

Rockingham Planning Commission

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2013-2016

Adopted: October 2012

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

SELF-CERTIFICATION RESOLUTION

Rockingham Planning Commission MPO

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

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

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

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

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

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

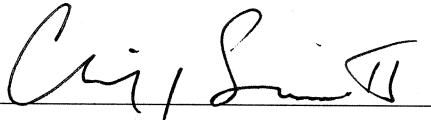
WHEREAS the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR, parts 27, 37 and 38, and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities have been met; and,

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

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

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

I hereby certify that the **Rockingham Planning Commission 2013-2016 Transportation Improvement Program** and **2040 Long Range Transportation Plan** were adopted by the Commission at its meeting on **October 10th, 2012**, along with the accompanying Air Quality Conformity Analysis and this Self-Certification Resolution.



Cliff Sinnott, Executive Director
Rockingham Planning Commission

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

Date: 11-5-2012

Date: _____

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ROCKINGHAM PLANNING COMMISSION
FISCAL YEARS 2013-2016

INTRODUCTION

The *Transportation Improvement Program* (TIP) is a staged multi-year program of regional transportation improvement projects scheduled for implementation in the Metropolitan Planning Organization (MPO) area over the next four succeeding Federal fiscal years (FY 2013, 2014, 2015, and 2016). This program of projects is represented in **Table 5** of this document. It is prepared by the MPO in accordance with joint federal metropolitan planning regulations, 23 CFR 450, issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation. The projects identified are prioritized by year and have been selected for funding, as jointly agreed upon by the MPO and the NHDOT.

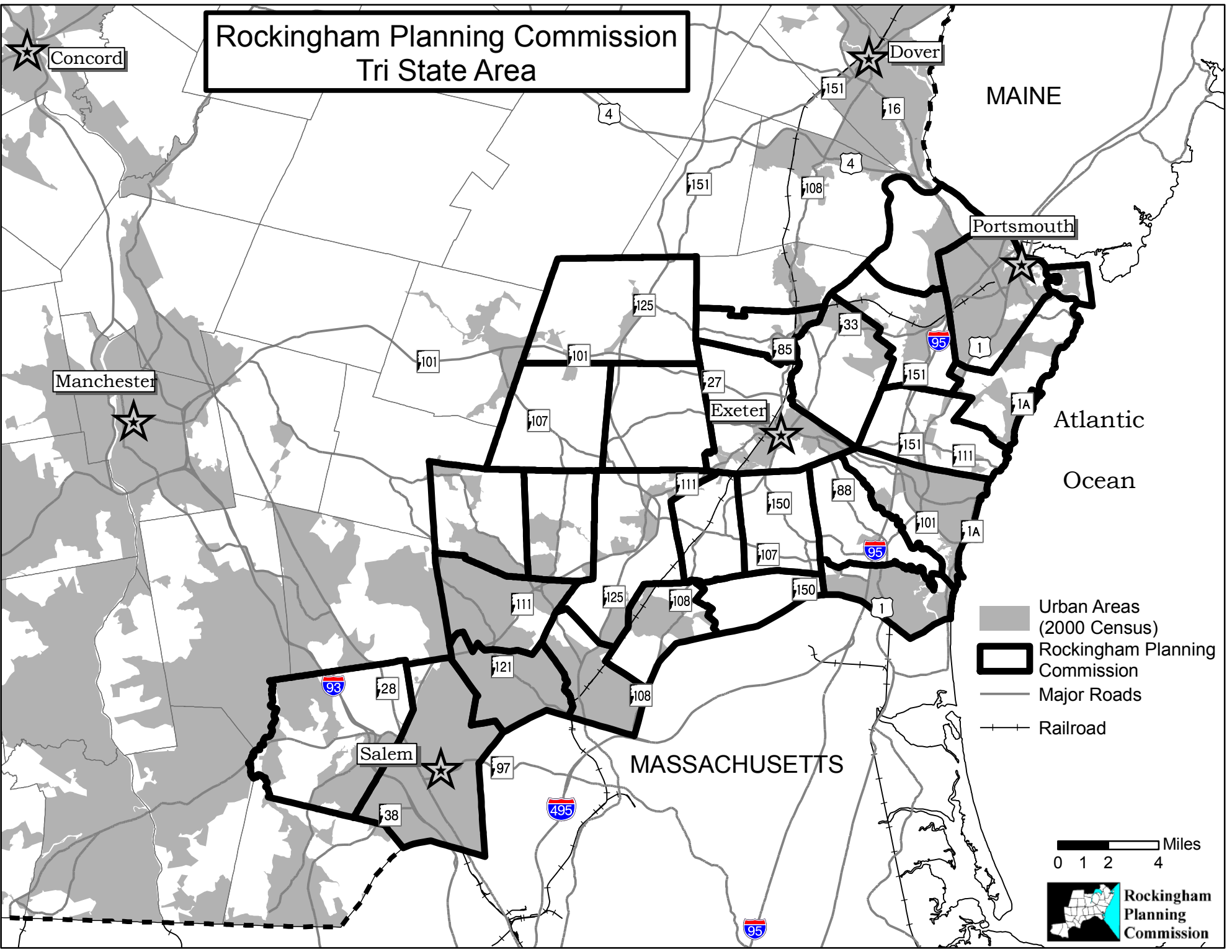
The TIP must include all transportation projects within the MPO area proposed for federal funding under Title 23 or the Federal Transit Act, as well as any regionally significant project that will require a federal action. Federally funded transportation projects that do not appear on the TIP may not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

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

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

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

Rockingham Planning Commission Tri State Area



- Urban Areas (2000 Census)
- Rockingham Planning Commission
- Major Roads
- Railroad

0 1 2 4 Miles



DEVELOPMENT OF THE TIP

Every two years, the MPO solicits project proposals from communities and other local & regional organizations to be considered in the regional transportation planning process. This process and the resultant documents serve as the basis for transportation planning in the region. The Rockingham Planning Commission began the current two-year cyclic process of updating its Transportation Improvement Program (TIP) and Long-Range Transportation Plan in the fall of 2010. As part of this process, the MPO verified priorities of the projects already in the plan and solicited project proposals to consider transportation improvements not included in the current Plan. Communities and other appropriate organizations were encouraged to evaluate their priorities for highway, bridge, bike/pedestrian, transit, and other transportation projects now in preparation for the application process.

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

The MPO, according to federal rules, is also required to meet specified minimum standards for public involvement in transportation planning. The Planning Commission, through a variety of public newspapers and postings in public offices and libraries, invited and encouraged the public to attend public hearings and discuss the process as well as voice opinions on the current transportation system, and future transportation project priorities for inclusion in the Plan and TIP. A project proposal workshop designed for applicants served as a forum for staff and applicants to discuss project eligibility, application forms, and the project selection process and time line. Copies of the Plan are available at the Rockingham Planning Commission offices and on the RPC website.

Municipalities, transportation agencies, and other public bodies are eligible and were encouraged to submit project proposals through this process. In addition, private entities are eligible to submit proposals, provided they received the endorsement of the municipality or municipalities for which they are proposed and provided that the project sponsor has identified the source of the necessary matching funds that will be utilized. The public was encouraged to identify transportation problems and propose possible solutions for projects to be funded with federal funds, via Technical Advisory Committee representatives to the MPO and through the public hearing process. Municipalities must have the endorsement of the community's Board of Selectmen or Town/City Council. It was asked that the governing body of the organization specifically endorse projects submitted by transit or private not-for-profit organizations.

Specific Process for the FY 2013-2016 TIP

In developing the 2013-2022 Ten Year Plan, New Hampshire Department of Transportation, the Governor, and the Legislature recognized that the revenue projected for the plan period was inadequate to fund all necessary projects. To address this issue, a number of projects were removed from the Ten Year Plan across the state. Acknowledging this situation, it was determined that it was not an effective use of time and resources to solicit new projects from communities as no projects would be added to the TIP or Ten Year Plan. Therefore the MPO began its TIP and Plan update

process in January of 2011 with a review of existing projects listed in the MPO Long Range Plan and projects suggested by communities during the previous two years. Any projects not currently in the MPO TIP or the State 10 Year Plan would be included in the MPO Long Range Plan.

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

Comments on the draft State Ten Year Plan document were submitted to NH DOT in May, 2011 that included a prioritized list of projects recommended for addition to the Plan. In addition, this information was conveyed the Governor’s Advisory Council on Intermodal Transportation (GACIT) in written form as well as via testimony at GACIT hearings in September and October, 2011. **Table 1** – Important Dates in the Project Selection Process, and **Figure 2** - Timeline of Actions and Milestones for a flowchart outline of the Plan and TIP update process.

TABLE 1: Important Dates in the TIP Development Process

January, 2011	MPO notifies communities and interested parties that project proposals are being requested.
May 12, 2011	Adopted Draft TIP submitted to NHDOT
September 2, 2011	NH DOT submits Draft Ten Year Plan to GACIT
Sept-Oct, 2011	GACIT Public Hearings on the Draft Ten Year Plan
December 1 st , 2011	GACIT Submits Draft Ten Year Plan to Governor
January 13, 2012	Governor Submits Ten Year Plan to Legislature
June 5 th , 2012	Legislature Approves 2011-2020 Ten Year Plan
June 11 th , 2012	Governor Signs 2011-2010 Ten Year Plan
June 26 th , 2012	NH DOT Releases 2011-2014 STIP Project list
September 10 th , 2012	Start of 30 Day Public Comment period on TIP and Plan
September 27 th , 2012	RPC TAC Meeting
October 10 th , 2012	RPC Policy Committee Meeting

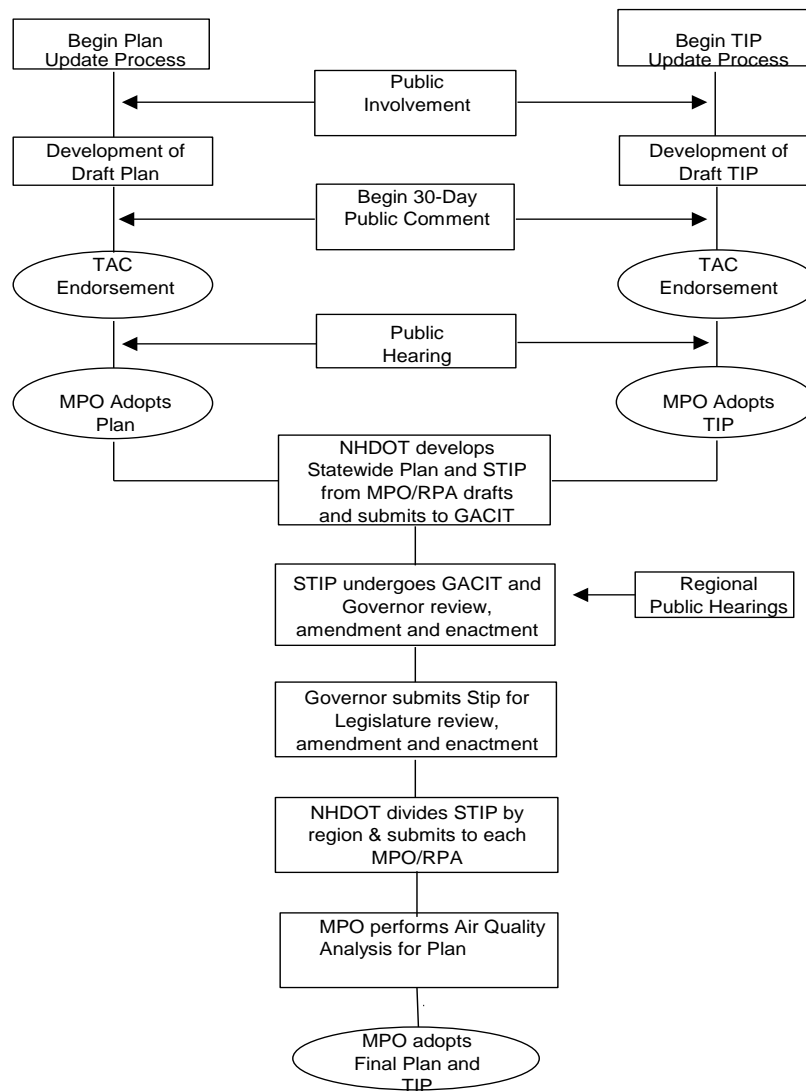
RELATIONSHIP BETWEEN THE MPO TIP & THE STATE TIP (STIP)

The Federal Metropolitan Planning Rules require that the TIP, when adopted by the MPO and approved by the Governor, be included without modification in the State TIP (known as the 'STIP'). Under the New Hampshire’s TIP/STIP development process, the NHDOT receives an adopted draft TIP that becomes subject to revision by the NHDOT, the Governor, Governor's Advisory Commission on Intermodal Transportation (GACIT), and the State Legislature. After final action by the Legislature, the MPO will be asked to adopt a final TIP, which may include changes not previously considered or approved by the MPO. The MPO will review the final draft for such changes and determine whether or not the TIP continues to conform to NH SIP for air quality; that it remains financially constrained; that it reflects the project specific content of the adopted MPO Transportation Plan and that it continues to represent local and regional priorities.

RELATIONSHIP BETWEEN THE TIP & THE TRANSPORTATION PLAN

The Transportation Plan is the long-range plan for transportation improvements in the region. The Plan, which is currently undergoing a minor update to ensure compliance with federal regulations, incorporates the TIP as the short range, project specific component. The update incorporates the 2013-2016 TIP as the first four years of the Plan, incorporates a new Air Quality Conformity Analysis and fiscal constraint analysis, and extends the horizon of the plan to 2040. A full update of the Plan will be undertaken over the next two years in coordination with other ongoing planning efforts at the State and regional level.

FIGURE 2: Development of the Rockingham Planning Commission Transportation Plan & 2011-2014 Transportation Improvement Program



FINANCIAL ANALYSIS

The metropolitan planning rules require that a TIP must be determined to be financially constrained, by year. For the first three years of the four year TIP, projects must be limited to those for which funds are committed. Projects for which operating and construction funds cannot be reasonably expected to be available must be omitted. Based upon information supplied by the NHDOT, the MPO has determined that the FY 2013-2016 TIP as presented is financially constrained. This determination is based upon the following:

- 1) For all projects requiring local match, the MPO assumes that the match will be made available in a timely manner and that Toll Credits will be utilized to meet the State matching requirements unless otherwise stated.
- 2) For all projects including federal funds and programmed by the NHDOT for FY 2013, 2014, 2015, and 2016 the MPO assumes that the NHDOT has determined that the required funds by year and category will be available.
- 3) The MPO is receiving significantly more funding in the TIP than would be anticipated based on an equitable distribution of funding around the State. New Hampshire DOT programs projects on a statewide basis according to the relative priority of projects without regard to regional boundaries. This has created a situation where there are a number of high cost, high priority projects occurring in this region at the same time. This has significantly increased the share of revenues from 13.3% under an equitable distribution, to an average of 33.1% per year during the 2013-2016 period

The proposed 2013-2016 TIP includes approximately \$587 million in funds programmed for highway and transit projects. A portion of this is Statewide programs (\$34.3 million) that are spent statewide as needed, and are not prescribed to particular regions. Much of the remaining highway funds are dedicated to widening I-93 (\$218.6 million), the Newington-Dover Spaulding Turnpike improvements (\$141.3 million), and the replacement and of the Memorial and Sarah Long Bridges over the Piscataqua River between Portsmouth and Kittery, Maine (\$133 Million). The full listing of projects provides additional project specific cost details. The funding is summarized in **Table 2** and the full fiscal constraint analysis for the TIP (and the Long Range Plan) is included as **Appendix A** at the end of this document.

Table 2: MPO TIP Funding Summary by FY and Source

	2013	2014	2015	2016
Transit*	\$16,525,204	\$5,713,204	\$ 3,778,498	\$3,821,987
Highways**	\$119,299,827	\$123,443,139	\$167,329,215	\$112,840,509
Statewide Programs***	\$8,707,749	\$8,407,203	\$8,587,763	\$8,590,180
Total	\$144,534,376	\$137,564,135	\$179,695,476	\$125,252,676
Est. Funding Available	\$144,534,376	\$137,564,135	\$179,695,476	\$125,252,676
Share of Revenues	45.1%	21.9%	31.4%	34.2%

	Federal	State	Local/Other	Total
Transit*	\$22,961,366	\$1,702,987	\$5,175,128	\$29,839,481
Highways**	\$153,316,618	\$280,103,104	\$89,492,968	\$522,912,690
Statewide Programs***	\$28,639,988	\$3,255,077	\$2,399,426	\$34,294,491
Total	\$204,917,973	\$285,061,169	\$97,067,522	\$587,046,663
Est. Funding Available	\$204,917,973	\$285,061,169	\$97,067,522	\$587,046,663

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

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

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

AIR QUALITY CONFORMITY ANALYSIS & DETERMINATION

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

An Air Quality Conformity Determination is required for the Rockingham Planning Commission 2013-2016 TIP because of the instatement of the eight-hour Ozone standard, and of the designation of non-attainment status of the Southern New Hampshire area, by the US EPA in April of 2004. As the RPC shares the Southern New Hampshire Non-Attainment area with other MPO's, there is a joint responsibility to make the final Air Quality Conformity Determination based on the analysis provided by each agency for its portion of the area. The complete Air Quality Analysis for the region is included in a separate document and a summary of the emissions is shown in **Table 3**. The results of the analysis show that the Southern NH Moderate 8-hour Non-Attainment areas will meet the requirements of the Transportation Conformity sections of the Clean Air Act Amendments and will be in conformity with the State Implementation Plan (SIP).

Table 3: Emissions Summary for the Non-attainment Area

	VOC Emissions Estimate (kg/day)			NOx Emissions Estimates (kg/day)		
	2022	2032	2040	2022	2032	2040
NRPC	4,436	3,905	4,011	5,147	4,449	4,011
RPC/SRPC	8,114	7,021	7,233	12,064	10,253	7,233
SNHRPC	5,184	4,615	4,734	5,687	5,232	4,734
Total	17,734	15,541	15,978	22,898	19,934	15,978
Total (Tons)	8.9	7.8	8.0	11.4	10.0	8.0
Budget (Tons)	8.9	8.9	8.9	11.8	11.8	8.9
Remaining	0	1.1	0.9	0.4	1.8	0.9

PROGRESS MADE DURING THE 2011-2014 TIP

In the Rockingham Planning Commission Transportation Improvement Program for the fiscal years 2011-2014 there are a number of projects that have been developed and constructed as scheduled. In addition some projects have incurred delay either in development or construction. These projects are listed in **Table 4** along with their status.

Table 4: Projects completed or delayed from the 2011-2014 TIP

State#	Town	Route/Road	Scope of Work	Status
15619	Brentwood	NH 125	Install traffic signals at NH 125 and NH 111A (Middle Road) [HSIP]	Completed
15620	Brentwood	NH 125	Install traffic signals at NH 125 and North Road [HSIP]	Completed
	CART	TRANSIT	Operating Assistance and Preventive Maintenance for CART Transit Service	Annual Allocation – Ongoing
	COAST	TRANSIT	Operations, Capital Program and Preventive Maintenance for COAST Transit Service	Annual Allocation - Ongoing
15693	Epping	NH 125	Reconstruct intersection of NH 125 and NH 27	Completed
13871	Exeter	Lincoln St.	Expand existing passenger railroad station parking area from 78 to 140 spaces	Delayed to 2013
14090A	Exeter	Park St.	Bridge Replacement over B&M Railroad 088/076	Delayed to 2015
14922, 14922A	Exeter-Hampton	NH 101	Resurfacing, guardrail and drainage upgrades 3 1/2" pavement overlay from just east of exit 9 in Exeter and proceeding 8 mi to approx. 1 mile east of the I-95 interchange in Hampton (PE Only) [PRRCS*452] [BRPPI*6601] {Statewide Federal Resurfacing Program}	Completed
15618	Greenland	NH 33	Install Traffic Signals at intersection of NH 33 and Bayside Road/Winnicut Road [HSIP]	Completed
15663	Hampstead-Atkinson	NH 111	Safety Improvements @ Intersection of NH 111 with West Rd and Island Pond Rd [HSIP*6767] {Highway Safety Improvement Program}	Under Construction
14188C	Hampton	NH 1A	Electrical upgrades/repairs to bridge control panel on bridge over Hampton River 235/025	Completed
15678D	Hampton – North Hampton	I-95	Improvement to existing Hampton Toll Plaza & facility as result fo the open road tolling project	Completed
	Londonderry – Salem	TRANSIT	Capital and Preventive Maintenance for I-93 Bus Service	Annual Allocation - Ongoing
14827	New Castle	NH 1B	Construct sidewalk between residential neighborhoods and the elementary school (300 lf) and between the great common (library/park/beach) and the Wentworth hotel (1,150 lf) (TE Program [06-35TE])	Completed
15624	New Castle – Rye	NH 1B	Rehabilitate single leaf bascule moveable bridge over Little Harbor 066/071	Delayed to 2015-2016
11238 (L,M,O, Q)	Newington-Dover	NH 16	Widen Turnpike including Little Bay Bridges from Gosling Road to Dover Toll	Under Construction
10044G	Plaistow	NH 125	Reconstruct East road to Old Road	Delayed to 2014-2015
10044F	Plaistow	NH 125	Reconstruct intersections of Danville Road, Jesse George Road, and NH 121A, as well as construct jug handles at East Road and opposite Walton Road (Parent = Plaistow-Kingston 10044B)	Completed
13455 (A,B,C)	Portsmouth	US 1 Bypass	Replace bridges over the US 1 Bypass	Under Construction

Table 4: Projects completed or delayed from the 2011-2014 TIP

State#	Town	Route/Road	Scope of Work	Status
13516	Portsmouth	Market St	Signal coordination along Market Street from I-95 to Kearsarge Street	Under Agreement
13903	Portsmouth	Bow St	Piscataqua Riverwalk: construct 400LF of pedestrian facility and pier along the Piscataqua River paralleling Bow St [02-53TE].	Delayed to 2013
14417	Portsmouth	Grafton Drive	Trade Port multi-use path - construct a multi-use path along Grafton Dr between NH Avenue and Portsmouth Transportation Center, and between Pease golf course and Airport Rd (TE Program) [04-54TE]	Under construction
15731	Portsmouth, NH – Kittery, ME	US 1 Bypass	Rehabilitate and Paint Bridge over Piscataqua River. Sarah Long Bridge is now being replaced instead of rehabilitated.	Delayed to 2015-2016 due to scope change
13678	Portsmouth, NH – Kittery, ME	US 1	Replace Memorial Bridge over Piscataqua River based on ME-NH Connections study.	Under Construction
13880	Rochester-Somersworth-Dover-Newington-Portsmouth	Spaulding Turnpike	Express bus service for general public between Rochester and Portsmouth to have timely connections with inter-city and local transportation services [02-29CM]	Service Active
13269	Rye	NH 1A	Replace wooden bridge over Seavey's Creek – 252/156, with wooden bridge structure	Completed
12334	Salem	NH 28	Reconstruct intersection, Main Street and Depot Street, including signals, left turn lanes & approaches	Delayed to 2018
16031	Salem-Windham	M & L Rail Corridor	Multi-use trail improvements in Salem and Windham	Delayed to 2013
13933D	Salem to Manchester		Exit 1 Area, NB & SB Mainline	Completed
13933E	Salem to Manchester		Exit 2 Interchange Reconstruction	Under Construction
13933F	Salem to Manchester		Brookdale Road Bridge Replacement	Under Construction
13933G	Salem to Manchester	I-93	Exit 3 Northbound Mainline	Completed
13933H	Salem to Manchester		Exit 3 NB Mainline, NB Ramps, and work on NH 111 and NH 111A	Under Construction
13933I	Salem to Manchester		Exit 3 Area, SB Mainline	Under Construction
13933N	Salem to Manchester		Exit 3 Area, Reconstruct SB mainline bridges over NH 111 and NH 111A	Under Construction
10418Z	Salem to Manchester to Concord	I-93	I-93, Implementation of Incident Management and ITS for overall corridor, to improve efficiency before, during & after I-93 construction. Includes CMAQ App [06-22CM] (CMAQ Program)[ARRA]	Under Agreement
11151E	Seabrook to Portsmouth	I-95	ITS Deployment; ITS Initiative Allowing For Deployment Of ITS Technologies And ITS Field Devices For Transportation System Management & Operations (CMAQ Program) [04-31CM]	Completed

PROJECTS INCLUDED IN THE TIP

The heart of the TIP is the listing of projects to be implemented over the next four years as shown in **Table 5 Rockingham Planning Commission 2013-2016 Transportation Improvement Program**. The listing is sorted by community and/or project area. Project description contains the following information: state project number (if applicable); facility or route; community or area; project description; clean air exempt status; source of funds; estimated costs by year; summary of costs for three years; agency responsible for implementation; project start date, and any notes or comments. NOTE: Only those projects shown to include funding in FY 2013, 2014, 2015 or 2016 and which are either Federally funded or regionally significant requiring Federal action are part of this TIP. **Table 2**, Rockingham Planning Commission 2013-2016 TIP Funding Summary, shows categorical totals for the projects included in Table 5. Totals are detailed by fiscal year for each phase [Preliminary Engineering (PE), Right-of-Way (R), and Construction (C)]. In addition, the projects have been totaled for each fiscal year based on funding source and the various established state and federal project funding categories.

**TABLE 5: RPC 2013-2016 Transportation Improvement Program
Projects Listing**

Town/Agency: Location - Scope - CAA Code										
Project #	Funding Cat.	2013	2014	2015	2016	Fed \$	State \$	Local/Other \$	Grand Total	
CART: TRANSIT - OPERATING ASSISTANCE - [CAA CODE: E-21]										
OPERATING ASSISTANCE	T FTA-5307-CP	\$ 690,100	\$ 712,183	\$ 734,957	\$ 758,489	\$ 1,447,864	\$ 1,447,864	\$ -	\$ 2,895,729	
CART: TRANSIT - PREVENTATIVE MAINTENANCE - [CAA CODE: E-23]										
PREVENTATIVE MAINTENAN T	FTA-5307-CP	\$ 85,000	\$ 87,720	\$ 90,525	\$ 93,424	\$ 285,335	\$ 71,334	\$ -	\$ 356,669	
Total CART Funding		\$ 775,100	\$ 799,903	\$ 825,482	\$ 851,912	\$ 1,733,199	\$ 1,519,198	\$ -	\$ 3,252,397	
COAST: COAST - ADA OPERATIONS - [CAA CODE: E-21]										
ADA OPERATIONS	T FTA-5307-CP	\$ 101,000	\$ 104,000	\$ 104,000	\$ 104,000	\$ 330,400	\$ -	\$ 82,600	\$ 413,000	
COAST: COAST - OPERATING ASSISTANCE - [CAA CODE: E-21]										
CAPITAL PROGRAM [ARRA]	T FTA-5307-CP	\$ 981,438	\$ 157,250	\$ 157,250	\$ 157,250	\$ 1,162,550	\$ -	\$ 290,638	\$ 1,453,188	
COAST: COAST - PREVENTIVE MAINTENANCE - [CAA CODE: E-21]										
GENERAL & COMPREHENSIV T	FTA-5307-CP	\$ 52,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 171,200	\$ -	\$ 42,800	\$ 214,000	
COAST: COAST - MISC. SUPPORT EQUIPMENT - [CAA CODE: E-24]										
MISC. BUS STATION EQUIP N T	FTA-5307-CP	\$ 65,000	\$ 67,000	\$ 67,000	\$ 67,000	\$ 212,800	\$ -	\$ 53,200	\$ 266,000	
COAST: COAST - MISC. BUS STATION EQUIPMENT [ARRA] - [CAA CODE: E-28]										
MISC. SUPPORT EQUIPMEN T	FTA-5307-CP	\$ 33,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 108,000	\$ -	\$ 27,000	\$ 135,000	
COAST: COAST - GENERAL & COMPREHENSIVE PLANNING - [CAA CODE: E-36]										
OPERATING ASSISTANCE	T FTA-5307-CP	\$ 1,566,000	\$ 1,613,000	\$ 1,613,000	\$ 1,613,000	\$ 3,202,500	\$ -	\$ 3,202,500	\$ 6,405,000	
COAST: COAST - CAPITAL PROGRAM [ARRA] - [CAA CODE: E-22]										
PREVENTIVE MAINTENANCE T	FTA-5307-CP	\$ 380,000	\$ 391,000	\$ 391,000	\$ 391,000	\$ 1,242,400	\$ -	\$ 310,600	\$ 1,553,000	
Total COAST Funding		\$ 3,178,438	\$ 2,420,250	\$ 2,420,250	\$ 2,420,250	\$ 6,429,850	\$ -	\$ 4,009,338	\$ 10,439,188	
EXETER: LINCOLN STREET - RESTORATION OF BAGGAGE BUILDING [09-14TE] - [CAA CODE: E-28]										
16045	C STP-TE	\$ 101,850	\$ -	\$ -	\$ -	\$ 71,295	\$ -	\$ 30,555	\$ 101,850	
HAMPTON: WINACUNNET RD - Reconfigure & Signalize US 1 / Winacunnet Rd intersection with ped crossing & shorter crosswalks[10-06CM] - [CAA CODE: N/E]										
20227	C CMAQ	\$ 191,000	\$ -	\$ -	\$ -	\$ 152,800	\$ -	\$ 38,200	\$ 191,000	

Town/Agency: Location - Scope - CAA Code			2013	2014	2015	2016	Fed \$	State \$	Local/Other \$	Grand Total
Project #	Funding Cat.									
LONDONDERRY - SALEM: TRANSIT - CAPITAL - [CAA CODE: E-30]										
CAPITAL	T	FTA-5307-CP	\$ 219,000	\$ 226,008	\$ 233,235	\$ 240,703	\$ 735,157	\$ 183,789	\$ -	\$ 918,946
LONDONDERRY - SALEM: TRANSIT - COMMUTER BUS PREVENTATIVE MAINTENANCE - [CAA CODE: E-21]										
COMMUTER BUS PREVENTA T		FTA-5307-CP	\$ 281,250	\$ 290,250	\$ 299,531	\$ 309,122	\$ 944,123	\$ -	\$ 236,031	\$ 1,180,153
NEW CASTLE - RYE: NH 1B - REHABILITATE SINGLE LEAF BASCULE MOVEABLE BRIDGE OVER LITTLE HARBOR - 066/071 {Red List} - [CAA CODE: E-19]										
16127	P	BRIDGE	\$ 1,595,000	\$ -	\$ -	\$ -	\$ 1,276,000	\$ 319,000	\$ -	\$ 1,595,000
	C	BRIDGE	\$ -	\$ -	\$ 5,857,500	\$ 6,045,050	\$ 10,693,540	\$ 1,209,010	\$ -	\$ 11,902,550
			\$ 1,595,000	\$ -	\$ 5,857,500	\$ 6,045,050	\$ 11,969,540	\$ 1,528,010	\$ -	\$ 13,497,550
NEWINGTON - DOVER: NH 16 / US 4 / SPLDG TPK - WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL - [CAA CODE: N/E]										
11238L	C	TPK	\$ 4,445,858	\$ -	\$ -	\$ -	\$ -	\$ 4,445,858	\$ -	\$ 4,445,858
NEWINGTON - DOVER: NH 16 / US 4 / SPAULDING TURNPIKE - RECONFIGURATION AND RELOCATION OF RAMPS AND ACCESS (To provide matching funds only to the federally-funded portion of the 11238 project for PE, ROW & Construction) - [CAA CODE: N/E]										
11238M	C	NON	\$ 550,053	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,053	\$ 550,053
	C	TPK	\$ 10,927,723	\$ 23,130,000	\$ 11,854,623	\$ -	\$ -	\$ 45,912,345	\$ -	\$ 45,912,345
			\$ 11,477,775	\$ 23,130,000	\$ 11,854,623	\$ -	\$ -	\$ 45,912,345	\$ 550,053	\$ 46,462,398
NEWINGTON - DOVER: NH 16 / US 4 / SPLDG TPK - CONSTRUCTION OF LITTLE BAY BRIDGE, INDEPENDENT SISTER STRUCTURE (FROM N-D 11238) [INCLUDES DEMO IDS (NH036), (NH053), (NH070), (NH080), TCSP, AND TURNPIKE FUNDED REMAINDER] - [CAA CODE: N/E]										
11238Q	C	TPK	\$ -	\$ 15,822,420	\$ 18,466,421	\$ 7,890,421	\$ -	\$ 42,179,262	\$ -	\$ 42,179,262
NEWINGTON - DOVER: NH 16 / US 4 / SPLDG TPK - Exit 3 & 4 Interchange construction & mainline Turnpike construction [PARENT = N-D 11238] - [CAA CODE: N/E]										
11238S	C	TPK	\$ -	\$ -	\$ -	\$ 9,327,000	\$ -	\$ 9,327,000	\$ -	\$ 9,327,000
NEWINGTON - DOVER: NH 16 / US 4 / SPLDG TPK - REHABILITATION OF EXISTING LITTLE BAY BRIDGE & BRIDGE APPROACH CONSTRUCTION [PARENT N-D 11238] - [CAA CODE: N/E]										
11238K	C	TPK	\$ 28,000	\$ 29,000	\$ 20,000	\$ 20,000	\$ -	\$ 97,000	\$ -	\$ 97,000
NEWINGTON - DOVER: NH 16, US 4 & SPAULDING TURNPIKE - Exit 6 Interchange & mainline Turnpike construction, including soundwalls (PARENT N-D 11238) - [CAA CODE: N/E]										
11238O	C	TPK	\$ -	\$ 9,751,000	\$ 17,267,810	\$ 6,965,000	\$ -	\$ 33,983,810	\$ -	\$ 33,983,810
NEWINGTON - DOVER: SPAULDING TURNPIKE / LITTLE BAY BRIDGES - GENERAL SULLIVAN BRIDGE REHABILITATION - [CAA CODE: E-19]										
11238	P	TPK	\$ 2,976,267	\$ -	\$ -	\$ -	\$ -	\$ 2,976,267	\$ -	\$ 2,976,267
	R	TPK	\$ 1,433,000	\$ -	\$ -	\$ -	\$ -	\$ 1,433,000	\$ -	\$ 1,433,000
	C	TPK	\$ 148,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ -	\$ 388,000	\$ -	\$ 388,000
			\$ 4,557,267	\$ 80,000	\$ 80,000	\$ 80,000	\$ -	\$ 4,797,267	\$ -	\$ 4,797,267
Total Newington-Dover Funding			\$ 20,508,901	\$ 48,812,420	\$ 47,688,853	\$ 24,282,421	\$ -	\$ 140,742,542	\$ 550,053	\$ 141,292,595

Town/Agency: Location - Scope - CAA Code			2013	2014	2015	2016	Fed \$	State \$	Local/Other \$	Grand Total
Project #	Funding Cat.									
NEWMARKET: NH 108 - Construct 4' Bike shoulders from the southernly limit of project 13107 in Newmarket to Newfields T/L (CMAQ Program) [02-25CM] - [CAA CODE: E-33]										
13878	C	CMAQ	\$ 679,720	\$ -	\$ -	\$ -	\$ 679,720	\$ -	\$ -	\$ 679,720
PLAISTOW: RAIL - EXTEND MBTA COMMUTER RAIL SERVICE FROM HAVERHILL, MA. TO PLAISTOW. CONSTRUCT PLATFORM & ENCLOSED WAITING AREA. ACQUIRE EASEMENT FOR CONSTRUCTION OF RAIL SIDING. ACQUIRE LAND FOR LOCOMOTIVE LAYOVER FACILITY. OPERATE 10 TRAILS ROUND TRIPS [10-17CM] - [CAA CODE: N/E]										
20163	T	CMAQ	\$ 2,140,000	\$ -	\$ -	\$ -	\$ 1,712,000	\$ -	\$ 428,000	\$ 2,140,000
PLAISTOW: NH 125 - RECONSTRUCT EAST RD TO OLD RD (Parent = Plaistow-Kingston 10044B) - [CAA CODE: E-10]										
10044G	C	NHS	\$ -	\$ 3,012,222	\$ 3,514,500	\$ -	\$ 5,818,947	\$ 707,775	\$ -	\$ 6,526,722
	C	NON	\$ -	\$ 206,400	\$ -	\$ -	\$ -	\$ -	\$ 206,400	\$ 206,400
			\$ -	\$ 3,218,622	\$ 3,514,500	\$ -	\$ 5,818,947	\$ 707,775	\$ 206,400	\$ 6,733,122
PORTSMOUTH: PEVERLY HILL RD - Construct new sidewalk & striped bicycle shoulders & associated drainage to promote safe biking and walking [10-19CM] - [CAA CODE: E-33]										
20258	C	CMAQ	\$ 401,266	\$ -	\$ -	\$ -	\$ 321,013	\$ -	\$ 80,253	\$ 401,266
PORTSMOUTH: US 1 BYPASS - Replace bridges over the Bypass: PE & ROW for Bridges 173/071,183/087, 188/097, 205/116, 211/114, & 227/112 {Red List} - [CAA CODE: E-19]										
13455	P	BRIDGE	\$ 440,000	\$ -	\$ -	\$ -	\$ 440,000	\$ -	\$ -	\$ 440,000
	R	BRIDGE	\$ 1,100,000	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ -	\$ 1,100,000
			\$ 1,540,000	\$ -	\$ -	\$ -	\$ 1,540,000	\$ -	\$ -	\$ 1,540,000
PORTSMOUTH: US 1 BYPASS - REPLACE MAPLEWOOD AVENUE BRIDGE OVER US 1 BYPASS - 227/112 {Red List} (Pe & Row in Parent 13455) - [CAA CODE: E-19]										
13455C	C	STP	\$ 4,500,000	\$ -	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ 4,500,000
PORTSMOUTH: US 1 BYPASS - Replace Middle Rd Bridge (183/087) {Red List} & Islington St. Bridge (188/097) {Red List} over US 1 Bypass (Pe & Row in Parent 13455) - [CAA CODE: E-19]										
13455B	C	BRIDGE	\$ 3,970,010	\$ -	\$ -	\$ -	\$ 3,970,010	\$ -	\$ -	\$ 3,970,010
	C	STP	\$ 2,182,240	\$ -	\$ -	\$ -	\$ 2,182,240	\$ -	\$ -	\$ 2,182,240
			\$ 6,152,250	\$ -	\$ -	\$ -	\$ 6,152,250	\$ -	\$ -	\$ 6,152,250
		Total US 1 Bypass Funding	\$ 12,192,250	\$ -	\$ -	\$ -	\$ 12,192,250	\$ -	\$ -	\$ 12,192,250

Town/Agency: Location - Scope - CAA Code			2013	2014	2015	2016	Fed \$	State \$	Local/Other \$	Grand Total
Project #	Funding Cat.									
PORTSMOUTH: WOODBURY AVE / MARKET ST / GRANITE ST - UPGRADE 5 EXISTING TRAFFIC CONTROLLERS AND INTERCONNECTS [10-18CM] - [CAA CODE: N/E]										
20255	C	CMAQ	\$ 277,427	\$ -	\$ -	\$ -	\$ 221,942	\$ -	\$ 55,485	\$ 277,427
PORTSMOUTH, NH - KITTERY, ME: US 1 BYPASS - BRIDGE REPLACEMENT & PAINT OVER PISCATAQUA RIVER - 251/108 (Sarah Mildred Long Bridge) (Red List) - [CAA CODE: E-19]										
15731	P	BRIDGE	\$ 2,200,000	\$ 2,270,400	\$ -	\$ -	\$ 4,470,400	\$ -	\$ -	\$ 4,470,400
	P	MAINE	\$ 2,000,000	\$ 2,064,000	\$ -	\$ -	\$ -	\$ -	\$ 4,064,000	\$ 4,064,000
	R	BRIDGE	\$ 110,000	\$ 227,040	\$ 234,300	\$ -	\$ 524,480	\$ 46,860	\$ -	\$ 571,340
	R	MAINE	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
	R	NON	\$ -	\$ 206,400	\$ 213,000	\$ -	\$ -	\$ -	\$ 419,400	\$ 419,400
	C	BRIDGE	\$ -	\$ -	\$ 17,572,500	\$ 18,135,150	\$ 28,566,120	\$ 7,141,530	\$ -	\$ 35,707,650
	C	MAINE	\$ -	\$ -	\$ 15,975,000	\$ 10,991,000	\$ -	\$ -	\$ 26,966,000	\$ 26,966,000
	C	NON	\$ -	\$ -	\$ 21,300,000	\$ 27,477,500	\$ -	\$ -	\$ 48,777,500	\$ 48,777,500
			\$ 4,410,000	\$ 4,767,840	\$ 55,294,800	\$ 56,603,650	\$ 33,561,000	\$ 7,188,390	\$ 80,326,900	\$ 121,076,290
PORTSMOUTH, NH - KITTERY, ME: US 1 - MEMORIAL BRIDGE OVER PISCATAQUA RIVER - 247/084 (Red List), BASED ON CONNECTION STUDY. REPLACEMENT OF SCOTT AVENUE BRIDGE AND REHABILITATION OF THE KITTERY APPROACH SPANS - [CAA CODE: E-19]										
13678F	C	BRIDGE	\$ 11,875,000	\$ -	\$ -	\$ -	\$ 9,500,000	\$ 2,375,000	\$ -	\$ 11,875,000
SALEM: NH 28 - Reconstruct intersection, Main St & Depot St, including signals, left turn lanes & approaches [MUPCA*450] (Municipal Urban Program) - [CAA CODE: E-53]										
12334	P	STP	\$ 200,761	\$ 65,000	\$ 12,561	\$ -	\$ 222,658	\$ (0)	\$ 55,664	\$ 278,322
	R	STP	\$ 159,034	\$ 350,000	\$ 250,000	\$ -	\$ 607,227	\$ (0)	\$ 151,807	\$ 759,034
	C	STP	\$ -	\$ -	\$ -	\$ 2,747,750	\$ 2,198,200	\$ -	\$ 549,550	\$ 2,747,750
			\$ 359,796	\$ 415,000	\$ 262,561	\$ 2,747,750	\$ 3,028,085	\$ (0)	\$ 757,021	\$ 3,785,107
SALEM - WINDHAM: MANCHESTER & LAWRENCE RAIL CORRIDOR - MULTI-USE TRAIL IMPROVEMENTS IN SALEM & WINDHAM [09-47TE] - [CAA CODE: E-45]										
16031	C	STP-TE	\$ 1,495,709	\$ -	\$ -	\$ -	\$ 1,196,567	\$ (0)	\$ 299,142	\$ 1,495,709
SALEM TO MANCHESTER: I-93 - PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only) [Section 117 - Designated Project; Demo Id NH032, SEE 13933K] - [CAA CODE: N/E]										
10418	P	IM	\$ 74,694	\$ -	\$ -	\$ -	\$ 74,694	\$ -	\$ -	\$ 74,694
	P	NHS	\$ 746,941	\$ -	\$ -	\$ -	\$ 746,941	\$ -	\$ -	\$ 746,941
			\$ 821,635	\$ -	\$ -	\$ -	\$ 821,635	\$ -	\$ -	\$ 821,635

Town/Agency: Location - Scope - CAA Code									
Project #	Funding Cat.	2013	2014	2015	2016	Fed \$	State \$	Local/Other \$	Grand Total
SALEM TO MANCHESTER: I-93 - RECONSTRUCT & WIDEN MAINLINE, ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER (PE & ROW Only) [Section 1602 - Designated Project; Demo Id NH014] - [CAA CODE: N/E]									
10418C	P IM	\$ 4,500,000	\$ 2,751,301	\$ -	\$ -	\$ 6,976,171	\$ 275,130	\$ -	\$ 7,251,301
	R IM	\$ 4,000,000	\$ 5,361,500	\$ -	\$ -	\$ 8,425,350	\$ 936,150	\$ -	\$ 9,361,500
		\$ 8,500,000	\$ 8,112,801	\$ -	\$ -	\$ 15,401,521	\$ 1,211,280	\$ -	\$ 16,612,801
SALEM TO MANCHESTER: I-93 - PARK & RIDE @ EXIT 3 (Windham) (CMAQ Program) [Part of 04-33CM] - [CAA CODE: N/E]									
10418H	T CMAQ	\$ 310,208	\$ -	\$ -	\$ -	\$ 310,208	\$ -	\$ -	\$ 310,208
	T IM	\$ 3,590,592	\$ -	\$ -	\$ -	\$ 3,590,592	\$ -	\$ -	\$ 3,590,592
	T STP	\$ 4,099,200	\$ -	\$ -	\$ -	\$ 4,099,200	\$ -	\$ -	\$ 4,099,200
		\$ 8,000,000	\$ -	\$ -	\$ -	\$ 8,000,000	\$ -	\$ -	\$ 8,000,000
SALEM TO MANCHESTER: I-93 - IMPLEMENT EXPANDED BUS SERVICE & NEW COMMUTER INCENTIVE PROGRAM. PURCHASE 14 COMMUTER COACHES & PROVIDE 3 YEARS OF OPERATING SUPPORT (CMAQ Program) [04-04CM] - [CAA CODE: N/E]									
10418L	T STP	\$ 700,000	\$ 700,000	\$ -	\$ -	\$ 1,400,000	\$ -	\$ -	\$ 1,400,000
SALEM TO MANCHESTER: I-93 - CORRIDOR SERVICE PATROL (Salem to Manchester) - [CAA CODE: E-7]									
10418T	P NHS	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ 135,000	\$ 15,000	\$ -	\$ 150,000
SALEM TO MANCHESTER: I-93 - WATER QUALITY STUDY [Section 1702 - Designated Project; Demo Id NH054, Demo NH087] - [CAA CODE: E-34]									
10418W	P HIGH PRIORITY	\$ 905,500	\$ 660,000	\$ 653,250	\$ 1,918,001	\$ 3,556,901	\$ 579,850	\$ -	\$ 4,136,751
	P STP	\$ -	\$ -	\$ -	\$ 28,249	\$ 22,599	\$ 5,650	\$ -	\$ 28,249
		\$ 905,500	\$ 660,000	\$ 653,250	\$ 1,946,250	\$ 3,579,500	\$ 585,500	\$ -	\$ 4,165,000
SALEM TO MANCHESTER: I-93 - MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 (Both Red List) [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*) [14800A=DEBT SERVICE & 13933D=CONST] - [CAA CODE: N/E]									
13933D	C BONDED	\$ 4,853,005	\$ -	\$ -	\$ -	\$ -	\$ 4,853,005	\$ -	\$ 4,853,005
SALEM TO MANCHESTER: I-93 - EXIT 2 INTERCHANGE RECONSTRUCTION, INCLUDING I-93 MAINLINE & NH97, INCLUDES BRIDGES 068/078 & 070/079 (Both Red List)(Tracked under the 14800E Project) (Salem) (Parent = Salem to Manchester) - [CAA CODE: N/E]									
13933E	C BONDED	\$ 12,812,000	\$ 13,416,000	\$ 11,281,000	\$ -	\$ -	\$ 37,509,000	\$ -	\$ 37,509,000
SALEM TO MANCHESTER: I-93 - EXIT 3 AREA RECONSTRUCT THE NB MAINLINE, NB RAMPS, EASTERLY PORTION OF NH 111, NH11A RELOCATION AND REMOVAL OF EXISTING NB BRIDGES (WINDHAM) (SEGMENT III CONSTRUCTION) [Garvee Bonded Project] (Being Tracked under 14800F) (Parent = Salem to Manchester 139 - [CAA CODE: N/E]									
13933H	C BONDED	\$ 2,050,000	\$ 15,564,517	\$ 14,500,000	\$ 3,311,664	\$ -	\$ 35,426,181	\$ -	\$ 35,426,181
	C NON	\$ -	\$ -	\$ 48,400	\$ -	\$ -	\$ -	\$ 48,400	\$ 48,400
		\$ 2,050,000	\$ 15,564,517	\$ 14,548,400	\$ 3,311,664	\$ -	\$ 35,426,181	\$ 48,400	\$ 35,474,581

Town/Agency: Location - Scope - CAA Code			2013	2014	2015	2016	Fed \$	State \$	Local/Other \$	Grand Total
Project #	Funding Cat.									
SALEM TO MANCHESTER: I-93 - EXIT 3 AREA, RECONSTRUCT SOUTHBOUND MAINLINE FROM BROOKDALE ROAD TO NORTH OF NH111, INCLUDING THE SOUTHBOUND ON RAMP AND THE NORTH BOUND ON RAMP (WINDHAM) [Parent = Sal-Man 13933*] - [CAA CODE: N/E]										
13933I	C BONDED		\$ 12,506,808	\$ 12,548,942	\$ 12,170,182	\$ 1,148,049	\$ -	\$ 38,373,981	\$ -	\$ 38,373,981
SALEM TO MANCHESTER: I-93 - EXIT 3 AREA, RECONSTRUCT THE SB MAINLINE BRIDGES OVER NH 111 AND NH 111A (Windham) - 134/101 & 135/090 {Both Red List} (Garvee Bond Project) - [CAA CODE: N/E]										
13933N	C BONDED		\$ 6,458,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,458,550	\$ 6,458,550
SALEM TO MANCHESTER: I-93 - MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List} [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*) (14800A = Debt & 13933D = Const) - [CAA CODE: N/E]										
14800A	C BONDED		\$ 640,270	\$ 640,270	\$ 640,270	\$ 640,270	\$ -	\$ 2,561,081	\$ -	\$ 2,561,081
	C NHS		\$ 857,971	\$ 857,971	\$ 857,971	\$ 857,971	\$ 2,917,102	\$ 514,783	\$ -	\$ 3,431,884
			\$ 1,498,241	\$ 1,498,241	\$ 1,498,241	\$ 1,498,241	\$ 2,917,102	\$ 3,075,864	\$ -	\$ 5,992,966
SALEM TO MANCHESTER: I-93 - PROJECT INITIATED TO TRACK GARVEE BOND DEBT SERVICE ATTRIBUTABLE TO THE 13933I PROJECT {Both Red List} [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*) - [CAA CODE: E-0]										
14800D	C NHS		\$ 4,803,758	\$ 4,733,593	\$ 4,768,884	\$ 4,769,246	\$ 19,075,481	\$ -	\$ -	\$ 19,075,481
	C NON		\$ -	\$ -	\$ 120,304	\$ -	\$ -	\$ -	\$ 120,304	\$ 120,304
			\$ 4,803,758	\$ 4,733,593	\$ 4,889,188	\$ 4,769,246	\$ 19,075,481	\$ -	\$ 120,304	\$ 19,195,785
SALEM TO MANCHESTER: I-93 - PROJECT INITIATED TO TRACK GARVEE BOND DEBT SERVICE ATTRIBUTABLE TO THE 13933E PROJECT.[Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*) - [CAA CODE: E-0]										
14800E	C IM		\$ 4,923,569	\$ 4,851,654	\$ -	\$ 4,888,196	\$ 13,689,434	\$ 973,985	\$ -	\$ 14,663,419
	C STP		\$ -	\$ -	\$ 4,887,825	\$ -	\$ 3,910,260	\$ 977,565	\$ -	\$ 4,887,825
			\$ 4,923,569	\$ 4,851,654	\$ 4,887,825	\$ 4,888,196	\$ 17,599,694	\$ 1,951,550	\$ -	\$ 19,551,245
SALEM TO MANCHESTER: I-93 - PROJECT INITIATED TO TRACK GARVEE BOND DEBT SERVICE ATTRIBUTABLE TO THE 13933H PROJECT [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*) - [CAA CODE: E-0]										
14800F	C BET		\$ -	\$ -	\$ 48,400	\$ -	\$ -	\$ 48,400	\$ -	\$ 48,400
	C NHS		\$ 3,689,509	\$ 4,149,703	\$ 4,180,641	\$ 5,046,119	\$ 13,652,776	\$ 3,413,194	\$ -	\$ 17,065,970
	C NON		\$ 521,704	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 521,704	\$ 521,704
			\$ 4,211,213	\$ 4,149,703	\$ 4,180,641	\$ 5,046,119	\$ 13,652,776	\$ 3,413,194	\$ 521,704	\$ 17,587,674

Town/Agency: Location - Scope - CAA Code										
Project #	Funding Cat.	2013	2014	2015	2016	Fed \$	State \$	Local/Other \$	Grand Total	
SALEM TO MANCHESTER: I-93 - PROJECT INITIATED TO TRACK GARVEE BOND DEBT SERVICE ATTRIBUTABLE TO THE 13933N PROJECT [SB MAINLINE BRIDGES OVER NH 111 AND NH 111A] [134/101 & 135/090] (Both Red List) (Garvee Bond Project) - [CAA CODE: E-0]										
14800C	C BONDED	\$ 236,696	\$ 236,696	\$ 236,696	\$ 236,696	\$ -	\$ 946,786	\$ -	\$ 946,786	
	C NHS	\$ 317,177	\$ 317,177	\$ 317,177	\$ 317,177	\$ 1,173,553	\$ 95,153	\$ -	\$ 1,268,706	
		\$ 553,873	\$ 553,873	\$ 553,873	\$ 553,873	\$ 1,173,553	\$ 1,041,939	\$ -	\$ 2,215,492	
SALEM TO MANCHESTER: I-93 - MAINTENANCE PERIOD OF 'ITS' FOR PARENT PROJECT*3888. - [CAA CODE: E-6]										
16477	C IM	\$ 188,758	\$ 64,933	\$ -	\$ -	\$ 247,197	\$ 6,493	\$ -	\$ 253,690	
	Total Construction	\$ 60,865,206	\$ 52,640,434	\$ 40,151,074	\$ 7,904,204	\$ 33,698,522	\$ 121,056,304	\$ 6,806,092	\$ 161,560,918	
	Debt Service Total	\$ 14,492,412	\$ 14,288,823	\$ 14,559,927	\$ 15,257,434	\$ 51,501,505	\$ 6,455,083	\$ 642,008	\$ 58,598,596	
	Total I-93	\$ 73,861,909	\$ 66,929,257	\$ 54,711,001	\$ 23,161,638	\$ 84,003,459	\$ 127,511,387	\$ 7,148,958	\$ 218,663,804	
SEABROOK: NH 107 - BRIDGE WIDENING OVER I-95 AND REHABILITATION OF EXISTING PORTION OF BRIDGE (Turnpike) - [CAA CODE: N/E]										
15769	C TPK	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	
SEACOAST: - SEACOAST COMMUTER OPTIONS - PROGRAM EXPANSION / ACCELERATED IMPLEMENTATION (CMAQ Program) [06-25CM] - [CAA CODE: E-32]										
14818	T CMAQ	\$ 127,724	\$ 138,371	\$ -	\$ -	\$ 212,876	\$ (0)	\$ 53,219	\$ 266,095	
SEACOAST: VARIOUS - Through capital equipment purchases and operating support the project will increase peak-hour transit services [10-12CM] - [CAA CODE: N/E]										
20244	T CMAQ	\$ 1,103,692	\$ 1,139,010	\$ -	\$ -	\$ 1,794,161	\$ -	\$ 448,540	\$ 2,242,701	
53	Total Regional Projects	\$ 135,825,031	\$ 129,156,932	\$ 171,107,713	\$ 116,662,496	\$ 176,277,985	\$ 281,806,092	\$ 94,668,095	\$ 552,752,171	

Town/Agency: Location - Scope - CAA Code

Project #	Funding Cat.	2013	2014	2015	2016	Fed \$	State \$	Local/Other \$	Grand Total
STATEWIDE PROJECTS									
CONCORD: - DATABASE DEVELOPMENTS/ IMPROVEMENT TO CAPTURE FHWA ELIGIBLE PROJECT COMMITMENTS - [CAA CODE: ATT]									
16345	P STP	\$ 12,000	\$ -	\$ -	\$ -	\$ 12,000	\$ -	\$ -	\$ 12,000
STATEWIDE: PRESERVATION - BRIDGE REHABILITATION, PAINTING, PRESERVATION & IMPROVEMENT PROJECTS (Federal Program) - [CAA CODE: E-19]									
FBRPI	P BRIDGE	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 340,000	\$ 60,000	\$ -	\$ 400,000
	R BRIDGE	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 68,000	\$ 12,000	\$ -	\$ 80,000
	C BRIDGE	\$ 7,880,000	\$ 7,880,000	\$ 7,880,000	\$ 7,880,000	\$ 26,792,000	\$ 4,728,000	\$ -	\$ 31,520,000
		\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 27,200,000	\$ 4,800,000	\$ -	\$ 32,000,000
STATEWIDE: VARIOUS - CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project) - [CAA CODE: E-19]									
CRDR	P STP	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 340,000	\$ 60,000	\$ -	\$ 400,000
	R STP	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 102,000	\$ 18,000	\$ -	\$ 120,000
	C STP	\$ 870,000	\$ 870,000	\$ 870,000	\$ 870,000	\$ 2,958,000	\$ 522,000	\$ -	\$ 3,480,000
		\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 3,400,000	\$ 600,000	\$ -	\$ 4,000,000
STATEWIDE: TRANSIT - ELDERLY AND DISABLED (POINT OF SERVICE) [STP Transfer to 5310] - [CAA CODE: E-21]									
	C STP	\$ 533,000	\$ 550,056	\$ 567,645	\$ 585,820	\$ 1,789,217	\$ 447,304	\$ -	\$ 2,236,521
STATEWIDE: TRANSIT - ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM - [CAA CODE: E-21]									
	T FTA-5310	\$ 931,000	\$ 931,000	\$ 931,000	\$ 931,000	\$ 2,979,200	\$ -	\$ 744,800	\$ 3,724,000
STATEWIDE: PRESERVATION - GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) - [CAA CODE: E-9]									
GRR	P STP	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 510,000	\$ 90,000	\$ -	\$ 600,000
	R STP	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 17,000	\$ 3,000	\$ -	\$ 20,000
	C STP	\$ 1,880,000	\$ 1,880,000	\$ 1,880,000	\$ 1,880,000	\$ 6,016,000	\$ 1,504,000	\$ -	\$ 7,520,000
		\$ 2,035,000	\$ 2,035,000	\$ 2,035,000	\$ 2,035,000	\$ 6,543,000	\$ 1,597,000	\$ -	\$ 8,140,000
STATEWIDE: PRESERVATION - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) [PARENT] - [CAA CODE: E-6]									
HSIP	P HSIP	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 2,220,000	\$ 180,000	\$ -	\$ 2,400,000
	R HSIP	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 185,000	\$ 15,000	\$ -	\$ 200,000
	C HSIP	\$ 5,500,000	\$ 5,500,000	\$ 5,500,000	\$ 5,500,000	\$ 20,350,000	\$ 1,650,000	\$ -	\$ 22,000,000
		\$ 6,150,000	\$ 6,150,000	\$ 6,150,000	\$ 6,150,000	\$ 22,755,000	\$ 1,845,000	\$ -	\$ 24,600,000
STATEWIDE: PAVEMENT - INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Program) - [CAA CODE: E-10]									
IMPPP	P IM	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 370,000	\$ 30,000	\$ -	\$ 400,000
	C IM	\$ 5,920,000	\$ 5,920,000	\$ 5,920,000	\$ 5,920,000	\$ 21,904,000	\$ 1,776,000	\$ -	\$ 23,680,000
		\$ 6,020,000	\$ 6,020,000	\$ 6,020,000	\$ 6,020,000	\$ 22,274,000	\$ 1,806,000	\$ -	\$ 24,080,000

Town/Agency: Location - Scope - CAA Code

Project #	Funding Cat.	2013	2014	2015	2016	Fed \$	State \$	Local/Other \$	Grand Total
STATEWIDE: TRANSIT - JOB ACCESS & REVERSE COMMUTE - [CAA CODE: E-21]									
	FTA-5316-								
T	JARC	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 1,400,000	\$ -	\$ 1,400,000	\$ 2,800,000
STATEWIDE: MISCELLANEOUS - MAINTENANCE AND UPGRADES FOR REST AREAS (Annually) - [CAA CODE: E-15]									
14899	P STP	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 51,000	\$ 9,000	\$ -	\$ 60,000
	C STP	\$ 135,000	\$ 135,000	\$ 135,000	\$ 135,000	\$ 459,000	\$ 81,000	\$ -	\$ 540,000
		\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 510,000	\$ 90,000	\$ -	\$ 600,000
STATEWIDE: VARIOUS - MITIGATION SITE INVESTIGATIONS AND REPORTING, NOISE-SOUNDWALL REPORTING, INVASIVE SPECIES INVESTIGATIONS - [CAA CODE: E-0]									
16346	R STP	\$ 50,000	\$ -	\$ -	\$ -	\$ 40,000	\$ 10,000	\$ -	\$ 50,000
STATEWIDE: MUNICIPAL - MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (Federal, State, Local Funds) (Annual Project) - [CAA CODE: E-19]									
MOBRR	P BRIDGE	\$ 320,000	\$ 320,000	\$ 320,000	\$ 320,000	\$ 1,024,000	\$ -	\$ 256,000	\$ 1,280,000
	R BRIDGE	\$ 160,000	\$ 160,000	\$ -	\$ -	\$ 256,000	\$ -	\$ 64,000	\$ 320,000
	C BRIDGE	\$ 3,770,000	\$ 3,770,000	\$ 3,770,000	\$ 3,770,000	\$ 12,064,000	\$ -	\$ 3,016,000	\$ 15,080,000
		\$ 4,250,000	\$ 4,250,000	\$ 4,090,000	\$ 4,090,000	\$ 13,344,000	\$ -	\$ 3,336,000	\$ 16,680,000
STATEWIDE: TRANSIT - NEW FREEDOMS INITIATIVE - [CAA CODE: E-21]									
T	FTA-5317	\$ 680,000	\$ 680,000	\$ 680,000	\$ 680,000	\$ 1,360,000	\$ -	\$ 1,360,000	\$ 2,720,000
STATEWIDE: TRAFFIC - PAVEMENT MARKING (Annual Project) - [CAA CODE: E-11]									
PVMRK	C STP	\$ 3,100,000	\$ 3,100,000	\$ 3,100,000	\$ 3,100,000	\$ 12,400,000	\$ -	\$ -	\$ 12,400,000
STATEWIDE: PAVEMENT - PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Resurfacing Program) - [CAA CODE: E-10]									
PRRCS	P STP	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 1,275,000	\$ 225,000	\$ -	\$ 1,500,000
	R STP	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 85,000	\$ 15,000	\$ -	\$ 100,000
	C STP	\$ 15,775,000	\$ 15,775,000	\$ 15,775,000	\$ 15,775,000	\$ 53,635,000	\$ 9,465,000	\$ -	\$ 63,100,000
		\$ 16,175,000	\$ 16,175,000	\$ 16,175,000	\$ 16,175,000	\$ 54,995,000	\$ 9,705,000	\$ -	\$ 64,700,000
STATEWIDE: RAIL - RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) - [CAA CODE: E-1]									
RRRCS	P STP-Rail	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 148,000	\$ 12,000	\$ -	\$ 160,000
	R STP-Rail	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 74,000	\$ 6,000	\$ -	\$ 80,000
	C STP-Rail	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 3,700,000	\$ 300,000	\$ -	\$ 4,000,000
		\$ 1,060,000	\$ 1,060,000	\$ 1,060,000	\$ 1,060,000	\$ 3,922,000	\$ 318,000	\$ -	\$ 4,240,000

Town/Agency: Location - Scope - CAA Code

Project #	Funding Cat.	2013	2014	2015	2016	Fed \$	State \$	Local/Other \$	Grand Total
STATEWIDE: LOW VOLUME CORRIDORS - RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY - [CAA CODE: E-33]									
RCTRL	P NRTP	\$ 91,000	\$ 91,000	\$ 91,000	\$ 91,000	\$ 309,400	\$ 54,600	\$ -	\$ 364,000
	R NRTP	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 85,000	\$ 15,000	\$ -	\$ 100,000
	C NRTP	\$ 1,125,000	\$ 1,125,000	\$ 1,125,000	\$ 1,125,000	\$ 3,825,000	\$ 675,000	\$ -	\$ 4,500,000
		\$ 1,241,000	\$ 1,241,000	\$ 1,241,000	\$ 1,241,000	\$ 4,219,400	\$ 744,600	\$ -	\$ 4,964,000
STATEWIDE: TRANSIT - RURAL PUBLIC TRANSIT - [CAA CODE: E-21]									
T	FTA-5311-O	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 16,800,000	\$ -	\$ 11,200,000	\$ 28,000,000
STATEWIDE: VARIOUS - SAFE ROUTES TO SCHOOL PROGRAM [Parent] [SRTS] (Safe Routes To School Program) - [CAA CODE: E-33]									
SRTS	P SAFE ROUTES	\$ 220,000	\$ 220,000	\$ 220,000	\$ 220,000	\$ 880,000	\$ -	\$ -	\$ 880,000
	R SAFE ROUTES	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	\$ -	\$ -	\$ 200,000
	C SAFE ROUTES	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 3,600,000	\$ -	\$ -	\$ 3,600,000
		\$ 1,170,000	\$ 1,170,000	\$ 1,170,000	\$ 1,170,000	\$ 4,680,000	\$ -	\$ -	\$ 4,680,000
STATEWIDE: Low Volume Corridors - Scenic Byways Corridor Management, Planning, & Development of facilities to enhance the scenic qualities of NH (Annual Project) - [CAA CODE: E-34]									
SBCM	P SBP	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 480,000	\$ 120,000	\$ -	\$ 600,000
	R SBP	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 320,000	\$ 80,000	\$ -	\$ 400,000
	C SBP	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 800,000	\$ 200,000	\$ -	\$ 1,000,000
		\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,600,000	\$ 400,000	\$ -	\$ 2,000,000
STATEWIDE: PAVEMENT - SECONDARY SYSTEM RECLAMATION / REHAB WITH VARIOUS PAVEMENT TREATMENTS [Parent] - [CAA CODE: E-10]									
SSRR	P STP	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 340,000	\$ 60,000	\$ -	\$ 400,000
	R STP	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 17,000	\$ 3,000	\$ -	\$ 20,000
	C STP	\$ 2,895,000	\$ 1,345,000	\$ 2,895,000	\$ 2,895,000	\$ 8,603,000	\$ 1,427,000	\$ -	\$ 10,030,000
		\$ 3,000,000	\$ 1,450,000	\$ 3,000,000	\$ 3,000,000	\$ 8,960,000	\$ 1,490,000	\$ -	\$ 10,450,000
STATEWIDE: VARIOUS - TITLE RESEARCH ON NHDOT SURPLUS PROPERTIES IN ACCORDANCE WITH NH TITLE STANDARDS - [CAA CODE: E-0]									
22912	R STP	\$ 450,000	\$ -	\$ -	\$ -	\$ 450,000	\$ -	\$ -	\$ 450,000
STATEWIDE: TRAFFIC - TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511) - [CAA CODE: N/E]									
TSMO	P STP	\$ 250,000	\$ 166,000	\$ 166,000	\$ 166,000	\$ 648,400	\$ 99,600	\$ -	\$ 748,000

Town/Agency: Location - Scope - CAA Code			2013	2014	2015	2016	Fed \$	State \$	Local/Other \$	Grand Total
Project #	Funding Cat.									
STATEWIDE: ENG & ROW - UNDERWATER BRIDGE INSPECTION (Annual Project) - [CAA CODE: E-38]										
UBI	P	BRIDGE	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 102,000	\$ 18,000	\$ -	\$ 120,000
STATEWIDE: TRAFFIC - UPDATE SIGNING ON STATE SYSTEM (Annual Project) - [CAA CODE: E-44]										
USSS	P	STP	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 34,000	\$ 6,000	\$ -	\$ 40,000
	C	STP	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,700,000	\$ 300,000	\$ -	\$ 2,000,000
			\$ 510,000	\$ 510,000	\$ 510,000	\$ 510,000	\$ 1,734,000	\$ 306,000	\$ -	\$ 2,040,000
STATEWIDE (CCTV): - Contracted services to include sched. & unsched. maintenance, tech support, original manufacturer replacement parts & software support - [CAA CODE: E-0]										
16229	C	STP	\$ 21,000	\$ -	\$ -	\$ -	\$ 21,000	\$ -	\$ -	\$ 21,000
STATEWIDE (DMS): - Contracted services to include sched & unsched maintenance, tech support, original manufacturer replacement parts & software support - [CAA CODE: E-0]										
16230	C	STP	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 5,000
STATEWIDE CONSULTANT: VARIOUS - INSPECTION OF SIGN STRUCTURES ON STATE MAINTAINED HIGHWAYS - [CAA CODE: E-13]										
16055	P	STP	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ 90,000	\$ 10,000	\$ -	\$ 100,000
STATEWIDE CULTURAL: - Archeological survey of surplus lands, monitoring covenants, historical surveys of railroad corridors, & historic bridge relocation - [CAA CODE: E-0]										
16347B	R	STP	\$ 116,800	\$ -	\$ -	\$ -	\$ 93,440	\$ 23,360	\$ -	\$ 116,800
STATEWIDE M & R ACTIVITIES: ENG & ROW - EQUIPMENT SERVICE & CALIBRATION AGREEMENTS AND PROJECT RELATED CONSUMABLES (Annual Project) - [CAA CODE: E-34]										
MRSRV	P	STP	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 153,000	\$ 27,000	\$ -	\$ 180,000
	C	STP	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 170,000	\$ 30,000	\$ -	\$ 200,000
			\$ 95,000	\$ 95,000	\$ 95,000	\$ 95,000	\$ 323,000	\$ 57,000	\$ -	\$ 380,000
STATEWIDE SPECIAL: ADMINISTRATION - In house administration of the FHWA supportive services program: "DBE" Compliance Monitoring (Annual Program) - [CAA CODE: E-34]										
DBE	P	DBE	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 360,000	\$ -	\$ -	\$ 360,000
STATEWIDE SPECIAL: MUNICIPAL - Technical Assistance program to rural communities and organizations through-out the state - (LTAP*10344) (Annual Project) - [CAA CODE: E-35]										
LTAP	P	L-TAP	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 60,000	\$ 60,000	\$ -	\$ 120,000
STATEWIDE-TRAC: ADMINISTRATION - IMPLEMENT AND PARTICIPATE IN AASHTO TRAC PROGRAM IN LOCAL HIGH SCHOOLS TO ENCOURAGE STUDENTS TO EXPLORE OPPORTUNITIES IN TRANSPORTATION CAREERS (Annual Program) - [CAA CODE: E-34]										
13668	P	STP	\$ 22,000	\$ 22,000	\$ 22,000	\$ 22,000	\$ 74,800	\$ 13,200	\$ -	\$ 88,000
Summer Youth Landscaping Prog.: - Establishment of summer landscaping youth prog. to perform maint. & other related work statewide [Annual Project] - [CAA CODE: E-42]										
SMRLN	C	STP	\$ 57,000	\$ 57,000	\$ 57,000	\$ 57,000	\$ 193,800	\$ 34,200	\$ -	\$ 228,000
Total Statewide Projects			\$ 65,483,800	\$ 63,212,056	\$ 64,569,645	\$ 64,587,820	\$ 215,338,257	\$ 24,474,264	\$ 18,040,800	\$ 257,853,321

APPENDIX A

Table 3.1: Fiscal Constraint for the 2013-2016 Transportation Improvement Program & 2040 Long Range Plan

Fiscal Year	Gross FHWA Funds ¹	GARVEE Bond Payments ¹	Net FHWA Funds ¹	MPO % Share ²	MPO Share of FHWA Funds ³	MPO Share of FTA Funds ⁴	MPO Share of I-93					Projects Programmed in the MPO Region			
							93 Bond Revenues	Turnpike Funds ⁵	Maine Funding ⁶	State Funds ⁷	Total Revenues	Programmed Highway Projects	Programmed Statewide Share	Programmed Transit ⁸	Remaining Funds
2013	\$ 176,279,228	\$ 17,700,000	\$ 158,579,228	45.1%	\$ 71,485,136	\$ 4,453,788	\$ 38,680,363	\$ 20,008,848	\$ 2,100,000	\$ 8,707,749	\$ 145,435,884	\$ 132,274,346	\$ 8,707,749	\$ 4,453,788	\$ -
2014	\$ 175,085,726	\$ 17,700,000	\$ 157,385,726	21.9%	\$ 34,391,070	\$ 3,736,411	\$ 41,529,459	\$ 48,812,420	\$ 2,270,400	\$ 8,407,203	\$ 139,146,963	\$ 127,003,345	\$ 8,407,203	\$ 3,736,411	\$ 3
2015	\$ 167,203,591	\$ 21,500,000	\$ 145,703,591	31.4%	\$ 45,784,005	\$ 3,778,498	\$ 37,951,182	\$ 47,688,853	\$ 37,488,000	\$ 8,587,763	\$ 181,278,301	\$ 168,912,041	\$ 8,587,763	\$ 3,778,498	\$ -
2016	\$ 174,113,263	\$ 36,000,000	\$ 138,113,263	34.2%	\$ 47,212,702	\$ 3,821,987	\$ 4,459,713	\$ 24,282,421	\$ 38,468,500	\$ 8,590,180	\$ 126,835,503	\$ 114,423,336	\$ 8,590,180	\$ 3,821,987	\$ -
2017	\$ 177,155,958	\$ 36,000,000	\$ 141,155,958	25.6%	\$ 36,190,699	\$ 3,866,880	\$ -	\$ 16,979,545	\$ 43,783,980	\$ 8,745,692	\$ 109,566,796	\$ 96,954,217	\$ 8,745,692	\$ 3,866,880	\$ 7
2018	\$ 182,824,949	\$ 36,000,000	\$ 146,824,949	12.0%	\$ 17,635,370	\$ 3,913,175	\$ -	\$ 8,462,000	\$ -	\$ 8,748,265	\$ 38,758,810	\$ 26,097,370	\$ 8,748,265	\$ 3,913,175	\$ -
2019	\$ 188,675,347	\$ 36,000,000	\$ 152,675,347	11.6%	\$ 17,673,194	\$ 3,960,873	\$ -	\$ -	\$ -	\$ 8,750,916	\$ 30,384,983	\$ 17,673,194	\$ 8,750,916	\$ 3,960,873	\$ -
2020	\$ 194,712,958	\$ 36,000,000	\$ 158,712,958	13.8%	\$ 21,873,070	\$ 4,010,229	\$ -	\$ -	\$ -	\$ 8,753,660	\$ 34,636,959	\$ 21,873,070	\$ 8,753,660	\$ 4,010,229	\$ -
2021	\$ 200,943,773	\$ 36,100,000	\$ 164,843,773	16.8%	\$ 27,760,973	\$ 4,061,115	\$ -	\$ -	\$ -	\$ 8,723,238	\$ 40,545,327	\$ 27,760,968	\$ 8,723,238	\$ 4,061,115	\$ 5
2022	\$ 207,373,974	\$ 35,900,000	\$ 171,473,974	15.2%	\$ 26,029,563	\$ 4,113,660	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 38,869,382	\$ 26,029,563	\$ 8,726,159	\$ 4,113,660	\$ -
2023	\$ 214,009,941	\$ 35,600,000	\$ 178,409,941	12.6%	\$ 22,393,586	\$ 4,245,297	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 35,365,042	\$ 22,393,587	\$ 8,726,159	\$ 4,245,297	\$ (1)
2024	\$ 220,858,259	\$ 35,300,000	\$ 185,558,259	12.7%	\$ 23,572,720	\$ 4,381,146	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 36,680,025	\$ 23,572,721	\$ 8,726,159	\$ 4,381,146	\$ (1)
2025	\$ 227,925,723	\$ 35,000,000	\$ 192,925,723	11.8%	\$ 22,848,832	\$ 4,521,343	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 36,096,334	\$ 22,848,832	\$ 8,726,159	\$ 4,521,343	\$ -
2026	\$ 235,219,346	\$ 34,400,000	\$ 200,819,346	13.1%	\$ 26,394,657	\$ 4,666,026	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 39,786,842	\$ 26,394,657	\$ 8,726,159	\$ 4,666,026	\$ -
2027	\$ 242,746,365	\$ 34,400,000	\$ 208,346,365	11.4%	\$ 23,785,177	\$ 4,815,339	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 37,326,675	\$ 23,785,177	\$ 8,726,159	\$ 4,815,339	\$ -
2028	\$ 250,514,249	\$ 34,400,000	\$ 216,114,249	12.1%	\$ 26,197,109	\$ 4,969,430	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 39,892,697	\$ 26,197,109	\$ 8,726,159	\$ 4,969,430	\$ -
2029	\$ 258,530,705	\$ 34,400,000	\$ 224,130,705	13.2%	\$ 29,578,492	\$ 5,128,451	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 43,433,102	\$ 29,578,492	\$ 8,726,159	\$ 5,128,451	\$ -
2030	\$ 266,803,688	\$ 34,400,000	\$ 232,403,688	13.2%	\$ 30,626,016	\$ 5,292,562	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 44,644,737	\$ 30,626,016	\$ 8,726,159	\$ 5,292,562	\$ -
2031	\$ 275,341,406	\$ -	\$ 275,341,406	12.7%	\$ 34,877,563	\$ 5,461,924	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 49,065,645	\$ 34,877,564	\$ 8,726,159	\$ 5,461,924	\$ (2)
2032	\$ 284,152,331	\$ -	\$ 284,152,331	12.3%	\$ 34,937,833	\$ 5,636,705	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 49,300,697	\$ 34,937,833	\$ 8,726,159	\$ 5,636,705	\$ -
2033	\$ 293,245,205	\$ -	\$ 293,245,205	12.4%	\$ 36,437,201	\$ 5,817,080	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 50,980,440	\$ 36,437,203	\$ 8,726,159	\$ 5,817,080	\$ (3)
2034	\$ 302,629,052	\$ -	\$ 302,629,052	13.0%	\$ 39,221,745	\$ 6,003,227	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 53,951,130	\$ 39,221,745	\$ 8,726,159	\$ 6,003,227	\$ -
2035	\$ 312,313,181	\$ -	\$ 312,313,181	8.0%	\$ 24,828,898	\$ 6,195,330	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 39,750,387	\$ 24,699,119	\$ 8,726,159	\$ 6,195,330	\$ 129,779
2036	\$ 322,307,203	\$ -	\$ 322,307,203	7.2%	\$ 23,206,119	\$ 6,393,580	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 38,325,858	\$ 6,260,099	\$ 8,726,159	\$ 6,393,580	\$ 16,946,019
2037	\$ 332,621,034	\$ -	\$ 332,621,034	7.2%	\$ 23,948,714	\$ 6,598,175	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 39,273,048	\$ 13,929,232	\$ 8,726,159	\$ 6,598,175	\$ 10,019,482
2038	\$ 343,264,907	\$ -	\$ 343,264,907	7.2%	\$ 24,715,073	\$ 6,809,317	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 40,250,549	\$ 24,069,399	\$ 8,726,159	\$ 6,809,317	\$ 645,674
2039	\$ 354,249,384	\$ -	\$ 354,249,384	7.2%	\$ 25,505,956	\$ 7,027,215	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 41,259,329	\$ 18,946,318	\$ 8,726,159	\$ 7,027,215	\$ 6,559,638
2040	\$ 365,585,364	\$ -	\$ 365,585,364	7.2%	\$ 26,322,146	\$ 7,252,086	\$ -	\$ -	\$ -	\$ 8,726,159	\$ 42,300,391	\$ 18,317,699	\$ 8,726,159	\$ 7,252,086	\$ 8,004,447
	\$ 6,946,686,109	\$ 586,800,000	\$ 6,359,886,109		\$ 845,433,617	\$ 140,930,847	\$ 122,620,716	\$ 166,234,087	\$ 124,110,880	\$ 243,811,687	\$ 1,643,141,834	\$ 1,216,094,252	\$ 243,811,687	\$ 140,930,847	\$ 42,305,047

1 Expected allocation of FHWA funding for the State of NH. GARVEE Bond payments for I-93 are subtracted from this funding amount to give a net FHWA funding available for programming.

2 The imbalance in projects programmed in the TIP and Ten Year Plan creates funding needs during some years that are well beyond the expected 13.3% of FHWA revenues that is the MPO "share" of funding. To address this the percentage of FHWA funds coming to the region has been modified to increase the percentage of funds during years with high funding requirements and decrease it in years with lower funding requirements with the goal of keeping near the control total of 13.3% of FHWA funds over the course of the Long Range Plan. The 13.3% share of revenues is based on a formula agreed to by the NH MPOs that utilizes the % of the State Population (14.6%) and the % of lane miles of roadway (12%) in the region as the basis for dividing revenues.

3 Share of FHWA Funds matched only with Turnpike Toll Credits and local/other funds (non-state) inflated at 3.2% per year beyond Ten Year Plan (after 2022)

4 Share of FTA funds based on CART/COAST/I-93 Service allocations. Inflated at 3.2% per year beyond Ten Year Plan (after 2022)

5 Turnpike funds available reflects current cost of Newington-Dover and any other currently committed Turnpike improvement funds programmed in the Ten Year Plan for the Region. No future Turnpike funds are assumed to be available

6 Maine funding are funds specifically programmed for the Sarah Long Bridge and Memorial Bridge replacements.

7 State funds are the share of statewide projects to be spent in the region. The % is the same as the expected overall percentage of funding for the MPO (approximately 13.3%)