

**DRAFT MINUTES**  
**Rockingham Planning Commission**  
**February 10, 2021**

**Procedural Note: These minutes will be approved by one roll call vote of the RPC Commissioners and MPO partners. RPC Commissioners will be approving minutes from both the RPC business and MPO business portions of the meeting. Our MPO partners will only be approving the MPO business of the meeting.**

**Remote Meeting via ZOOM Conference Call**  
**Per RSA 91-A:2, III(b) the RPC Chair declared the COVID-19 Outbreak**  
**An Emergency and has waived the requirement**  
**That a quorum be physically present at the meeting**

**Commissioners/MPO Reps Present:** R. McDermott, Chairman (Hampton Falls); A. Davis, Vice Chairman (Hampstead); B. Kravitz (Hampton); B. Moreau, P. Britz, D. McEachern (Portsmouth); G. Coppelman, P. Coffin (Kingston); L. Cushman (Stratham); M. McAndrew (New Castle); J. Kiszka, T. Moore (Plaistow); A. Brubaker (H. Falls); D. Hebert (Newington); L. Plumer, G. English (Exeter); J. Doggett, M. Allen (Newton); J. Grote (Rye); G. Davison (NH DOT)

**Guests:** C. Cross

**Staff:** T. Roache (Executive Director); D. Walker (Assistant Director); S. Bogle (Sr Transportation Planner); A. Warhaft (Office Coordinator)

**1. Chairman McDermott called the meeting to order at 7:05 p.m.; Remote Meeting via Zoom Conference Call per RSA 91-A:2, III(b)**

**2. RPC Business**

**a. Minutes of September 9, 2020**

*J. Doggett moved to approve the Minutes of January 13, 2021 as presented; A. Davis seconded. Roll Call vote taken. **SO VOTED.** 4 abstentions.*

**b. RPC Committee Reports**

T. Roache provided updates on several of the RPC Committees.

- The Executive Committee is working towards establishing the 501c3, which will help to diversify our revenue stream and lessen the financial burden on our communities.

- The Regional Impact Committee reviewed and provided recommendations on the proposed development in Kingston. The committee will be meeting soon to address a proposed subdivision in Newton.

T. Roache encourages any members who are interested in participating on RPC Committees to contact him.

**c. RPC Commission Remote Meeting Time**

At the previous meeting, a member suggested that meeting at 6:30 would be a better time since there is no commute involved. T. Roache asked the members if they would like to move the meeting to 6:30 pm. No objections.

### 3. MPO Business

**a. Minutes of October 14, 2020**

*J. Doggett moved to approve the Minutes of October 14, 2020 as presented; B. Moreau seconded. Roll Call vote taken. **SO VOTED.** 5 abstentions.*

**b. Highway Safety Improvement Program 2021 Performance Targets – D. Walker**

D. Walker noted that targets are set annually and are mandated by the FHWA to develop a rule for safety planning/performance measures. Performance management ties together 3 state documents: the NHDOT Highway Safety Improvement Program (HSIP), the NHDOT Strategic Highway Safety Plan (SHSP), and the NH Office of Highway Safety (NHOHS) Highway Safety Plan. The state must coordinate with the MPOs to establish required targets and may develop their own targets. Five areas are measured: Number of Fatalities; Rate of Fatalities; Number of Serious Injuries; Number of non-motorized fatalities and serious injuries. Walker notes that the RPC also tracks these rates for motorcycles. Overall rates at a regional level show a downward trend. Discussion followed.

*P. Winslow moved to accept the 2021 HSIP Performance Targets as presented; J. Doggett seconded. **SO VOTED.***

**c. UPWP Scope and Work Plan – D. Walker**

D. Walker shares that the Unified Planning Work Program (UPWP) translates MPO core function into priority work tasks, products, and outcomes for the next two fiscal years, in this case July 2021 – June 2023, connecting the planning process to the Regional, State, and National priorities. The MPO Core Functions are to: establish a setting for effective decision-making; identify and evaluate transportation improvement options; prepare and maintain a Metropolitan Transportation Plan; Develop a fiscally constrained Transportation Improvement Program; identify performance measures and monitor projects; and, involve the public in the transportation planning process. Planning factors are established by the FAST Act and in addition the FHWA NH/FTA Region emphasizes addressing potential boundary changes related to the 2020 Census, fiscal constraint and financial planning, consideration of climate adaptation resilience, and incorporate emerging transportation technologies. Work is divided into 5 focus areas:

administration, policy and planning, public outreach, planning support and technical assistance. There is a proposed 6<sup>th</sup> category on 5305e funded transit planning. The final UPWP will be submitted to NHDOT on April 9, 2021 and will commence July 1, 2021. Discussion followed.

**Public Comment - none**

**4. Meeting adjourned at 8:34 p.m.**

Respectfully submitted,  
Amy Warhaft, Recording Secretary

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## MEMORANDUM

TO: RPC MPO Policy Committee  
FROM: David Walker & Scott Bogle  
RE: RPC 2021-2024 Transportation Improvement Program and updated 2045 RPC Long Range Transportation Plan  
DATE: March 4, 2021

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This memorandum discusses the short-range and long-range transportation project programming documents for the region. The **2021-2024 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** 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 March 9, 2021 and a public hearing will be held virtually, via Zoom, to discuss and approve them on March 10, 2021 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.therpc.org/2021TIP>

Plan Document: <http://www.therpc.org/LRTP>

Public Engagement Site: <https://publicinput.com/2021TIP>

### **2021-2024 Transportation Improvement Program (TIP) [Excerpt 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 2021, 2022, 2023, and 2024). 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 2021-2024 TIP includes approximately **\$560 million** in projects and these are split into two tables and summarized below.

- **Regional Projects:** This table includes all projects that explicitly occur (entirely or partially) within the MPO region. This table includes approximately \$216 million in funding across 42 projects and 2 transit systems. As with past TIPs, there continues to be funding dedicated to several ongoing large projects in the region such as the I-93 widening (\$21 million – including Debt Service), the Newington-Dover Spaulding Turnpike improvements (\$14 million), and the last of the work on replacing the Sarah Long Bridge and rehabilitating the I-95 bridge over the Piscataqua River between Portsmouth and Kittery (\$26 Million total). In addition, there are a few large projects entering the TIP such as the Seabrook-

Hampton NH 1A bridge replacement (\$21 million in the TIP, \$60-\$70 million total) and the rehabilitation of the General Sullivan Bridge between Newington and Dover (\$14 million in the TIP, \$32 million total). The full listing of projects is included in Attachment 2a.

- **Statewide Programs:** There are a variety of projects types that are not required to be listed individually within the TIP and are collectively known as “Programmatic” projects. NHDOT has grouped these into 34 programs that pool funding for specific purposes, often related to operations, maintenance, and preservation needs, or funding that goes to communities for project implementation. Decisions regarding the specific projects that come from these programs are largely made utilizing separate processes, such as the Highway Safety Improvement Program (HSIP), Transportation Alternatives Program (TAP), or through DOT programs that identify critical needs such as the State “Red List” for bridges. While only a portion of this funding will be spent within the MPO Region, statewide these programs 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 programs will be expended within the MPO region.

**Attachment #2a** includes the project list and fiscal constraint documentation excerpted from the full Transportation Improvement Program document. The full TIP document at the link above also information on the TIP process and requirements, the status of projects started under the 2019-2022 TIP, NHDOT fiscal constraint documentation, the System Performance Report, and other. Committee members are encouraged to review the full text and to provide any comments prior to the meeting via the public engagement portal at <https://publicinput.com/2021TIP>.

#### Estimated Total Project Costs<sup>1</sup>

Fiscal Year	Regional Projects	Statewide Programs <sup>2</sup>	Transit	Turnpike Projects <sup>3</sup>	Total Project Costs
2021	\$ 58,320,116	\$ 95,878,943	\$ 7,151,103	\$ 13,067,143	\$ 174,417,305
2022	\$ 62,903,690	\$ 78,089,853	\$ 7,344,692	\$ 6,048,008	\$ 154,386,243
2023	\$ 61,715,138	\$ 82,170,804	\$ 7,373,405	\$ 3,692,705	\$ 154,952,052
2024	\$ 53,866,620	\$ 88,549,642	\$ 7,518,600	\$ 14,388,114	\$ 164,322,976
	\$ 236,805,563	\$ 344,689,241	\$ 29,387,800	\$ 37,195,971	\$ 648,078,576

1 Project costs are inflated at 2.8% 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	2021	2022	2023	2024	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
	<b>\$99,346,642</b>	<b>\$83,146,076</b>	<b>\$57,073,480</b>	<b>\$42,971,204</b>	<b>\$282,537,402</b>

**The 2045 Long Range Transportation Plan [view online at <http://www.therpc.org/LRTP>]**

The 2045 Long Range Transportation Plan (Plan) addresses a 20+ year planning horizon for transportation projects and is the second update to the plan adopted in 2017. The changes are largely limited to those necessary to maintain consistency between the TIP and Plan documents. A full update of existing conditions and trends analysis will be incorporated in the next major update to the Plan scheduled for adoption in 2023. Key changes in this update include:

- Updating the fiscal constraint analysis to incorporate current revenue and cost assumptions.
- Assignment of projects by year to reflect the programming of projects in the 2021-2024 TIP and the 2021-2030 State Ten Year Plan.
- Inclusion of a complete System Performance Report to fulfill Federal performance-based planning requirements.
- Updating Chapter 2: Planning Framework with changes to the MPO project prioritization process adopted in 2020 and 2021.
- Adding a section to Chapter 1: Introduction summarizing short- and medium-term impacts of the COVID-19 pandemic on the regional transportation system. A full detailed analysis of pandemic impacts is not included here. Staff will be better positioned to assess long-term impacts by the time of the next full update to the Plan scheduled for 2023.
- Minor edits throughout updating references to project progress since 2019.

Chapter 5 from the Long Range Transportation Plan includes the TIP project list, 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 grown at 1% per year beyond 2030. Resources were distributed based on population and lane miles of eligible roadway and result in about 13.3% of total revenues as the RPC target “share” of funding.
  2. The MPO share of FHWA funds between 2021 and 2030 is set to reflect the projects and funding amounts in the approved 2021-2030 Ten Year Plan and the draft 2021-2024 STIP. NH DOT programs projects statewide as part of the Ten Year Plan process and does not adjust annual funding to match regional shares used for planning purposes, it results in variable amounts of funding in the region each of the first ten years. This is illustrated in the unbalanced funding for the region over the course of the Ten Year Plan period with many projects during the early years (2021-2026) and substantially fewer in the last several (2027-2030).
  3. Turnpike funds during the 2021-2030 period are assumed to mirror the funds listed for the region in the draft 2021-2024 STIP and the 2021-2030 State Ten Year Plan.
  4. The MPOs expected share of funding (13.3% of federal revenues) is utilized to establish revenues for years after 2030. This is based on the region’s population and federal-aid eligible lane-miles of roadway as discussed with NHDOT and the other RPCs. Regional transit agency funding is calculated using a linear trend from current TIP programming, and turnpike funding is a combination of maintenance funding per lane-mile of facilities in the region plus 10% of annual turnpike improvement funding as no large improvements are proposed on the turnpike in the MPO region at this time.
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5. TIP and Ten Year Plan project costs from each fiscal year are listed as shown in those documents, including inflation and indirect costs. Projects that occur after the Ten Year Plan are inflated to the year of construction cost at 2.8% per year.
6. 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 LRTP.

The resulting analysis shows that it is anticipated that the current list of projects is financially constrained under the scenario described above. This ensures that each year of the Plan is constrained and leaves approximately 5% of the anticipated long-term funding available for programming of new transportation projects as part of future updates.

### **Recommendations**

Staff recommend approval of the 2021-2024 TIP and 2045 Plan Update 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 public comments have been received. Discussion at the TAC meeting brought up the following comments:
  - a. A comment from NHDES was received regarding the inclusion of “Transportation Control Measures” in section 5.4 of the TIP. DES noted that there are no TCMs in the State Implementation Plan and section 5.4 should reflect that. This section has been updated in the LRTP document.
  - b. A question was raised regarding funding available for maintenance of bridges and other infrastructure based on the lack of funding in the past for this type of need. This led to a lengthy discussion about how maintenance funding is incorporated into the TIP and Plan now and NHDOT’s Transportation Asset Management Plan (TAMP). RPC staff will revisit the Operations and Maintenance portion of the LRTP to ensure that the current document incorporates the principles of the TAMP with a more comprehensive effort planned for the next update.
  - c. FHWA requested clarification on the LRTP funding assumptions based on a graphic in the presentation that shows a substantial dip in funding during the 2027-2030 timeframe. The graphic utilized in the presentation has been updated to include a funding trend line and the discussion enhanced in the LRTP document to more clearly state that funding for 2021-2030 is based on the TIP and approved State Ten Year Plan while funding after 2030 is a “share” of funding available to the region.
  - d. COAST funding in the draft TIP does not reflect the amounts that COAST anticipates will be available to the agency. The differences are being detailed and will be addressed either as part of an administrative adjustment or in TIP Amendment 1, expected during summer 2021.
  - e. The town of Salem submitted a request to add a project to the LRTP. The proposal would install a traffic signal at the intersection of NH 111 and Ermer Road and is based on the outcome of a Road Safety Audit conducted in 2017. This project has been incorporated into the LRTP project list in the outer years with fiscal constraint maintained.

There also maybe further technical changes to be addressed and any of these will identified in the final document along with the comments listed above.

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
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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 2021-2024 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 also fiscally constrained although it is not as rigorous as the constraint for the TIP given the less-defined nature of many projects and variable timeframes for funding. 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, and in addition, each year of the Plan is constrained (see tables in Chapter 5). 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, MTA/CART, and I-93 Boston Express Bus).
    - Complete Streets projects in Hampton, Portsmouth, and Plaistow
    - Addressing rural intersections in Hampstead and Kensington
    - Addressing capacity and safety issues on urban roadways such as US 1 in Portsmouth
    - Congestion Management through signal coordination and traffic management and control projects on NH 125 in Plaistow and Epping
    - Continued work on addressing deficient bridges in the State (Hampton-Seabrook NH 1A, New Castle-Rye NH1B, 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 Air Quality Conformity Determination addresses Transportation Conformity as per guidance from EPA and FHWA.*** Section 5 of the TIP discusses the conformity process, requirements, and how the MPO meets these requirements by utilizing Latest Planning Assumptions, participates in the established interagency consultation process, and creates a fiscally constrained TIP and LRTP.
  5. ***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.
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## **Transportation Planning Lexicon**

CMAQ = Congestion Mitigation & Air Quality Program

DES = Department of Environmental Services Air Resources Division

FHWA = Federal Highway Administration

FTA = Federal Transit Administration

GACIT = Governor's Advisory Commission on Intermodal Transportation

HSIP = Highway Safety Improvement Program

LRTP = MPO/RPC Long Range Transportation Plan

STIP = State Transportation Improvement Program

TA or TAP = Transportation Alternatives Program

TIP = MPO/RPC Transportation Improvement Program

TYP = State Ten Year Plan

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## 4.0 Fiscal Constraint Analysis

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

### 4.1 Financial Plan

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The fiscal constraint documentation for the STIP, provided by NHDOT, is included with this document as **Appendix A**. Fiscal constraint analysis for the TIP is included in **Figures 6 through 9** on the following pages. **Figure 6** Compares the expected revenue for projects in the region with the estimated total projects costs as programmed in the TIP and finds that the amount of funding available is adequate to address the projects programmed over the next four years. The funding matches exactly as the regional share of available funding is assumed to be what is programmed in the STIP. While the project tables in Section 7.3 show the full cost of the Statewide Programs, the fiscal constraint analysis includes just the regional share of those costs and revenues instead of the full costs. Based upon information supplied by the NH DOT, the MPO has determined that the FY 2021-2024 TIP as presented is financially constrained. This determination is based upon the following assumptions:

- The estimated FHWA funding available at the state level is based on annual apportionments and derived from the 11/9/2020 Status of Funds and FTA funds are based on current apportionments and remaining prior grant funds.
- Federal Aid-Exempt sources are those that are not included in the state's apportionment
- Additional Federal resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.
- Because NHDOT programs projects statewide and does not sub-allocate federal funding to the MPOs, the regional allocations of federal funds are equivalent to the funds programmed for projects within the region.
- For all projects requiring local match, that the match will be made available in a timely manner and that Toll Credits will be utilized to meet the State matching requirements unless otherwise stated.
- For all projects including federal funds and programmed by the NHDOT for FY 2021, 2022, 2023, and 2024, that the NHDOT has determined that the required funds by year and category will be available.
- All costs associated with projects are inflated to the year of construction at 2.8% per year and indirect costs (NHDOT overhead) are incorporated at 10% of total project cost.
- The regional share of statewide programs is estimated at 13.3% based on the 50% population and 50% lane-miles of federal-aid eligible roadway.
- New Hampshire DOT programs projects on a statewide basis according to the relative priority of projects listed in the Ten Year Plan without regard to regional boundaries. This creates a situation where the amount of funding expended in the region can vary substantially from year to year depending on the number of state high priority projects occurring in this region at the same time.

**Figure 6: TIP Fiscal Constraint Analysis**

**Estimated Regional Share of Available Funding<sup>1</sup>**

Fiscal Year	Federal	State <sup>2</sup>	Other	Statewide Programs <sup>3</sup>	Total Target Funding
2021	\$ 41,926,763	\$ 13,100,821	\$ 3,292,532	\$ 12,751,899	\$ 71,072,015
2022	\$ 54,590,548	\$ 6,048,008	\$ 2,261,523	\$ 10,385,950	\$ 73,289,641
2023	\$ 37,826,451	\$ 20,892,260	\$ 2,996,426	\$ 10,928,717	\$ 72,643,855
2024	\$ 36,786,794	\$ 14,960,141	\$ 2,119,685	\$ 11,777,102	\$ 65,643,722
	\$171,130,467	\$55,004,931	\$10,670,166	\$45,843,669	\$282,649,232

**Federal Highway Administration Funded Projects**

	2021	2022	2023	2024	Total
PE	\$5,781,638	\$5,025,642	\$1,008,509	\$377,800	\$12,193,590
ROW	\$16,127,783	\$6,994,762	\$372,849	\$232,492	\$23,727,887
CON	\$8,373,399	\$32,085,623	\$29,049,803	\$27,698,910	\$97,207,736
OTHER	\$0	\$0	\$0	\$0	\$0
Total	\$30,282,820	\$44,106,028	\$30,431,162	\$28,309,203	\$133,129,212

**Regional Share of Statewide Projects**

	2021	2022	2023	2024	Total
PE	\$607,026	\$419,329	\$351,911	\$316,001	\$1,694,267
ROW	\$73,170	\$70,404	\$63,527	\$62,862	\$269,963
CON	\$9,811,479	\$7,768,395	\$8,647,099	\$9,510,628	\$35,737,600
OTHER	\$2,260,225	\$2,127,823	\$1,866,179	\$1,887,611	\$8,141,838
Total	\$12,751,899	\$10,385,950	\$10,928,717	\$11,777,102	\$45,843,669

**Federal Transit Administration (FTA) Funded Projects**

	2021	2022	2023	2024	Total
OTHER	\$14,940,103	\$12,749,654	\$10,395,490	\$10,601,126	\$48,686,373

**Total Federally Funded**    **\$57,974,822**    **\$67,241,632**    **\$51,755,369**    **\$50,687,431**    **\$227,659,254**

**Non-Federally Funded Regionally Significant Projects**

	2021	2022	2023	2024	Total
PE	\$1,755,050	\$0	\$0	\$0	\$1,755,050
ROW	\$0	\$0	\$0	\$0	\$0
CON	\$11,342,143	\$6,048,008	\$20,888,486	\$14,956,291	\$53,234,928
OTHER	\$0	\$0	\$0	\$0	\$0
Total	\$13,097,193	\$6,048,008	\$20,888,486	\$14,956,291	\$54,989,978

**Total Programmed**    **\$71,072,015**    **\$73,289,641**    **\$72,643,855**    **\$65,643,722**    **\$282,649,232**

## 4.2 Operations and Maintenance

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

### Roadway

NHDOT's Fiscal Year 2022 Agency Efficiency budget provides information regarding the funding available at the state level for the operation and maintenance of the transportation system. These funds come from the following sources:

- **Highway Fund:** This is the primary source of funding for the NHDOT Operating budget and is composed of revenue collected by the Department of Safety and includes the NH Road Toll (gas tax), Vehicle Registration Fees, and court fines for traffic violations. About 58% of gas tax revenues go to operating costs for NHDOT and NH Department of Safety.
- **Turnpike Funds:** New Hampshire has approximately 90 miles of toll supported roadways managed by the NHDOT. Funds from tolls, fines and administrative fees generated by the turnpike system can only be utilized on the Turnpike system. The system raises approximately \$130 million per year of which approximately \$49 million is dedicated towards operations and maintenance.
- **General Funds:** There are a small amount of State of New Hampshire general funds that go towards operation and maintenance of the transportation system. Primarily these funds are utilized for airport operations support however matching funds for Federal Transit Administration (FTA) grants for transit projects and operations are also supported.
- **Federal Funds:** NHDOT receives revenues from various Federal Agencies on a reimbursable basis to carry out federal aid eligible infrastructure improvements and construction projects. Primarily funds are from the Federal Highway Administration but also moneys are received from the Federal Transit Administration (FTA), Federal Aviation Administration (FAA), and Federal Emergency Management Administration (FEMA).
- **Other Funds:** Other funds are derived from a number of minor sources. This includes revenues from the sale of fuel to municipalities, railroad licensing fees, permitting fees, emergency repair funds, and sale of surplus land.

Based on the information provide in the NHDOT Fiscal Year 2022 Agency Efficiency Budget, this equates to approximately \$32,000 per mile of roadway for maintenance and operations.

**Figure 7: NHDOT Operations and Maintenance Budget<sup>1</sup>**

Year	Highway Fund	Federal Aid	Turnpikes	General Fund	Other	Total
FY20	\$157,200,000	\$45,500,000	\$43,800,000	\$1,400,000	\$17,200,000	\$265,100,000
FY21	\$196,800,000	\$51,200,000	\$48,100,000	\$1,400,000	\$18,800,000	\$316,300,000
FY22	\$185,100,000	\$51,400,000	\$56,000,000	\$1,500,000	\$19,300,000	\$313,300,000
FY23	\$192,500,000	\$52,600,000	\$60,600,000	\$1,500,000	\$18,900,000	\$326,100,000

<sup>1</sup>Data from NHDOT Operating Budget available at: <https://www.nh.gov/dot/media/documents/nhdot-2020-agency-efficiency-budget-pres-web.pdf>

At the local level, communities are spending a similar amount to NHDOT on a per mile basis. A 2016 scan of the Annual Report for each community in the region identified \$64.2 million in funding being budgeted to maintain and operate the local roadways as shown in **Figure 8**. This translates to approximately \$32,000 per mile in 2016 and between \$36,700 and \$39,900 inflated to 2021-2024

**Figure 8: Local Transportation System Operations and Maintenance Expenditures<sup>1</sup>**  
(Estimates based on FY16 Town Reports)

Year	Highway	Snow Removal <sup>2</sup>	Lighting <sup>2</sup>	Warrant/CIP	Total	Cost/mile
2016	\$21,449,873	\$1,205,260	\$1,614,436	\$39,961,476	\$64,231,045	\$31,982
2021	\$24,625,797	\$1,383,714	\$1,853,474	\$45,878,276	\$73,741,261	\$36,718
2022	\$25,315,319	\$1,422,458	\$1,905,371	\$47,162,868	\$75,806,016	\$37,746
2023	\$26,024,148	\$1,462,286	\$1,958,721	\$48,483,429	\$77,928,585	\$38,802
2024	\$26,752,825	\$1,503,230	\$2,013,566	\$49,840,965	\$80,110,585	\$39,889

<sup>1</sup>Inflated at 2.8% per year from 2016 to 2021-2024 estimates.

<sup>2</sup>Some communities include individual budget line items for snow removal and lighting, others incorporate it into the general highway department budgets.

## Transit

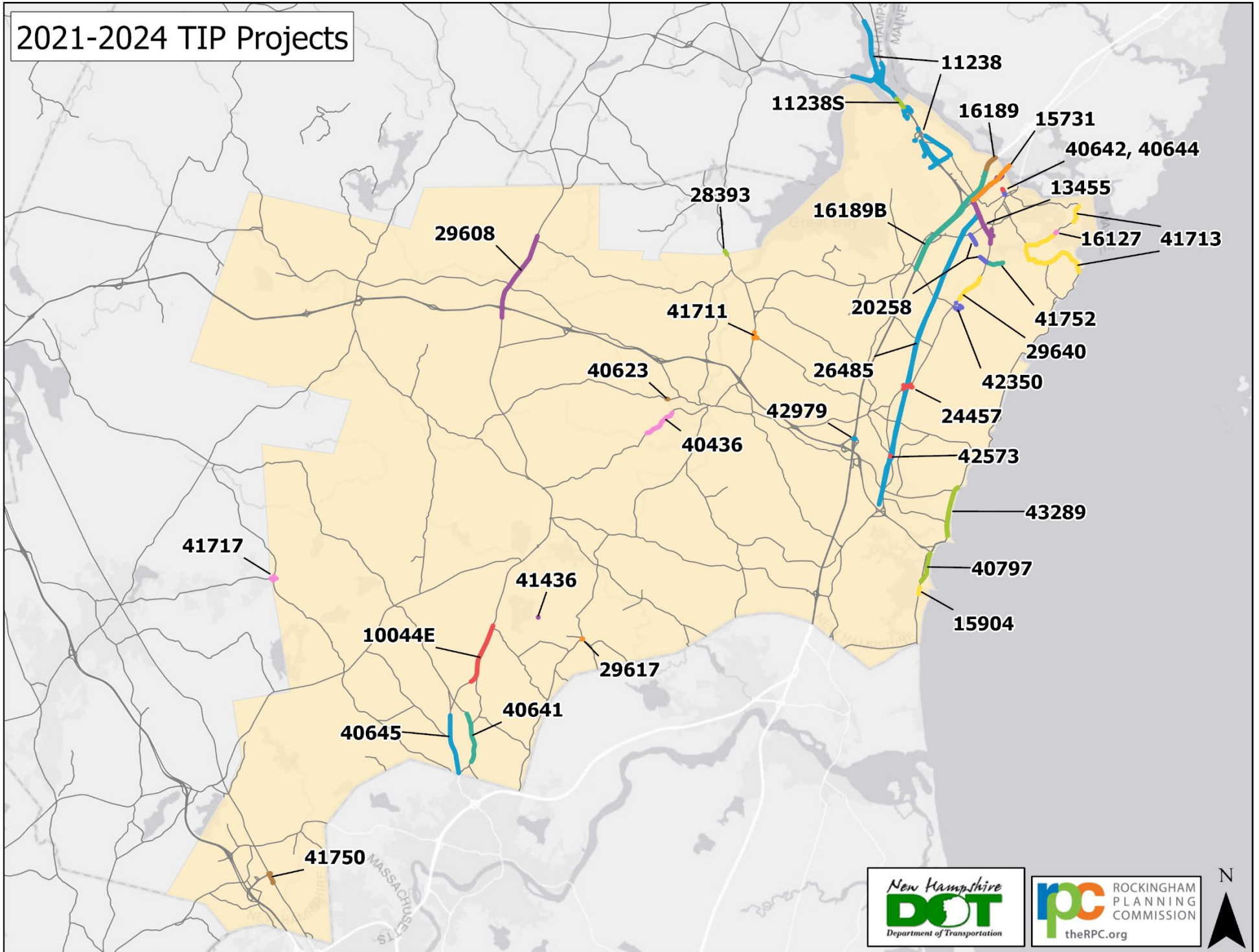
Funding for regional transit agencies is available through the Federal Transit Administration Section 5307 (FTA5307), Section 5310 (FTA5310), and Section 5339 (FTA5339) grants and is totaled in **Figure 9**. Located in small Urbanized Areas (population under 200,000), COAST (Portsmouth & Dover-Rochester urbanized areas) and MTA (Manchester urbanized Area) both use FTA5307 for operating expense (50% federal/50% non-federal match) as well as capital expenses (80% federal/20% non-federal match). In large Urbanized Areas (population over 200,000), FTA5307 funding may only be used for capital expenses (80% federal/20% non-federal match). MTA receives FTA 5310 and 5339 funding for providing services specific to seniors and individuals with disabilities, and capital vehicle and equipment replacement respectively, both at 80% federal/20% non-federal match). Non-federal funding is typically drawn from municipalities, but may also include state, private sector, and other sources. Both COAST and MTA receive funds based on the New Hampshire portion of the Boston Urbanized Area, which may be used only for capital expenses. Boston Urbanized Area funds are also used to fund portions of the Boston Express Inter-city service. Funds shown in Figure 9 are based on current expected apportionments through FY 2024. The TIP 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 funding, implementation of new services is also dependent on local support from communities served by the systems.

**Figure 9: Expected Transit funding Allocations to COAST & MTA<sup>1</sup> plus matching funds**

Year	FTA Allocation	State Funds	Local Match	Total
2021	\$12,916,555	\$3,628	\$2,019,920	\$14,940,103
2022	\$10,668,443	\$3,700	\$2,077,511	\$12,749,654
2023	\$8,312,836	\$3,774	\$2,078,880	\$10,395,490
2024	\$8,477,592	\$3,850	\$2,119,685	\$10,601,126

<sup>1</sup>Includes all funding for MTA, including for services outside of the MPO region.

# 2021-2024 TIP Projects



**EPPING (29608)**

Facility: NH 125

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

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

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

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

**EXETER (40436)**

Facility: NH Route 111 (Kingston Road)

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

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

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

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

**EXETER (40623)**

Facility: NH 111A

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

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

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

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

**GARVEE DS\_23 (42710)**

Facility: NH 1A

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

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

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

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



**HAMPSTEAD (41717)**

Facility: NH121/Derry Rd/Depot Rd

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

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

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

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

**HAMPTON - PORTSMOUTH (26485)**

Facility: Hampton Branch Rail Corridor

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

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

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

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

**HAMPTON (40797)**

Facility: **Ocean Boulevard**

SCOPE: Improvements to Ocean Boulevard.

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

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

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

**HAMPTON (42573)**

Facility: **US Route 1**

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

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

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

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

**NEW CASTLE - RYE (16127)**

Facility: NH 1B

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

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

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

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

**NEW CASTLE-RYE (41713)**

Facility: NH 1A & 1B

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

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

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

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

**NEWFIELDS - NEWMARKET (28393)**

Facility: NH 108

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

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

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

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

**NEWINGTON - DOVER (11238)**

Facility: NH 16 / US 4 / SPLDG TPK

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

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

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

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

**NEWINGTON - DOVER (11238S)**

Facility: SPAULDING TURNPIKE / LITTLE BAY BRIDGES

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

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

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

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

**NEWTON (29617)**

Facility: NH 108

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

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

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

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

**NEWTON (41436)**

Facility: Pond Street

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

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

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

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

**NORTH HAMPTON (24457)**

Facility: US Route 1

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

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

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

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

**NORTH HAMPTON (42979)**

Facility: I-95

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

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

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

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

**PLAISTOW - KINGSTON (10044E)**

Facility: NH 125

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

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

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

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

**PLAISTOW (40641)**

Facility: NH 121A / Main Street

SCOPE: Main Street Traffic Calming and Safety Improvements

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

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

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

**PLAISTOW (40645)**

Facility: NH 125

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

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

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

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



**PORTSMOUTH (13455)**

Facility: **US 1 BYPASS**

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

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

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

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

**PORTSMOUTH (20258)**

Facility: **Peverly Hill Rd.**

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

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

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

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

**PORTSMOUTH (29640)**

Facility: US 1

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

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

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

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

**PORTSMOUTH (40642)**

Facility: Maplewood Avenue

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

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

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

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

**PORTSMOUTH (40644)**

Facility: Market Street - RR

SCOPE: Railroad crossing upgrade on Market Street

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

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

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

**PORTSMOUTH (41752)**

Facility: Elwyn Road

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

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

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

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

**PORTSMOUTH (42350)**

Facility: Lang Road/Longmeadow Road/US Route 1

SCOPE: Realign Lang Road to connect to Longmeadow Road

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

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

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

**PORTSMOUTH (42874)**

Facility: VARIOUS

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

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

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

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

**PORTSMOUTH (42879)**

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

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

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

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

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

**PORTSMOUTH, NH - KITTERY, ME (15731)**

Facility: **US 1 Bypass**

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

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

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

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

**PORTSMOUTH, NH - KITTERY, ME (16189)**

Facility: I-95

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

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

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

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

**PORTSMOUTH, NH - YORK, ME (16189B)**

Facility: I-95

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

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

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

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

**PROGRAM (COAST5307)**

Facility: Various

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

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

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

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

**PROGRAM (FTA5307)**

Facility: Boston Urbanized Area (UZA)

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

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

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

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

**PROGRAM (MTA5307)**

Facility: Manchester Transit Authority (MTA)

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

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

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

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

**PROGRAM (MTA5310)**

Facility: Manchester Transit Authority (MTA)

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

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

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

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



**PROGRAM (MTA5339)**

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

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

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

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

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

**SALEM (41750)**

Facility: **Manchester & Lawrence Rail Line**

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

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

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

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

**SALEM (42884)**

Facility: Various

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

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

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

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

**SALEM (42885)**

Facility: Rte 28

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

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

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

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

**SALEM TO MANCHESTER (10418X)**

Facility: I-93

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

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

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

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

**SALEM TO MANCHESTER (14800A)**

Facility: I-93

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

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

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

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

**SEABROOK - HAMPTON (15904)**

Facility: NH 1A

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

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

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

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

**STATEWIDE TIER 2 (S) (43289)**

Facility: Various

SCOPE: Resurfacing of various Tier 2 roadways

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

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

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

**STRATHAM (41711)**

Facility: NH108/Bunker Hill Avenue

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

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

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

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

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\$58,305,091	\$56,034,431	\$54,877,586	\$47,228,863	\$216,445,971	\$150,791,237	\$54,989,906	\$10,664,829
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**PROGRAM (NSTI)**

**Facility:** National Summer Transportation Institute

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

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

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

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

**PROGRAM (ADA)**

**Facility:** Various

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

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

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

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

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

Facility: Various

SCOPE: Maintenance and preservation efforts for High Investment Bridges

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

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

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

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

Facility: Tier 1-2 Bridges

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

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

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

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

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

Facility: Tier 3-4 Bridges

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

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

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

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

**PROGRAM (CBI)**

Facility: Various

SCOPE: Complex Bridge Inspection (PARENT)

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

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

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



**PROGRAM (CMAQ-FTA)**

Facility: Various

SCOPE: Funds transferred from CMAQ to FTA.

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

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

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

**PROGRAM (CORRST)**

Facility: Various

SCOPE: Corridor Studies Statewide

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

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

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

**PROGRAM (CRDR)**

Facility: **Various**

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

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

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

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

**PROGRAM (DBE)**

Facility: **Disadvantaged Business Enterprise**

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

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

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

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

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

Facility: STATEWIDE

SCOPE: Environmental commitments for post-construction obligations.

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

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

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

**PROGRAM (FLAP)**

Facility: Various

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

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

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

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

**PROGRAM (FTA5310)**

Facility: Various

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

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

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

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

**PROGRAM (FTA5339)**

Facility: Various

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

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

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

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

**PROGRAM (GRR)**

Facility: Various

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

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

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

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

**PROGRAM (HSIP)**

Facility: Various

SCOPE: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

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

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

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

**PROGRAM (LTAP)**

Facility: Local Technology Assistance Program

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

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

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

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

**PROGRAM (MOBRR)**

Facility: Various

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

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

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

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

2021 Transportation Improvement Program  
Covering Fiscal Years 2021-2024

FIGURE 15 - Statewide Programs  
DRAFT - 02/09/2021

**PROGRAM (OJT/SS)**

Facility: OJT/SS

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

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

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

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

**PROGRAM (PAVE-T1-RESURF)**

Facility: Tier 1 Highways

**SCOPE:** Resurface Tier 1 Highways

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

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

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

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

Facility: Tier 2 Highways

SCOPE: Rehab of Tier 2 roads.

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

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

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

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

Facility: Tier 2 Highways

SCOPE: Resurfacing Tier 2 Roadways

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

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

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



**PROGRAM (PVMRK)**

Facility: Various

SCOPE: Statewide Pavement Marking Annual Project

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

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

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

**PROGRAM (RCTRL)**

Facility: Various

SCOPE: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

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

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

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

**PROGRAM (RRRCS)**

Facility: **Statewide Railroad Crossings**

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

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

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

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

**PROGRAM (SRTS)**

Facility: **Various**

SCOPE: SAFE ROUTES TO SCHOOL PROGRAM

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

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

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

2021 Transportation Improvement Program  
Covering Fiscal Years 2021-2024

FIGURE 15 - Statewide Programs  
DRAFT - 02/09/2021

**PROGRAM (STIC)**

Facility: **Varies**

SCOPE: STIC Incentives

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

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

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

**PROGRAM (TA)**

Facility: **Various**

SCOPE: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

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

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

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

**PROGRAM (TRAC)**

Facility: **TRansportation And Civil engineering program**

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

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

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

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

**PROGRAM (TRCK-WGHT-SFTY)**

Facility: **Various**

SCOPE: Truck weight safety inspection & maintenance program

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

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

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

**PROGRAM (TSMO)**

**Facility:** Transportation Systems Management and Operations

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

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

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

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

**PROGRAM (UBI)**

**Facility:** Various

**SCOPE:** Underwater Bridge Inspection (Annual Project)

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

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

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

**PROGRAM (USSS)**

Facility: Various

SCOPE: Project to update signing on state system

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

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

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

**STATEWIDE (41756)**

Facility: Various

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

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

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

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

**STATEWIDE (42878)**

Facility: Various

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

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

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

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

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\$95,878,943 \$78,089,853 \$82,170,804 \$88,549,642 \$344,689,241 \$303,675,800 \$28,822,901 \$12,190,540

**ATTACHMENT #3****Memorandum**

DATE: March 4, 2021  
TO: MPO Policy Committee  
FROM: David Walker  
RE: Ten Year Plan Project Priorities

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The MPO has received NHDOT's reviews of the priority Ten Year Plan project proposals that were recommended by the TAC at the September, 2020 meeting and approved by the MPO Policy Committee at the October, 2020 meeting. The next step in the project prioritization process is for the MPO TAC and Policy Committees to make final Ten Year Plan recommendations based on the candidate projects list and revised cost estimates. NHDOT has indicated that MPO recommendations will be incorporated into the draft 2023-2032 Ten Year Plan as presented provided that the regional funding target is not exceeded.

NHDOT reviewed the five priority projects submitted by the MPO and suggested revised estimates for three of those. One project was not able to be reviewed as there was not enough information available for NHDOT to make a recommendation. The summaries detail the cost assumptions, note recommended changes, as well as identify recommended timing and cost distribution for the Ten Year Plan and any other recommendations. A memo detailing NHDOT's process and recommendations for each project is attached and their comments can be summarized as follows (listed by initial priority):

1. Phase III NH Seacoast Greenway (Hampton/Hampton Falls) – Cost estimate (\$5,429,165) deemed adequate. Concerns regarding environmental & historic resource impacts related to the marsh crossing, as well as the crossing of Brimmer Lane.
2. NH 125/NH 155 Intersection (Epping) – Cost estimate increased to \$1,255,000 (\$1,791,128 inflated to year of construction). Concerns regarding signal warrants.
3. Bartlett Street Bridge (Portsmouth) – Not able to assess due to limited information on scope. Recommended to apply for State Aid Bridge Program.
4. NH 27/NH 156 Intersection (Raymond) – Concerns about cost given density of land use at site. Limited data available to justify need for improvement. Cost estimate increased to \$1,300,000 (\$1,854,502 inflated to year of construction).
5. US 1/NH 111 Intersection (North Hampton) – Concerns about property impacts due to narrow right-of-way. Cost increased to \$3,550,000 (\$5,060,497 inflated to year of construction).

Based on the revised costs and programming timeframes, the total estimated costs of the five priority projects is \$14,135,292, not including the Bartlett Street project for which no assessment was provided. If selected, each of the remaining the four proposals would be



expected to be 100% federally funded and no local match required. This is well over the regional allocation (by roughly \$7.5 million). **Table 1** (attached) shows each of the 5 projects, the original RPC estimate, the revised NHDOT estimate (except Bartlett Street), anticipated programming timeframes, inflated costs, and the cumulative cost of adding each additional priority.

**Recommended Action:**

The TAC discussed options at the February 25, 2021 meeting and recommended moving forward with the East Coast Greenway project as the MPO priority for the Ten Year Plan and using the remaining funds in the RPC regional "Target" funding to supplement the project and aid in addressing the environmental and historic resource considerations that will be part of crossing the marsh. **TAC and staff recommend that the Policy Committee approve the East Coast Greenway Phase III project as the MPO priority for the Ten Year Plan based on the following:**

- The East Coast Greenway project is well defined and has been an MPO regional priority since 2008;
  - NHDOT was comfortable with the estimate as provided, although they did raise some concerns regarding the potential environmental and historic preservation issues that will be a part of the project;
  - The cost of this project is currently approximately \$1.2 million below the regional budget target for the region. It is recommended that the remaining funding in the RPC "share" be provided to the PE, ROW, and CON of East Coast Greenway Phase III project to enhance the design and better account for any environmental or historic resource requirements;
  - Funding Phase III of the Greenway would complete the goal of providing a safe off-road route for most of the length in New Hampshire and make progress on expanding walking/biking infrastructure substantially in the Seacoast;
  - Additional benefits include improvements to the health and quality of the Seabrook-Hampton Estuary by opening sections of the current causeway to improve tidal flow and address potential sea-level rise;
  - The completed greenway has the potential to function as an economic catalyst based on anticipated heavy use of the rail trail by residents and tourists.
-

**Table 1: RPC MPO Project Recommendations for the State Ten Year Plan**

Priority	RPC Project Number	City/Town	Roads	Scope	Phase	Revised Cost		Year	Inflated Cost	Federal Share	Cumulative Regional Share
						Original Estimate (RPC)	Estimate (NHDOT)				
1	6001019	Hampton/ Hampton Falls	East Coast Greenway	Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor, elevatiing the causeway through the marsh 2'-3' for resiliency purposes and span washouts with sections of boardwalk.	PE	\$422,118	\$422,118	2027	\$533,080	\$533,080	
					ROW	\$0	\$0	2030	\$0	\$0	
					CON	\$3,376,954	\$3,376,954	2032	\$4,896,085	\$4,896,085	
					<b>\$3,799,072</b>		<b>\$3,799,072</b>		<b>\$5,429,165</b>	<b>\$5,429,165</b>	<b>\$5,429,165</b>
2	6147006	Epping	NH 125 and NH 155 (Lee Hill Road)	Signalize the intersection of NH 125 with Lee Hill Road (NH 155)	PE	\$50,000	\$150,000	2027	\$189,430	\$189,430	
					ROW	\$0	\$5,000	2030	\$6,860	\$6,860	
					CON	\$250,000	\$1,100,000	2032	\$1,594,838	\$1,594,838	
					<b>\$300,000</b>		<b>\$1,255,000</b>		<b>\$1,791,128</b>	<b>\$1,791,128</b>	<b>\$7,220,293</b>
3	6379013	Portsmouth	Bartlett Street	Bridge upgrde/replacement on Bartlett Street over Hodgson Brook	PE	\$57,000			\$0	\$0	
					ROW	\$0	\$0		\$0	\$0	
					CON	\$285,000			\$0	\$0	
					<b>\$342,000</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>	<b>\$7,220,293</b>
4	6383004	Raymond	NH 27/ NH 156	Address safety and capacity issues at the intersection of NH 27 and NH 156	PE	\$60,000	\$135,000	2027	\$170,487	\$170,487	
					ROW	\$60,000	\$65,000	2030	\$89,177	\$89,177	
					CON	\$600,000	\$1,100,000	2032	\$1,594,838	\$1,594,838	
					<b>\$720,000</b>		<b>\$1,300,000</b>		<b>\$1,854,502</b>	<b>\$1,854,502</b>	<b>\$9,074,795</b>
5	6345011	North Hampton	US 1/ NH 111	Capacity improvements at Intersection of US 1 and Atlantic Avenue (NH 111) including safety improvements for bicycle and pedestrian access	PE	\$65,000	\$400,000	2027	\$505,148	\$505,148	
					ROW	\$62,000	\$150,000	2030	\$205,792	\$205,792	
					CON	\$620,000	\$3,000,000	2032	\$4,349,558	\$4,349,558	
					<b>\$747,000</b>		<b>\$3,550,000</b>		<b>\$5,060,497</b>	<b>\$5,060,497</b>	<b>\$14,135,292</b>
Totals						\$5,908,072	\$9,904,072		\$14,135,292	\$14,135,292	\$14,135,292
Regional Target Allocation											\$6,673,836
Net Remaining											-\$7,461,456

**NHDOT PROJECT SCOPE AND SCHEDULE REVIEW TASK FORCE  
SUMMARY RECOMMENDATIONS FOR PROJECTS PROPOSED BY  
ROCKINGHAM PLANNING COMMISSION  
FOR THE 2023-2032 NH TEN YEAR TRANSPORTATION PLAN**

**Initial Priority #1: Phase III NH Seacoast Greenway (Hampton)**

**Project summary:** Construct a rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor, elevating the causeway through the marsh 2'-3' for resiliency purposes and span washouts with sections of boardwalk.

**Review Comments**

- Full engineering assessment required for the 4 bridges. Rail line at Drakeside Road, Hampton River, Creek River and Hampton Falls River.
- The three rail bridges in the marsh have been determined eligible for the National Register of Historic Places. Based on consultation with the NH Division of Historic Resources (DHR) the heavily deteriorated steel spans would be replaced with newly fabricated spans. The historic stone abutments will be rehabilitated and concrete pads added atop to support the new spans at a height consistent with the elevated causeway.
- The crossing of Brimmer Lane will also need to be addressed. The original bridge carrying Brimmer Lane over the rail corridor was dismantled and replaced prior to 2000 with a rubble embankment. The most economical design to restore trail passage under Brimmer Lane will likely be a concrete box culvert. These have been used on other rail trails in New Hampshire.
- Brimmer Lane crossing is private and is an issue. Brimmer Lane appears to have been filled over the RR making an at grade trail crossing more complicated. May require an easement from the property owner.
- Assume the work will stay within ROW limits and no widening will occur – no public hearing (for acquisition purposes). Exception may be at the Brimmer Lane crossing.
- Aerial utilities including power, telephone and cable will require relocation.

**Review Summary**

- The project is recommended to commence with PE in 2027, ROW planned in 2030 and CON beginning in 2032. The proposed project would use **\$5,429,165** of the regional allocation for the 2023-2032 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 2.80%/year to account for inflation and 10% to account for indirect costs.
- The project will be funded at 100% federal funds.

**Funding**

<b>Phase</b>	<b>2021 RPC Estimate</b>	<b>2021 NHDOT Estimate</b>	<b>YoE</b>
PE	\$ 422,118	\$ 422,118 (2027)	\$ 533,080 (2027)
ROW	\$0	\$ 0 (2030)	\$ 0 (2030)
CON	\$ 3,376,954	\$ 3,376,954 (2032)	\$ 4,896,085 (2032)
<b>Totals</b>	<b>\$ 3,779,072</b>	<b>\$ 3,779,072</b>	<b>\$ 5,429,165</b>

**Initial Priority #2: Signalization of NH 125/NH 155 Intersection (Epping)**

**Project summary:** Installation of signals at the intersection.

**Review Comments**

- Difficult to assess based on supplied data.
- Corridor study assumes a 5 lane typical throughout corridor, including through this intersection.
- Intersection proposes a signal and 5 lane section on NH125 with a 4 lane approach on NH155.
- Questions were raised re: would the proposed project meet signal warrants?
- Does not appear to need any ROW from concept sketch.
- Design will focus extensively on the geometric layout in to tie the signalized intersection (assume 5 lanes) back into the 2 lane section that exists today.
- RPC estimated cost appears to be low if a 5-lane approach and signals are warranted to be constructed.
- NHDOT cost estimates based on historical project information NHDOT estimates (Barnstead NH28/NH126/ Pittsfield NH28/Leavitt Rd.). NH 106/Staniels Rd. intersection example used for 5 lane costs.
- Traffic control options include phased construction (long term work) using alternating one-way traffic or short term road closure (using side streets as alternate routes)
- Aerial utilities including power, telephone and cable will require relocation.

**Review Summary**

- The project is recommended to commence with PE in 2027; ROW in 2030 and CON in 2032.
- The proposed project would use **\$1,791,128** of the regional allocation for the 2023-2032 Ten Year Transportation Plan.
- Project would be 100% federal funds.
- The Year-of-Expenditure (YoE) values include inflation of 2.80%/year and indirect cost rate of 10%.

**Funding**

<b>Phase</b>	<b>2021 RPC Estimate</b>	<b>2021 NHDOT Estimate</b>	<b>YoE</b>
PE	\$ 50,000	\$ 150,000 (2027)	\$ 189,430 (2027)
ROW	\$ 0	\$ 5,000 (2030)	\$ 6,860 (2030)
CON	\$ 250,000	\$ 1,100,000 (2032)	\$ 1,594,838 (2032)
<b>Totals</b>	<b>\$300,000</b>	<b>\$ 1,255,000</b>	<b>\$ 1,791,128</b>

**Initial Priority #3 Bartlett St. Bridge replacement (Portsmouth):**

**Project summary:** The project seeks to replace the existing bridge over Hodgson Brook.

**Review Comments**

- There was not enough information provided to NHDOT to effectively estimate the replacement costs for this bridge.
- Significant questions raised in information that was supplied – including:
  - Total bridge length is over 470’ but City is only responsible for the 32’ over Bartlett Street. City needs to verify this. The remaining 440’+/- is under a private parking lot and business.
  - The portion of the bridge located outside of the City right-of-way is a concrete box structure and is potentially Federally-owned; the original design drawings for that portion of the structure were prepared for the U.S. Army Corps of Engineers in 1956 as part of a project along Hodgson Brook to improve drainage from the Portsmouth Air Force Base to North Mill Pond.
- The current 10-year planning period of the Bridge Capital Improvement Plan does not include recommendations for the Bartlett Street Bridge. However, the City applied to have a rehabilitation project for

this structure added to the NHDOT Municipal SAB program in September 2000. NHDOT processed this application and provided the City with a total project cost estimate of \$285,000.

- Though a specific project is not identified for this bridge, it is recommended that the City contact NHDOT to express interest in moving forward with SAB funding for this municipally owned bridge, and to request an updated estimate. Depending on the findings of the tasks completed under the Short- and Intermediate-Term Recommendations, a repair, rehabilitation, or replacement project requiring capital planning or SAB funding may be necessary, and the process for obtaining SAB funding should be started as early as possible based on the current status of the program.

**Review Summary**

- Project recommended to apply for SAB program.

<b>Funding</b>			
<b>Phase</b>	<b>2021 RPC Estimate</b>	<b>2021 NHDOT Estimate</b>	<b>YoE</b>
PE	\$ 57,000	\$	\$
ROW	\$0	\$	\$
CON	\$ 285,000	\$	\$
<b>Totals</b>	<b>\$ 342,000</b>	<b>\$</b>	<b>\$</b>

**Initial Priority #4: Intersection improvements to NH 27/NH 156 (Raymond)**

**Project summary:** The purpose of the project is to improve safety and capacity concerns at the subject intersection

**Review Comments**

- The application materials supplied did not provide information on the issues/concerns, or possible solutions to the safety and capacity issues at the intersection. More information would be required to effectively estimate project costs – what was the basis of the initial RPC cost estimate? What are the underlying assumptions re: improvements?
- Estimate for similar typical at NH27/Freetown Road and signals tied together. NHDOT considered the intersection improvements at the Loudon NH106/Staniels Road as an example.
- Traffic control options include phased construction (long term work) using alternating one-way traffic or short term road closure (using side streets as alternate routes)
- Aerial utilities including power, telephone and cable will require relocation.

**Review Summary**

- Values presented below represent the project commencing with PE in 2027; ROW in 2030 and CON in 2032.
- The Year-of-Expenditure (YoE) values include inflation of 2.80%/year and indirect costs of 10%.
- Project would be 100% federal funds.
- The project would utilize **\$1,854,502** of RPC's 2023-2032 Ten Year Transportation Plan funding allocation.

<b>Funding</b>			
<b>Phase</b>	<b>2021 RPC Estimate</b>	<b>2021 NHDOT Estimate</b>	<b>YoE</b>
PE	\$ 60,000	\$ 135,000 (2027)	\$170,487 (2027)
ROW	\$ 60,000	\$ 65,000 (2030)	\$ 89,177 (2030)
CON	\$ 600,000	\$ 1,100,000 (2032)	\$ 1,594,838(2032)
<b>Total</b>	<b>\$ 720,000</b>	<b>\$ 1,300,000</b>	<b>\$ 1,854,502</b>

**Initial Priority #5: Intersection improvements to the US1/NH 111 (Atlantic Ave) (North Hampton)**

**Project summary:** The proposed project involves construction of capacity improvements at the Intersection of US 1 and Atlantic Avenue (NH 111) including safety improvements for bicycle and pedestrian access.

**Review Comments**

- No project specific information was submitted. The reports included are for the entire US1 corridor and not this specific intersection. NHDOT review considered the RPC letter as an indication that this project is for the US1/NH111 intersection only.
- NHDOT assumed that the project only proposed to add a southbound lane.
- ROW appears to be very tight at the proposed location, which will make widening difficult and costly.
- NHDOT understands that the project location will be subject to MS4 requirements. Potential/proposed treatment areas are unclear.
- Traffic control options would utilize phased construction (long term work) using alternating one-way traffic.
- Aerial utilities including power, telephone and cable will require relocation.
- Sidewalks/bike lanes will require Municipal Agreement be executed regarding maintenance.

**Review Summary**

- Values presented below represent the project commencing with PE in 2027; ROW in 2030 and CON in 2032.
- The Year-of-Expenditure (YoE) values include inflation of 2.80%/year and indirect costs of 10%.
- Project would be 100% federal funds.
- The project would utilize **\$5,060,497** of RPC's 2023-2032 Ten Year Transportation Plan funding allocation.

**Funding**

Phase	2021 RPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 65,000	\$ 400,000 (2027)	\$ 505,148 (2027)
ROW	\$ 62,000	\$ 150,000 (2030)	\$ 205,792 (2030)
CON	\$ 620,000	\$ 3,000,000 (2032)	\$ 4,349,558 (2032)
<b>Total</b>	<b>\$ 747,000</b>	<b>\$ 3,550,000</b>	<b>\$ 5,060,497</b>