | Staff Score | Your Score  | Project Title: Plaistow Town Center Sidewalks  |                         |
| 1. (13pts)<br>Project Readiness            | <b>11.5</b> | <b>11.5</b> | Applicant: Town of Plaistow  |                         |
| 2. (17pts)<br>Financial Readiness          | <b>17</b>   | <b>17</b>   | Brief Project Description:<br><br>Town Center Sidewalks - construct sidewalk on both sides of Main Street (NH121A) from railroad tracks to Park Ave (960'), and on East side of Main Street from Davis Park to Pollard Road (1,950'). Also includes crosswalk improvements.<br><br>The purpose/goal of this project is to significantly improve pedestrian, bicycle and vehicle safety along Main Street in the Village Center District. This area is highly travelled by children, adults, older adults and individuals with disabilities to access Town Hall, school buildings, business and residence.<br><br>Connects to SRTS and Town-funded sidewalks on Main Street from Elm Street to Davis Park connecting to Pollard School. |                         |
| 3. (7 pts)<br>Feasibility                  | <b>7</b>    | <b>7</b>    |  |                         |
| 4. (13 pts)<br>Stress Analysis             | <b>10.5</b> | <b>10.5</b> |  |                         |
| LTS Now<br><b>D</b>                        |             |             |  |                         |
| 5. (9 pts)<br>Improve Safety Conditions    | <b>9</b>    | <b>9</b>    | Total Project Cost: \$726,336 [\$581,069 Federal]  |                         |
| 6. (18 pts)<br>Project Connectivity        | <b>15</b>   | <b>15</b>   | Source of Match: \$145,267 in approved Town Budget and CIP   |                         |
| 7. (2 pts)<br>Econ/Tourism Benefit         | <b>0.5</b>  | <b>0.5</b>  | Federal Percentage: 80%  |                         |
| 8. (10 pts)<br>Equity                      | <b>8</b>    | <b>8</b>    | Non-Federal Percentage: 20%  |                         |
| 9. (5 pts)<br>Multi-Modal Connections      | <b>3</b>    | <b>3</b>    | Municipally Managed? Yes   |                         |
| 10. (6 pts)<br>RPC/MPO Rank                | <b>0</b>    | <b>4</b>    | Other Comments:<br><ul style="list-style-type: none"> <li>Public Input &amp; Plan Consistency: Partially implements recommendations of Main Street Traffic Calming Study (2011) and PlanNH Study in 2012.</li> <li>Preliminary screening indicates no likely resource conflicts</li> </ul>   |                         |
| <b>Total</b>                               | <b>81.5</b> | <b>85.5</b> |  |                         |
| <b>TAC Ranking</b>                         | <b>5</b>    |             |  |                         |

| <b>Rockingham Planning Commission<br/>2014 Transportation Alternatives Program Project Summary and Evaluation Sheet</b> |             |            |
|---|-------------|------------|
| <b>Evaluation<br/>(See Criteria Sheet)</b>  |             |            |
| Criterion   | Staff Score | Your Score |
| 1. (13pts)<br>Project Readiness   | <b>13</b>   | <b>13</b>  |
| 2. (17pts)<br>Financial Readiness   | <b>17</b>   | <b>17</b>  |
| 3. (7 pts)<br>Feasibility   | <b>7</b>    | <b>7</b>   |
| 4. (13 pts)<br>Stress Analysis  | <b>12</b>   | <b>12</b>  |
| LTS Now<br><b>E</b>   |             |            |
| 5. (9 pts)<br>Improve Safety Conditions   | <b>8</b>    | <b>8</b>   |
| 6. (18 pts)<br>Project Connectivity   | <b>18</b>   | <b>18</b>  |
| 7. (2 pts)<br>Econ/Tourism Benefit  | <b>2</b>    | <b>2</b>   |
| 8. (10 pts)<br>Equity   | <b>9</b>    | <b>9</b>   |
| 9. (5 pts)<br>Multi-Modal Connections   | <b>4</b>    | <b>4</b>   |
| 10. (6 pts)<br>RPC/MPO Rank   | <b>0</b>    | <b>4</b>   |
| <b>Total</b>  | <b>90</b>   | <b>94</b>  |
| <b>TAC Ranking</b>  | <b>1</b>    |            |

|   |                         |
|---|-------------------------|
| Project Location: Portsmouth  | Project ID: RPC-TA14-05 |
| Project Title: NH Seacoast Greenway Phase I   |                         |
| Applicant: City of Portsmouth   |                         |
| Brief Project Description:  |                         |
| <p>Phase I of NH Seacoast Greenway rail trail on Hampton Branch RR corridor, extending 0.8 miles from Barberry Lane to NH33. This would be the first paved off-road segment of the NHSG, New Hampshire's segment of the East Coast Greenway – a national trail running 2900 miles from Calais ME to Key West FL. Locally it will provide bike/ped access from Islington Street to two City recreational facilities, as well as the Great Bog and Berry's Brook watershed.</p> <p>Pending purchase by State of 10 mile segment of Hampton Branch corridor from Hampton-Portsmouth, and execution of Trail Management Agreement between City and State. State project provides for limited trail improvements (tie removal, grading, aggregate surface). The 2009 NHSG Conceptual Design Study called for paved surface for trail as proposed here.</p> |                         |
| Total Project Cost: \$750,000 [\$600,000 Federal]   |                         |
| Source of Match: \$150,000 in approved City Budget for FY2015   |                         |
| Federal Percentage: 80%   |                         |
| Non-Federal Percentage: 20%   |                         |
| Municipally Managed? Yes  |                         |
| Other Comments:   |                         |
| <ul style="list-style-type: none"> <li>Public Input &amp; Plan Consistency: Identified as a high priority in draft Portsmouth Bike/Ped Master Plan (2014); NH Seacoast Greenway Conceptual Design &amp; Implementation Plan (2009); NHSG identified in RPC Long Range Transportation Project List</li> <li>Hampton Branch Corridor has been found eligible for National Register of Historic Places</li> <li>Additional funding available in CIP for FY2016 and FY2017 in case of cost overruns</li> </ul>  |                         |
| Priority #1 for City  |                         |

**Rockingham Planning Commission  
2014 Transportation Alternatives Program Project Summary and Evaluation Sheet**

| <b>Evaluation<br/>(See Criteria Sheet)</b> |             |             | Project Location: Portsmouth   | Project ID: RPC-TA14-05 |
|--|-------------|-------------|--|-------------------------|
| Criterion                                  | Staff Score | Your Score  | Project Title: Maplewood Avenue Complete Streets Project   |                         |
| 1. (13pts)<br>Project Readiness            | <b>11.5</b> | <b>11.5</b> | Applicant: City of Portsmouth  |                         |
| 2. (17pts)<br>Financial Readiness          | <b>17</b>   | <b>17</b>   | Brief Project Description:<br><br>The proposed Maplewood Avenue Complete Streets Project includes sidewalk widening, bike lane creation, travel lane reductions, traffic calming along 0.25 mile corridor between Congress Street and Vaughan Street. Improvements will increase bicycle and pedestrian safety by providing dedicated bicycle lanes, reducing traffic speeds by eliminating a vehicle lane, increasing pedestrian visibility, and decreasing pedestrian crossing distance at intersections. Connects to COAST and Wildcat transit routes running along Maplewood Ave.<br><br>Section from Hanover to Vaughan Streets currently under development as part of PortWalk project. Connects to Middle St/Lafayette Road bicycle lane project being funded under SRTS. Maplewood is the connector route to the Rockingham Bike Bridge over the Spaulding Turnpike connecting downtown to Pease TradePort |                         |
| 3. (7 pts)<br>Feasibility                  | <b>7</b>    | <b>7</b>    |  |                         |
| 4. (13 pts)<br>Stress Analysis             | <b>8</b>    | <b>8</b>    |  |                         |
| LTS Now<br>D/B                             |             |             |  |                         |
| 5. (9 pts)<br>Improve Safety Conditions    | <b>8</b>    | <b>8</b>    |  |                         |
| 6. (18 pts)<br>Project Connectivity        | <b>16.5</b> | <b>16.5</b> | Total Project Cost: \$582,000 [\$465,6000 Federal]   |                         |
| 7. (2 pts)<br>Econ/Tourism Benefit         | <b>2</b>    | <b>2</b>    | Source of Match: \$116,400 in CIP and approved City FY2015 Budget  |                         |
| 8. (10 pts)<br>Equity                      | <b>7</b>    | <b>7</b>    | Federal Percentage: 80%  |                         |
| 9. (5 pts)<br>Multi-Modal Connections      | <b>5</b>    | <b>5</b>    | Non-Federal Percentage: 20%  |                         |
| 10. (6 pts)<br>RPC/MPO Rank                | <b>0</b>    | <b>4</b>    | Municipally Managed? Yes   |                         |
| <b>Total</b>                               | <b>82</b>   | <b>86</b>   | Other Comments:  |                         |
| <b>TAC Ranking</b>                         | <b>4</b>    |             | <ul style="list-style-type: none"> <li>Public Input &amp; Plan Consistency: Based on feasibility study by Portsmouth Planning Department in 2014, at request of Portsmouth Traffic Safety Committee in 2013. Ranked as high priority in 2014 draft Portsmouth Bike/Ped Master Plan.</li> <li>Private developer also legally committed to provide a share of sidewalk improvements</li> <li>Project is located in Portsmouth Historic District. No significant natural resource impacts. Wholly within existing paved right of way</li> </ul> Priority #2 for City  |                         |

**Rockingham Planning Commission  
2014 Transportation Alternatives Program Project Summary and Evaluation Sheet**

| <b>Evaluation<br/>(See Criteria Sheet)</b> |             |            | Project Location: Salem  | Project ID: RPC-TA14-06  |
|--|-------------|------------|--|--|
| Criterion                                  | Staff Score | Your Score | Project Title: Salem Bike/Ped Corridor – Segment 3   |  |
| 1. (13pts)<br>Project Readiness            | <b>13</b>   | <b>13</b>  | Applicant: Town of Salem   |  |
| 2. (17pts)<br>Financial Readiness          | <b>14</b>   | <b>14</b>  | Brief Project Description:<br><br>Salem Bike/Ped Corridor - Segment 3 of rail trail from Old Rockingham Road to Willow Street (Salem Depot) - 3000 ft (0.6 mile) on Manchester & Lawrence RR corridor. Ten foot wide paved rail trail. Town already has Trail Management Agreement in place with NHDOT   |  |
| 3. (7 pts)<br>Feasibility                  | <b>7</b>    | <b>7</b>   |  |  |
| 4. (13 pts)<br>Stress Analysis             | <b>13</b>   | <b>13</b>  | Extends southward from current work on segment from Old Rockingham Road to Range Road in Windham, which in turn connects through Windham to Derry and Londonderry. Connects to the larger Granite State Rail Trail extending from Salem to Lebanon via Concord.  |  |
| LTS Now<br><b>E</b>                        |             |            | LTS After<br><b>A</b>  | Trailhead parking available at municipal parking lot at Salem Depot. Bike/Ped Corridor also provides safe bike/ped access paralleling NH28, a major arterial connecting to commercial and residential areas. Future segments to the south will connect to major senior/low-income public housing. 4800 households with 0.25 miles of corridor. |
| 5. (9 pts)<br>Improve Safety Conditions    | <b>9</b>    | <b>9</b>   | Total Project Cost: \$408,000 [\$326,400 Federal]<br>Source of Match: \$81,600 proposed through 2015 Warrant Article   |  |
| 6. (18 pts)<br>Project Connectivity        | <b>18</b>   | <b>18</b>  |  |  |
| 7. (2 pts)<br>Econ/Tourism Benefit         | <b>1.5</b>  | <b>1.5</b> | Federal Percentage: 80%  |  |
| 8. (10 pts)<br>Equity                      | <b>6.5</b>  | <b>6.5</b> | Non-Federal Percentage: 20%  |  |
|  |             |            | Municipally Managed? Yes   |  |
| 9. (5 pts)<br>Multi-Modal Connections      | <b>5</b>    | <b>5</b>   | Other Comments:<br><ul style="list-style-type: none"> <li>Public Input &amp; Plan Consistency: Identified in NHDOT Salem/Concord Bikeway Study (2003), State Trails Plan (2005), I93 FEIS; Town of Salem NH28 Bike/Ped Corridor Study (2012). RPC MPO Long Range Transportation Project List</li> <li>Preliminary screening identified adjacent prime wetlands areas, but do not anticipate direct impacts.</li> <li>Selectmen have committed in attached letter to endorse Warrant Article for match in 2015</li> </ul> |  |
| 10. (6 pts)<br>RPC/MPO Rank                | <b>0</b>    | <b>0</b>   |  |  |
| <b>Total</b>                               | <b>87</b>   | <b>87</b>  |  |  |
| <b>TAC Ranking</b>                         | <b>3</b>    |            |  |  |

# ATTACHMENT 4

**MEMORANDUM**

**TO:** RPC MPO Policy Committee  
**FROM:** Dave Walker, Transportation Program Manager  
**DATE:** December 3, 2014  
**RE:** UPWP Budget Adjustments for FY 15

The UPWP is a two year contract for transportation planning activities undertaken by RPC staff as the designated Metropolitan Planning Organization (MPO) for the region. Funding is generally split about evenly between the two fiscal years covered by the contract. In FY 14, the RPC did not fully expend budgeted funds due to personnel limitations and efforts to wrap up two other large contracts which conclude this month. Because the UPWP is a two year contract we propose to utilize the remaining funds in FY 15 and this requires an adjustment to the UPWP and alerting NHDOT to the changes.

Based on the information in our financial database, below is the picture of the contract expenditures as of the end of FY 14 (June 30<sup>th</sup>, 2014).

|                                  | UPWP Budget  | FY14 Expenditures | Estimated Remaining Funds | % Remaining |
|----------------------------------|--------------|-------------------|---------------------------|-------------|
| Category 100: MPO Administration | \$ 148,040   | \$ 61,253         | \$ 86,787                 | 58.6%       |
| Category 200: Policy & Planning  | \$ 355,732   | \$ 114,103        | \$ 241,629                | 67.9%       |
| Category 300: Public Involvement | \$ 73,434    | \$ 34,070         | \$ 39,364                 | 53.6%       |
| Category 400: Plan Support       | \$ 281,211   | \$ 105,065        | \$ 176,146                | 62.6%       |
| Category 500: Technical Assist   | \$ 316,139   | \$ 137,494        | \$ 178,645                | 56.5%       |
| Total                            | \$ 1,174,556 | \$ 451,986        | \$ 722,570                | 61.5%       |

Based on this, it is expected that there will be approximately \$98,000 in additional funding available for FY 15 than was programmed in the adopted UPWP. At the same time, the RPCs were notified by NHDOT that UPWP funding for the next two year contract will be cut by 10%, which translates to a \$120,000 contract reduction. To mitigate this drop in funding, NH DOT has indicated that money from FY15 can be held for the next contract if we tell them now so that it can be integrated into their draft budget. Because this is subject to the state budgeting process it is not a guarantee, however it does provide a potential opportunity to offset a portion of that expected funding reduction. For that reason it is proposed to utilize **\$35,000** from the current contract. The proposed budget below reflects this set aside, as well as changes in the distribution of funds between task areas based on the expected focus area of work during the remainder of FY 15. This requires a distribution of funding as shown on the following page.

**Focus Areas for FY 15**

**Regional Master Plan and Long Range Transportation Plan:** The primary focus for the remainder of the fiscal year will be to finish the Regional Master Plan components that are funded with UPWP funds and begin the update to the Long Range Transportation Plan. The update to the LRTP will extend into FY

|                                  | FY 15<br>Personnel<br>Budget | Non-<br>Personnel<br>Budget | FY 15 Total<br>Budget | Adjusted FY<br>15 Personnel  | Adjusted<br>FY15 Non-<br>Personnel | Total<br>Adjusted FY<br>15 Budget |
|----------------------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|-----------------------------------|
| Category 100: MPO Admin          | \$ 72,465                    | \$ 6,100                    | \$ 78,565             | \$ 63,441                    | \$ 5,500                           | \$ 68,941                         |
| Category 200: Policy & Planning  | \$ 194,801                   | \$ 0                        | \$ 194,801            | \$ 205,736                   | \$ 5,500                           | \$ 211,236                        |
| Category 300: Public Involvement | \$ 27,526                    | \$ 7,500                    | \$ 35,026             | \$ 37,903                    | \$ 11,000                          | \$ 48,403                         |
| Category 400: Plan Support       | \$ 81,412                    | \$ 62,244                   | \$ 143,656            | \$ 103,723                   | \$ 63,599                          | \$167,322                         |
| Category 500: Technical Assist   | \$ 172,126                   | \$ 0                        | \$ 172,126            | \$ 189,168                   | \$ 4,000                           | \$ 191,168                        |
| Total                            | <b>\$ 548,330</b>            | <b>\$ 75,844</b>            | <b>\$ 624,174</b>     | <b>\$ 599,971</b>            | <b>\$ 87,599</b>                   | <b>\$ 687,570</b>                 |
|                                  |                              |                             |                       | <b>Hold back for FY 2016</b> |                                    | <b>\$ 35,000</b>                  |

16 but much of the organization, background data development, scenario development and analysis, and project needs assessment will occur this fiscal year. Some of the elements to be incorporated into the LRTP include the following:

- The vision, goals, and objectives of the RMP
- Livability/Sustainability concepts as defined in the RMP
- Planning and Environmental Linkages
- Climate Change and Natural Hazards Vulnerability
- Performance Measures
- Updated project selection process
- Additional travel demand model support from RSG as part of the scenario planning effort for the Regional Master Plan and Long Range Transportation Plan
- In-house development of a land use allocation and distribution model

**Performance Measures:** It is expected that the development of performance measures for the MPO Planning Process will take considerable effort over the next two years. While the final rulemaking hasn't established the overall timeline, getting started on this effort makes sense if the goal is to develop a coordinated set of measures and metrics that the MPOs can readily attain the data necessary to evaluate progress.

**Regional Rail Safety Committee:** The concern over the safety of hazardous materials freight being transported on rail lines in the region brought about by the proposed SEA-3 expansion in Newington has led to discussions with the City of Portsmouth as to how to get the region involved in rail safety issues. In that regard, the RPC will be looking to form a regional rail safety committee (potentially a TAC subcommittee) that can meet and discuss issues of this type. In addition a meeting will be held this fall with the hope of bringing communities together with rail owners and operators to discuss actual and perceived safety issues, incident response, and other concerns.

**Climate Change / Coastal Adaptation:** Considerable staff time has been expended under this UPWP task in support of the Coastal Risks and Hazards Commission. This has included attending and helping to organize meetings, research, and assisting in the preparation of supporting materials. The cost has been split between Coastal Program funding, the UPWP, and local dues. We have endeavored to focus the UPWP billed tasks to those related to transportation infrastructure related issues, but it is not always possible to make that distinction in the work. We want you to be aware of this higher than expected level of activity and for us to be advised of any concerns.

**Coastal Climate Change Vulnerability Assessment:** This is a FEMA/NH Homeland Security/Emergency Management funded project to assist our ocean front communities to assess and plan for potential impacts from forecasted sea level rise and storm surge. The project will produce a

regional vulnerability assessment report and map set for the seven coastal communities, utilizing newly available LiDAR based elevation maps, current sea-level rise estimates to 2100, and other existing models and information to assess the potential impact on buildings, roads, bridges and culverts, other infrastructure, and natural resources. Detailed maps, showing areas at risk and impact analyses and adaptation and mitigation strategies will be developed at both the regional and town levels. On the transportation side of this project we will be looking to apply this analysis (along with the regional stream crossing assessment) to the transportation network region wide to determine the vulnerability of the system to not only sea level rise and storm surge, but flooding in general.

**Greater Winnicut River Trail Plan:** The Greater Winnicut River Trail Plan intends to provide non-motorized transportation alternatives between/to the Towns of Stratham, Greenland, North Hampton and Portsmouth and establish connections between existing and proposed recreational areas and routes. Plan goals include establishing connectivity between/to the Stratham Town Center and Greenland Town Center, GBNERR-Great Bay Discovery Center (trails and Great Bay access) and GBNERR Wildlife Refuge (trails), Municipal parks – Stratham Hill Park, Morgan Ryan Park, Chen Sau Park and Perkins Park, the New Hampshire section of the East Coast Greenway (rail corridor), the Winnicut River corridor, and Seacoast region bicycle routes. RPC staff will assist on trail route selection, GIS mapping and data collection, plan writing and preparation.

**Additional Equipment & Software Purchases:** In addition to the software and hardware included in the UPWP budget already, some additional purchases are necessary:

- Purchase of additional equipment and software:
  - Bike and Pedestrian Counters - \$5,000
  - Tablet for Data Collection + Apps - \$1,000.
  - LIDAR Access Tools for ArcView/ArcInfo - \$5,200
  - GIS/Excel/Database Utilities - \$1100.

**Household Travel Survey:** RPC has been notified by RSG that our regional travel demand does not meet the federal guidelines due to the fact that it is calibrated on a Household Travel Survey that was done more than 20 years ago and for a different region. In the short term this is not a large issue as we do not need to utilize the model for the purposes of air quality conformity testing. However, EPA has recently recommended a lowering of the ozone standard that would likely require that we do conformity analysis of the TIPs and Long Range Transportation Plans within the next few years. The cost of undertaking a HH Travel Survey is substantial and cannot be funded via the RPC UPWP during any single budget year or even during a single UPWP Contract. We had planned to set aside \$25,000 from FY 15 to begin saving some funds for this endeavor and had also planned to do the same for FY 16 and 17. This does not appear to be necessary at this time however, as NH DOT has indicated that they will fund the survey entirely through their budget.

### **Recommendation**

It is recommended that the MPO Policy Committee approve this change in the distribution of funds for the UPWP. With the exception of the \$35,000 being held for next year, the TAC discussed this proposal at the October 23<sup>rd</sup>, 2014 meeting and recommended approval. At the time of the TAC meeting, \$25,000 of the \$35,000 had been proposed to be saved for the Household Travel survey. The remaining \$10,000 has come from trimming other budgeted expenses.