

Rockingham Planning Commission

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2015-2018

Adopted December 10, 2014

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This Plan has been prepared by the Rockingham Planning Commission in cooperation with the U.S. Department of Transportation - Federal Highway Administration. The contents of the report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration, the New Hampshire Department of Transportation, or the Federal Transit Administration. This report does not constitute a standard, specification, or regulation.

SELF-CERTIFICATION RESOLUTION

Rockingham Planning Commission MPO

WHEREAS the USDOT Moving Ahead for Progress in the 21st Century (MAP-21) legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; and,

WHEREAS the Federal regulations specify that the transportation planning process be in conformance with Title 23 U.S.C. Section 134, 49 U.S.C. Section 5303 and 23 CFR part 450.306 which require that a continuing, cooperative and comprehensive planning process be carried out by the state and local officials; and,

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

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

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

WHEREAS the requirements of Section 1101(b) of MAP-21 (Public Law 112-141) regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects (49 CFR Part 26), and the requirements of 23 CFR part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contract have been met; and,

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

WHEREAS the Transportation Improvement Program (TIP) continues to be financially constrained as required by Section 450.324 of 23 CFR, and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circulars; and,

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

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

I hereby certify that the **Rockingham Planning Commission 2015-2018 Transportation Improvement Program** and **2040 Metropolitan Transportation Plan** were adopted by the Commission at its meeting on **December 10th, 2014**, along with this Self-Certification Resolution.



Cliff Sinnott, Executive Director
Rockingham Planning Commission

Christopher D. Clement, Sr., Commissioner
New Hampshire Department of Transportation

Date: 12/18/2014

Date: _____

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

ROCKINGHAM PLANNING COMMISSION

FISCAL YEARS 2015-2018

INTRODUCTION

The *Transportation Improvement Program* (TIP) is a staged multi-year program of regional transportation improvement projects scheduled for implementation in the Metropolitan Planning Organization (MPO) area over the next four succeeding Federal fiscal years (FY 2015, 2016, 2017, and 2018). This program of projects is represented in **Table 5** of this document. 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), U.S. Department of Transportation. The projects identified are prioritized by year and have been selected for funding, as jointly agreed upon by the MPO and the NHDOT.

The TIP must include all transportation projects within the MPO area proposed for federal funding under Title 23 or the Federal Transit Act, as well as any regionally significant project that will require a federal action. Federally funded transportation projects that do not appear on the TIP may not continue towards implementation. Projects listed on the TIP must be consistent with the MPO's Transportation Plan, and the TIP itself must be found to conform to the state's SIP (the State Implementation Plan for air quality attainment). Under conformity rules, "consistent with" the transportation plan is interpreted to mean that TIP projects must be specifically recommended in the Plan.

The TIP is prepared by staff of the Rockingham Planning Commission and is reviewed and endorsed by the Technical Advisory (TAC). Final TIP endorsement is received from the Planning Commission acting as the MPO Policy Committee which is the designated MPO for the Portsmouth urbanized area and a portion of the Greater Boston urbanized area in New Hampshire. The metropolitan area (study area) is shown in **Figure 1** of this document.

The MPO's TIP development process substantially changed in response to the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA), the 1990 Clean Air Act Amendments (CAAA), the Transportation Equity Act for the 21st Century (TEA 21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and most recently the Moving Ahead for Progress in the 21st Century Act (MAP-21). These laws place strong emphasis on the development of both Transportation Plans and TIPs which:

- reflect locally established project priorities;
- Are financially realistic;
- Are consistent with the State's plan for air quality attainment (SIP)
- Developed with meaningful public involvement.

FIGURE 1: Rockingham Planning Commission Region



DEVELOPMENT OF THE TIP

Every two years, the MPO solicits project proposals from communities and other local & regional organizations to be considered in the regional transportation planning process. This process and the resultant documents serve as the basis for transportation planning in the region. The Rockingham Planning Commission began the current two-year cyclic process of updating its Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) in the fall of 2012. As part of this process, the MPO verified priorities of the projects already in the listed in the MTP and solicited project proposals to consider transportation improvements not yet included. Communities and other appropriate organizations were encouraged to evaluate their priorities for highway, bridge, bike/pedestrian, transit, and other transportation projects now in preparation for the application process.

In order to implement the goals set forth in MAP-21 and the 1990 Clean Air Act Amendments, the RPC utilizes a set of project selection procedures and criteria to assist in setting regional priorities for transportation improvements. Since their adoption in 1995, the procedures have been modified to incorporate improvements identified in subsequent TIP/Plan development cycles. These procedures are intended to: (1) assist municipalities and other organizations in developing and submitting transportation improvement projects, and to (2) guide the MPO in prioritizing transportation improvements to be included in the Long-Range Transportation Plan and Transportation Improvement Program (TIP).

The MPO, according to federal rules, is also required to meet specified minimum standards for public involvement in transportation planning. The Planning Commission, through a variety of public newspapers and on the RPC website, invited and encouraged the public to attend public hearings and discuss the process as well as voice opinions on the current transportation system, and future transportation project priorities for inclusion in the MTP and TIP.

Municipalities, transportation agencies, and other public bodies are eligible and were encouraged to submit project proposals through this process. In addition, private entities are eligible to submit proposals, provided they received the endorsement of the municipality or municipalities for which they are proposed and provided that the project sponsor has identified the source of the necessary matching funds that will be utilized. The public was encouraged to identify transportation problems and propose possible solutions for projects to be funded with federal funds, via Technical Advisory Committee representatives to the MPO and through the public hearing process. Municipalities must have the endorsement of the community's Board of Selectmen or Town/City Council.

Specific Process for the FY 2015-2018 TIP

The MPO began its TIP and MTP update process in the fall of 2012 with the development of a project selection process and criteria in conjunction with NH DOT and the other eight New Hampshire Planning Commissions. The intent was that each agency implement a similar methodology for soliciting and selecting projects for inclusion in the Ten Year Plan. This included the development of a common project proposal form and standardized information requirements, as well as a common set of project selection criteria. Because this set of statewide selection criteria were not finalized until after project proposals had been submitted, the RPC utilized the pre-existing selection criteria (Adopted in February, 2011) from the previous TIP/Plan update in 2011/12 as the initial project ranking principles and then followed that with a revised ranking using the statewide criteria. In January, 2013 RPC communities, transit agencies, and NH DOT were

TABLE 1: Important Dates in the TIP Development Process

January, 2013	MPO requests project proposals from communities and interested parties.
April 30, 2013	Ten Year Plan Proposals submitted to NH DOT
September 5, 2013	NH DOT submits Draft Ten Year Plan to GACIT
Sept-Nov, 2013	GACIT Public Hearings on the Draft Ten Year Plan
December 2, 2013	GACIT Submits Draft Ten Year Plan to Governor
January 15, 2014	Governor Submits Ten Year Plan to Legislature
May 6, 2014	Legislature Approves 2015-2024 Ten Year Plan
August 1, 2014	Governor Signs 2015-2024 Ten Year Plan
September 28, 2014	NH DOT Releases 2015-2018 STIP Project list
October 23, 2014	RPC TAC Meeting
November 10, 2014	Start of 30 Day Public Comment period on TIP and Plan
December 10, 2014	RPC Policy Committee Meeting

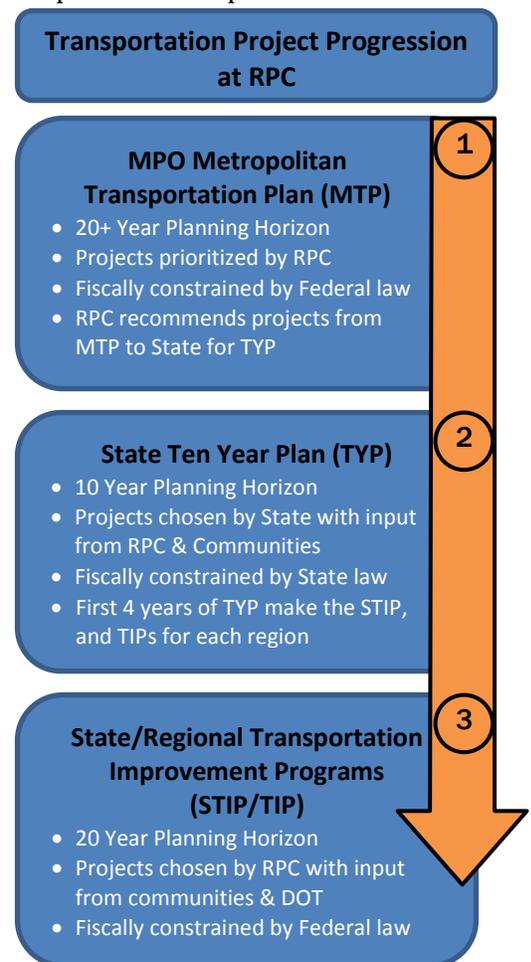
solicited for project proposals and asked to review existing projects listed in the MPO Plan and any projects suggested by communities during the previous two years. Projects not currently in the MPO TIP or the State 10 Year Plan would be included in the Metropolitan Transportation Plan as an identified need.

The Rockingham Planning Commission has used this opportunity to review, redefine, and if appropriate re-prioritize existing projects in the Ten Year and Metropolitan Transportation Plan with the goal of developing a comprehensive flow of projects from the MTP to the Ten Year Plan and TIP. To that end, data was gathered to improve the project planning and development process. We have contacted many communities to discuss projects in the State Ten Year Plan and *the response received was that the existing projects continue to be priorities.*

A prioritized list of projects recommended for the Ten Year Plan was submitted to NH DOT in April, 2013 along with comments on the process and the draft document. In addition, this information was conveyed the Governor’s Advisory Council on Intermodal Transportation (GACIT) in written form as well as via testimony at GACIT hearings in September and October, 2013. **Table 1** – Important Dates in the Project Selection Process, and **Figure 2** - Timeline of Actions and Milestones for a flowchart outline of the MTP and TIP update process.

RELATIONSHIP BETWEEN THE MPO TIP & THE STATE TIP (STIP)

The Federal Metropolitan Planning Rules require that the TIP, when adopted by the MPO and approved by the Governor, be included without modification in the State TIP (known as the 'STIP'). Under the New Hampshire TIP/STIP development process, the NHDOT receives a list of project priorities for the State Ten Year Plan that becomes subject to revision by the NHDOT, the Governor, Governor's Advisory Commission on



Intermodal Transportation (GACIT), and the State Legislature. After final action by the Legislature, the MPO is asked to adopt a final TIP, which may include changes not previously considered or approved by the MPO. The MPO will review the final draft for such changes and determine whether or not the TIP remains financially constrained; that it reflects the project specific content of the adopted MPO Transportation Plan and that it continues to represent local and regional priorities.

RELATIONSHIP BETWEEN THE TIP & THE METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) is the long-range plan for transportation improvements in the region. The MTP, which is currently undergoing a minor update to ensure compliance with federal regulations, incorporates the TIP by reference as the short range, project specific component. The update incorporates the 2015-2018 TIP as the first four years of the MTP, incorporates a new fiscal constraint analysis, and continues to utilize a horizon year of 2040. A full update of the Plan will be undertaken in 2015.

FINANCIAL ANALYSIS

The metropolitan planning rules require that a TIP must be determined to be financially constrained, by year. For the first three years of the four year TIP, projects must be limited to those for which funds are committed. Projects for which operating and construction funds cannot be reasonably expected to be available must be omitted. Based upon information supplied by the NH DOT, the MPO has determined that the FY 2015-2018 TIP as presented is financially constrained. This determination is based upon the following:

- 1) For all projects requiring local match, the MPO assumes that the match will be made available in a timely manner and that Toll Credits will be utilized to meet the State matching requirements unless otherwise stated.
- 2) For all projects including federal funds and programmed by the NHDOT for FY 2015, 2016, 2017, and 2018 the MPO assumes that the NHDOT has determined that the required funds by year and category will be available.
- 3) The MPO is receiving significantly more funding in the TIP than would be anticipated based on an equitable distribution of funding around the State. New Hampshire DOT programs projects on a statewide basis according to the relative priority of projects without regard to regional boundaries. This has created a situation where there are a number of high cost, high priority projects occurring in this region at the same time and has increased the share of revenues accordingly from 13.3% under an equitable distribution, to an average of 44% per year during the 2015-2018 timeframe.

The proposed 2015-2018 TIP includes approximately \$451 million in funds programmed for transportation projects. In addition, a portion of the funding in statewide programs (\$287 million) will be spent within the region. Much of the remaining highway funds are dedicated to widening I-93 (\$71 million), the Newington-Dover Spaulding Turnpike improvements (\$73 million), and the replacement and of the Sarah Long Bridge over the Piscataqua River between Portsmouth and Kittery, Maine (\$213 Million). The full listing of projects provides additional project specific cost details. The funding is summarized in **Table 2** and the full fiscal constraint analysis for the TIP and the Metropolitan Transportation Plan is included as **Table 4** at the end of this document.

FIGURE 2: Development of the Rockingham Planning Commission Metropolitan Transportation Plan & 2015-2018 Transportation Improvement Program and State Ten Year Plan



Table 2: MPO TIP Funding Summary by FY and Source

Regional Projects	2015	2016	2017	2018	Total
Transit*	\$ 4,746,996	\$ 4,653,288	\$4,141,878	\$2,827,447	\$ 16,369,610
Highways**	\$ 61,678,399	\$ 40,647,469	\$ 41,925,980	\$ 28,226,748	\$ 172,478,596
Bridges	\$ 43,167,000	\$48,867,264	\$ 66,907,470	\$ 97,128,768	\$256,070,502
Bike and Pedestrian	\$ 3,298,945			\$ 1,209,015	\$ 4,507,960
Total	\$ 112,891,340	\$ 94,168,021	\$ 112,975,329	\$ 129,391,978	\$ 449,426,668
Est. Funds Avail for NH	\$ 247,066,165	\$244,745,300	\$ 287,608,696	\$ 283,781,821	\$ 1,063,781,983
% of Total Funding	46%	38%	39%	46%	42%

Regional Projects	Federal	State	Local/Other	Total
Transit*	\$ 8,181,275	\$ 3,784,899	\$ 4,403,435	\$ 16,369,610
Highways**	\$ 55,079,100	\$ 112,000,691	\$ 5,398,805	\$ 172,478,596
Bridges	\$ 63,715,737	\$ 104,147,522	\$ 88,207,242	\$ 256,070,502
Bike and Pedestrian	\$ 3,606,368	\$ 901,592	\$ -	\$ 4,507,960
Total	\$ 130,582,481	\$ 220,834,704	\$ 98,009,483	\$ 449,426,668
Est. Funds Avail for NH	\$ 415,855,996	\$ 527,524,620	\$ 119,821,367	\$ 1,063,201,983
% of Total Funding	31%	42%	82%	42%

Statewide Programs***	2015	2016	2017	2018	Total
Federal	\$ 60,190,931	\$ 59,935,335	\$ 62,947,414	\$ 66,295,051	\$ 249,368,730
State	\$ 8,657,000	\$ 8,770,246	\$ 9,057,390	\$ 9,401,303	\$ 35,885,938
Local/Other	\$ 4,137,988	\$ 3,782,454	\$ 4,158,019	\$ 4,521,145	\$ 16,599,606
Total	\$ 72,985,919	\$ 72,488,035	\$ 76,162,823	\$ 80,217,498	\$ 301,854,275

* Includes all FTA funded projects/programs in the region as well as I-93 related transit costs

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

***Includes all projects and programs that are implemented statewide. Line item includes a proportionate share of these funds however NHDOT does not provide MPO based totals of actual or planned expenditures.

AIR QUALITY CONFORMITY ANALYSIS & DETERMINATION

Federal regulations require that the Metropolitan Planning Organizations in areas designated as non-attainment or maintenance under the Clean Air Act (Section 107) prepare Air Quality Conformity Determinations on their Transportation Plans and Transportation Improvement Programs. The purpose of the conformity determination is to ensure that the plans and programs that are developed conform to all applicable federal air quality requirements.

As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (the 2008 ozone standard) and the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE) NH area.

PROGRESS MADE DURING THE 2013-2016 TIP

In the Rockingham Planning Commission Transportation Improvement Program for the fiscal years 2013-2016 there are a number of projects that have been developed and constructed as scheduled. In addition some projects have incurred delay either in development or construction. These projects are listed in **Table 3** along with their status.

Table 3: Projects completed or delayed from the 2013-2016 TIP

State#	Town	Route/ Road	Scope of Work	Status
	CART	TRANSIT	Operating Assistance and Preventive Maintenance for CART Transit Service	Annual Allocation – Ongoing
	COAST	TRANSIT	Operations, Capital Program and Preventive Maintenance for COAST Transit Service	Annual Allocation - Ongoing
13871	Exeter	Lincoln St.	Expand existing passenger railroad station parking area from 78 to 140 spaces	Project Dropped
20227	Hampton	US 1/ Winnacunnet Rd	Reconfigure & signalize US 1/Winnacunnet Road intersection with pedestrian crossing controls and shorter crosswalks`	Project Dropped
26485	Hampton- Portsmouth	Hampton Branch	Purchase rail corridor from Hampton to Portsmouth approximately 9.7 miles and improve trail surface.	In negotiations to buy ROW
	Londonderry – Salem	TRANSIT	Capital and Preventive Maintenance for I-93 Bus Service	Annual Allocation - Ongoing
15624	New Castle – Rye	NH 1B	Bridge Rehab or replace, Single leaf bascule moveable bridge over Little Harbor 066/071	Delayed to 17-18
11238 (L,M,O,Q)	Newington-Dover	NH 16	Widen Turnpike including Little Bay Bridges from Gosling Road to Dover Toll	Under Construction
10044G	Plaistow	NH 125	Reconstruct East road to Old Road	Delayed to 16-17
13455 (A,B,C)	Portsmouth	US 1 Bypass	Replace bridges over the US 1 Bypass	Under Construction
13516	Portsmouth	Market St	Signal coordination along Market Street from I-95 to Kearsarge Street	Under Agreement
13903	Portsmouth	Bow St	Piscataqua Riverwalk: construct 400LF of pedestrian facility and pier along the Piscataqua River paralleling Bow St [02-53TE].	Completed
14417	Portsmouth	Grafton Drive	Trade Port multi-use path - construct a multi-use path along Grafton Dr between NH Avenue and Portsmouth Transportation Center, and between Pease golf course and Airport Rd (TE Program) [04-54TE]	Completed
15731	Portsmouth, NH – Kittery, ME	US 1 Bypass	Rehabilitate and Paint Bridge over Piscataqua River. Sarah Long Bridge is now being replaced instead of rehabilitated.	Delayed to 2015-2016 due to scope change
13678	Portsmouth, NH – Kittery, ME	US 1	Replace Memorial Bridge over Piscataqua River based on ME-NH Connections study.	Completed
13880	Rochester- Somersworth- Dover- Newington- Portsmouth	Spaulding Turnpike	Express bus service for general public between Rochester and Portsmouth to have timely connections with inter-city and local transportation services [02-29CM]	Service Active
12334	Salem	NH 28	Reconstruct intersection, Main Street and Depot Street, including signals, left turn lanes & approaches	Delayed to 16-17

Table 3: Projects completed or delayed from the 2013-2016 TIP

State#	Town	Route/ Road	Scope of Work	Status
13933D	Salem-Manchester		Exit 1 Area, NB & SB Mainline	Completed
13933E	Salem-Manchester		Exit 2 Interchange Reconstruction	Under Construction
13933F	Salem-Manchester		Brookdale Road Bridge Replacement	Completed
13933H	Salem-Manchester		Exit 3 NB Mainline, NB Ramps, and work on NH 111 and NH 111A	Under Construction
10418Z	Salem to Manchester to Concord	I-93	I-93, Implementation of Incident Management and ITS for overall corridor, to improve efficiency before, during & after I-93 construction. Includes CMAQ App [06-22CM] (CMAQ Program)[ARRA]	Under Agreement

PROJECTS INCLUDED IN THE TIP

As noted previously, **Table 2**, Rockingham Planning Commission 2015-2018 TIP Funding Summary, shows categorical totals for the projects included in the TIP. **Table 4** shows the fiscal constraint analysis comparing estimated project cost totals to the funding expected to be available in the region for transportation projects. This is based on information provided by NH DOT in the State Transportation Improvement Program from which the regional project listing is derived and the State Ten Year Plan. *The information shows that funding is adequate for the TIP given expected revenues and expenditures.*

The heart of the TIP is the listing of projects to be implemented over the next four years and these are shown in **Table 5**. The listing is sorted by community and/or project area. The project description contains the following information: state project number (if applicable); facility or route; community or area; project description; source of funds; estimated costs by year; summary of costs for three years; agency responsible for implementation; project start date, and any notes or comments. A summary table of funding by mode, source, and project phase is included at the end. NOTE: Only those projects shown to include funding in FY 2015, 2016, 2017 or 2018 and which are either Federally funded or regionally significant requiring Federal action are part of this TIP.

Table 6 shows the Statewide Programmatic Projects for the State of New Hampshire. The Programmatic projects are funding sources for multiple smaller projects that are programmed outside of the scope of the TIP. When a project is funded via one of these programmatic funds it may not show up in the TIP however the total funding listed in Table 6 for each program may change. The MPO is required to show these projects in the TIP as some of the funding from each will likely be spent in the region.

TABLE 4: Fiscal Constraint Analysis for the TIP and Metropolitan Transportation Plan

TABLE 5: RPC 2015-2018 Transportation Improvement Program Projects Listing

TABLE 6: Statewide Programmatic Projects Listing

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

Source of Data	Fiscal Year	Estimated Regional Share of Available Funding ^{1,2,3}					Estimated Project Costs ⁶				
		Federal	State ⁴	Other	Statewide Programs ⁵	Regional Target Funding	Regional Projects	Share of Statewide ⁷	Total Project Costs	Remaining Funding ⁸	
2040 Metropolitan Transportation Plan	2015-2018 TIP	2015	\$ 25,341,636	\$ 65,293,939	\$ 22,255,765	\$ 9,707,127	\$ 122,598,467	\$ 112,891,340	\$ 9,707,127	\$ 122,598,467	\$ -
		2016	\$ 28,208,129	\$ 44,479,326	\$ 21,480,566	\$ 9,341,966	\$ 103,509,987	\$ 94,168,021	\$ 9,341,966	\$ 103,509,987	\$ -
		2017	\$ 35,039,298	\$ 53,355,777	\$ 24,580,254	\$ 9,511,199	\$ 122,486,528	\$ 112,975,329	\$ 9,511,199	\$ 122,486,528	\$ -
		2018	\$ 41,993,418	\$ 57,705,663	\$ 29,692,897	\$ 9,706,925	\$ 139,098,903	\$ 129,391,978	\$ 9,706,925	\$ 139,098,903	\$ -
	2015-2024 State Ten Year Plan	2019	\$ 32,819,858	\$ 6,780,275	\$ 1,996,645	\$ 9,706,925	\$ 51,303,703	\$ 41,596,778	\$ 9,706,925	\$ 51,303,703	\$ -
		2020	\$ 36,496,964	\$ 7,638,357	\$ 2,553,900	\$ 8,179,819	\$ 54,869,040	\$ 46,689,221	\$ 8,179,819	\$ 54,869,040	\$ -
		2021	\$ 35,950,310	\$ 7,932,913	\$ 1,971,764	\$ 8,179,819	\$ 54,034,806	\$ 45,854,987	\$ 8,179,819	\$ 54,034,806	\$ -
		2022	\$ 30,352,014	\$ 6,637,077	\$ 1,824,226	\$ 7,846,654	\$ 46,659,971	\$ 38,813,317	\$ 7,846,654	\$ 46,659,971	\$ -
		2023	\$ 29,633,543	\$ 6,924,883	\$ 995,170	\$ 5,974,014	\$ 43,527,610	\$ 37,553,596	\$ 5,974,014	\$ 43,527,610	\$ -
		2024	\$ 22,042,099	\$ 4,800,406	\$ 1,562,262	\$ 7,254,602	\$ 35,659,369	\$ 28,404,767	\$ 7,254,602	\$ 35,659,369	\$ -
	2025	\$ 27,281,057	\$ 7,250,160	\$ 2,617,468	\$ 7,121,602	\$ 44,270,286	\$ 27,363,549	\$ 7,121,602	\$ 34,485,151	\$ 9,785,135	
	2026	\$ 27,448,556	\$ 7,236,860	\$ 2,623,636	\$ 7,121,602	\$ 44,430,654	\$ 16,694,833	\$ 7,121,602	\$ 23,816,435	\$ 20,614,218	
	2027	\$ 27,616,055	\$ 7,223,560	\$ 2,629,804	\$ 7,121,602	\$ 44,591,021	\$ 27,608,151	\$ 7,121,602	\$ 34,729,753	\$ 9,861,268	
	2028	\$ 27,783,555	\$ 7,210,260	\$ 2,635,972	\$ 7,121,602	\$ 44,751,388	\$ 31,595,573	\$ 7,121,602	\$ 38,717,175	\$ 6,034,213	
	2029	\$ 27,951,054	\$ 7,196,960	\$ 2,642,140	\$ 7,121,602	\$ 44,911,756	\$ 32,682,960	\$ 7,121,602	\$ 39,804,562	\$ 5,107,193	
	2030	\$ 28,118,554	\$ 7,183,660	\$ 2,648,308	\$ 7,121,602	\$ 45,072,123	\$ 34,573,662	\$ 7,121,602	\$ 41,695,264	\$ 3,376,859	
	2031	\$ 28,286,053	\$ 7,170,360	\$ 2,654,476	\$ 7,121,602	\$ 45,232,490	\$ 25,804,680	\$ 7,121,602	\$ 32,926,282	\$ 12,306,209	
	2032	\$ 28,453,552	\$ 7,157,060	\$ 2,660,644	\$ 7,121,602	\$ 45,392,858	\$ 34,709,828	\$ 7,121,602	\$ 41,831,430	\$ 3,561,427	
	2033	\$ 28,621,052	\$ 7,143,760	\$ 2,666,812	\$ 7,121,602	\$ 45,553,225	\$ 18,923,409	\$ 7,121,602	\$ 26,045,011	\$ 19,508,214	
	2034	\$ 28,788,551	\$ 7,130,460	\$ 2,672,980	\$ 7,121,602	\$ 45,713,593	\$ 30,872,936	\$ 7,121,602	\$ 37,994,538	\$ 7,719,054	
2035	\$ 28,956,051	\$ 7,117,160	\$ 2,679,148	\$ 7,121,602	\$ 45,873,960	\$ 27,706,075	\$ 7,121,602	\$ 34,827,677	\$ 11,046,283		
2036	\$ 29,123,550	\$ 7,103,860	\$ 2,685,316	\$ 7,121,602	\$ 46,034,327	\$ 26,409,429	\$ 7,121,602	\$ 33,531,031	\$ 12,503,296		
2037	\$ 29,291,049	\$ 7,090,560	\$ 2,691,484	\$ 7,121,602	\$ 46,194,695	\$ 28,922,217	\$ 7,121,602	\$ 36,043,819	\$ 10,150,876		
2038	\$ 29,458,549	\$ 7,077,260	\$ 2,697,652	\$ 7,121,602	\$ 46,355,062	\$ 13,836,789	\$ 7,121,602	\$ 20,958,391	\$ 25,396,671		
2039	\$ 29,626,048	\$ 7,063,960	\$ 2,703,820	\$ 7,121,602	\$ 46,515,429	\$ 24,492,687	\$ 7,121,602	\$ 31,614,289	\$ 14,901,140		
2040	\$ 29,793,548	\$ 7,050,660	\$ 2,709,987	\$ 7,121,602	\$ 46,675,797	\$ 6,672,586	\$ 7,121,602	\$ 13,794,188	\$ 32,881,608		
		\$ 774,474,102	\$ 375,955,170	\$ 151,533,093	\$ 199,354,681	\$ 1,501,317,047	\$ 1,097,208,700	\$ 199,354,681	\$ 1,296,563,381	\$ 204,753,666	

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

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

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

Notes

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

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

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

⁴ Figures include inflation

⁵ FHWA category includes approximately \$1.16 million annually to address railroad crossings

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

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

Notes

⁶ Self-funded FTA programs, projects limited to available funds

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

⁸ 9 FHWA and SB367 State Aid Bridge revenue includes the local matching funds.

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

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

Table 5

**RPC 2015-2018 TIP
REGIONAL PROJECTS**

Table 5

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

Table 5

**RPC 2015-2018 TIP
REGIONAL PROJECTS**

Table 5

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

Table 5

**RPC 2015-2018 TIP
REGIONAL PROJECTS**

Table 5

Location: Facility - Scope			FISCAL YEAR						
Project Number	Total_Cost	Phase	SOURCE	Funding Category	2015	2016	2017	2018	Project Totals
Hampton Falls: US 1 - Intersection improvements to enhance traffic operations and safety									
29610	\$ 302,254	PE	Federal	National Highway Sys	\$ -	\$ -	\$ -	241,803	\$ 241,803
			State	NH Highway Fund	\$ -	\$ -	\$ -	60,451	\$ 60,451
29610 Total					\$ -	\$ -	\$ -	302,254	\$ 302,254
Hampton: NH 1A - Engineering study / design for Ocean Blvd improvements									
29609	\$ 302,254	PE	Federal	STP-State Flexible	\$ -	\$ -	\$ -	241,803	\$ 241,803
			State	NH Highway Fund	\$ -	\$ -	\$ -	60,451	\$ 60,451
29609 Total					\$ -	\$ -	\$ -	302,254	\$ 302,254
New Castle - Rye: NH 1B - Bridge Rehab or replace, Single Leaf Bascule Moveable Bridge, NH 1B OVER Little Harbor (Red List)									
16127	\$ 27,981,496	PE	Federal	Bridge On/Off System	\$ 400,000	\$ -	\$ -	\$ -	400,000
				STP-Areas Less Than	\$ 40,000	\$ -	\$ -	\$ -	40,000
				STP-State Flexible	\$ -	\$ 22,704	\$ 23,431	\$ -	46,135
			State	Toll Credit	\$ 110,000	\$ 5,676	\$ 5,858	\$ -	121,534
		ROW	Federal	STP-State Flexible	\$ 17,600	\$ 18,163	\$ -	\$ -	35,763
			State	Toll Credit	\$ 4,400	\$ 4,541	\$ -	\$ -	8,941
		CON	Federal	STP-State Flexible	\$ -	\$ -	\$ 6,560,548	\$ 6,770,485	13,331,033
			State	NH Highway Fund	\$ -	\$ -	\$ 1,640,137	\$ 1,692,621	3,332,758
16127 Total					\$ 572,000	\$ 51,084	\$ 8,229,973	\$ 8,463,107	\$ 17,316,164
New Castle: NH 1B - Feasibility study for causeway improvements									
29614	\$ 120,902	PE	Federal	STP-State Flexible	\$ -	\$ -	\$ -	96,721	\$ 96,721
			State	NH Highway Fund	\$ -	\$ -	\$ -	24,180	\$ 24,180
29614 Total					\$ -	\$ -	\$ -	120,902	\$ 120,902
NEWINGTON - DOVER: NH 16 / US 4 / SPLDG TPK - Reconfiguration & relocation of ramps and access									
11238K	\$ 6,710,916	CON	State	Turnpike Capital	\$ 20,000	\$ 20,640	\$ 21,300	\$ -	61,940
11238K Total					\$ 20,000	\$ 20,640	\$ 21,300	\$ -	61,940
NEWINGTON - DOVER: NH 16 / US 4 / SPLDG TPK - Rehabilitate the existing Little Bay Bridge									
11238O	\$ 29,822,374	CON	State	Turnpike Capital	\$ 5,100,000	\$ 10,165,200	\$ 10,490,486	\$ 4,066,688	\$ 29,822,374
11238O Total					\$ 5,100,000	\$ 10,165,200	\$ 10,490,486	\$ 4,066,688	\$ 29,822,374

Table 5

**RPC 2015-2018 TIP
REGIONAL PROJECTS**

Table 5

Location: Facility - Scope			FISCAL YEAR							
Project Number	Total_Cost	Phase	SOURCE	Funding Category	2015	2016	2017	2018	Project Totals	
NEWINGTON - DOVER: NH 16 / US 4 / SPLDG TPK - Widen Turnpike including Little Bay Bridges from Gosling Rd to Dover Toll, PE & ROW only.										
11238	\$ 33,306,055	PE	State	Turnpike Capital	\$ 733,293	\$ -	\$ -	\$ -	\$ 733,293	
		ROW	State	Turnpike Capital	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000	
		CON	State	Turnpike Capital	\$ 308,000	\$ 82,560	\$ 85,202	\$ -	\$ 475,762	
11238 Total					\$ 1,066,293	\$ 82,560	\$ 85,202	\$ -	\$ 1,234,055	
NEWINGTON - DOVER: SPAULDING TURNPIKE / LITTLE BAY BRIDGES - General Sullivan Bridge Rehabilitation										
11238S	\$ 33,264,284	CON	State	Turnpike Capital	\$ -	\$ 7,294,738	\$ 12,780,288	\$ 13,189,257	\$ 33,264,284	
11238S Total					\$ -	\$ 7,294,738	\$ 12,780,288	\$ 13,189,257	\$ 33,264,284	
NEWINGTON: NH 16 / US 4 / SPLDG TPK - Spaulding Turnpike (NH Rte 16) Mainline Roadway Approach Reconstruction in Newington										
11238M	\$ 49,926,682	CON	State	Turnpike Capital	\$ 11,854,623	\$ -	\$ -	\$ -	\$ 11,854,623	
11238M Total					\$ 11,854,623	\$ -	\$ -	\$ -	\$ 11,854,623	
Newton: NH 108 - Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)										
29617	\$ 1,362,114	PE	Federal	STP-State Flexible	\$ -	\$ -	\$ 93,722	\$ -	\$ 93,722	
			State	Toll Credit	\$ -	\$ -	\$ 23,431	\$ -	\$ 23,431	
		ROW	Federal	STP-State Flexible	\$ -	\$ -	\$ 23,431	\$ -	\$ 23,431	
			State	Toll Credit	\$ -	\$ -	\$ 5,858	\$ -	\$ 5,858	
29617 Total					\$ -	\$ -	\$ 146,441	\$ -	\$ 146,441	
North Hampton: US Route 1 - Replace bridge carrying US 1 over Boston & Maine RR (Redlist Br No 148/132)										
24457	\$ 6,868,927	PE	Federal	STP-State Flexible	\$ 88,000	\$ 22,704	\$ 187,444	\$ 24,180	\$ 322,329	
			State	NH Highway Fund	\$ -	\$ -	\$ 46,861	\$ 6,045	\$ 52,906	
				Toll Credit	\$ 22,000	\$ 5,676	\$ -	\$ -	\$ 27,676	
		ROW	Federal	STP-State Flexible	\$ 22,000	\$ 22,704	\$ 234,305	\$ -	\$ 279,009	
			State	NH Highway Fund	\$ -	\$ -	\$ 58,576	\$ -	\$ 58,576	
				Toll Credit	\$ 5,500	\$ 5,676	\$ -	\$ -	\$ 11,176	
24457 Total					\$ 137,500	\$ 56,760	\$ 527,187	\$ 30,225	\$ 751,672	

Table 5

**RPC 2015-2018 TIP
REGIONAL PROJECTS**

Table 5

Location: Facility - Scope					FISCAL YEAR				
Project Number	Total_Cost	Phase	SOURCE	Funding Category	2015	2016	2017	2018	Project Totals
PLAISTOW - KINGSTON: NH 125 - NH 125 Reconstruction East Road, Plaistow northerly approximately 6.0 mile to Main St. Kingston.									
10044K	\$ 4,157,340	PE	Federal	National Highway Sys	\$ 88,000	\$ -	\$ -	\$ -	\$ 88,000
				STP-Areas Over 200K	\$ -	\$ 90,816	\$ -	\$ -	\$ 90,816
			State	Toll Credit	\$ 22,000	\$ 22,704	\$ -	\$ -	\$ 44,704
		ROW	Federal	STP-Areas Over 200K	\$ 352,000	\$ 90,816	\$ -	\$ -	\$ 442,816
			State	Toll Credit	\$ 88,000	\$ 22,704	\$ -	\$ -	\$ 110,704
10044K Total					\$ 550,000	\$ 227,040	\$ -	\$ -	\$ 777,040
PLAISTOW - KINGSTON: NH 125 - Reconstruct from Town Line approximately 1.8 miles.									
10044E	\$ 32,133,045	PE	Federal	STP-State Flexible	\$ -	\$ -	\$ 1,405,832	\$ 483,606	\$ 1,889,438
			State	NH Highway Fund	\$ -	\$ -	\$ -	\$ 120,902	\$ 120,902
				Toll Credit	\$ -	\$ -	\$ 351,458	\$ -	\$ 351,458
		ROW	Federal	STP-State Flexible	\$ -	\$ -	\$ 937,221	\$ 96,721	\$ 1,033,942
			State	NH Highway Fund	\$ -	\$ -	\$ 234,305	\$ 24,180	\$ 258,486
10044E Total					\$ -	\$ -	\$ 2,928,816	\$ 725,409	\$ 3,654,225
PLAISTOW: NH 125 - RECONSTRUCT NH 125, from EAST ROAD to OLD ROAD									
10044G	\$ 8,578,809	CON	Federal	National Highway Sys	\$ -	\$ 5,085,696	\$ 1,405,832	\$ -	\$ 6,491,528
			State	Toll Credit	\$ -	\$ 1,271,424	\$ 351,458	\$ -	\$ 1,622,882
			Other	Funds	\$ -	\$ 464,400	\$ -	\$ -	\$ 464,400
10044G Total					\$ -	\$ 6,821,520	\$ 1,757,290	\$ -	\$ 8,578,810
Plaistow: Pan Am Freight Mainline - Rail Service from Haverhill MA to Plaistow. Const platform and waiting area. Acquire easements.									
68082	\$ 3,102,971	ROW	Federal	Congestion Mitigatio	\$ -	\$ -	\$ 1,823,321	\$ -	\$ 1,823,321
			Other	Funds	\$ -	\$ -	\$ 455,830	\$ -	\$ 455,830
68082 Total					\$ -	\$ -	\$ 2,279,151	\$ -	\$ 2,279,151
PORTSMOUTH, NH - KITTELY, ME: I-95 - REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)									
16189	\$ 7,857,543	CON	State	Turnpike Renewal & I	\$ -	\$ -	\$ 1,917,043	\$ 1,978,389	\$ 3,895,432
			Other	Maine	\$ -	\$ -	\$ 3,834,086	\$ -	\$ 3,834,086
16189 Total					\$ -	\$ -	\$ 5,751,130	\$ 1,978,389	\$ 7,729,518

Table 5

**RPC 2015-2018 TIP
REGIONAL PROJECTS**

Table 5

Location: Facility - Scope					FISCAL YEAR				
Project Number	Total_Cost	Phase	SOURCE	Funding Category	2015	2016	2017	2018	Project Totals
Portsmouth, NH - Kittery, ME: US 1 Bypass - Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)									
15731	\$ 196,426,487	PE	Federal	STP-State Flexible	\$ 484,000	\$ -	\$ -	\$ -	\$ 484,000
			State	Toll Credit	\$ 121,000	\$ -	\$ -	\$ -	\$ 121,000
		ROW	Federal	STP-State Flexible	\$ -	\$ -	\$ 1,874,442	\$ 7,737,698	\$ 9,612,140
			State	NH Highway Fund	\$ -	\$ -	\$ 468,611	\$ 1,934,424	\$ 2,403,035
		CON	Federal	STP-Areas Less Than	\$ -	\$ -	\$ -	\$ -	\$ -
			State	NH Highway Fund	\$ 18,000,000	\$ 18,576,000	\$ 19,170,432	\$ 28,576,724	\$ 84,323,156
			Other	Maine	\$ 18,000,000	\$ 18,576,000	\$ 19,170,432	\$ 28,576,724	\$ 84,323,156
15731 Total					\$ 36,605,000	\$ 37,152,000	\$ 40,683,917	\$ 66,825,570	\$ 181,266,487
Portsmouth, NH - Kittery, ME: US 1 Bypass - Debt service project for NH share of Sarah Long bridge construction (15731)									
29694	\$ 105,547,771	CON	Federal	STP-5 to 200K	\$ 4,400,000	\$ 9,081,600	\$ -	\$ -	\$ 13,481,600
			State	STP-Areas Less Than	\$ -	\$ -	\$ 9,372,211	\$ 9,672,122	\$ 19,044,333
			State	NH Highway Fund	\$ -	\$ -	\$ 2,343,053	\$ 2,418,030	\$ 4,761,083
				Toll Credit	\$ 1,100,000	\$ 2,270,400	\$ -	\$ -	\$ 3,370,400
29694 Total					\$ 5,500,000	\$ 11,352,000	\$ 11,715,264	\$ 12,090,152	\$ 40,657,416
Portsmouth: NH 33 / Grafton Dr - Expand Portsmouth Transportation Center parking to accommodate future needs.									
20222A	\$ 660,000	CON	Federal	Congestion Mitigatio	\$ 396,000	\$ -	\$ -	\$ -	\$ 396,000
			State	Toll Credit	\$ 99,000	\$ -	\$ -	\$ -	\$ 99,000
20222A Total					\$ 495,000	\$ -	\$ -	\$ -	\$ 495,000
Portsmouth: NH33/Grafton Dr. - Re-stripe existing lot & minor widening to accomodate immediate need for East-West Express service									
20222B	\$ 844,808	CON	Federal	Congestion Mitigatio	\$ 675,847	\$ -	\$ -	\$ -	\$ 675,847
			State	Toll Credit	\$ 168,962	\$ -	\$ -	\$ -	\$ 168,962
20222B Total					\$ 844,808	\$ -	\$ -	\$ -	\$ 844,808
Portsmouth: Pevery Hill Rd. - Const. new sidewalk and striped bicycle shoulders and associated drainage along Pevery Hill Road.									
20258	\$ 477,783	PE	Federal	Congestion Mitigatio	\$ 45,213	\$ -	\$ -	\$ -	\$ 45,213
			Other	Funds	\$ 11,303	\$ -	\$ -	\$ -	\$ 11,303
		ROW	Federal	Congestion Mitigatio	\$ 16,000	\$ -	\$ -	\$ -	\$ 16,000
			Other	Funds	\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000
		CON	Federal	Congestion Mitigatio	\$ 321,013	\$ -	\$ -	\$ -	\$ 321,013
			Other	Funds	\$ 80,253	\$ -	\$ -	\$ -	\$ 80,253
20258 Total					\$ 477,783	\$ -	\$ -	\$ -	\$ 477,783

RPC 2015-2018 TIP
REGIONAL PROJECTS

Location: Facility - Scope			FISCAL YEAR							
Project Number	Total_Cost	Phase	SOURCE	Funding Category	2015	2016	2017	2018	Project Totals	
Portsmouth: US Rte. 1 Bypass - Albacore Access Road reconstruction and intersection improvements with US 1 Bypass and Market Street										
13455E	\$ 1,375,000	CON	Federal	STP-State Flexible	\$ 1,100,000	\$ -	\$ -	\$ -	\$ 1,100,000	
			State	Toll Credit	\$ 275,000	\$ -	\$ -	\$ -	\$ 275,000	
13455E Total					\$ 1,375,000	\$ -	\$ -	\$ -	\$ 1,375,000	
Portsmouth: Woodbury Ave. , Market St., Granite St. - Upgrade 5 existing traffic controllers and interconnects on Woodbury Ave. Market St. and Granite St										
20255	\$ 338,427	PE	Federal	Congestion Mitigatio	\$ 48,000	\$ -	\$ -	\$ -	\$ 48,000	
			Other	Funds	\$ 12,000	\$ -	\$ -	\$ -	\$ 12,000	
		ROW	Federal	Congestion Mitigatio	\$ 800	\$ -	\$ -	\$ -	\$ 800	
			Other	Funds	\$ 200	\$ -	\$ -	\$ -	\$ 200	
		CON	Federal	Congestion Mitigatio	\$ 221,942	\$ -	\$ -	\$ -	\$ 221,942	
			Other	Funds	\$ 55,485	\$ -	\$ -	\$ -	\$ 55,485	
20255 Total					\$ 338,427	\$ -	\$ -	\$ -	\$ 338,427	
Portsmouth-Kittery: US Rte 1 - Preparation of the National Register Historic District Nomination for Portsmouth Downtown District										
13678H	\$ 183,750	CON	Federal	STP-State Flexible	\$ 44,000	\$ -	\$ -	\$ -	\$ 44,000	
			State	Toll Credit	\$ 11,000	\$ -	\$ -	\$ -	\$ 11,000	
			Other	Maine	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	
13678H Total					\$ 105,000	\$ -	\$ -	\$ -	\$ 105,000	
Portsmouth-Manchester: Bus Route - Bus Service Between Portsmouth & Manchester. Connect Portsmouth, Downtown Manchester & BR Airport										
68087	\$ 2,516,000	PE	Federal	FTA 5307 Capital and	\$ 666,667	\$ 412,800	\$ -	\$ -	\$ 1,079,467	
			State	Toll Credit	\$ 166,667	\$ 103,200	\$ -	\$ -	\$ 269,867	
68087 Total					\$ 833,333	\$ 516,000	\$ -	\$ -	\$ 1,349,333	
SALEM TO MANCHESTER: I-93 - Chloride Reduction Efforts										
10418W	\$ 5,057,400	PE	Federal	FHWA Earmarks	\$ 390,600	\$ 376,301	\$ -	\$ -	\$ 766,901	
				STP-State Flexible	\$ -	\$ 72,619	\$ -	\$ -	\$ 72,619	
			State	NH Highway Fund	\$ 97,650	\$ 112,230	\$ -	\$ -	\$ 209,880	
10418W Total					\$ 488,250	\$ 561,150	\$ -	\$ -	\$ 1,049,400	

Table 5

**RPC 2015-2018 TIP
REGIONAL PROJECTS**

Table 5

Location: Facility - Scope					FISCAL YEAR				
Project Number	Total_Cost	Phase	SOURCE	Funding Category	2015	2016	2017	2018	Project Totals
SALEM TO MANCHESTER: I-93 - CORRIDOR SERVICE PATROL (Salem to Manchester)									
10418T	\$ 902,552	PE	Federal	National Highway Sys	\$ 90,000	\$ 92,880	\$ -	\$ -	\$ 182,880
			State	Toll Credit	\$ 10,000	\$ 10,320	\$ -	\$ -	\$ 20,320
10418T Total					\$ 100,000	\$ 103,200	\$ -	\$ -	\$ 203,200
Salem to Manchester: I-93 - Corridor Smart Work Zone									
14633Z	\$ 2,022,691	CON	Federal	National Highway Sys	\$ 880,000	\$ 363,264	\$ 374,888	\$ -	\$ 1,618,152
			State	Toll Credit	\$ 220,000	\$ 90,816	\$ 93,722	\$ -	\$ 404,538
14633Z Total					\$ 1,100,000	\$ 454,080	\$ 468,611	\$ -	\$ 2,022,691
SALEM TO MANCHESTER: I-93 - EXIT 2 INTERCHANGE RECONSTRUCTION, INCLUDING I-93 MAINLINE & NH97, INCLUDES BRS 068/078 & 070/079									
13933E	\$ 43,749,474	CON	State	Garvee Bond Initial E	\$ 12,129,000	\$ -	\$ -	\$ -	\$ 12,129,000
13933E Total					\$ 12,129,000	\$ -	\$ -	\$ -	\$ 12,129,000
SALEM TO MANCHESTER: I-93 - Exit 3 Area SB Mainline and NH 111 (Windham & Salem)									
13933I	\$ 35,388,813	CON	State	Garvee Bond Initial E	\$ 8,203,821	\$ 798,541	\$ -	\$ -	\$ 9,002,362
13933I Total					\$ 8,203,821	\$ 798,541	\$ -	\$ -	\$ 9,002,362
Salem to Manchester: I-93 - Final Design (PE) and ROW for I-93 Salem to Manchester corridor post June 30, 2014									
10418X	\$ 5,817,674	PE	State	Toll Credit	\$ 440,000	\$ 209,747	\$ -	\$ -	\$ 649,747
			Other	Other	\$ 1,760,000	\$ 838,987	\$ -	\$ -	\$ 2,598,987
		ROW	State	Toll Credit	\$ 220,000	\$ 73,788	\$ -	\$ -	\$ 293,788
			Other	Other	\$ 880,000	\$ 295,152	\$ -	\$ -	\$ 1,175,152
10418X Total					\$ 3,300,000	\$ 1,417,674	\$ -	\$ -	\$ 4,717,674
SALEM TO MANCHESTER: I-93 - Final design services for PE & ROW									
10418V	\$ 9,358,904	PE	State	Garvee Bond Initial E	\$ 1,623,270	\$ -	\$ -	\$ -	\$ 1,623,270
		ROW	State	Garvee Bond Initial E	\$ 285,634	\$ -	\$ -	\$ -	\$ 285,634
10418V Total					\$ 1,908,904	\$ -	\$ -	\$ -	\$ 1,908,904
14800H	\$ 10,210,585	PE	Federal	National Highway Sys	\$ 854,783	\$ 882,136	\$ 910,417	\$ 939,312	\$ 3,586,648
			State	Toll Credit	\$ 213,696	\$ 220,534	\$ 227,604	\$ 234,828	\$ 896,662
		ROW	Federal	National Highway Sys	\$ 161,210	\$ 166,369	\$ 171,703	\$ 177,152	\$ 676,433
			State	Toll Credit	\$ 40,303	\$ 41,592	\$ 42,926	\$ 44,288	\$ 169,108
14800H Total					\$ 1,269,991	\$ 1,310,631	\$ 1,352,649	\$ 1,395,579	\$ 5,328,851

Table 5

**RPC 2015-2018 TIP
REGIONAL PROJECTS**

Table 5

Location: Facility - Scope			FISCAL YEAR						
Project Number	Total_Cost	Phase	SOURCE	Funding Category	2015	2016	2017	2018	Project Totals
SALEM TO MANCHESTER: I-93 - I-93 Exit 2 Interchange reconstruction & Pelham Rd - debt service project for 13933E (Salem)									
14800E	\$ 48,846,750	CON	Federal	National Highway Sys	\$ 4,715,804	\$ 4,866,710	\$ 5,022,735	\$ 5,182,145	\$ 19,787,394
			State	Toll Credit	\$ 1,178,951	\$ 1,216,677	\$ 1,255,684	\$ 1,295,536	\$ 4,946,848
14800E Total					\$ 5,894,755	\$ 6,083,387	\$ 6,278,419	\$ 6,477,681	\$ 24,734,242
SALEM TO MANCHESTER: I-93 - Implement and provide operational support for expanded commuter bus service									
10418L	\$ 17,109,277	CON	Federal	National Highway Sys	\$ 986,089	\$ -	\$ 1,393,331	\$ -	\$ 2,379,420
			State	STP-State Flexible	\$ -	\$ 1,308,002	\$ -	\$ -	\$ 1,308,002
			State	Toll Credit	\$ 246,522	\$ 327,001	\$ 348,333	\$ -	\$ 921,855
10418L Total					\$ 1,232,611	\$ 1,635,003	\$ 1,741,664	\$ -	\$ 4,609,277
SALEM TO MANCHESTER: I-93 - MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List}									
14800A	\$ 63,539,036	CON	Federal	National Highway Sys	\$ 686,377	\$ 708,341	\$ 731,008	\$ 754,400	\$ 2,880,126
			State	RZED Subsidy	\$ 640,270	\$ 660,759	\$ 681,903	\$ 703,724	\$ 2,686,657
			State	NH Highway Fund	\$ -	\$ 177,085	\$ 182,752	\$ 188,600	\$ 548,437
			State	Toll Credit	\$ 171,594	\$ -	\$ -	\$ -	\$ 171,594
14800A Total					\$ 1,498,241	\$ 1,546,185	\$ 1,595,663	\$ 1,646,724	\$ 6,286,814
SALEM TO MANCHESTER: I-93 - PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only)									
10418	\$ 7,125,520	PE	Federal	National Highway Sys	\$ 352,000	\$ 90,816	\$ -	\$ -	\$ 442,816
			State	Toll Credit	\$ 88,000	\$ 22,704	\$ -	\$ -	\$ 110,704
		ROW	Federal	Interstate Maintenan	\$ 450,000	\$ 928,800	\$ -	\$ -	\$ 1,378,800
			State	Toll Credit	\$ 50,000	\$ 103,200	\$ -	\$ -	\$ 153,200
10418 Total					\$ 940,000	\$ 1,145,520	\$ -	\$ -	\$ 2,085,520
SALEM: MANCHESTER & LAWRENCE RAIL CORRIDOR - MULTI-USE TRAIL IMPROVEMENTS IN WINDHAM & SALEM [09-47TE]									
16031	\$ 1,099,642	PE	Federal	STP-Enhancement	\$ 750	\$ -	\$ -	\$ -	\$ 750
			Other	Funds	\$ 250	\$ -	\$ -	\$ -	\$ 250
		CON	Federal	STP-Enhancement	\$ 703,282	\$ -	\$ -	\$ -	\$ 703,282
			Other	Funds	\$ 234,427	\$ -	\$ -	\$ -	\$ 234,427
16031 Total					\$ 938,709	\$ -	\$ -	\$ -	\$ 938,709

Table 5

**RPC 2015-2018 TIP
REGIONAL PROJECTS**

Table 5

Location: Facility - Scope					FISCAL YEAR				
Project Number	Total_Cost	Phase	SOURCE	Funding Category	2015	2016	2017	2018	Project Totals
SALEM: NH 28 - RECONSTRUCT DEPOT INTERSECTON NH 28 (BROADWAY) AND NH 97 (MAIN STREET) ADD TURN LANES ON NH 28 MUPCA									
12334	\$ 4,151,090	PE	Federal	STP-Areas Over 200K	\$ 62,658	\$ 165,120	\$ -	\$ -	\$ 227,778
			Other	Funds	\$ 15,664	\$ 41,280	\$ -	\$ -	\$ 56,944
		ROW	Federal	STP-Areas Over 200K	\$ -	\$ 619,200	\$ -	\$ -	\$ 619,200
			Other	Funds	\$ -	\$ 154,800	\$ -	\$ -	\$ 154,800
12334 Total					\$ 78,322	\$ 980,400	\$ -	\$ -	\$ 1,058,722
SEABROOK-HAMPTON: NH 1A - REMOVAL OF LEAD BASED PAINT, REHAB & RECOAT STEEL STRINGERS OVER HAMPTON RIVER - [BRPPI*6601]									
15904	\$ 8,668,633	PE	Federal	STP-Areas Less Than	\$ 88,000	\$ -	\$ -	\$ -	\$ 88,000
			State	Toll Credit	\$ 22,000	\$ -	\$ -	\$ -	\$ 22,000
		CON	Federal	Bridge On/Off System	\$ -	\$ -	\$ -	\$ 3,291,423	\$ 3,291,423
			State	Toll Credit	\$ -	\$ -	\$ -	\$ 822,856	\$ 822,856
15904 Total					\$ 110,000	\$ -	\$ -	\$ 4,114,279	\$ 4,224,279
STRATHAM: NH Route 33 / NH Route 108 - Pedestrian and Bicycle improvements in the village district									
27771	\$ 545,110	PE	Federal	STP-Enhancement	\$ 33,600	\$ -	\$ -	\$ -	\$ 33,600
			Other	Funds	\$ 8,400	\$ -	\$ -	\$ -	\$ 8,400
		ROW	Federal	STP-Enhancement	\$ 16,000	\$ -	\$ -	\$ -	\$ 16,000
			Other	Funds	\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000
		CON	Federal	STP-Enhancement	\$ 329,488	\$ -	\$ -	\$ -	\$ 329,488
			Other	Funds	\$ 82,372	\$ -	\$ -	\$ -	\$ 82,372
27771 Total					\$ 473,860	\$ -	\$ -	\$ -	\$ 473,860
UNH/Wildcat: Varies - Capital Equipment Purchases and Operating Support for UNH/Wildcat Bus Services									
68070	\$ 2,003,114	PE	State	Turnpike Program	\$ 240,922	\$ 249,744	\$ 257,736	\$ -	\$ 748,402
68070 Total					\$ 240,922	\$ 249,744	\$ 257,736	\$ -	\$ 748,402
Project Totals					\$ 112,891,340	\$ 94,168,021	\$ 112,975,329	\$ 129,391,978	\$ 449,426,668

	2015	2016	2017	2018	Total	
Federal	\$ 25,341,636	\$ 28,208,129	\$ 35,039,298	\$ 41,993,418	\$ 130,582,481	29.1%
State	\$ 65,293,939	\$ 44,479,326	\$ 53,355,777	\$ 57,705,663	\$ 220,834,704	49.1%
Other	\$ 22,255,765	\$ 21,480,566	\$ 24,580,253	\$ 29,692,898	\$ 98,009,483	21.8%
	\$ 112,891,340	\$ 94,168,021	\$ 112,975,329	\$ 129,391,978	\$ 449,426,668	

Table 5

**RPC 2015-2018 TIP
REGIONAL PROJECTS**

Table 5

Location: Facility - Scope			FISCAL YEAR										
Project Number	Total_Cost	Phase	SOURCE	Funding Category	2015	2016	2017	2018	Project Totals				
		Preliminary	\$	13,369,572	\$	8,214,662	\$	7,417,935	\$	5,361,729	\$	34,363,898	7.6%
		Right-of-W	\$	4,842,646	\$	2,547,505	\$	6,330,528	\$	11,223,479	\$	24,944,158	5.6%
		Constructic	\$	94,679,122	\$	83,405,854	\$	99,226,865	\$	112,806,771	\$	390,118,611	86.8%
			\$	112,891,340	\$	94,168,021	\$	112,975,329	\$	129,391,978	\$	449,426,668	
				2015		2016		2017		2018		Total	
		Bridges	\$	43,167,000	\$	48,867,264	\$	66,907,470	\$	97,128,768	\$	256,070,502	57.6%
		Highways	\$	61,678,399	\$	40,647,469	\$	41,925,980	\$	28,226,748	\$	172,478,596	38.8%
		Transit	\$	4,746,996			\$	4,141,878	\$	2,827,447	\$	11,716,322	2.6%
		Bike & Ped	\$	3,298,945	\$	-	\$	-	\$	1,209,015	\$	4,507,960	1.0%
			\$	112,891,340	\$	89,514,733	\$	112,975,329	\$	129,391,978	\$	444,773,380	
		Regional Ex	\$	112,891,340	\$	89,514,733	\$	112,975,329	\$	129,391,978	\$	444,773,380	
		Share of St	\$	9,707,127	\$	9,341,966	\$	9,511,199	\$	9,706,925	\$	38,267,217	
		Total Estim	\$	122,598,467	\$	98,856,699	\$	122,486,528	\$	139,098,903	\$	483,040,597	
		Total State	\$	247,066,165	\$	244,745,300	\$	287,608,696	\$	283,781,821	\$	1,063,201,983	
		Statewide F	\$	72,985,919	\$	70,240,344	\$	71,512,776	\$	72,984,396	\$	287,723,435	
		Total Fundi	\$	320,052,084	\$	314,985,644	\$	359,121,472	\$	356,766,218	\$	1,350,925,418	
		Newington	\$	16,974,623	\$	17,480,578	\$	23,292,075	\$	17,255,945	\$	75,003,221	
		Newington	\$	9,307,333	\$	15,583,200	\$	16,081,862	\$	10,661,316	\$	51,633,711	
		Newington	\$	26,281,955	\$	33,063,778	\$	39,373,937	\$	27,917,261	\$	126,636,932	
		Sarah Long	\$	42,210,000	\$	48,504,000	\$	58,150,310	\$	80,894,111	\$	229,758,421	
		I-93 (RPC P	\$	38,065,573	\$	15,055,371	\$	11,437,006	\$	9,519,985	\$	74,077,935	
		I-93 (SNHP	\$	34,267,899	\$	61,448,078	\$	85,379,604	\$	75,777,362	\$	256,872,943	
		I-93 Total	\$	72,333,473	\$	76,503,449	\$	96,816,609	\$	85,297,347	\$	330,950,877	

**RPC 2015-2018 TIP
STATEWIDE PROGRAMMATIC PROJECTS**

2

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

Table 6

**RPC 2015-2018 TIP
STATEWIDE PROGRAMMATIC PROJECTS**

TABLE 6

2

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

**RPC 2015-2018 TIP
STATEWIDE PROGRAMMATIC PROJECTS**

2

Location: Facility - Scope				FISCAL YEAR				
Project Number	Phase	SOURCE	Funding Category	2015	2016	2017	2018	Grand Total
STATEWIDE: MUNICIPAL - MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)								
MOBRR	PE	Federal	Bridge Off System	\$ 80,000	\$ 80,000	\$ -	\$ -	\$ 160,000
			Bridge On/Off System	\$ -	\$ -	\$ 80,000	\$ 80,000	\$ 160,000
		Other	Other	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 40,000
			Non Participating	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 40,000
	ROW	Federal	Bridge Off System	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ 80,000
			Bridge On/Off System	\$ -	\$ -	\$ 44,000	\$ 44,000	\$ 88,000
		Other	Other	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ 20,000
			Non Participating	\$ -	\$ -	\$ 11,000	\$ 11,000	\$ 22,000
	CON	Federal	Bridge Off System	\$ 4,800,000	\$ 3,200,000	\$ 4,000,000	\$ 4,800,000	\$ 16,800,000
			Other	\$ 1,200,000	\$ 800,000	\$ 1,000,000	\$ 1,200,000	\$ 4,200,000
MOBRR Total				\$ 6,150,000	\$ 4,150,000	\$ 5,155,000	\$ 6,155,000	\$ 21,610,000
STATEWIDE: PAVEMENT - INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Program)								
IMPPP	PE	Federal	Interstate Maintenance	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 360,000
			State Toll Credit	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 40,000
	CON	Federal	Interstate Maintenance	\$ 5,328,000	\$ 5,328,000	\$ 5,328,000	\$ 5,860,800	\$ 21,844,800
			State Toll Credit	\$ 592,000	\$ 592,000	\$ 592,000	\$ 651,200	\$ 2,427,200
IMPPP Total				\$ 6,020,000	\$ 6,020,000	\$ 6,020,000	\$ 6,612,000	\$ 24,672,000
STATEWIDE: PAVEMENT - PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Fed Res Prog)								
PRRCS	PE	Federal	STP-State Flexible	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,200,000
			State Toll Credit	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 300,000
	ROW	Federal	STP-State Flexible	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 80,000
			State Toll Credit	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 20,000
	CON	Federal	STP-State Flexible	\$ 12,620,000	\$ 12,620,000	\$ 12,620,000	\$ 12,620,000	\$ 50,480,000
			State Toll Credit	\$ 3,155,000	\$ 3,155,000	\$ 3,155,000	\$ 3,155,000	\$ 12,620,000
PRRCS Total				\$ 16,175,000	\$ 16,175,000	\$ 16,175,000	\$ 16,175,000	\$ 64,700,000
STATEWIDE: PAVEMENT - SECONDARY SYSTEM RECLAMATION / REHAB WITH VARIOUS PAVEMENT TREATMENTS [Parent]								
SSRR	PE	Federal	STP-State Flexible	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 320,000
			State Toll Credit	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 80,000
	ROW	Federal	STP-State Flexible	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 16,000
			State Toll Credit	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 4,000
	CON	Federal	STP-State Flexible	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 2,320,000	\$ 9,280,000
			State Toll Credit	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 2,320,000
SSRR Total				\$ 3,005,000	\$ 3,005,000	\$ 3,005,000	\$ 3,005,000	\$ 12,020,000

**RPC 2015-2018 TIP
STATEWIDE PROGRAMMATIC PROJECTS**

2

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

Table 6

**RPC 2015-2018 TIP
STATEWIDE PROGRAMMATIC PROJECTS**

TABLE 6

2

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

RPC 2015-2018 TIP
STATEWIDE PROGRAMMATIC PROJECTS

2

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

**RPC 2015-2018 TIP
STATEWIDE PROGRAMMATIC PROJECTS**

2

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

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



FY 201) - FY 201, Transportation Improvement Program

EFLHD

FHWA - Eastern Federal Lands Highway Division

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER / AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	TOTAL PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	Phase	CHANGE FROM LAST UPDATE (Feb.7, 2013)	CONG DIST NUMBER	FLMA REGION
FW NASH 2009956667	2016	NH	Hillsborough	Nashua National Fish Hatchery	Rehabilitate Entrance Road.	3RL	FLTP	Between \$25,000.00 and \$100,000	Title 23	FWS	Planned	New Project	NH-02	FWS_R5
NH FS_White_Mtn_1(1)	2015	NH	Grafton	U.S. Forest Service, White Mountain National Forest	Russell Pond Roadway Reconstruction	3RH	FLTP	Between \$250,000 and \$500,000	Title 23	USFS	Planned	New Project	NH-02	USFS_R9
FW LAUM103(1)SICO10(1)	2016	NH	Coos & Essex	Umbagog National Wildlife Refuge & Silvio O'Conte	Umbagog- new box culv. Potter Farm Rd. Replace pipe culverts at 5 sites at Silvio O'Conte NWR.	MISC	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	In Design	No Change	_VARIOUS	FWS_R5
FW GREA 10(1)	2015	NH	Rockingham	U.S. Fish and Wildlife Service, Great Bay National Wildlife Refuge	Rehabilitate Arboretum Drive	3RL	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	in Design	No Change	NH-01	FWS_R5
FW LAUM 906(1)907(1)	2017	NH	Coos	U.S. Fish and Wildlife Service, Umbagog National Wildlife Refuge	Recreational Enhancement Design Project	MISC	FWS	Between \$2500,000 and \$500,000	Title 23	EFLHD	In Design	No Change	NH-02	FWS_R5