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RPC Transportation Advisory Committee

January 24, 2019

9:00-11:00 AM

RPC Offices

156 Water Street, Exeter

(Directions on reverse)

Paper copies of the attachments will be available at the meeting

1. Introductions
2. Minutes of 12/06/18 TAC meeting (**Attachment #1**) — *[motion to approve]*
3. Draft 2019-2022 Transportation Improvement Program (TIP) (**Attachment #2 and 2a**) — *[motion to approve]* – Dave Walker
4. Draft 2045 Long Range Transportation Plan (LRTP) (**Attachment #2b**) — *[motion to approve]* – Scott Bogle
5. Hampton Branch Rail Trail Update – Scott Bogle
6. Public Private Partnership (P3) Commission proposal for Transit Center leases – Scott Bogle
7. Project Updates (handout to be distributed at meeting)

TAC MEETING SCHEDULE For 2019 (Next meeting highlighted)

January 24 th	May 23 rd	September 26 th
February 28th	June 27 th	October 24 th
March 28 th	July 25 th	December 5 th
April 25 th	August 22 nd	

*****Off Schedule*****

There is **two hour on-street parking** along Water Street and Center Street. There is also long term parking in the lot on Center Street, by the Citizens Bank Drive-thru (Non-numbered spaces), and in the municipal lot behind the Town Offices. Handicapped parking spaces are available on the bottom floor of the parking structure adjacent to the RPC office as well as on Water Street in front of the RPC office.



Transportation Advisory Committee
Rockingham Planning Commission

December 6, 2018
RPC Conference Room, Exeter NH

Members Present: R. McDermott, Chairman (Hampton Falls); M. Rabideau (Seabrook); M. Stowell (PDA); L. St. John (NHDOT); D. Sharples (Exeter); K. Christiansen (Brentwood); R. Clark (Atkinson); S. Gerrato (Greenland); E. Strachan (NHDES); T. Austin (Stratham); C. Cross (Newington); T. Moore (Plaistow)

Staff: T. Roache (Executive Director); D. Walker (Assistant Director); S. Bogle (Sr. Transportation Planner);

1. Chairman McDermott convened the meeting at 9:00 a.m.
2. Minutes of October 25, 2018

Moore moved to approve the Minutes of October 25, 2018 as presented; Christiansen seconded. SO VOTED

Discussion followed regarding Robert Clark attendance and Randy Clark as guest. (1 abstention)

3. Ten Year Plan Candidate Projects List – D. Walker

Walker explained that the next step in prioritizing projects for the Ten Year Plan is to identify candidate projects from the Long Range Transportation Plan and others recently submitted. A preliminary list was submitted to the TAC in October. NHDOT committed to adding all of the recommended projects to the Ten Year Plan, but the list still must go through the GACIT process. Walker reviewed the selection criteria that was set by the TAC in October and used by him to score each project. NHDOT has asked that the candidate list include two extra projects for review. Once the review is complete, NHDOT will provide any updated cost information and scope issues to the RPC. At that time the RPC TAC & Policy Committees will produce a final priority listing constrained to the allocation target to be submitted by NHDOT next Spring. Discussion followed on weights tallied from prior surveys and applied to categories and projects. Walker reviewed each project and its scoring briefly. Gerrato asked about the Greenland project and Walker stated that the application came in too late after deadlines.

Roache suggested that Greenland and Stratham and Portsmouth should have a meeting about the Rte 33 Corridor and work on a project for the next cycle. Walker suggested they do a corridor study and then once they have a vision for the corridor that will address the congestion, they can submit a project for review. Ranking of projects in the Attachment continued and Walker adjusted his proposed ranking.

Sharples moved to approve the Candidates Projects List as re-prioritized by the TAC; Austin seconded. SO VOTED (L. St. John abstained)

4. NHDOT Funding Proposal from October Policy Meeting – S. Bogle

Bogle stated that in October the NHDOT Commissioner Victoria Sheehan and Deputy Commissioner Chris Waszczuk came to the Policy meeting to discuss funding challenges for NH Transportation. **They asked for the MPO's support** for a request to generate additional revenue and raise awareness to communities of the unmet needs and looming potential losses in Federal funding and what that means for NH. Bogle stated that the presentation was difficult to understand. Bogle referred to Attachment 3 for an explanation of the issues and reviewed the key problems: use of turnpike funds to match federal highway funds reduces the overall resources, therefore the transportation system is falling behind; and the lack of fuel tax increases weighed against inflationary increases in construction have eroded the buying power of the Highway Trust Fund, as has the increased fuel efficiency and growing use of alternative fuel vehicles. Discussion followed.

Suggested Resolutions to include: Congressional action; increase revenue in the State Highway Fund via state gas tax and vehicle registration increases; restore general funds for State match for public transportation; and expand the turnpike system to free resources in the federal program and revisit toll increases. **Bogle noted that he's asking this Committee to endorse the** NHDOT request and have the Policy Committee endorse as well. Then it would be suggested that the Policy Committee members bring the resolutions to their municipalities to educate and effect change.

Sharples moved that the TAC support NHDOT's request to restore \$200,000/year in State operating assistance for public transit and expand the turnpike system along I93 approximately 1 mile north from Exit 14 to North of Exit 15 in Concord. More information is needed before making a decision to support new State revenues to provide cash match on the federally funded highway program; Christiansen 2nd. SO VOTED (L. St. John abstained)

5. Annual Safety Performance Targets – D. Walker

Walker referred to Attachment 4 "Methodology Behind Safety Performance Targets for the Highway Safety Improvement Program as required by FHWA". Walker reviewed the number of fatalities and 2019 target development at the

State and MPO levels. Targets include: work with State and safety stakeholders to address areas of concern within the MPO area; coordinate with the State to include the safety performance measures and HSIP targets for all public roads in the MPO area; integrate the safety goals, objectives and performance measures and targets described in other state transportation plans and processes into the MPO planning process; and include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP. *Rabideau moved to approve the MPO Targets as presented; Moore seconded. SO VOTED. (L. St. John abstained)*

6. Project Updates – Walker distributed Project Update Memo

Meeting adjourned at 11:05 a.m.

Respectfully submitted,
Annette Pettengill
Business Manager

MEMORANDUM

TO: RPC Transportation Advisory Committee

FROM: David Walker & Scott Bogle

RE: Adoption of the RPC 2019-2022 Transportation Improvement Program and updated 2045 RPC Metropolitan Transportation Plan

DATE: January 24, 2019

This memorandum discusses the short-range and long-range transportation project programming documents for the region. The **2019-2022 Transportation Improvement Program (TIP)** details the near-term implementation plans for any federally funded or otherwise regionally significant transportation improvements. The **2045 Long Range Transportation Plan (Plan)** is the assembled projects and policies to be implemented over the next 25+ years in the MPO region. The TIP and Plan are currently in a 30-day public comment period that will conclude on February 12th, 2019, and a public hearing will be held at the Kingston Community Library in Kingston (2 Library Lane) to discuss and approve them on February 13, 2019 as part of the MPO meeting. Links to the full TIP and Plan as well as the public engagement site for commenting on the documents are listed below.

TIP Document: <http://www.rpc-nh.org/transportation/tip/draft-2019-2022-tip>

Plan Document: <http://www.rpc-nh.org/transportation/transportation-plan>

Public Engagement Site: <https://publicinput.com/3706>

2019-2022 Transportation Improvement Program (TIP) [Project list is included as Attachment #2a]

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 Federal fiscal years (FY 2019, 2020, 2021, and 2022). 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 2019-2022 TIP includes approximately **\$625 million** in projects and these are split into two tables within the TIP and summarized below.

- **Regional Projects:** This table includes all projects that explicitly occur wholly or partially within the MPO region. This table includes approximately \$282 million in projects across 40 projects and 2 transit systems. Similar to what has been seen in the past several TIP documents, much of the funding

is dedicated to several ongoing large projects in the region: the I-93 widening (\$61 million), the Newington-Dover Spaulding Turnpike improvements (\$76 million), and the replacement and of the Sarah Long Bridge over the Piscataqua River between Portsmouth and Kittery (\$16 Million – 50% paid by the State of Maine). The full listing of projects is included in the attached TIP project list.

- **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 37 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 \$331 million over four years. For financial planning purposes, it is assumed that about 13% of the funding for these projects will be collectively expended within the MPO region.

Attachment #2a includes the projects lists however the TIP document has been re-written and expanded for 2019, and TAC members are encouraged to follow the link above and examine the full text and tables.

Estimated Total Project Costs¹

Fiscal Year	Regional Projects	Statewide Programs ²	Transit	Turnpike Projects ³	Total Project Costs
2019	\$ 99,346,642	\$ 11,255,309	\$ 8,045,729	\$ 22,631,687	\$ 141,279,367
2020	\$ 83,146,076	\$ 10,806,562	\$ 7,965,734	\$ 35,315,901	\$ 137,234,273
2021	\$ 57,073,480	\$ 11,888,821	\$ 7,189,168	\$ 25,026,730	\$ 101,178,199
2022	\$ 42,971,204	\$ 11,756,929	\$ 7,413,045	\$ 7,031,607	\$ 69,172,785
	\$ 282,537,402	\$ 45,707,621	\$ 30,613,676	\$ 90,005,925	\$ 448,864,624

1 Project costs are inflated at 2.55% per year from the year of the most recent cost estimate

2 13.3% share of Statewide Programmatic funds from STIP. Assumed to be equal to regional share of available funding.

3 Turnpike Expenditures are based on the Ten Year Plan from 2019-2028.

TIP Projects by Category

Category	2019	2020	2021	2022	Total
Bridges	\$24,225,000	\$39,092,045	\$29,774,608	\$13,464,819	\$106,556,471
Debt Service	\$6,652,797	\$8,319,138	\$6,950,531	\$6,870,671	\$28,793,136
I-93 Expansion	\$27,149,070	\$4,171,777	\$167,738	\$ 0	\$31,488,586
Individual Projects	\$28,477,446	\$21,867,983	\$12,991,436	\$15,222,670	\$78,559,534
Mandated Federal	\$190,000	\$1,702,330	\$ 0	\$ 0	\$1,892,330
Transit	\$4,555,186	\$4,596,285	\$3,751,252	\$3,825,643	\$16,728,365
Other	\$8,097,143	\$3,396,519	\$3,437,916	\$3,587,402	\$18,518,980
	\$99,346,642	\$83,146,076	\$57,073,480	\$42,971,204	\$282,537,402

The 2045 Long Range Transportation Plan [Chapter 5: Constrained Plan included as Attachment #2b]

The 2045 Long Range Transportation Plan (Plan) addresses a 20+ year planning horizon for transportation projects and is an update to the existing plan adopted in 2017. The changes are limited to those necessary to maintain consistency between the TIP and Plan documents and consist of the following:

- Extending the horizon year of the plan to 2045 to maintain consistency with the other NH MPOs.
- 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 2019-2022 TIP and the 2019-2028 State Ten Year Plan.
- Further incorporating Federal requirements regarding Performance Based Planning.

Attachment 2b is Chapter 5 from the Long Range Transportation Plan (without figure 5.6 – which is the TIP project tables) and includes the long range project list and the fiscal constraint documentation. The full Transportation Plan is available on the MPO website with the link listed at the beginning of this document. 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 essentially held flat for years beyond 2028. For regional funding targets a system that distributes resources based on population and lane miles of eligible roadway weighed equally was utilized resulting in about a 13% share of total revenues as the RPC “share” of funding.
2. Turnpike funds during the 2019-2028 period are assumed to mirror the funds listed for the region in the draft 2019-2022 STIP and the 2019-2028 State Ten Year Plan. After 2028 the annual share of Turnpike maintenance funding assumed for the region matches the MPO share of Turnpike Lane Miles (28.2%). No large turnpike capital projects are assumed at this time.
3. The MPO share of FHWA funds between 2019 and 2028 is set to replicate the projects and funding amounts listed in the approved 2019-2028 Ten Year Plan and the draft 2019-2022 STIP. Because NH DOT programs projects statewide as part of the Ten Year Plan process and does not adjust totals to match regional shares, it results in variable amounts of funding in the region each of the first ten years. That process has resulted in several large projects in the MPO region in the early years (2019-2022) with substantially fewer in the last several (2026-2028) and funding levels are set accordingly.
4. 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 2.55% per year. Engineering and Right-of-Way costs are included as a flat 20% addition (10% of construction total each) to each project were appropriate and are inflated as well.
5. Costs are subtracted from revenues to provide an annual balance with the requirement that 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 project costs **at 2.5% per year and keeps total revenues essentially flat**. This ensures that each year of the Plan is constrained and leaves approximately 10% of the anticipated long-term funding available for programming of new transportation projects as part of the next Ten Year Plan update.

Recommendations

Staff recommends that the TAC review and discuss the 2019-2022 TIP and 2045 Plan Update and endorse approval of the documents to the MPO Policy Committee. This approval is recommended based on the following:

1. ***Address and incorporate any comments received during the public comment period.*** At the time of the drafting of this memorandum, no comments have been received. Any received between the date of this memorandum and the TAC meeting will be discussed at the TAC meeting.
2. ***The TIP and Plan are financially constrained.*** It is required that the first three years of the 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 2019-2022 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 Plan must be fiscally constrained although it is not as rigorous as the constraint for the TIP. Some projects are more than 20 years into the future and knowing detailed project costs and scopes is difficult so costs should be considered “order of magnitude” and scopes general. Overall costs in the Plan are constrained to expected revenues (roughly 13% of anticipated funding statewide), and in addition, each year of the Plan is constrained. The analysis of the funds available to the MPO and the projects included in the Plan shows that the MPO can expect to have the funding available to implement the included projects, as well as some resources remaining for additional work.

3. ***The TIP and Plan reflect regional project priorities.*** Many of the projects in the TIP and Plan are long-standing local, regional, and state priorities addressing regional and inter-regional improvement needs (I-93, Newington-Dover, Sarah Long Bridge), and projects from the most recent Ten Year Plan cycles continue to add projects that address regional and local transportation issues such as:
 - Funding for three Transit Services (COAST, CART, and the I-93 Commuter).
 - Complete Streets projects in Portsmouth and Plaistow
 - Congestion Management through signal coordination and control projects on NH 125 in Plaistow and Epping
 - Capacity expansion of NH 125 in Epping and Plaistow/Kingston
 - Continued work on addressing Red List Bridges in the State (Hampton-Seabrook NH 1A, Sarah Long, I-95 High Level Bridge)
 - As part of the Plan development process, the MPO solicits project needs from communities and transit agencies in the region.
4. ***The TIP and Plan make progress towards achieving the region’s performance targets and the describes the potential for that progress.*** The Performance Report (Appendix B) for the TIP identifies the performance targets approved by the region and provides an assessment as to how the programmed projects will move the region towards achieving those targets.

Figure 7-4: Regional Projects List

Attachment #2a

DOCKET: A0

1/14/2019

DRAFT

COAST (68069)

Facility: Cooperative Alliance for Seacoast Transportation (COAST)

SCOPE: COAST - capital/oper for Newington-Dover infrastructure project support.

TotalCost: \$9,930,559

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$998,369	\$917,966	\$0	\$0	\$1,916,335	\$1,805,006	\$111,329	\$0	TpkCap, FTA5307, CMAQ, TollCr
Totals:	\$998,369	\$917,966	\$0	\$0	\$1,916,335	\$1,805,006	\$111,329	\$0	

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

EPPING (29608)

Facility: NH 125

SCOPE: NH Rte 125 Improvements from NH 101 to NH 87 - 2.6 miles

TotalCost: \$11,532,426

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$676,830	\$124,936	\$0	\$0	\$801,766	\$801,766	\$0	\$0	NHS, TollCr
ROW	\$451,220	\$84,604	\$264,546	\$0	\$800,370	\$800,370	\$0	\$0	NHS, TollCr
CON	\$0	\$0	\$0	\$9,380,290	\$9,380,290	\$9,380,290	\$0	\$0	NHS, TollCr
Totals:	\$1,128,050	\$209,540	\$264,546	\$9,380,290	\$10,982,426	\$10,982,426	\$0	\$0	

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

EXETER (40436)

Facility: NH Route 111 (Kingston Road)

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

TotalCost: \$1,072,008
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$943,600	\$0	\$0	\$0	\$943,600	\$630,880	\$0	\$312,720	Towns, RLH
Totals:	\$943,600	\$0	\$0	\$0	\$943,600	\$630,880	\$0	\$312,720	

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

EXETER (40623)

Facility: NH 111A

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

TotalCost: \$3,634,806
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$0	\$0	\$0	\$304,141	\$304,141	\$304,141	\$0	\$0	STP5to200k, TollCr
Totals:	\$0	\$0	\$0	\$304,141	\$304,141	\$304,141	\$0	\$0	

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

HAMPTON (40797)

Facility: Ocean Boulevard

SCOPE: Improvements to Ocean Boulevard.

TotalCost: \$7,663,874
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$82,500	\$620,428	\$433,806	\$0	\$1,136,733	\$1,136,733	\$0	\$0	STP5to200k, TollCr
ROW	\$0	\$0	\$289,204	\$0	\$289,204	\$289,204	\$0	\$0	STP5to200k, TollCr
Totals:	\$82,500	\$620,428	\$723,010	\$0	\$1,425,937	\$1,425,937	\$0	\$0	

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

HAMPTON - PORTSMOUTH (26485)

Facility: Hampton Branch Rail Corridor

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

TotalCost: \$6,637,400
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$44,000	\$0	\$0	\$0	\$44,000	\$44,000	\$0	\$0	CMAQ, TollCr
ROW	\$5,500,000	\$0	\$0	\$0	\$5,500,000	\$5,500,000	\$0	\$0	CMAQ, TollCr
CON	\$0	\$990,000	\$0	\$0	\$990,000	\$990,000	\$0	\$0	CMAQ, TollCr
Totals:	\$5,544,000	\$990,000	\$0	\$0	\$6,534,000	\$6,534,000	\$0	\$0	

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

HAMPTON FALLS (29610)

Facility: US 1

SCOPE: Intersection improvements to enhance traffic operations and safety

TotalCost: \$275,000
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$275,000	\$0	\$0	\$0	\$275,000	\$275,000	\$0	\$0	STPFlex, TollCr
Totals:	\$275,000	\$0	\$0	\$0	\$275,000	\$275,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-34 RPCs: RPC

NEW CASTLE - RYE (16127)

Facility: NH 1B

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

TotalCost: \$12,248,071
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
ROW	\$0	\$22,561	\$0	\$0	\$22,561	\$22,561	\$0	\$0	STP>200k, STP<200k, TollCr, STP5to200k
CON	\$0	\$9,024,400	\$0	\$0	\$9,024,400	\$9,024,400	\$0	\$0	STP5to200k, TollCr
Totals:	\$0	\$9,046,961	\$0	\$0	\$9,046,961	\$9,046,961	\$0	\$0	

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

NEWFIELDS - NEWMARKET (28393)

Facility: NH 108

SCOPE: Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054

TotalCost: \$6,489,975
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$220,000	\$220,000	\$56,403	\$0	\$496,403	\$496,403	\$0	\$0	STP5to200k, TollCr, STPFlex
CON	\$0	\$0	\$0	\$2,313,631	\$2,313,631	\$2,313,631	\$0	\$0	STPFlex, TollCr
Totals:	\$220,000	\$220,000	\$56,403	\$2,313,631	\$2,810,033	\$2,810,033	\$0	\$0	

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

NEWINGTON - DOVER (11238Q)

Facility: NH 16, US 4 & SPAULDING TURNPIKE

SCOPE: Reconstruct Spaulding Tpk from LBB to Dover Toll Booth & Exit 6 interchange (incl. new soundwalls)

TotalCost: \$70,643,719
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$16,314,288	\$16,314,288	\$9,569,361	\$0	\$42,197,937	\$0	\$42,197,937	\$0	NonPar, TpkCap
Totals:	\$16,314,288	\$16,314,288	\$9,569,361	\$0	\$42,197,937	\$0	\$42,197,937	\$0	

Regionally Significant: Y Clean Air Act Code: N/E RPCs: RPC, SRPC

NEWINGTON - DOVER (11238S)

Facility: SPAULDING TURNPIKE / LITTLE BAY BRIDGES

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

TotalCost: \$33,809,996
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$0	\$13,064,870	\$13,713,519	\$7,031,607	\$33,809,996	\$0	\$33,809,996	\$0	TpkCap
Totals:	\$0	\$13,064,870	\$13,713,519	\$7,031,607	\$33,809,996	\$0	\$33,809,996	\$0	

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

NEWTON (29617)

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

TotalCost: \$1,248,638
Most Recent Revision: A0

Facility: NH 108

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$165,000	\$56,403	\$0	\$0	\$221,403	\$221,403	\$0	\$0	STP<5k, TollCr
ROW	\$27,500	\$0	\$0	\$0	\$27,500	\$27,500	\$0	\$0	STP<5k, TollCr
CON	\$0	\$0	\$0	\$889,736	\$889,736	\$889,736	\$0	\$0	STPFlex, TollCr
Totals:	\$192,500	\$56,403	\$0	\$889,736	\$1,138,638	\$1,138,638	\$0	\$0	

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

NORTH HAMPTON (24457)

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

TotalCost: \$6,555,272
Most Recent Revision: A0

Facility: US Route 1

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$220,000	\$84,604	\$0	\$0	\$304,604	\$304,604	\$0	\$0	STPFlex, TollCr, NHS
ROW	\$275,000	\$0	\$0	\$0	\$275,000	\$275,000	\$0	\$0	STPFlex, TollCr
CON	\$0	\$0	\$5,205,669	\$0	\$5,205,669	\$5,205,669	\$0	\$0	STPFlex, TollCr
Totals:	\$495,000	\$84,604	\$5,205,669	\$0	\$5,785,272	\$5,785,272	\$0	\$0	

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

PLAISTOW (40641)

SCOPE: Main Street Traffic Calming and Safety Improvements

TotalCost: \$1,165,134
Most Recent Revision: A0

Facility: NH 121A / Main Street

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$0	\$57,841	\$47,453	\$0	\$105,293	\$105,293	\$0	\$0	Bridge, TollCr
Totals:	\$0	\$57,841	\$47,453	\$0	\$105,293	\$105,293	\$0	\$0	

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

PLAISTOW - KINGSTON (10044E)

Facility: NH 125

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

TotalCost: \$22,793,873
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$324,500	\$28,201	\$28,920	\$29,658	\$411,279	\$411,279	\$0	\$0	NHS, TollCr
ROW	\$0	\$1,861,283	\$28,920	\$29,658	\$1,919,861	\$1,919,861	\$0	\$0	NHS, TollCr
Totals:	\$324,500	\$1,889,484	\$57,841	\$59,316	\$2,331,140	\$2,331,140	\$0	\$0	

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

PORTSMOUTH (20258)

Facility: Peverly Hill Rd.

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

TotalCost: \$1,738,036
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$90,000	\$0	\$0	\$0	\$90,000	\$72,000	\$0	\$18,000	CMAQ, Towns, NonPar
ROW	\$15,000	\$0	\$0	\$0	\$15,000	\$12,000	\$0	\$3,000	CMAQ, Towns
CON	\$1,143,729	\$0	\$0	\$0	\$1,143,729	\$366,022	\$0	\$777,707	CMAQ, Towns, NonPar
Totals:	\$1,248,729	\$0	\$0	\$0	\$1,248,729	\$450,022	\$0	\$798,707	

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

PORTSMOUTH (29640)

Facility: US 1

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

TotalCost: \$22,065,069
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$797,500	\$0	\$0	\$1,156,815	\$1,954,315	\$1,954,315	\$0	\$0	NHS, TollCr
ROW	\$0	\$0	\$0	\$3,736,513	\$3,736,513	\$3,736,513	\$0	\$0	NHS, TollCr
Totals:	\$797,500	\$0	\$0	\$4,893,329	\$5,690,829	\$5,690,829	\$0	\$0	

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

PORTSMOUTH (40642)

Facility: Maplewood Avenue

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

TotalCost: \$669,119
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$0	\$30,000	\$29,226	\$0	\$59,226	\$47,381	\$0	\$11,845	STPFlex, Towns
Totals:	\$0	\$30,000	\$29,226	\$0	\$59,226	\$47,381	\$0	\$11,845	

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

PORTSMOUTH (41752)

Facility: NA

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

TotalCost: \$1,024,353
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$45,000	\$30,765	\$0	\$0	\$75,765	\$60,612	\$0	\$15,153	CMAQ, Towns
ROW	\$0	\$76,913	\$0	\$0	\$76,913	\$61,530	\$0	\$15,383	CMAQ, Towns
CON	\$0	\$871,675	\$0	\$0	\$871,675	\$697,340	\$0	\$174,335	CMAQ, Towns
Totals:	\$45,000	\$979,353	\$0	\$0	\$1,024,353	\$819,482	\$0	\$204,871	

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

PORTSMOUTH (42350)

Facility: Lang Road/Longmeadow Road/US Route 1

SCOPE: Realign Lang Road to connect to Longmeadow Road

TotalCost: \$1,081,489
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$110,000	\$0	\$0	\$0	\$110,000	\$0	\$0	\$110,000	Towns
ROW	\$5,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000	Towns
CON	\$966,489	\$0	\$0	\$0	\$966,489	\$869,840	\$0	\$96,649	HSIP, Towns
Totals:	\$1,081,489	\$0	\$0	\$0	\$1,081,489	\$869,840	\$0	\$211,649	

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

PORTSMOUTH, NH - KITTERY, ME (15731)

Facility: US 1 Bypass

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

TotalCost: \$221,363,322
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
ROW	\$0	\$10,550,000	\$2,563,750	\$2,629,126	\$15,742,876	\$15,742,876	\$0	\$0	STPFlex, TollCr, Maine, NHS
Totals:	\$0	\$10,550,000	\$2,563,750	\$2,629,126	\$15,742,876	\$15,742,876	\$0	\$0	

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

PORTSMOUTH, NH - KITTERY, ME (16189)

Facility: I-95

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

TotalCost: \$33,913,000
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$1,060,000	\$0	\$0	\$0	\$1,060,000	\$0	\$530,000	\$530,000	Maine, MinGuar
CON	\$20,800,000	\$5,900,000	\$6,153,000	\$0	\$32,853,000	\$0	\$13,343,350	\$19,509,650	Maine, MinGuar
Totals:	\$21,860,000	\$5,900,000	\$6,153,000	\$0	\$33,913,000	\$0	\$13,873,350	\$20,039,650	

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

PROGRAM (CART5307)

Facility: Various

SCOPE: CART operating, ADA, capital preventive maintenance, planning, FTA 5307 funds.

TotalCost: \$8,269,631
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$564,839	\$530,452	\$542,140	\$633,710	\$2,271,141	\$1,540,756	\$9,572	\$720,813	FTA5307, NHHF, Other, FTA5339
Totals:	\$564,839	\$530,452	\$542,140	\$633,710	\$2,271,141	\$1,540,756	\$9,572	\$720,813	

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

PROGRAM (CART5310)

Facility: Various

SCOPE: CART funding for seniors and individuals with disabilities. Annual FTA Section 5310 apportionment.

TotalCost: \$2,227,293
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$287,235	\$147,759	\$150,714	\$153,728	\$739,436	\$591,549	\$0	\$147,887	FTA5310, Other
Totals:	\$287,235	\$147,759	\$150,714	\$153,728	\$739,436	\$591,549	\$0	\$147,887	

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

PROGRAM (CART5339)

Facility: Various

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

TotalCost: \$629,126
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$46,493	\$47,423	\$48,371	\$49,339	\$191,626	\$162,882	\$14,372	\$14,372	FTA5339, NHHF, Other
Totals:	\$46,493	\$47,423	\$48,371	\$49,339	\$191,626	\$162,882	\$14,372	\$14,372	

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

PROGRAM (COAST5307)

Facility: Various

SCOPE: COAST operating, ADA, capital preventive maintenance, planning, FTA 5307 funds

TotalCost: \$37,304,961
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$2,591,976	\$2,643,815	\$2,696,691	\$2,750,625	\$10,683,107	\$8,546,486	\$0	\$2,136,621	FTA5307, Other
Totals:	\$2,591,976	\$2,643,815	\$2,696,691	\$2,750,625	\$10,683,107	\$8,546,486	\$0	\$2,136,621	

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

PROGRAM (FTA5307)

Facility: Boston Urbanized Area (UZA)

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

TotalCost: \$63,135,438
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$3,556,817	\$3,678,319	\$3,751,252	\$3,825,643	\$14,812,030	\$14,812,030	\$0	\$0	FTA5307, Other, TollCr
Totals:	\$3,556,817	\$3,678,319	\$3,751,252	\$3,825,643	\$14,812,030	\$14,812,030	\$0	\$0	

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

SALEM (12334)

Facility: NH 28

SCOPE: RECONSTRUCT DEPOT INTERSECTION NH28 (BROADWAY) AND NH 97 (MAIN STREET) ADD TURN LANES ON NH28 MUPCA

TotalCost: \$12,191,530
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$150,000	\$0	\$0	\$0	\$150,000	\$120,000	\$0	\$30,000	Bridge, Towns
ROW	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$500,000	\$0	\$500,000	Bridge, Towns
CON	\$2,644,108	\$1,500,000	\$0	\$0	\$4,144,108	\$3,315,286	\$0	\$828,822	RepEarmark, Towns, Bridge
Totals:	\$3,794,108	\$1,500,000	\$0	\$0	\$5,294,108	\$3,935,286	\$0	\$1,358,822	

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

SALEM (41750)

Facility: Manchester & Lawrence Rail Line

SCOPE: Add .3 miles to Salem Bike-Ped Corridor which runs along abandoned Manchester & Lawrence rail line.

TotalCost: \$867,978
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$145,000	\$0	\$0	\$0	\$145,000	\$116,000	\$0	\$29,000	CMAQ, Towns
ROW	\$0	\$51,275	\$0	\$0	\$51,275	\$41,020	\$0	\$10,255	CMAQ, Towns
CON	\$0	\$671,703	\$0	\$0	\$671,703	\$537,362	\$0	\$134,341	CMAQ, Towns
Totals:	\$145,000	\$722,978	\$0	\$0	\$867,978	\$694,382	\$0	\$173,596	

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

SALEM TO MANCHESTER (10418T)

SCOPE: CORRIDOR SERVICE PATROL (Salem to Manchester)

TotalCost: \$1,097,352
Most Recent Revision: A0

Facility: I-93

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$93,500	\$11,000	\$0	\$0	\$104,500	\$104,500	\$0	\$0	STP-Safety, EquityBonus, STPFlex, TollCr, NHS, STP<200k
Totals:	\$93,500	\$11,000	\$0	\$0	\$104,500	\$104,500	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-6 RPCs: RPC, SNHPC

SALEM TO MANCHESTER (10418W)

SCOPE: Chloride Reduction Efforts

TotalCost: \$5,040,000
Most Recent Revision: A0

Facility: I-93

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$1,032,000	\$0	\$0	\$0	\$1,032,000	\$1,014,408	\$0	\$17,592	Earmark, NHHF, Other, TollCr, STPFlex
Totals:	\$1,032,000	\$0	\$0	\$0	\$1,032,000	\$1,014,408	\$0	\$17,592	

Regionally Significant: N Clean Air Act Code: E-38 RPCs: RPC, SNHPC

SALEM TO MANCHESTER (10418X)

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

TotalCost: \$8,942,092
Most Recent Revision: A0

Facility: I-93

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$362,840	\$297,564	\$167,738	\$0	\$828,142	\$828,142	\$0	\$0	Bridge, TollCr, STPFlex, TIFIA
OTHER	\$30,925	\$0	\$0	\$0	\$30,925	\$27,183	\$2,242	\$1,500	STPFlex, TollCr, NonPar, Bridge, TIFIA
Totals:	\$393,765	\$297,564	\$167,738	\$0	\$859,067	\$855,325	\$2,242	\$1,500	

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

SALEM TO MANCHESTER (13933A)

SCOPE: Mainline, State Line to Exit 1 NB & SB

TotalCost: \$22,055,019
Most Recent Revision: A0

Facility: I-93

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$15,565,019	\$3,410,000	\$0	\$0	\$18,975,019	\$5,246,149	\$13,728,870	\$0	STPFlex, TollCr, BrSpec
Totals:	\$15,565,019	\$3,410,000	\$0	\$0	\$18,975,019	\$5,246,149	\$13,728,870	\$0	

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

SALEM TO MANCHESTER (14633J)

SCOPE: Exit 1 to Exit 5 - Construct 4th lane northbound and southbound

TotalCost: \$11,935,000
Most Recent Revision: A0

Facility: I-93

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$11,096,787	\$453,213	\$0	\$0	\$11,550,000	\$11,550,000	\$0	\$0	NHS, TollCr
Totals:	\$11,096,787	\$453,213	\$0	\$0	\$11,550,000	\$11,550,000	\$0	\$0	

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

SALEM TO MANCHESTER (14800A)

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

TotalCost: \$49,772,025
Most Recent Revision: A0

Facility: I-93

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$560,448	\$3,047,006	\$6,950,531	\$6,870,671	\$17,428,656	\$15,303,830	\$0	\$2,124,826	NHS, TollCr, NonPar, RZEDSub, STP>200k, CMAQ, Bridge
Totals:	\$560,448	\$3,047,006	\$6,950,531	\$6,870,671	\$17,428,656	\$15,303,830	\$0	\$2,124,826	

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

SALEM TO MANCHESTER (14800E)

Facility: I-93

SCOPE: I-93 Exit 2 Interchange reconstruction & Pelham Rd - debt service project for 13933E (Salem)

TotalCost: \$46,258,268
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$4,635,916	\$4,181,961	\$0	\$0	\$8,817,878	\$8,817,878	\$0	\$0	STP-Safety, NHS, TollCr, NonPar, CMAQ, STPFlex, Bridge
Totals:	\$4,635,916	\$4,181,961	\$0	\$0	\$8,817,878	\$8,817,878	\$0	\$0	

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

SALEM TO MANCHESTER (14800H)

Facility: I-93

SCOPE: Final Design Services for PE & ROW - Debt service for 10418V

TotalCost: \$11,556,495
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$1,247,177	\$933,538	\$0	\$0	\$2,180,715	\$2,180,715	\$0	\$0	CMAQ, NHS, TollCr, STPFlex, NonPar
ROW	\$209,256	\$156,632	\$0	\$0	\$365,888	\$365,888	\$0	\$0	CMAQ, NHS, TollCr, STPFlex, NonPar
Totals:	\$1,456,433	\$1,090,170	\$0	\$0	\$2,546,603	\$2,546,603	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: RPC, SNHPC

SEABROOK (41712)

Facility: US 1

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

TotalCost: \$2,800,000
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$300,000	\$0	\$0	\$0	\$300,000	\$150,000	\$0	\$150,000	NonPar, STP5to200k, TollCr
ROW	\$0	\$200,000	\$0	\$0	\$200,000	\$100,000	\$0	\$100,000	NonPar, STP5to200k, TollCr
CON	\$0	\$0	\$2,300,000	\$0	\$2,300,000	\$1,150,000	\$0	\$1,150,000	NonPar, STP5to200k, TollCr
Totals:	\$300,000	\$200,000	\$2,300,000	\$0	\$2,800,000	\$1,400,000	\$0	\$1,400,000	

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

SEABROOK - HAMPTON (15904)

Facility: NH 1A

SCOPE: Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)

TotalCost: \$42,311,577
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$1,650,000	\$225,610	\$1,503,860	\$1,186,314	\$4,565,784	\$4,565,784	\$0	\$0	STP>200k, TollCr, STP5to200k, STPFlex
ROW	\$0	\$0	\$578,408	\$0	\$578,408	\$578,408	\$0	\$0	STP>200k, TollCr, STP5to200k
Totals:	\$1,650,000	\$225,610	\$2,082,267	\$1,186,314	\$5,144,192	\$5,144,192	\$0	\$0	

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

STATEWIDE (68069B)

Facility: Various

SCOPE: Statewide rideshare database utilizing Trapeze Ridepro software

TotalCost: \$180,521
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$25,782	\$27,070	\$0	\$0	\$52,852	\$42,281	\$10,570	\$0	CMAQ, TpkCap
Totals:	\$25,782	\$27,070	\$0	\$0	\$52,852	\$42,281	\$10,570	\$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: RPC, SRPC

Figure 7-6: Statewide Programs List

DOCKET: A0

1/14/2019

DRAFT

COMMUTER/INTERCITY BUS REPLACEMENT (40284)

SCOPE: Replacement of existing state-owned coaches used for commuter and intercity bus.

TotalCost: \$14,568,249

Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$0	\$0	\$1,152,275	\$0	\$1,152,275	\$1,152,275	\$0	\$0	FTA5307, CMAQ, TollCr
Totals:	\$0	\$0	\$1,152,275	\$0	\$1,152,275	\$1,152,275	\$0	\$0	

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

PROGRAM (ADA)

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

TotalCost: \$3,103,093

Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$200,000	\$200,000	\$205,100	\$210,330	\$815,430	\$815,430	\$0	\$0	BrOffSys, TollCr, STP-Enhance
Totals:	\$200,000	\$200,000	\$205,100	\$210,330	\$815,430	\$815,430	\$0	\$0	

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

PROGRAM (BRDG-HIB-M&P)

SCOPE: Maintenance and preservation efforts for High Investment Bridges

TotalCost: \$34,640,000
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$800,000	\$100,000	\$100,000	\$100,000	\$1,100,000	\$1,100,000	\$0	\$0	STPFlex, TollCr
ROW	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$80,000	\$0	\$0	STPFlex, TollCr
CON	\$300,000	\$1,004,640	\$2,800,000	\$2,800,000	\$6,904,640	\$6,904,640	\$0	\$0	STPFlex, TollCr
Totals:	\$1,120,000	\$1,124,640	\$2,920,000	\$2,920,000	\$8,084,640	\$8,084,640	\$0	\$0	

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

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

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

TotalCost: \$129,175,000
Most Recent Revision: A0

Facility: Tier 1-2 Bridges

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$550,000	\$100,000	\$100,000	\$100,000	\$850,000	\$850,000	\$0	\$0	STPFlex, TollCr
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000	\$0	\$0	STPFlex, TollCr
CON	\$7,550,000	\$8,000,000	\$8,000,000	\$8,000,000	\$31,550,000	\$31,550,000	\$0	\$0	STPFlex, TollCr
Totals:	\$8,125,000	\$8,125,000	\$8,125,000	\$8,125,000	\$32,500,000	\$32,500,000	\$0	\$0	

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

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

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

TotalCost: \$51,143,000
Most Recent Revision: A0

Facility: Tier 3-4 Bridges

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$100,000	\$50,000	\$50,000	\$50,000	\$250,000	\$250,000	\$0	\$0	STPFlex, TollCr
ROW	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000	\$40,000	\$0	\$0	STPFlex, TollCr
CON	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$14,000,000	\$14,000,000	\$0	\$0	STPFlex, TollCr
Totals:	\$3,610,000	\$3,560,000	\$3,560,000	\$3,560,000	\$14,290,000	\$14,290,000	\$0	\$0	

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

PROGRAM (CBI)

SCOPE: Complex Bridge Inspection (PARENT)

TotalCost: \$7,712,276
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000	\$1,000,000	\$0	\$0	STPFlex, TollCr
Totals:	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000	\$1,000,000	\$0	\$0	

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

PROGRAM (CORRST)

SCOPE: Corridor Studies Statewide

TotalCost: \$7,000,000
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$0	\$0	\$700,000	\$700,000	\$1,400,000	\$1,400,000	\$0	\$0	CMAQ, TollCr
Totals:	\$0	\$0	\$700,000	\$700,000	\$1,400,000	\$1,400,000	\$0	\$0	

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

PROGRAM (CRDR)

Facility: Various

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

TotalCost: \$46,795,970
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$400,000	\$100,000	\$100,000	\$100,000	\$700,000	\$700,000	\$0	\$0	STPFlex, TollCr, STPOffSysBr
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000	\$0	\$0	STPFlex, TollCr
CON	\$1,870,000	\$1,870,000	\$1,870,000	\$1,870,000	\$7,480,000	\$7,480,000	\$0	\$0	STPFlex, TollCr
OTHER	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	STPFlex, TollCr
Totals:	\$2,300,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,300,000	\$8,300,000	\$0	\$0	

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

PROGRAM (DBE)

Facility: Disadvantaged Business Enterprise

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

TotalCost: \$1,420,000
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$65,000	\$65,000	\$65,000	\$65,000	\$260,000	\$260,000	\$0	\$0	DBE
Totals:	\$65,000	\$65,000	\$65,000	\$65,000	\$260,000	\$260,000	\$0	\$0	

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

PROGRAM (ENV-POST-CON)

Facility: STATEWIDE

SCOPE: Environmental commitments for post-construction obligations.

TotalCost: \$638,400
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$43,000	\$36,300	\$36,300	\$36,300	\$151,900	\$151,900	\$0	\$0	STPFlex, TollCr, Other
Totals:	\$43,000	\$36,300	\$36,300	\$36,300	\$151,900	\$151,900	\$0	\$0	

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

PROGRAM (FLAP)

Facility: Various

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

TotalCost: \$5,512,000
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$92,000	\$50,000	\$50,000	\$50,000	\$242,000	\$242,000	\$0	\$0	ForHigh
ROW	\$50,000	\$50,000	\$25,000	\$25,000	\$150,000	\$150,000	\$0	\$0	ForHigh
CON	\$720,000	\$275,000	\$275,000	\$275,000	\$1,545,000	\$1,545,000	\$0	\$0	ForHigh
Totals:	\$862,000	\$375,000	\$350,000	\$350,000	\$1,937,000	\$1,937,000	\$0	\$0	

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

PROGRAM (FTA5310)

Facility: Various

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

TotalCost: \$35,761,698
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$1,468,532	\$1,352,549	\$1,399,600	\$1,447,592	\$5,668,272	\$4,534,618	\$0	\$1,133,654	FTA5310, Other, STPFlex
Totals:	\$1,468,532	\$1,352,549	\$1,399,600	\$1,447,592	\$5,668,272	\$4,534,618	\$0	\$1,133,654	

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

PROGRAM (FTA5339)

Facility: Various

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

TotalCost: \$90,525,692
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$5,463,560	\$5,437,759	\$5,546,514	\$5,657,444	\$22,105,277	\$17,684,221	\$0	\$4,421,055	FTA5339, Other, NH
Totals:	\$5,463,560	\$5,437,759	\$5,546,514	\$5,657,444	\$22,105,277	\$17,684,221	\$0	\$4,421,055	

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

PROGRAM (GRR)

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

TotalCost: \$29,325,909
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000	\$0	\$0	STPFlex, TollCr
ROW	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	STPFlex, TollCr
CON	\$1,880,000	\$1,880,000	\$1,880,000	\$1,880,000	\$7,520,000	\$7,520,000	\$0	\$0	STPFlex, TollCr
Totals:	\$2,035,000	\$2,035,000	\$2,035,000	\$2,035,000	\$8,140,000	\$8,140,000	\$0	\$0	

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

PROGRAM (HSIP)

SCOPE: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

TotalCost: \$196,919,765
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$1,000,000	\$500,000	\$750,000	\$500,000	\$2,750,000	\$2,750,000	\$0	\$0	HSIP, TollCr
ROW	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000	\$0	\$0	HSIP, TollCr
CON	\$8,362,151	\$9,059,081	\$8,809,081	\$9,059,081	\$35,289,394	\$35,289,394	\$0	\$0	HSIP, TollCr, STPFlex
OTHER	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000	\$800,000	\$0	\$0	HSIP, TollCr
Totals:	\$9,712,151	\$9,909,081	\$9,909,081	\$9,909,081	\$39,439,394	\$39,439,394	\$0	\$0	

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

PROGRAM (LTAP)

Facility: Local Techonolgy Assistance Program

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

TotalCost: \$2,500,000
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
SPR	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000	\$0	\$0	LTAP
Totals:	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000	\$0	\$0	

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

PROGRAM (MOBRR)

Facility: Various

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

TotalCost: \$60,175,000
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$320,000	\$0	\$80,000	IM, Other, STPFlex
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$80,000	\$0	\$20,000	IM, Other, STPFlex
CON	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000	\$18,000,000	\$14,400,000	\$0	\$3,600,000	IM, Other, STPFlex
Totals:	\$4,625,000	\$4,625,000	\$4,625,000	\$4,625,000	\$18,500,000	\$14,800,000	\$0	\$3,700,000	

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

PROGRAM (NSTI)

Facility: National Summer Transportation Institute

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

TotalCost: \$320,000
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$80,000	\$0	\$0	NSTI
Totals:	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$80,000	\$0	\$0	

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

PROGRAM (OJT/SS)

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

TotalCost: \$450,000
Most Recent Revision: A0

Facility: OJT/SS

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000	\$0	\$0	DBE
Totals:	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000	\$0	\$0	

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

PROGRAM (PAVE-T1-RESURF)

SCOPE: Resurface Tier 1 Highways

TotalCost: \$158,250,000
Most Recent Revision: A0

Facility: Tier 1 Highways

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000	\$1,200,000	\$0	\$0	STPFlex, TollCr
CON	\$12,000,000	\$12,250,000	\$12,250,000	\$12,250,000	\$48,750,000	\$48,750,000	\$0	\$0	STPFlex, TollCr
Totals:	\$12,300,000	\$12,550,000	\$12,550,000	\$12,550,000	\$49,950,000	\$49,950,000	\$0	\$0	

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

PROGRAM (PAVE-T2-REHAB)

SCOPE: Rehab of Tier 2 roads.

TotalCost: \$63,155,179
Most Recent Revision: A0

Facility: Tier 2 Highways

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$3,300,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,800,000	\$10,800,000	\$0	\$0	NHDOT Op, STPFlex, TollCr
Totals:	\$3,300,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,800,000	\$10,800,000	\$0	\$0	

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

PROGRAM (PAVE-T2-RESURF)

SCOPE: Resurfacing Tier 2 Roadways

TotalCost: \$284,175,000
Most Recent Revision: A0

Facility: Tier 2 Highways

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000	\$1,200,000	\$0	\$0	STPFlex, TollCr
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000	\$0	\$0	STPFlex, TollCr
CON	\$15,525,000	\$15,525,000	\$20,400,000	\$20,400,000	\$71,850,000	\$47,850,000	\$24,000,000	\$0	STPFlex, TollCr, NHDOT Op
Totals:	\$15,850,000	\$15,850,000	\$20,725,000	\$20,725,000	\$73,150,000	\$49,150,000	\$24,000,000	\$0	

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

PROGRAM (PVMRK)

SCOPE: Statewide Pavement Marking Annual Project

TotalCost: \$58,900,000
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	STPFlex, TollCr
CON	\$3,095,000	\$3,095,000	\$3,095,000	\$3,095,000	\$12,380,000	\$12,380,000	\$0	\$0	STPFlex, TollCr
Totals:	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$12,400,000	\$12,400,000	\$0	\$0	

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

PROGRAM (RCTRL)

SCOPE: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

TotalCost: \$26,028,645
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$1,562,500	\$1,562,500	\$1,562,500	\$1,562,500	\$6,250,000	\$5,000,000	\$0	\$1,250,000	DRED, RecTrails
Totals:	\$1,562,500	\$1,562,500	\$1,562,500	\$1,562,500	\$6,250,000	\$5,000,000	\$0	\$1,250,000	

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

PROGRAM (RRRCS)

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

TotalCost: \$24,079,511
Most Recent Revision: A0

Facility: Statewide Railroad Crossings

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$259,646	\$250,000	\$250,000	\$250,000	\$1,009,646	\$1,009,646	\$0	\$0	TollCr, TAP
ROW	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	HSIP, TollCr, TAP
CON	\$925,000	\$925,000	\$925,000	\$925,000	\$3,700,000	\$3,700,000	\$0	\$0	TollCr, TAP
OTHER	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	TAP, TollCr
Totals:	\$1,194,646	\$1,185,000	\$1,185,000	\$1,185,000	\$4,749,646	\$4,749,646	\$0	\$0	

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

PROGRAM (SRTS)

SCOPE: SAFE ROUTES TO SCHOOL PROGRAM

TotalCost: \$8,007,473
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
ROW	\$500	\$0	\$0	\$0	\$500	\$500	\$0	\$0	SRTS
CON	\$769,758	\$0	\$0	\$0	\$769,758	\$769,758	\$0	\$0	SRTS
OTHER	\$21,375	\$0	\$0	\$0	\$21,375	\$21,375	\$0	\$0	SRTS
Totals:	\$791,633	\$0	\$0	\$0	\$791,633	\$791,633	\$0	\$0	

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

PROGRAM (STIC)

SCOPE: STIC Incentives

TotalCost: \$1,625,000
Most Recent Revision: A0

Facility: Varies

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000	\$400,000	\$100,000	\$0	Betterment, STIC
Totals:	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000	\$400,000	\$100,000	\$0	

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

PROGRAM (TA)

SCOPE: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

TotalCost: \$45,903,489
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$315,950	\$315,950	\$315,950	\$315,950	\$1,263,800	\$1,011,040	\$0	\$252,760	Other, RLH
ROW	\$127,650	\$127,650	\$127,650	\$127,650	\$510,600	\$408,480	\$0	\$102,120	Other, RLH, TollCr
CON	\$2,698,400	\$2,698,400	\$2,698,400	\$2,698,400	\$10,793,600	\$8,634,880	\$0	\$2,158,720	Other, RLH
OTHER	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	\$160,000	\$0	\$40,000	Other, RLH
Totals:	\$3,192,000	\$3,192,000	\$3,192,000	\$3,192,000	\$12,768,000	\$10,214,400	\$0	\$2,553,600	

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

PROGRAM (TRAC)

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

TotalCost: \$396,000
Most Recent Revision: A0

Facility: TRansportation And Civil engineering program

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000	\$88,000	\$0	\$0	STPFlex, TollCr
Totals:	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000	\$88,000	\$0	\$0	

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

PROGRAM (TRCK-WGHT-SFTY)

SCOPE: Truck weight safety inspection & maintenance program

TotalCost: \$1,400,000
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000	\$0	\$0	STPFlex, TollCr
Totals:	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000	\$0	\$0	

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

PROGRAM (TSMO)

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

TotalCost: \$6,675,000
Most Recent Revision: A0

Facility: Transportation Systems Management and Operations

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000	\$1,400,000	\$0	\$0	STPFlex, TollCr
Totals:	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000	\$1,400,000	\$0	\$0	

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

PROGRAM (UBI)

SCOPE: Underwater Bridge Inspection (Annual Project)

TotalCost: \$1,233,500
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$60,000	\$60,000	\$50,000	\$50,000	\$220,000	\$220,000	\$0	\$0	STPFlex, TollCr
Totals:	\$60,000	\$60,000	\$50,000	\$50,000	\$220,000	\$220,000	\$0	\$0	

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

PROGRAM (USSS)

SCOPE: Project to update signing on state system

TotalCost: \$8,540,000
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000	\$0	\$0	STPFlex, TollCr
CON	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000	\$2,000,000	\$0	\$0	STPFlex, TollCr
Totals:	\$530,000	\$530,000	\$530,000	\$530,000	\$2,120,000	\$2,120,000	\$0	\$0	

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

STATEWIDE (41374)

SCOPE: Underwater Bridge Inspection for years 2018 to 2020

TotalCost: \$249,476
Most Recent Revision: A0

Facility: VARIOUS

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$72,500	\$79,476	\$0	\$0	\$151,976	\$121,530	\$30,446	\$0	NHDOT Op, MinGuar, STPFlex, TollCr
Totals:	\$72,500	\$79,476	\$0	\$0	\$151,976	\$121,530	\$30,446	\$0	

Regionally Significant: Y Clean Air Act Code: ATT RPCs: Statewide

STATEWIDE (41756)

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

TotalCost: \$335,049
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$132,000	\$90,244	\$0	\$0	\$222,244	\$222,244	\$0	\$0	CMAQ, TollCr
CON	\$0	\$112,805	\$0	\$0	\$112,805	\$112,805	\$0	\$0	CMAQ, TollCr
Totals:	\$132,000	\$203,049	\$0	\$0	\$335,049	\$335,049	\$0	\$0	

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

STATEWIDE (42248)

Facility: Various

SCOPE: Surface Transportation System Funding Alternatives Grant-Phase1 Study.ILLUSTRATIVE PURPOSES IN STIP

TotalCost: \$500,000
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0	Betterment
Totals:	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0	

Regionally Significant: Y Clean Air Act Code: ALL RPCs: Statewide

STATEWIDE-RWIS (25198)

Facility: Various

SCOPE: To install Road and Weather systems around the State. Ad date set for April 23, 2019

TotalCost: \$935,155
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$823,200	\$0	\$0	\$0	\$823,200	\$431,200	\$392,000	\$0	STPFlex, TollCr, TpkCap
Totals:	\$823,200	\$0	\$0	\$0	\$823,200	\$431,200	\$392,000	\$0	

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

UNH (68070)

Facility: Wildcat Transit

SCOPE: Wildcat Transit - Capital Equipment Purchases and Operating Support for UNH/Wildcat Bus.

TotalCost: \$2,704,852
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$239,413	\$257,794	\$0	\$0	\$497,206	\$397,765	\$99,441	\$0	FTA5307, TpkCap
Totals:	\$239,413	\$257,794	\$0	\$0	\$497,206	\$397,765	\$99,441	\$0	

Regionally Significant: N Clean Air Act Code: E-22 RPCs: Statewide

	2019 Improvement Program					2020 Improvement Program				
FUNDING SOURCES	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid)										
Bridge Off System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,389,903
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 282,013	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 22,910,574	\$ 5,156	\$ 2,501,708	\$ 25,417,439	\$ 10,512,525	\$ 23,458,137	\$ 5,414	\$ 3,439,809	\$ 26,903,360	\$ 8,762,028
Highway Safety Improvement Program (HSIP)	\$ 13,334,358	\$ -	\$ 137,349	\$ 13,471,707	\$ 10,678,640	\$ 13,653,049	\$ -	\$ -	\$ 13,653,049	\$ 9,909,081
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 8,620,759	\$ -	\$ -	\$ 8,620,759	\$ -	\$ 8,826,795	\$ -	\$ -	\$ 8,826,795	\$ -
National Highway System	\$ 94,860,599	\$ -	\$ 3,000	\$ 94,863,599	\$ 52,715,152	\$ 97,127,767	\$ -	\$ -	\$ 97,127,767	\$ 38,961,050
Recreational Trails	\$ 3,594,348	\$ -	\$ 312,500	\$ 3,906,848	\$ 1,562,500	\$ 3,680,253	\$ -	\$ 312,500	\$ 3,992,753	\$ 1,562,500
Redistribution	\$ 792,271	\$ -	\$ -	\$ 792,271	\$ -	\$ 811,206	\$ -	\$ -	\$ 811,206	\$ -
RL - Rail Highway	\$ 5,070,691	\$ -	\$ 156,750	\$ 5,227,441	\$ 1,194,646	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000
Safe Routes to School	\$ 588,392	\$ -	\$ -	\$ 588,392	\$ 791,633	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ -
STP-5 to 200K	\$ 8,205,751	\$ -	\$ 1,079,128	\$ 9,284,879	\$ 20,811,469	\$ 8,401,868	\$ -	\$ 977,330	\$ 9,379,198	\$ 14,210,298
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,995,955	\$ -	\$ 1,030,000	\$ 7,025,955	\$ 8,161,822	\$ 6,139,258	\$ -	\$ 300,000	\$ 6,439,258	\$ 12,352,370
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ 212,612	\$ -	\$ 111,818	\$ 324,430	\$ -	\$ 217,693	\$ -	\$ 92,583	\$ 310,276	\$ -
STP-Hazard Elimination	\$ 24,070	\$ -	\$ -	\$ 24,070	\$ -	\$ 24,645	\$ -	\$ -	\$ 24,645	\$ -
STP-Non Urban Areas Under 5K	\$ 10,268,477	\$ -	\$ 15,000	\$ 10,283,477	\$ 9,637,593	\$ 10,513,894	\$ -	\$ 19,724	\$ 10,533,618	\$ 7,409,326
STP-Off System Bridge	\$ 10,501,549	\$ -	\$ -	\$ 10,501,549	\$ 264,000	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ 84,604
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 200,000	\$ 64,038	\$ -	\$ -	\$ 64,038	\$ 200,000
STP-State Flexible	\$ 14,037,797	\$ -	\$ 1,575,890	\$ 15,613,687	\$ 68,691,000	\$ 14,373,300	\$ -	\$ 2,457,574	\$ 16,830,874	\$ 83,286,874
TAP - Transportation Alternatives	\$ 7,975,325	\$ -	\$ 1,643,508	\$ 9,618,833	\$ 4,082,620	\$ 8,165,935	\$ -	\$ 1,088,237	\$ 9,254,173	\$ 3,227,893
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTAL	\$ 207,056,069	\$ 5,156	\$ 8,566,651	\$ 215,627,877	\$ 189,680,611	\$ 212,004,709	\$ 5,414	\$ 8,687,757	\$ 220,697,880	\$ 184,635,927

ADJUSTMENTS										
NHPP Exempt	\$ 2,512,299			\$ 2,512,299	\$ -	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -
Recovered Obligations				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment****										
(Total Resource- FAST ACT Apportionment)	\$ (28,358,456)			\$ (28,358,456)	\$ -	\$ (29,027,379)	\$ -	\$ -	\$ (29,027,379)	\$ -
ADJUSTED TOTAL	\$ 181,209,912	\$ 5,156	\$ 8,566,651	\$ 189,781,719	\$ 189,680,611	\$ 185,489,629	\$ 5,414	\$ 8,687,757	\$ 194,182,800	\$ 184,635,927

FHWA (Other Funds)										
TIFIA	\$ -	\$ 13,728,870	\$ -	\$ 13,728,870	\$ 13,728,870	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ 13,750,000	\$ -	\$ 13,750,000	\$ 13,750,000	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 244,116		\$ 61,029	\$ 305,145	\$ 305,145	\$ -	\$ -	\$ -	\$ -	\$ -
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
FHWA Earmarks	\$ 1,057,736	\$ -	\$ 44,747	\$ 1,102,483	\$ 1,102,483	\$ 607,623	\$ -	\$ 202,541	\$ 810,164	\$ 810,164
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
GRAND TOTAL	\$ 1,571,852	\$ 27,503,870	\$ 105,776	\$ 29,181,499	\$ 29,181,499	\$ 877,623	\$ 25,000	\$ 202,541	\$ 1,105,164	\$ 1,105,164

All FHWA FUNDS TOTAL	\$ 182,781,764	\$ 27,509,027	\$ 8,672,427	\$ 218,963,218	\$ 218,862,110	\$ 186,367,252	\$ 30,414	\$ 8,890,298	\$ 195,287,964	\$ 185,741,092
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FTA (Federal-Aid with Match)***										
FTA5307	\$ 6,861,150	\$ -	\$ 1,904,805	\$ 8,765,955	\$ 6,463,289	\$ 6,182,373	\$ -	\$ 1,940,237	\$ 8,122,610	\$ 6,475,324
FTA5307_NHDOT	\$ 2,860,098	\$ -	\$ 350,398	\$ 3,210,496	\$ 2,845,453	\$ 2,917,300	\$ -	\$ 108,512	\$ 3,025,812	\$ 2,942,655
FTA5307_NHDOT (Prior Year Carry Over)*****	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -
FTA5310 (includes future STP-Flex transfers)	\$ 1,958,089	\$ -	\$ 351,153	\$ 2,309,242	\$ 660,760	\$ 1,848,968	\$ -	\$ 300,062	\$ 2,149,030	\$ 457,515
FTA5311	\$ 4,497,598	\$ -	\$ 4,421,635	\$ 8,919,232	\$ 4,421,635	\$ 4,380,931	\$ -	\$ 4,380,931	\$ 8,761,862	\$ 4,380,931
FTA5339	\$ 4,264,909	\$ -	\$ 1,092,712	\$ 5,357,621	\$ 4,584,464	\$ 4,350,207	\$ -	\$ 1,091,108	\$ 5,441,315	\$ 4,568,095
FTA5339 (Prior Year Carry Over)	\$ 105,940	\$ -	\$ -	\$ 105,940	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTAL	\$ 21,393,139	\$ -	\$ 8,120,703	\$ 29,513,841	\$ 18,975,601	\$ 20,525,134	\$ -	\$ 7,820,850	\$ 28,345,983	\$ 18,824,520

FHWA/FTA FUNDS TOTAL	\$ 204,174,903	\$ 27,509,027	\$ 16,793,130	\$ 248,477,059	\$ 237,837,711	\$ 206,892,386	\$ 30,414	\$ 16,711,148	\$ 223,633,947	\$ 204,565,612
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INNOVATED FINANCING										
GARVEE Bond Funds (Est)	\$ -	\$ 8,800,000	\$ -	\$ 8,800,000	\$ 8,800,000	\$ -	\$ 12,774,038	\$ -	\$ 12,774,038	\$ 12,774,038
State Fund Sources										
Turnpike Capital	\$ -	\$ 27,091,978	\$ 27,091,978	\$ 54,183,956	\$ 26,263,104	\$ -	\$ 58,594,650	\$ -	\$ 58,594,650	\$ 46,077,460
Turnpike Program	\$ -	\$ 2,242	\$ 2,242	\$ 4,484	\$ 2,242	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 16,898,622	\$ 16,898,622	\$ 33,797,244	\$ 6,230,000	\$ -	\$ 23,035,633	\$ -	\$ 23,035,633	\$ 5,900,000
GRAND TOTAL	\$ -	\$ 43,992,842	\$ 43,992,842	\$ 87,985,684	\$ 32,495,346	\$ -	\$ 81,630,282	\$ -	\$ 81,630,282	\$ 51,977,460

ALL FUNDING SOURCES TOTAL	\$ 204,174,903	\$ 71,501,868	\$ 60,785,971	\$ 336,462,743	\$ 270,333,057	\$ 206,892,386	\$ 81,660,696	\$ 16,711,148	\$ 305,264,230	\$ 256,543,071
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* Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 11/6/2018.

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239

FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation plan

** Constraint Limits

*** FTA Current Year Available funds and prior grant funds.

**** Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$178,697,613 -\$207,056,069) = -\$28,358,456

***** Adj for Program & Unob - Adjustments for amounts programmed but not obligated.

*****includes CMAQ funds transferred to FTA

Redistribution is based on monthly reporting by NHDOT Bureau of Finance

FAST ACT Apportionment	FY2019	FY2020	FY2021	FY2022
	\$178,697,613	\$182,977,330	\$182,977,330	\$182,977,330

	2021 Improvement Program					2022 Improvement Program				
FUNDING SOURCES	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
FHWA (Federal-Aid)	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
Bridge Off System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 6,825,831	\$ -	\$ 24,442	\$ 111	\$ 24,552	\$ 121,657
Congestion Mitigation and Air Quality Program	\$ 23,458,137	\$ -	\$ 3,455,348	\$ 26,913,485	\$ 6,342,047	\$ 23,458,137	\$ -	\$ 2,231,382	\$ 25,689,519	\$ 700,000
Highway Safety Improvement Program (HSIP)	\$ 13,653,049	\$ -	\$ -	\$ 13,653,049	\$ 9,909,081	\$ 13,653,049	\$ -	\$ -	\$ 13,653,049	\$ 9,909,081
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 8,826,795	\$ -	\$ -	\$ 8,826,795	\$ -	\$ 8,826,795	\$ 18,248	\$ -	\$ 8,845,043	\$ -
National Highway System	\$ 97,127,767	\$ 5,932	\$ -	\$ 97,133,699	\$ 43,362,698	\$ 97,127,767	\$ -	\$ 312,500	\$ 97,440,267	\$ 48,202,193
Recreational Trails	\$ 3,680,253	\$ -	\$ 312,500	\$ 3,992,753	\$ 1,562,500	\$ 3,680,253	\$ -	\$ -	\$ 3,680,253	\$ 1,562,500
Redistribution	\$ 811,206	\$ -	\$ -	\$ 811,206	\$ -	\$ 811,206	\$ -	\$ -	\$ 811,206	\$ -
RL - Rail Highway	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000
Safe Routes to School	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ -	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ -
STP-5 to 200K	\$ 8,401,868	\$ -	\$ 683,543	\$ 9,085,412	\$ 8,131,990	\$ 8,401,868	\$ -	\$ 114,261	\$ 8,516,129	\$ 8,429,459
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 6,139,258	\$ -	\$ 291,186	\$ 6,430,445	\$ 6,673,497	\$ 6,139,258	\$ -	\$ 995,371	\$ 7,134,630	\$ -
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ 217,693	\$ -	\$ -	\$ 217,693	\$ -	\$ 217,693	\$ -	\$ -	\$ 217,693	\$ -
STP-Hazard Elimination	\$ 24,645	\$ -	\$ -	\$ 24,645	\$ -	\$ 24,645	\$ -	\$ -	\$ 24,645	\$ -
STP-Non Urban Areas Under 5K	\$ 10,513,894	\$ -	\$ 306,021	\$ 10,819,914	\$ 7,057,022	\$ 10,513,894	\$ -	\$ -	\$ 10,513,894	\$ 20,523,204
STP-Off System Bridge	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ 925,452	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 64,038	\$ -	\$ -	\$ 64,038	\$ 205,100	\$ 64,038	\$ -	\$ -	\$ 64,038	\$ 210,330
STP-State Flexible	\$ 14,373,300	\$ -	\$ 1,162,079	\$ 15,535,380	\$ 85,572,446	\$ 14,373,300	\$ -	\$ 1,125,000	\$ 15,498,300	\$ 85,436,708
TAP - Transportation Alternatives	\$ 8,165,935	\$ -	\$ 1,425,260	\$ 9,591,195	\$ 4,734,771	\$ 8,165,935	\$ -	\$ 638,400	\$ 8,804,335	\$ 3,192,000
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTAL	\$ 212,004,709	\$ 5,932	\$ 7,635,937	\$ 219,646,578	\$ 182,582,436	\$ 212,004,709	\$ 42,690	\$ 5,417,025	\$ 217,464,424	\$ 179,567,132

ADJUSTMENTS										
NHPP Exempt	\$ 2,512,299	\$ 0	\$ 0	\$ 2,512,299	\$ -	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment****										
(Total Resource- FAST ACT Apportionment)	\$ (29,027,379)	\$ -	\$ -	\$ (29,027,379)	\$ -	\$ (29,027,379)	\$ -	\$ -	\$ (29,027,379)	\$ -
ADJUSTED TOTAL	\$ 185,489,629	\$ 5,932	\$ 7,635,937	\$ 193,131,498	\$ 182,582,436	\$ 185,489,629	\$ 42,690	\$ 5,417,025	\$ 190,949,344	\$ 179,567,132

FHWA (Other Funds)										
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NTSI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
FHWA Earmarks	\$ -	\$ -	\$ 741,368	\$ 741,368	\$ 741,368	\$ -	\$ -	\$ -	\$ -	\$ -
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
GRAND TOTAL	\$ 270,000	\$ 25,000	\$ 741,368	\$ 1,036,368	\$ 1,036,368	\$ 270,000	\$ 25,000	\$ -	\$ 295,000	\$ 295,000

All FHWA FUNDS TOTAL	\$ 185,759,629	\$ 30,932	\$ 8,377,305	\$ 194,167,866	\$ 183,618,803	\$ 185,759,629	\$ 67,690	\$ 5,417,025	\$ 191,244,344	\$ 179,862,132
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FTA (Federal-Aid with Match)***										
FTAS307	\$ 6,306,021	\$ -	\$ 1,979,237	\$ 8,285,258	\$ 6,395,353	\$ 6,432,141	\$ -	\$ 2,025,003	\$ 8,457,144	\$ 6,591,850
FTAS307_NHDOT	\$ 2,975,646	\$ -	\$ -	\$ 2,975,646	\$ 3,001,001	\$ 3,035,159	\$ -	\$ -	\$ 3,035,159	\$ -
FTAS307_NHDOT (Prior Year Carry Over)*****	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -
FTAS310 (includes future STP-Flex transfers)	\$ 1,869,947	\$ -	\$ 310,063	\$ 2,180,010	\$ 498,665	\$ 1,891,346	\$ -	\$ 320,264	\$ 2,211,610	\$ 540,638
FTAS311	\$ 4,468,550	\$ -	\$ 4,468,550	\$ 8,937,099	\$ 4,468,550	\$ 4,557,920	\$ -	\$ 4,557,920	\$ 9,115,841	\$ 4,557,920
FTAS339	\$ 4,437,211	\$ -	\$ 1,109,303	\$ 5,546,514	\$ 4,659,456	\$ 4,525,955	\$ -	\$ 1,135,189	\$ 5,661,144	\$ 4,752,646
FTAS339 (Prior Year Carry Over)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTAL	\$ 20,902,729	\$ -	\$ 7,867,152	\$ 28,769,882	\$ 19,023,025	\$ 21,287,877	\$ -	\$ 8,038,376	\$ 29,326,253	\$ 16,443,054

FHWA/FTA FUNDS TOTAL	\$ 206,662,358	\$ 30,932	\$ 16,244,457	\$ 222,937,747	\$ 202,641,828	\$ 207,047,506	\$ 67,690	\$ 13,455,401	\$ 220,570,597	\$ 196,305,186
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INNOVATED FINANCING										
GARVEE Bond Funds (Est)	\$ -	\$ 15,180,887	\$ -	\$ 15,180,887	\$ 15,180,887	\$ -	\$ -	\$ -	\$ -	\$ -
State Fund Sources										
Turnpike Capital	\$ -	\$ 55,858,125	\$ -	\$ 55,858,125	\$ 55,858,125	\$ -	\$ 48,625,123	\$ -	\$ 48,625,123	\$ 39,674,855
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 23,035,633	\$ -	\$ 23,035,633	\$ 1,743,350	\$ -	\$ 15,098,881	\$ -	\$ 15,098,881	\$ -
GRAND TOTAL	\$ -	\$ 78,893,757	\$ -	\$ 78,893,757	\$ 57,601,475	\$ -	\$ 63,724,004	\$ -	\$ 63,724,004	\$ 39,674,855

ALL FUNDING SOURCES TOTAL	\$ 206,662,358	\$ 78,924,689	\$ 16,244,457	\$ 301,831,504	\$ 260,243,303	\$ 207,047,506	\$ 63,791,695	\$ 13,455,401	\$ 284,294,602	\$ 235,980,041
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* Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 11/6/2018.

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239

FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation plan

** Constraint Limits

*** FTA Current Year Available funds and prior grant funds.

**** Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$178,697,613 -\$207,056,069) = - \$28,358,456

***** Adj for Program & Unob - Adjustments for amounts programmed but not obligated.

*****Includes CMAQ funds transferred to FTA

Redistribution is based on monthly reporting by NHDOT Bureau of Finance

FAST ACT Apportionment	FY2019 \$178,697,613	FY2020 \$182,977,330	FY2021 \$182,977,330	FY2022 \$182,977,330
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Attachment #2b

5. The Constrained Transportation Plan

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

PROJECTS AND FINANCES

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

- (i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).
- (ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates

of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

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

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

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

ANTICIPATED REVENUES

Revenues expected to be available for transportation improvement projects were estimated utilizing data from the [2019-2022 Transportation Improvement Program \(TIP\)](#) and [State Transportation Improvement Program \(STIP\)](#), adopted in February 2019, as well as the financial plan from the [2019-2028 State Ten Year Plan](#) approved by the Legislature and signed by the Governor in the summer of 2018. Those documents provided the total funding estimates for FHWA and FTA apportioned funds, State funding sources, and Local (and other) resources for projects in the region. Also included are Toll Credits being utilized on transportation projects, GARVEE bonds and TIFIA funds for I-93 and the major infrastructure projects, Turnpike funds, as well as revenues from the recent four cent increase in the state road toll. Beyond 2026, revenues are projected based on the expected trend in Federal (small annual increase) and State (flat future

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

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

Figure 5.1: Estimates of Funding Availability (Statewide)

Federal Highway Funds							Federal Transit & Rail					
Year	FHWA	TIFIA	GARVEE	Fed Funds Available	Fed Funds for Debt Service	Net Federal Funds Available	FTA Funds	State Funds	Local/Other Match	Total Transit	Rail ⁵	
2019	\$ 182,410,000	\$ 5,740,000	\$ 20,720,000	\$ 208,870,000	\$ 9,705,980	\$ 199,164,020	\$ 23,421,225	\$ 873,633	\$ 8,609,679	\$ 32,904,538	\$ 2,100,000	
2020	\$ 185,560,000	\$ 5,890,000	\$ 25,090,000	\$ 216,540,000	\$ 21,323,196	\$ 195,216,804	\$ 22,263,621	\$ 759,454	\$ 8,609,679	\$ 31,632,754	\$ 600,000	
2021	\$ 186,430,000	\$ -	\$ 20,160,000	\$ 206,590,000	\$ 19,938,094	\$ 186,651,906	\$ 21,725,551	\$ 579,415	\$ 8,609,679	\$ 30,914,646	\$ 600,000	
2022	\$ 185,940,000	\$ -	\$ -	\$ 185,940,000	\$ 19,817,005	\$ 166,122,995	\$ 21,068,697	\$ 596,961	\$ 8,609,679	\$ 30,275,337	\$ 2,100,000	
2023	\$ 186,360,000	\$ -	\$ -	\$ 186,360,000	\$ 19,680,967	\$ 166,679,033	\$ 14,364,310	\$ 577,059	\$ 8,609,679	\$ 23,551,048	\$ 600,000	
2024	\$ 185,780,000	\$ -	\$ -	\$ 185,780,000	\$ 19,497,050	\$ 166,282,950	\$ 14,666,962	\$ 588,600	\$ 8,609,679	\$ 23,865,242	\$ 600,000	
2025	\$ 185,500,000	\$ -	\$ -	\$ 185,500,000	\$ 19,375,716	\$ 166,124,284	\$ 14,975,667	\$ 600,372	\$ 8,609,679	\$ 24,185,719	\$ 2,100,000	
2026	\$ 184,740,000	\$ -	\$ -	\$ 184,740,000	\$ 2,883,194	\$ 181,856,806	\$ 15,290,547	\$ 612,380	\$ 8,609,679	\$ 24,512,606	\$ 600,000	
2027	\$ 185,860,000	\$ -	\$ -	\$ 185,860,000	\$ 2,759,404	\$ 183,100,596	\$ 15,611,724	\$ 624,628	\$ 8,609,679	\$ 24,846,031	\$ 600,000	
2028	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ 2,632,458	\$ 182,517,542	\$ 15,939,324	\$ 637,120	\$ 8,609,679	\$ 25,186,124	\$ 2,100,000	
2029	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ 2,502,275	\$ 182,647,725	\$ 15,323,958	\$ 649,862	\$ 8,609,679	\$ 24,583,500	\$ 600,000	
2030	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ 662,860	\$ 8,609,679	\$ 24,892,349	\$ 600,000	
2031	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 2,100,000	
2032	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2033	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2034	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 2,100,000	
2035	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2036	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2037	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 2,100,000	
2038	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2039	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2040	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 2,100,000	
2041	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2042	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2043	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810		\$ 8,609,679	\$ 24,229,489	\$ 2,100,000	
2044	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810		\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2045	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810		\$ 8,609,679	\$ 24,229,489	\$ 600,000	

Figure 5.1: Estimates of Funding Availability (Statewide)

Year	State Highway Funds		I-93 Debt Service	TIFIA Pledged Paving & Bridge	State Aid Highway (SAH) ²	Other Matching Funds ²	State Funds for			Turnpike Turnpike Improvements ⁷	Renewal & Replacement	Total Turnpike
	Betterment ²	State Aid Bridge					State Funds	Debt Service	Net State Funds			
2019	\$ 22,300,000	\$ 8,770,000	\$ 1,348,693	\$ 19,900,000	\$ 1,230,000	\$ 13,840,000	\$ 67,388,693	\$ 2,789,434	\$ 64,599,259	\$ 25,450,000	\$ 14,300,000	\$ 39,750,000
2020	\$ 22,430,000	\$ 10,720,000	\$ 1,864,483	\$ 22,750,000	\$ -	\$ 17,620,000	\$ 75,384,483	\$ 3,305,224	\$ 72,079,259	\$ 40,900,000	\$ 12,300,000	\$ 53,200,000
2021	\$ 22,430,000	\$ 8,500,000	\$ 2,147,107	\$ 20,180,000	\$ -	\$ 4,440,000	\$ 57,697,107	\$ 3,534,182	\$ 54,162,925	\$ 58,840,000	\$ 13,200,000	\$ 72,040,000
2022	\$ 22,430,000	\$ 10,920,000	\$ 2,195,000	\$ 19,950,000	\$ -	\$ 2,150,000	\$ 57,645,000	\$ 3,388,723	\$ 54,256,277	\$ 47,090,000	\$ 13,900,000	\$ 60,990,000
2023	\$ 22,430,000	\$ 13,540,000	\$ 2,195,000	\$ 19,010,000	\$ -	\$ 1,430,000	\$ 58,605,000	\$ 3,126,834	\$ 55,478,166	\$ 49,770,000	\$ 14,400,000	\$ 64,170,000
2024	\$ 22,430,000	\$ 8,500,000	\$ 2,197,986	\$ 21,480,000	\$ -	\$ 1,240,000	\$ 55,847,986	\$ 2,889,706	\$ 52,958,280	\$ 48,400,000	\$ 13,300,000	\$ 61,700,000
2025	\$ 22,430,000	\$ 8,500,000	\$ 2,192,014	\$ 17,390,000	\$ -	\$ 2,950,000	\$ 53,462,014	\$ 2,549,404	\$ 50,912,610	\$ 54,200,000	\$ 13,600,000	\$ 67,800,000
2026	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ 550,000	\$ 54,885,706	\$ 23,405,706	\$ 31,480,000	\$ 59,400,000	\$ 13,800,000	\$ 73,200,000
2027	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ 190,000	\$ 54,525,706	\$ 23,405,706	\$ 31,120,000	\$ 51,800,000	\$ 14,100,000	\$ 65,900,000
2028	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ 1,770,000	\$ 56,105,706	\$ 23,405,706	\$ 32,700,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2029	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ -	\$ 54,335,706	\$ 23,405,706	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2030	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ -	\$ 54,335,706	\$ 23,405,706	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2031	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ -	\$ 54,335,706	\$ 23,405,706	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2032	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ -	\$ 54,335,706	\$ 23,405,706	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2033	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ -	\$ 54,335,706	\$ 23,405,706	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2034	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ -	\$ 54,335,706	\$ 23,405,706	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2035	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000		\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2036	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000		\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2037	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000		\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2038	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000		\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2039	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000		\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2040	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000		\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2041	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000		\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2042	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000		\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2043	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000		\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2044	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000		\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2045	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000		\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000

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

Figure 5.2: Expected Transit funding – Allocations to COAST & CART plus matching funds

	FTA Allocation	State Funds	Local Match	Total
2017	\$4,945,798	\$916,750	\$3,123,392	\$8,985,940
2018	\$3,952,251	\$35,125	\$2,796,155	\$6,783,531
2019	\$3,997,197	\$7,125	\$3,070,858	\$7,075,180
2020	\$3,954,697	\$3,375	\$3,119,501	\$7,077,573
2021	\$4,086,854	\$3,750	\$3,151,853	\$7,242,457
2022	\$4,129,354	\$7,500	\$3,155,603	\$7,292,457
2023	\$4,129,354	\$7,500	\$3,155,603	\$7,292,457
2024	\$4,129,354	\$7,500	\$3,155,603	\$7,292,457
2025	\$4,129,354	\$7,500	\$3,155,603	\$7,292,457
2026	\$4,052,354	\$7,500	\$3,136,353	\$7,196,207
2027	\$4,113,140	\$7,500	\$3,183,398	\$7,304,038
2028	\$4,174,837	\$7,500	\$3,231,149	\$7,413,486
2029	\$4,237,459	\$7,500	\$3,279,616	\$7,524,575
2030	\$4,301,021	\$7,500	\$3,328,810	\$7,637,332
2031	\$4,365,537	\$7,500	\$3,378,742	\$7,751,779
2032	\$4,431,020	\$7,500	\$3,429,424	\$7,867,943
2033	\$4,497,485	\$7,500	\$3,480,865	\$7,985,850
2034	\$4,564,947	\$7,500	\$3,533,078	\$8,105,525
2035	\$4,633,421	\$7,500	\$3,586,074	\$8,226,996
2036	\$4,702,923	\$7,500	\$3,639,865	\$8,350,288
2037	\$4,773,467	\$7,500	\$3,694,463	\$8,475,430
2038	\$4,845,069	\$7,500	\$3,749,880	\$8,602,449
2039	\$4,917,745	\$7,500	\$3,806,128	\$8,731,373
2040	\$4,991,511	\$7,500	\$3,863,220	\$8,862,231

Information was provided by NH DOT regarding the expected funding available statewide for maintenance and operations of the State Highway System, and this is shown in **Figure 5.3** along with estimates of local funds available for the same purposes. Estimates were provided by NH DOT for maintenance and operations for Fiscal Years 2007-2010, and utilizing the average annual growth rate of funding during those years, estimates were extrapolated for each year to 2040. These values were divided by the current miles of state roadways to obtain a per mile cost for maintenance and operations. This value was then multiplied by the miles of state roadway in the RPC region to obtain an estimate of funding available for maintenance and operations activities on State highways within the region. Figure 5.3 also includes an estimate of municipal funding available for local transportation infrastructure maintenance, operations, and improvements that is derived from the highway budget, warrant articles, and Capital Improvement Program (CIP) listings in the 2016 annual community reports as well as the State Block Grant funds distributed to each. The funds available for each community are shown in **Figure 5.4** as well as an average per mile expenditure derived from the total funding available in the region divided by the total miles of locally maintained roadways. The \$21,749 per mile shown is the average based on the highway budget, any identified winter maintenance and lighting, as well as CIP funding for each community. This number was then applied as the starting point for the estimate of local road maintenance and operations needs in Figure 5.3. To calculate future needs for operations and maintenance, the average value for the municipalities was inflated at the same rate as the state per mile cost and then combined with State funds to obtain an estimate of total maintenance and operations needs for the region.

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

Year	Highway Fund	Federal Aid	Turnpikes	General Fund	Other	Total	RPC Share for State Highways	Estimated Local Road M&O Needs	Total M&O Needs
2019	\$175,400,000	\$49,900,000	\$46,900,000	\$1,100,000	\$19,800,000	\$293,100,000	\$29,163,450	\$64,229,451	\$93,392,901
2020	\$174,100,000	\$40,200,000	\$47,900,000	\$1,500,000	\$18,800,000	\$282,500,000	\$28,108,750	\$64,713,628	\$92,822,378
2021	\$178,700,000	\$51,400,000	\$47,800,000	\$1,200,000	\$19,200,000	\$298,300,000	\$29,680,850	\$65,201,455	\$94,882,305
2022	\$179,366,667	\$48,666,667	\$48,433,333	\$1,366,667	\$18,666,667	\$296,500,000	\$29,501,750	\$65,692,959	\$95,194,709
2023	\$181,016,667	\$49,416,667	\$48,883,333	\$1,416,667	\$18,366,667	\$299,100,000	\$29,760,450	\$66,188,168	\$95,948,618
2024	\$182,666,667	\$50,166,667	\$49,333,333	\$1,466,667	\$18,066,667	\$301,700,000	\$30,019,150	\$66,687,111	\$96,706,261
2025	\$184,316,667	\$50,916,667	\$49,783,333	\$1,516,667	\$17,766,667	\$304,300,000	\$30,277,850	\$67,189,814	\$97,467,664
2026	\$185,966,667	\$51,666,667	\$50,233,333	\$1,566,667	\$17,466,667	\$306,900,000	\$30,536,550	\$67,696,307	\$98,232,857
2027	\$187,616,667	\$52,416,667	\$50,683,333	\$1,616,667	\$17,166,667	\$309,500,000	\$30,795,250	\$68,206,618	\$99,001,868
2028	\$189,266,667	\$53,166,667	\$51,133,333	\$1,666,667	\$16,866,667	\$312,100,000	\$31,053,950	\$68,720,776	\$99,774,726
2029	\$190,916,667	\$53,916,667	\$51,583,333	\$1,716,667	\$16,566,667	\$314,700,000	\$31,312,650	\$69,238,810	\$100,551,460
2030	\$192,566,667	\$54,666,667	\$52,033,333	\$1,766,667	\$16,266,667	\$317,300,000	\$31,571,350	\$69,760,749	\$101,332,099
2031	\$194,216,667	\$55,416,667	\$52,483,333	\$1,816,667	\$15,966,667	\$319,900,000	\$31,830,050	\$70,286,622	\$102,116,672
2032	\$195,866,667	\$56,166,667	\$52,933,333	\$1,866,667	\$15,666,667	\$322,500,000	\$32,088,750	\$70,816,459	\$102,905,209
2033	\$197,516,667	\$56,916,667	\$53,383,333	\$1,916,667	\$15,366,667	\$325,100,000	\$32,347,450	\$71,350,291	\$103,697,741
2034	\$199,166,667	\$57,666,667	\$53,833,333	\$1,966,667	\$15,066,667	\$327,700,000	\$32,606,150	\$71,888,147	\$104,494,297
2035	\$200,816,667	\$58,416,667	\$54,283,333	\$2,016,667	\$14,766,667	\$330,300,000	\$32,864,850	\$72,430,057	\$105,294,907
2036	\$202,466,667	\$59,166,667	\$54,733,333	\$2,066,667	\$14,466,667	\$332,900,000	\$33,123,550	\$72,976,052	\$106,099,602
2037	\$204,116,667	\$59,916,667	\$55,183,333	\$2,116,667	\$14,166,667	\$335,500,000	\$33,382,250	\$73,526,163	\$106,908,413
2038	\$205,766,667	\$60,666,667	\$55,633,333	\$2,166,667	\$13,866,667	\$338,100,000	\$33,640,950	\$74,080,421	\$107,721,371
2039	\$207,416,667	\$61,416,667	\$56,083,333	\$2,216,667	\$13,566,667	\$340,700,000	\$33,899,650	\$74,638,857	\$108,538,507
2040	\$209,066,667	\$62,166,667	\$56,533,333	\$2,266,667	\$13,266,667	\$343,300,000	\$34,158,350	\$75,201,503	\$109,359,853
2041	\$210,716,667	\$62,916,667	\$56,983,333	\$2,316,667	\$12,966,667	\$345,900,000	\$34,417,050	\$75,768,390	\$110,185,440
2042	\$212,366,667	\$63,666,667	\$57,433,333	\$2,366,667	\$12,666,667	\$348,500,000	\$34,675,750	\$76,339,550	\$111,015,300
2043	\$214,016,667	\$64,416,667	\$57,883,333	\$2,416,667	\$12,366,667	\$351,100,000	\$34,934,450	\$76,915,016	\$111,849,466
2044	\$215,666,667	\$65,166,667	\$58,333,333	\$2,466,667	\$12,066,667	\$353,700,000	\$35,193,150	\$77,494,820	\$112,687,970
2045	\$217,316,667	\$65,916,667	\$58,783,333	\$2,516,667	\$11,766,667	\$356,300,000	\$35,451,850	\$78,078,994	\$113,530,844

State Roadway Miles = 9265.3
MPO Share of State Roads 922.3 9.95%

Figure 5.4: Municipal Operations and Maintenance Expenditures

Town	Miles of Town Roads	Highway Budget	Warrant/CIP	Total	Per Mile Cost (Budgeted)	Per Mile Cost (Budgeted + Warrant/ CIP)	MV Registrations (State & Town Fees)	Block Grant Aid	Block Grant Aid /Mile
Atkinson	70.051	\$513,474	\$350,314	\$1,377,262	\$7,330	\$19,661	\$1,630,892	\$155,669	\$2,222
Brentwood	66.226	\$358,783	\$470,001	\$1,187,567	\$5,418	\$17,932	\$1,020,753	\$116,347	\$1,757
Danville	56.035	\$555,021	\$72,216	\$1,182,258	\$9,905	\$21,099	\$813,053	\$107,742	\$1,923
East Kingston	31.277	\$428,533	\$0	\$857,066	\$13,701	\$27,402	\$536,213	\$51,466	\$1,645
Epping	117.402	\$948,233	\$35,000	\$1,931,466	\$8,077	\$16,452	\$1,396,221	\$182,254	\$1,552
Exeter	116.204	\$2,737,803	\$592,037	\$6,067,643	\$23,560	\$52,215	\$2,494,739	\$286,074	\$2,462
Fremont	60.819	\$419,841	\$155,495	\$995,178	\$6,903	\$16,363	\$908,031	\$111,869	\$1,839
Greenland	47.456	\$828,415	\$0	\$1,656,830	\$17,456	\$34,913	\$1,032,958	\$82,404	\$1,736
Hampstead	86.982	\$854,805	\$0	\$1,709,610	\$9,827	\$19,655	\$1,859,506	\$195,522	\$2,248
Hampton	121.522	\$2,331,676	\$1,341,875	\$6,005,227	\$19,187	\$49,417	\$3,412,076	\$304,634	\$2,507
Hampton Falls	42.135	\$171,221	\$250,000	\$592,442	\$4,064	\$14,061	\$631,559	\$65,955	\$1,565
Kensington	33.314	\$163,178	\$200,000	\$526,356	\$4,898	\$15,800	\$511,729	\$55,993	\$1,681
Kingston	89.396	\$765,774	\$483,231	\$2,014,779	\$8,566	\$22,538	\$1,285,920	\$167,205	\$1,870
New Castle	11.139	\$96,625	\$0	\$193,250	\$8,674	\$17,349	\$297,207	\$19,525	\$1,753
Newfields	21.186	\$276,906	\$0	\$553,812	\$13,070	\$26,140	\$396,926	\$41,743	\$1,970
Newington	49.730	\$302,946	\$150,000	\$755,892	\$6,092	\$15,200	\$349,110	\$133,333	\$2,681
Newton	47.596	\$359,379	\$0	\$718,758	\$7,551	\$15,101	\$999,584	\$104,109	\$2,187
North Hampton	64.239	\$647,999	\$542,000	\$1,837,998	\$10,087	\$28,612	\$1,325,745	\$100,391	\$1,563
Plaistow	58.028	\$578,361	\$128,000	\$1,284,722	\$9,967	\$22,140	\$1,648,878	\$149,404	\$2,575
Portsmouth	165.052	\$1,828,782	\$7,713,000	\$11,370,564	\$11,080	\$68,891	\$4,298,351	\$422,251	\$2,558
Raymond	126.323	\$951,797	\$254,000	\$2,157,594	\$7,535	\$17,080	\$1,973,851	\$238,370	\$1,887
Rye	64.153	\$1,231,028	\$355,000	\$2,817,056	\$19,189	\$43,912	\$1,459,945	\$132,424	\$2,064
Salem	220.164	\$3,753,760	\$4,757,604	\$12,265,124	\$17,050	\$55,709	\$6,252,591	\$630,762	\$2,865
Sandown	79.958	\$744,963	\$535,000	\$2,024,926	\$9,317	\$25,325	\$1,247,285	\$159,332	\$1,993
Seabrook	63.999	\$1,556,372	\$722,203	\$3,834,947	\$24,319	\$59,922		\$170,144	\$2,659
South Hampton	17.088	\$64,292	\$27,500	\$156,084	\$3,762	\$9,134	\$217,809	\$22,508	\$1,317
Stratham	80.866	\$799,601	\$275,000	\$1,874,202	\$9,888	\$23,177	\$1,918,789	\$168,457	\$2,083
Total	2008.340	\$24,269,569	\$19,409,476	\$67,948,614	\$12,084	\$33,833	\$39,919,722	\$4,375,889	

Data derived from 2016 Municipal Reports & 2016 State Block Grant Aid Report

ANTICIPATED COSTS

The transportation projects included in the Long Range Plan encompass all of those in the 2017-2020 Transportation Improvement Program (TIP), The 2017-2026 State Ten Year Plan, and other project needs identified by communities, transit agencies, as well as the RPC. These projects are divided into two groups for inclusion in the LRTP to separate those in the TIP from the other proposals.

Project costs for the Transportation Improvement Program are taken directly from the year of expenditure inflated values included in the 2017-2020 Transportation Improvement Program (TIP) as of Amendment #2. As the State of New Hampshire does not sub-allocate funds to the MPOs for programming the TIPs, the assumption is that since the State Transportation Improvement Program (STIP) is fiscally constrained, and the MPO TIP is directly derived from that document, it must therefore be fiscally constrained as well. A similar method is used to determine anticipated regional revenues and costs for the remainder of the State Ten Year Plan period (2021-2026) and the project costs included, are taken directly from that document and are inflated to year of construction dollars.

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

Figure 5.5 integrates the information included in Figure 5.1 through 5.4 into a summary of projected total funding available each year for the region, as well as anticipated expenditures based on current project programming. Figure 5.5 develops an RPC share of funding based on an average of the region's percentage of New Hampshire's population (14.45%) and lane miles of roadway (12.4%) for an average value of 13.3%. Turnpike funding is calculated somewhat differently as the RPC region has a greater share of Turnpike lane miles (28.6%) and that share is used from 2027-2040. Additionally, it is assumed that the amount of funding available to the RPC is equal to the amount programmed in the TIP for the RPC region for years 2017-2020, and in the Ten Year Plan for years 2021-2026. This means that the percentage of funding allocated to the region will vary more through that time period. After 2026, the RPC share is constrained to the calculated 13.3% rate and 28.6% of turnpike funds. Once expenses are removed, the revenues must balance annually with costs so that the region is not spending more funding than is anticipated to be available in a given year.

Figure 5.5c: Fiscal Constraint Summary for the 2019-2022 Transportation Improvement Program & 2045 Long Range Transportation Plan

Estimated Regional Share of Available Funding ^{1,2,3}								Estimated Total Project Costs ⁶						
Source of Data			Fiscal Year	Federal	State ⁴	Other	Statewide Programs ⁵	Total Target Funding	Regional Projects	Statewide Programs ⁷	Transit	Turnpike Projects ⁸	Total Project Costs	Remaining ⁹
2045 MPO Long Range Plan	2019-2022 TIP	2019	\$46,173,789	\$59,006,448	\$20,288,635	\$11,255,309	\$136,724,181	\$94,791,457	\$11,255,309	\$8,045,729	\$22,631,687	\$136,724,181	\$0	
		2020	\$48,409,633	\$70,638,916	\$2,782,877	\$10,806,562	\$132,637,988	\$78,549,791	\$10,806,562	\$7,965,734	\$35,315,901	\$132,637,988	\$0	
		2021	\$27,866,970	\$50,060,216	\$7,610,941	\$11,888,821	\$97,426,947	\$53,322,229	\$11,888,821	\$7,189,168	\$25,026,730	\$97,426,947	\$0	
		2022	\$37,494,972	\$14,082,529	\$2,012,712	\$11,756,929	\$65,347,142	\$39,145,561	\$11,756,929	\$7,413,045	\$7,031,607	\$65,347,142	\$0	
	2019-2028 State Ten Year Plan	2023	\$28,671,167	\$9,932	\$1,158,722	\$11,780,617	\$41,620,438	\$22,350,898	\$11,780,617	\$7,488,923	\$0	\$41,620,438	\$0	
		2024	\$48,518,097	\$10,166	\$1,074,121	\$11,803,434	\$61,405,817	\$42,036,065	\$11,803,434	\$7,566,319	\$0	\$61,405,817	\$0	
		2025	\$42,217,768	\$10,454	\$1,076,048	\$11,827,351	\$55,131,621	\$35,659,006	\$11,827,351	\$7,645,264	\$0	\$55,131,621	\$0	
		2026	\$26,574,048	\$10,756	\$838,105	\$12,954,937	\$40,377,846	\$19,697,122	\$12,954,937	\$7,725,787	\$0	\$40,377,846	\$0	
		2027	\$15,103,140	\$8,820	\$852,974	\$12,962,464	\$28,927,398	\$8,157,013	\$12,962,464	\$7,807,921	\$0	\$28,927,398	\$0	
		2028	\$15,331,046	\$8,850	\$870,057	\$12,987,165	\$29,197,118	\$8,318,256	\$12,987,165	\$7,891,697	\$0	\$29,197,118	\$0	
	2029-2045	2029	\$32,270,917	\$4,072,436	\$6,973,236	\$14,803,605	\$58,120,193	\$21,216,163	\$14,803,605	\$7,891,697	\$4,063,400	\$47,974,865	\$10,145,328	
		2030	\$30,504,289	\$4,072,624	\$6,991,366	\$14,821,807	\$56,390,087	\$13,059,529	\$14,821,807	\$7,891,697	\$4,063,400	\$39,836,433	\$16,553,654	
		2031	\$30,504,289	\$4,063,400	\$6,085,480	\$14,572,291	\$55,225,461	\$11,718,478	\$14,572,291	\$7,891,697	\$4,063,400	\$38,245,868	\$16,979,593	
		2032	\$30,504,289	\$4,063,400	\$6,085,480	\$14,895,605	\$55,548,775	\$12,215,680	\$14,895,605	\$7,891,697	\$4,063,400	\$39,066,384	\$16,482,391	
		2033	\$30,504,289	\$4,063,400	\$6,085,480	\$15,218,919	\$55,872,089	\$5,584,572	\$15,218,919	\$7,891,697	\$4,063,400	\$32,758,589	\$23,113,500	
		2034	\$30,504,289	\$4,063,400	\$6,085,480	\$15,542,234	\$56,195,403	\$17,336,638	\$15,542,234	\$7,891,697	\$4,063,400	\$44,833,970	\$11,361,433	
		2035	\$30,504,289	\$4,063,400	\$6,085,480	\$15,865,548	\$56,518,717	\$7,677,414	\$15,865,548	\$7,891,697	\$4,063,400	\$35,498,060	\$21,020,657	
		2036	\$30,504,289	\$4,063,400	\$6,085,480	\$16,188,862	\$56,842,031	\$24,139,381	\$16,188,862	\$7,891,697	\$4,063,400	\$52,283,340	\$4,558,691	
		2037	\$30,504,289	\$4,063,400	\$6,085,480	\$16,512,176	\$57,165,345	\$13,773,318	\$16,512,176	\$7,891,697	\$4,063,400	\$42,240,592	\$14,924,753	
		2038	\$30,504,289	\$4,063,400	\$6,085,480	\$16,835,490	\$57,488,659	\$8,838,042	\$16,835,490	\$7,891,697	\$4,063,400	\$37,628,629	\$19,860,030	
		2039	\$30,504,289	\$4,063,400	\$6,085,480	\$17,158,804	\$57,811,974	\$13,969,158	\$17,158,804	\$7,891,697	\$4,063,400	\$43,083,059	\$14,728,915	
		2040	\$30,504,289	\$4,063,400	\$6,085,480	\$17,482,118	\$58,135,288	\$17,689,376	\$17,482,118	\$7,891,697	\$4,063,400	\$47,126,592	\$11,008,696	
		2041	\$30,504,289	\$4,063,400	\$6,085,480	\$17,805,432	\$58,458,602	\$19,964,646	\$17,805,432	\$7,891,697	\$4,063,400	\$49,725,176	\$8,733,426	
		2042	\$30,504,289	\$4,063,400	\$6,085,480	\$18,128,746	\$58,781,916	\$24,210,252	\$18,128,746	\$7,891,697	\$4,063,400	\$54,294,096	\$4,487,820	
		2043	\$30,504,289	\$4,063,400	\$6,085,480	\$18,452,060	\$59,105,230	\$24,905,115	\$18,452,060	\$7,891,697	\$4,063,400	\$55,312,273	\$3,792,957	
		2044	\$30,504,289	\$4,063,400	\$6,085,480	\$18,775,374	\$59,428,544	\$21,858,745	\$18,775,374	\$7,891,697	\$4,063,400	\$52,589,217	\$6,839,327	
		2045	\$30,504,289	\$4,063,400	\$6,085,480	\$19,098,688	\$59,751,858	\$25,125,656	\$19,098,688	\$7,891,697	\$4,063,400	\$56,179,442	\$3,572,416	
			\$856,700,171	\$262,943,150	\$143,812,001	\$402,181,346	\$1,665,636,668	#	\$685,309,560	\$402,181,346	\$210,898,443	\$159,083,730	\$1,457,473,081	\$208,163,587

1 First four years of estimated available funding is derived from projects programmed in the Draft 2017-2020 STIP

2 2021-2026 estimated available funding is derived from projects programmed in the 2017-2026 State Ten Year Plan

3 2027-2040 Federal, State, and Other funds are derived from extending funding trend from State Ten Year Plan "Total Program Dollars by FY" table dated 5/18/2016

4 Includes bond revenues, turnpike funds, and road toll funds. Turnpike Toll Credits are not included.

5 Statewide Program funds available derived from a share (13.3%) of the total Programmatic funding in STIP extended to 2045

6 Project costs are inflated at 2.55% per year from the year of the most recent cost estimate

7 13.3% share of Statewide Programmatic funds from STIP. Assumed to be equal to regional share of available funding.

8 Turnpike Expenditures are based on the Ten Year Plan from 2019-2028. Post 2028 value is a 28.593% share of Turnpike Renewal & Replacement funds available. Does not include Turnpike Capital funds.

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

FISCALLY CONSTRAINED PROJECTS LISTS

The projects for the 2045 Long Range Plan are divided into two tables. The first is the 2019-2022 Transportation Improvement Program (TIP), while the second contains all of the projects in the years after the TIP (2023-2045). Each of these tables is described in more detail below.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) encompasses the first four years of the Plan (2019-2022) and only those projects that are committed to be implemented can be listed. For that reason, the scope of the project is generally well defined, and include cost estimates are more detailed and accurate for the work that is anticipated. TIP projects are shown in detail in **Figure 5.6 and Map 5.1**. The TIP is organized alphabetically by project name, and the listing for each includes the location, scope of work, Clean Air Act (CAA) code, funding category, phases included, and funding listed by fiscal year and by source. The costs of the projects are year-of-expenditure estimates taken directly from the NH DOT database for the 2019-2022 STIP and the RPC 2019-2022 TIP. Project costs for years 2019 and 2020 are uninflated, while those for 2021 and 2022 are inflated at 2.55% per year

TRANSPORTATION PLAN PROJECTS

Those projects not in the 2019-2022 TIP are listed in the Transportation Plan project listing which covers the years from 2023 to 2045. As these projects are less well developed than those projects in the TIP, the information available regarding the scope and cost is less definite. The project list as detailed in **Figure 5.7**, includes the RPC assigned project number, the community that the project is occurring in, project rank, years for which funds

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

UNFUNDED PROJECTS

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

- 6153006 – Exeter: Pedestrian improvements linking Amtrak station and downtown.
- 6153007 – Exeter: Washington St Traffic Calming
- 6001003 – Exeter to Newton: NH 108 Shoulder widening
- 6167002 – Fremont: Scribner Rd Bridge Rehab/Replacement
- 6187001 – Greenland: Truck Stop Electrification
- 6187002 – Greenland: Capacity Improvements NH 33
- 6001004 – Hampstead to Plaistow: NH 121A Shoulder widening
- 6001005 – Hampstead to Sandown: NH 121A Shoulder widening
- 6197007 – Hampton: Service Road parallel to US 1

- 6327001 – Newfields: New Road Bridge Replace/ Rehabilitation
- 6341003 – Newton: NH 108 Shoulders
- 6375002 – Plaistow: MBTA Extension
- 6001009 – Atkinson to Plaistow: NH 121 Safety Improvements
- 6379009 – Portsmouth: New travel corridor paralleling Islington Street

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

Figure 5-6 is omitted as it is duplicative of Attachment #2a

Figure 5.7: Long Range Projects List (Includes projects in the State 10 Year Plan)

Project #	Roads	Scope	PE	ROW	CON	Inflated Cost	Programmed Year
Brentwood							
6055002	NH 111A	Reconfigure the intersection of NH 111A and Pickpocket Road from a "Y" to a "T" alignment	\$16,000		\$80,000	\$188,445	2042
Epping							
6147005	NH 125	Signalize the southern intersection of NH 125 with North River Road. Realign North River Road to eliminate skewed angle approaches to NH 125	\$100,000		\$500,000	\$870,635	2030
6147006	NH 125	Signalize intersection of NH 125 with Lee Hill Road	\$50,000		\$250,000	\$457,802	2032
6147002	NH 125	Signalize Lagoon Road Intersection with NH 125	\$50,000		\$250,000	\$506,314	2036
6147007	NH 125	Widen NH 125 from NH 87 to Lee Hill Road	\$499,500		\$3,330,000	\$6,796,924	2038
6147009	Main St	Repair/Replacement of Main Street bridge over Lamprey River [109/055]	\$124,000		\$620,000	\$1,424,132	2041
6147008	Blake Rd	Bridge Replacement, Blake Road over Lamprey River [059/054]	\$110,000		\$550,000	\$1,295,558	2042
EXETER							
40623	NH 111A	Bridge Replacement to address Red List Bridge carrying NH 111A over Little River (Br No 075/078)	\$380,481		\$2,624,051	\$3,247,845	2024
6153001	Epping Rd	Implementation Of Access Management Plan Developed By Exeter To Likely Include Row Acquisitions And Driveway Consolidation.	\$247,500		\$1,650,000	\$3,724,730	2042
6153005	NH 88	Widen shoulders on NH 88.	\$296,850		\$1,979,000	\$4,698,161	2044
6153008	Portsmouth Ave	High Street /Portsmouth Avenue Intersection Capacity Improvements. Source: 1999-2020 LRP	\$617,700		\$4,118,000	\$9,776,164	2044

Project #	Roads	Scope	PE	ROW	CON	Inflated Cost	Programmed Year
6153004	NH 111	Shoulder bike route on NH 111 between Washington Street and Pickpocket Road [future TE]	\$146,000		\$730,000	\$1,808,375	2044
Exeter-East Kingston							
6001003	NH 108	Shoulder bike route on NH 108 from Exeter town center to Newton town line.	\$435,000		\$2,900,000	\$6,546,495	2042
Exeter-Newfields							
6001002	NH 85	Widen shoulders on NH 85 from Main Street in Exeter to NH 87 in Newfields	\$200,000		\$1,000,000	\$2,239,870	2040
Fremont							
6167002	Scribner Rd	Scribner Road over Exeter River - Structurally deficient bridge 106/076. Source: NHDOT 2018 Red List Bridge Summary	\$-00	\$-00	\$-00	\$1,177,780	2042
Greenland							
6187001	NH 33	Truck Stop Electrification Project [Formerly 06-08CM]	\$140,000		\$700,000	\$1,778,276	2045
HAMPSTEAD							
41717	NH121/Derry Rd/Depot Rd	Improve the intersection of NH121/Derry Rd/Depot Rd	\$240,000	\$120,000	\$2,040,000	\$2,400,000	2045
Hampton							
6197012	Winnacunnet Rd (NH 101E) & High Street (NH 27)	The reconstruction of Winnacunnet Road as a "Complete Street" will include new accessible sidewalks along both sides of the roadway, travel way and shoulder delineation, and the implementation of new signage, markings and crossings. The construction of th	\$150,000	\$10,000	\$740,000	\$1,094,909	2023
6197005	NH 101/ US 1	NH 101/ US 1 interchange reconfiguration as per the outcome of the feasibility study	\$500,000	\$1,000,000	\$3,900,000	\$6,569,451	2023
6197002	US 1/NH 27	Improvements to the US 1 / NH 27 intersection. Realignment of Exeter Road (Route 27) to the south so as to align directly opposite High Street, which would improve the operation of the signalized intersection by allowing Exeter Road and High Street throu	\$675,000	\$1,000,000	\$4,500,000	\$8,737,482	2029

Project #	Roads	Scope	PE	ROW	CON	Inflated Cost	Programmed Year
6197011	Church Stret	Repaving / reconstructing urban compact streets. This project would rebuild all of Church Street within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting	\$225,000		\$1,500,000	\$2,838,915	2035
6197006	NH 27	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 li	\$1,620,000	\$-00	\$10,800,000	\$20,961,414	2036
6197009	High Street	Repaving / reconstructing urban compact streets. This project would rebuild High Street (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	\$1,035,000		\$6,900,000	\$14,811,143	2040
6197010	Winnacunnet Rd	Repaving / reconstructing urban compact streets. This project would rebuild all of the Winnacunnet Road within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street l	\$1,080,000		\$7,200,000	\$15,849,211	2041
6197004	NH 27	Shoulder bicycle lanes on NH 27 from Exeter town line to US 1. Complete the Exeter-Hampton-North Hampton bicycle route loop, and work with NH DOT on developing and installing bike route markers.	\$200,000	\$350,000	\$950,000	\$3,019,534	2043
40797	Ocean Boulevard	Improvements to Ocean Boulevard.	\$-00		\$6,560,128	\$6,879,978	2045
6197013	NH 101/ US 1	Construction of an intermodal facility in the vicinity of the interchange of NH 101 and US 1 in Hampton	\$400,000	\$-00	\$4,600,000	\$10,584,978	2045
Hampton Falls							
6199003	US 1	Route 1 - Provide full shoulder and access management improvements from Lincoln Avenue to Hampton town line. From US 1 Corridor Study.	\$200,000		\$1,000,000	\$2,025,257	2036

Project #	Roads	Scope	PE	ROW	CON	Inflated Cost	Programmed Year
6199002	US 1	Improve Route 1 from Seabrook Town line to Kensington Road (NH 84). Includes provision of full shoulder, access management improvements. From US 1 Corridor Study.	\$200,000		\$1,000,000	\$2,076,901	2037
6199001	US 1	Route 1 - Realign and add traffic signal at NH 84. Remove set of traffic signals at NH 88 EB and improve roadway for bi-directional travel on NH 88 adjacent to intersection. Add streetscape/ landscape improvements. From US 1 Corridor Study.	\$480,000		\$3,200,000	\$7,407,923	2043
Kensington							
6239001	NH 107	Realign and upgrade the intersection of NH 150 and NH 107 in Kensington. Possible location for a roundabout. Source: NH 107/150 Intersection Study	\$150,000		\$750,000	\$1,094,909	2023
NEW CASTLE-RYE							
41713	NH 1A & 1B	Bicycle and pedestrain safety accommodationson NH 1A & 1B.	\$280,000	\$140,000	\$2,380,000	\$2,800,000	2028
Newfields							
6327003	NH 85	Rebuild roadway and sidewalks to include bike lanes and landscape features	\$30,000	\$-00	\$1,500,000	\$2,111,082	2028
6327002	NH 87	Widen shoulders and install sidewalks	\$30,000	\$4,000	\$250,000	\$424,097	2031
6327004	NH 108	Add shoulders to NH 108 within town of Newfields	\$20,000	\$-00	\$300,000	\$526,639	2035
Newington							
6331002	Pease Blvd/ NH Ave/ Arboretum Dr	Construct a Northbound right-turn-lane on New Hampshire Avenue at the intersection with Arboretum Drive.	\$20,000		\$80,000	\$121,657	2023
6331001	Pease Blvd/ NH Ave/ Arboretum Dr	Install a signal at the intersection of Arboretum Drive, New Hampshire Avenue, and Pease Blvd. Additional turning lanes may be required to maintain adequate operations.	\$200,000	\$-00	\$900,000	\$2,270,790	2044
Newton							

Project #	Roads	Scope	PE	ROW	CON	Inflated Cost	Programmed Year
6341003	NH 108	Shoulder Bike Lanes On NH 108	\$195,000		\$1,300,000	\$2,339,555	2033
41436	Pond Street	Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)	\$253,635	\$-00	\$1,379,792	\$1,633,427	2034
North Hampton							
6345011	US 1	Capacity improvements at Intersection of US 1 and Atlantic Avenue (NH 111) including safety improvements for bicycle and pedestrian access	\$65,000	\$62,000	\$620,000	\$905,124	2023
6345004	US 1	Connect Hobbs Road with Elm Road and discontinue north end of Elm Road. Provide traffic signal connection from mid-point of Elm road to US 1. From US 1 Corridor Study.	\$450,000		\$3,000,000	\$5,264,722	2032
6345001	US 1	Widen US 1 from Hampton town line to Atlantic Avenue (NH 111) to five lanes. Add fourth leg to Home Depot intersection and discontinue Fern road. From US 1 Corridor Study.	\$1,180,000	\$-00	\$7,680,000	\$15,318,054	2034
6345009	US 1	Improve shoulders from the New North Road access point to the Rye town line. New signal and widen to five lanes in the vicinity of Lafayette Terrace connecting residential and commercial properties on each side of US 1. From US 1 Corridor Study.	\$345,000		\$2,300,000	\$4,577,837	2037
6345003	US 1	Provide full shoulder to three lane section from Glendale Road to Hobbs road. From US 1 Corridor Study.	\$100,000		\$500,000	\$1,238,613	2044
6345005	US 1	Provide full shoulder for 3 lane section from Elm Road to south of North Road. From US 1 Corridor Study.	\$80,000		\$400,000	\$990,890	2044
6345008	US 1	Provide full shoulders for three lane section of US 1 between North Road and new traffic signal in the vicinity of Lafayette Terrace. From US 1 Corridor Study.	\$100,000		\$500,000	\$1,270,197	2045
North Hampton - Greenland							
6001008	NH 151	Shoulder improvements (safety and bicycle improvement) on NH 151 from NH 111 to NH 33 .	\$237,000		\$1,580,000	\$3,657,662	2043

Project #	Roads	Scope	PE	ROW	CON	Inflated Cost	Programmed Year
Plaistow							
6375004	NH 121A	Intersection improvements at North Avenue And NH 121A In Plaistow	\$235,650		\$1,571,000	\$2,197,907	2023
40641	NH 121A / Main Street	Traffic Calming and Safety Improvements	\$-00		\$1,003,700	\$1,058,445	2023
6375002	Rail	Extension of MBTA Commuter Rail Service from Haverhill, MA to Plaistow. Construct platform & enclosed waiting area. Acquire easement for construction of rail siding. Acquire land for locomotive layover facility. Operate 10 round trips [10-17CM]	\$-00	\$2,140,000	\$-00	\$4,200,749	2042
40645	NH 125	Signal coordination and control along corridor from Mass S/L to Old County Road	\$100,680		\$922,328	\$1,075,752	2044
PLAISTOW - KINGSTON							
10044E	NH 125	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi	\$-00	\$-00	\$18,354,655	\$18,354,655	2023
Plaistow-Atkinson-Hampstead							
6001009	NH 121	Safety Improvements Including Shoulders - State Line To Hampstead Town Line	\$969,750		\$6,465,000	\$13,532,323	2039
PORTSMOUTH							
40644	Market Street - RR	Railroad crossing upgrade on Market Street	\$86,084	\$45,265	\$789,125	\$920,474	2023
6379027	Market St and Russell St	Intersection improvements are required to improve traffic flow and safety. A roundabout is currently being considered for this location.	\$20,000	\$-00	\$855,000	\$1,064,494	2023
6379021	US Route 1 Bypass	Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection	\$656,250		\$4,375,000	\$6,942,079	2028
6379002	Grafton Drive	Grafton Drive will be widened to provide center turn lane to facilitate turning movements at the intersection with Country Club Rd and the Portsmouth Transportation Center	\$100,000	\$-00	\$400,000	\$689,896	2028

Project #	Roads	Scope	PE	ROW	CON	Inflated Cost	Programmed Year
6379034	International Dr/ Manchester Square/ Corporate Dr	Install traffic signal at the intersection of International Drive with Manchester Square and Corporate Drive on the Pease International Tradeport in Portsmouth	\$75,000	\$-00	\$225,000	\$413,938	2028
6379006	US Route 1 Bypass	reconstruct the US 1 Bypass to current standards between the split from Lafayette Road to just south of the traffic circle.	\$1,287,000		\$8,580,000	\$13,614,409	2028
6379035	Grafton Drive	Install a signal and widen Grafton Drive, Country Club Road and the access to the Portsmouth Transportation Center to add right and left turning lanes.	\$200,000	\$-00	\$1,400,000	\$2,263,963	2029
6379010	I-95	Construct a noise barrier consisting of vertical wood sound walls along an approximately 2,000 foot portion of southbound I-95 where it passes Pannaway Manor.	\$100,000	\$300,000	\$810,000	\$1,712,122	2029
6379028	Islington St	Preliminary and final design, engineering, and construction for reconstruction of the street that will include subsurface utility work as well as sidewalk improvements, street lighting and street furniture, curbing and bump outs as well as traffic signal	\$250,000	\$-00	\$1,750,000	\$2,902,118	2030
6379003	Corporate Dr/ Grafton Drive	Installation of a fully actuated traffic control signal at the intersection of Corporate Drive and Grafton Drive on the Pease International Tradeport in Portsmouth.	\$300,000	\$-00	\$1,100,000	\$2,031,482	2030
6379019	Hampton Branch Rail Trail	The Hampton Branch rail line runs south from Barberry Lane to the Greenland town line. This corridor has been designated as the long-term, off-road route of the NH Seacoast Greenway (East Coast Greenway). Pan Am Rail has initiated abandonment of the lin	\$425,000		\$1,700,000	\$3,083,500	2030
6379020	US Route 1 Bypass	Reconstruct the Northern segment of the US 1 Bypass between the traffic circle and the Sarah Long Bridge to current standards	\$990,000		\$6,600,000	\$11,294,381	2031
6379033	NH Ave/Exeter St/Manchester Square	Construct a roundabout at the intersection of New Hampshire Avenue/ Exeter Street/ Manchester Square on the Pease International Tradeport in Portsmouth	\$200,000	\$-00	\$800,000	\$1,645,748	2035

Project #	Roads	Scope	PE	ROW	CON	Inflated Cost	Programmed Year
6379032	Grafton Drive/Aviation Avenue	Interim improvement to construct NB Left Turn lane on Grafton Drive. Long-term solution includes separated Left and Right Turn lanes on Aviation Ave.	\$150,000	\$-00	\$750,000	\$1,481,173	2035
6379012	Coakley Rd	Upgrade / replace aging bridge.	\$33,000		\$165,000	\$334,167	2036
6379005	Maplewood Ave	Replace Maplewood Avenue culvert over North Mill Pond. Replacement structure will consist of three concrete arches with existing stone reused to construct seawalls.	\$150,000		\$1,000,000	\$2,041,118	2038
6379013	Bartlett St	Bridge upgrade / replacement over Hodgson Brook	\$57,000		\$285,000	\$638,363	2040
6379001	New Hampshire Ave/ Durham St/ Corporate Drive/ International Dr	Installation of a traffic signal and construction of left turn lanes on the approaches to New Hampshire Avenue, Corporate Drive and International Drive.	\$300,000	\$-00	\$800,000	\$2,105,572	2041
6379029	South St	This project will include a new road bed, underdrains and surface drainage, sidewalk reconstruction as well as water, sewer, and gas lines work.	\$25,000	\$-00	\$225,000	\$490,742	2042
6379018	Pierce Island Rd	Replace Pierce Island Bridge over Little Harbor	\$375,000		\$2,500,000	\$5,643,530	2042
6379015	Cate Street	Replace bridge in collaboration with local development plans	\$80,000		\$400,000	\$942,224	2042
6379030	Banfield Rd	Upgrades will include culvert replacement, guard rail installation, and traffic calming.	\$50,000	\$-00	\$650,000	\$1,409,116	2043
6379009	New	Create new road along North Mill Pond between Bartlett Street and Maplewood Ave	\$375,000	\$1,000,000	\$2,500,000	\$7,800,462	2043
6379031	Junkins Ave	This is an upgrade to an existing facility to address substandard conditions. It will include improvements to the road bed, drainage, and sidewalk improvements as well as bicycle lanes on at least one side of the road.	\$50,000	\$-00	\$750,000	\$1,610,418	2043
40642	Maplewood Avenue	Complete Streets improvements on Maplewood Avenue from Congress Street to Vaughan Street	\$-00		\$652,405	\$687,989	2045

Project #	Roads	Scope	PE	ROW	CON	Inflated Cost	Programmed Year
Raymond							
6383004	NH 27	Address safety and capacity issues at the intersection of NH 27 and NH 156	\$60,000	\$60,000	\$600,000	\$848,986	2029
6383001	NH 102	Safety improvements at the NH 102 intersection with Blueberry Hill Road	\$20,000	\$20,000	\$200,000	\$385,158	2034
6383003	NH 156	Address sight distance issues to improve safety at NH 156/Ham Road/Harriman Hill Road intersection	\$20,000	\$20,000	\$200,000	\$415,380	2037
6383002	NH 27	Address skewed angle intersection of Dudley Road with NH 27 through realignment	\$20,000	\$20,000	\$200,000	\$436,835	2039
Region							
6001015	Multiple	Bridge Security Surveillance and Interagency Video Exchange: Establish a video distribution system to allow authorized municipal and transit organizations to view bridge conditions in real-time.	\$240,000		\$1,600,000	\$2,807,852	2032
6001014	NH 125	Route 125 and Interstate 495 Interchange Cross-Border ITS: Deployment of Advanced Traveller Information Services and Communications upgrades to coordinate traffic flow information across the MA-NH border.	\$100,000		\$500,000	\$1,038,451	2037
6001016	Multiple	Park-and-Ride ITS Improvements: Deploy surveillance, parking sensors, and signage at Park-and-Ride facilities. From Regional ITS Architecture.	\$135,000		\$675,000	\$1,401,908	2037
Rye							
6397001	US 1	Improve shoulders on US 1 from Breakfast Hill Road to Portsmouth city line	\$200,000		\$1,000,000	\$1,697,972	2029
6397002	US 1	Widen to five lanes and improve the Washington Road/Breakfast Hill Road intersection with US 1. Reduce vertical rise to the south to improve sight distance.	\$315,000		\$2,100,000	\$3,685,305	2032
6397003	US 1	Improve Shoulders on US 1 from North Hampton Town line to Breakfast Hill Road. Realign Dow Road to 90 degree approach.	\$120,000		\$600,000	\$1,524,237	2045

Project #	Roads	Scope	PE	ROW	CON	Inflated Cost	Programmed Year
Seabrook							
6409007	East Coast Greenway	Construct multiple use pathway on State owned portion of B&M railroad from Mass state line to Hampton Falls town line. East Coast Greenway.	\$153,000		\$765,000	\$1,173,681	2023
6409002	US 1	Widen US 1 to 5 lanes between Walton Road and Gretchen Road From US 1 Corridor Study.	\$360,000		\$2,400,000	\$3,808,226	2028
6409001	US 1	Reconfigure rotary on US 1 at the MA state line to a four way intersection as per the US 1 Corridor Study. Widen US 1 to 5 lanes	\$375,000		\$2,500,000	\$4,171,794	2030
6409006	NH 1A	Bicycle shoulders and curbed sidewalk linking Seabrook Beach community with Hampton Beach [future TE].	\$54,000	\$-00	\$270,000	\$560,763	2037
SEABROOK - HAMPTON							
15904	NH 1A	Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)	\$311,897	\$-00	\$36,810,288	\$37,122,185	2023
Seabrook-Hampton							
6001018	NH 1A	Route 1A Evacuation ITS Improvements: Deployment of Route 1A contra-flow signage, VMS, surveillance, and communications upgrades. From Regional ITS Architecture	\$279,000		\$1,860,000	\$3,702,077	2037
Seabrook-Hampton Falls-Hampton							
6001019	East Coast Greenway	Construct multiple use pathway on State owned portion of B&M railroad from Seabrook Station to Hampton Town center near Post Office. East Coast Greenway.	\$549,000		\$3,660,000	\$5,955,638	2029
South Hampton							
6417002	Hilldale Ave	Bridge Replacement on Hilldale Avenue over Powwow River [069/066]	\$120,000		\$600,000	\$1,184,939	2035
6417001	Whitehall Rd	Bridge Replacement on Whitehall Road over Powwow River [099/062]	\$51,000		\$255,000	\$585,732	2041
Stratham							

Project #	Roads	Scope	PE	ROW	CON	Inflated Cost	Programmed Year
6431001	Rte. 108 and 33 / Portsmouth Ave and Winnicutt Road	A comprehensive reconfiguration of the Rte. 108 / Rte. 33 Stratham Circle through the Town Center District. Reconfiguration of 4 intersections for traffic and pedestrian access and safety improvements including a roundabout, lane reconfigurations, signali	\$300,000	\$240,800	\$2,408,500	\$3,691,986	2024
41711	NH108/Bunker Hill Avenue	Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.	\$130,000		\$1,105,000	\$1,300,000	2028
6431004	NH 108	NH 108/ Frying Pan Lane/ River Rd Signalization And Realignment And Lane Improvements. Source: 2001-2003 TIP Proposal	\$145,600		\$728,000	\$1,367,114	2033
6431002	Squamscott Rd	Shoulder Bike Lanes On Squamscott Road From NH 108 To NH 33	\$200,000		\$1,000,000	\$1,877,903	2033
6431005	NH 33	Full signalization of the Route 33/Portsmouth Avenue and Winnicutt Road intersection.	\$20,000	\$15,000	\$150,000	\$312,227	2036
			\$ 26,072,577	\$ 6,547,065	\$ 232,155,972	\$393,579,516	