


Rockingham Planning Commission

2023-2026
Transportation
Improvement
Program

Approved by the MPO
2-8-2023



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SELF-CERTIFICATION RESOLUTION

Rockingham Planning Commission MPO

WHEREAS the USDOT Fixing America's Surface Transportation (FAST) Act 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 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 the FAST Act (Public Law 114-94) 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 450.326 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, Raymond, Rye, Salem, Sandown, Seabrook, South Hampton, and Stratham, New Hampshire**, certifies that the planning process is being carried out in conformance with all of the applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

I hereby certify that the **Rockingham Planning Commission** 2023-2026 Transportation Improvement Program and 2045 Metropolitan Transportation Plan were adopted by the Commission at its meeting on February 8, 2023, along with this Self-Certification Resolution.



Tim Roache, Executive Director
Rockingham Planning Commission

Date: 03/07/2023

William Cass, Commissioner
New Hampshire Department of Transportation

Date: _____

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1.0 Introduction

The Rockingham Planning Commission (RPC) is a regional planning commission established by its member municipalities under the enabling authority of New Hampshire RSA 36. Its planning region consists of 27 communities located in the southeastern corner and seacoast of New Hampshire (see list to the right and **Figure 1**). The RPC’s purpose is threefold: to assist communities with their individual planning needs, to develop regional plans to guide and coordinate development in the region, and to help communities work together to address common problems.

The RPC is designated as the Metropolitan Planning Organization (MPO) for portions of the Portsmouth and Boston Urbanized Areas with established planning area boundaries that match those of the planning commission. As the MPO for the region, the RPC is responsible for the development of plans and programs that provide for the operation, maintenance, and improvement of the regional multimodal surface transportation facilities and system for the urbanized area that encompasses all 27 communities and a population of approximately 200,000 people. In addition, the MPO provides a public forum for discussion of transportation and related needs and provides technical planning assistance to member communities and agencies.

RPC Communities	
Atkinson	Newfields
Brentwood	Newington
Danville	Newton
East Kingston	North Hampton
Epping	Plaistow
Exeter	Portsmouth
Fremont	Raymond
Greenland	Rye
Hampstead	Salem
Hampton	Sandown
Hampton Falls	Seabrook
Kensington	South Hampton
Kingston	Stratham
New Castle	

2.0 TIP Requirements

TIPs must be developed in accordance with the most recent Federal Transportation legislation (the Bipartisan Infrastructure Law¹), joint federal metropolitan planning regulations (23 CFR 450) issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and the Clean Air Act. **Figure 1** identifies the requirements established by these regulations and how the MPO fulfills them.

Figure 1: TIP Requirements

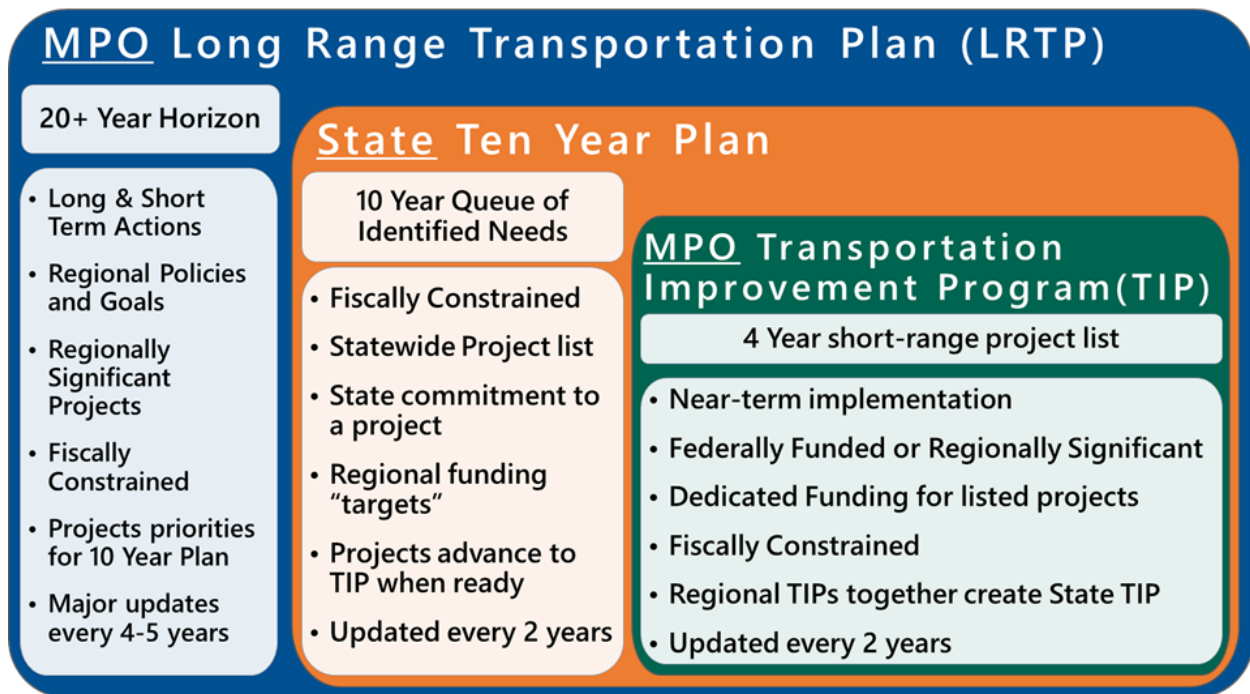
Requirement	How the MPO meets the Requirement
The TIP must cover a period of at least four years and be updated at least every four years.	<i>The TIP includes four fiscal years and the MPO adopts a new TIP every two years in conjunction with the State TIP, State Ten Year Plan process, and 3 other New Hampshire MPO TIP adoption.</i>
The TIP must be made available for public review and interested parties must have reasonable opportunity for public comment.	<i>Adopting a new TIP requires a 30-day comment period, and all amendments include at least a 10 day comment period with notices on the MPO website, distributed to MPO TAC and Policy Committee members, local communities, and transit agencies. All TIP documents are published on the MPO website.</i>
Shall reflect the investment priorities established in the current Metropolitan Transportation Plan	<i>The current Long Range Transportation Plan establishes a planning framework that merges New Hampshire Livability Principles, a vision for the region’s future & established goals, with Federal Planning Factors & a performance-based approach. The projects included in the TIP reflect efforts to address these priorities.</i>
TIP must be designed to make progress toward achieving performance targets identified in the Metropolitan Transportation Plan.	<i>The TIP includes a System Performance Report that catalogues the region’s performance measures & targets. Projects that play a role in advancing those metrics are identified.</i>
Include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area	<i>The TIP includes all federally funded transportation projects in the region as well as any identified as “Regionally Significant.” In some cases, projects are incorporated into a grouped project and listed under one of NH’s 37 statewide programs.</i>
Must include regionally significant projects requiring an action by FHWA or FTA whether or not the projects are to be funded with Federal funds.	<i>The TIP includes projects on the NH Turnpike system as well as any other projects funded with state, local, or private resources that are deemed regionally significant.</i>
For each listed project, the TIP shall include: Sufficient descriptive material to identify the project or phase; Estimated total project cost; The amount of Federal funds proposed to be obligated during each program year for the project or phase; Identification of the agencies responsible for carrying out the project or phase;	<i>Projects in the TIP include data to identify the specific location of the project, the general scope, and total cost. Information is provided by phase, fiscal year, and funding source. The agency responsible for the project is included as well as air quality conformity exemption status, and whether the project is considered regionally significant.</i>
In nonattainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP; In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations.	<i>The TIP identifies the exempt/not-exempt status of each project as well as the process by which the MPO demonstrates consistency with conformity requirements. The only TCM in the current NH SIP is continuation of the State emissions inspection program.</i>
The TIP shall be financially constrained by year & include a financial plan that demonstrates which projects can be implemented using current & proposed revenue sources.	<i>The TIP is fiscally constrained by year as demonstrated in the financial plan component of the document.</i>

¹ The Bipartisan Infrastructure Law, 2021. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

3.0 Transportation Planning and Programming

Federal regulations require that the RPC, as the MPO for the Seacoast and Southeastern region of New Hampshire, maintain the transportation planning process for the metropolitan planning area that includes development of a Long Range Transportation Plan (LRTP), and a short-range Transportation Improvement Program (TIP) which is aggregated with the other MPO TIPs into the State Transportation Improvement Program (STIP). In addition, New Hampshire Revised Statutes RSA 240:3 identifies a role for the MPO in the statewide Ten Year Plan Development Process which identifies transportation project priorities around the state over the upcoming ten year period. These documents, and their overlapping development processes, form the basis of the transportation planning and programming process of the region. **Figure 2** provides a brief overview of the documents, and they are described in more detail in the following paragraphs.

Figure 2: Interaction between the MPO Long Range Plan, the State Ten Year Plan, and The Transportation Improvement Program



MPO Long Range Transportation Plan

The MPO Long Range Transportation Plan (LRTP), also known as the Metropolitan Transportation Plan (MTP), is a 20+ year plan for transportation improvements in the region that directs the decision-making process to implement the regional vision and achieve goals and objectives. Through describing existing and expected future conditions and assessing needs, the document forms a blueprint for the development and management of the region’s transportation system to 2045. The LRTP incorporates the TIP by reference as the short range, project specific component. The current LRTP incorporates the 2023-2026

TIP as the first four years of the MTP and incorporates a new fiscal constraint analysis. The LRTP is fully updated every 5 years with interim updates that coincide with adoption of a new MPO TIP.

State Ten Year Plan

The State Ten Year Plan is the statewide queue of identified needs and committed projects for New Hampshire produced by NHDOT and the Governor’s Advisory Council on Intermodal Transportation (GACIT) in conjunction with the MPOs and Regional Planning Commissions. The MPO provides NHDOT a list of priorities for implementation from the LRTP that is constrained to a “target” funding amount, and this is combined with the priorities for the other eight planning regions, new priorities identified by the State, and operational and maintenance needs to form a program of projects to be implemented. This document is updated every two years and must undergo review by the Governor and the Legislature prior to being enacted into law. The adopted Ten Year Plan becomes the basis of the next STIP.

State Transportation Improvement Program

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

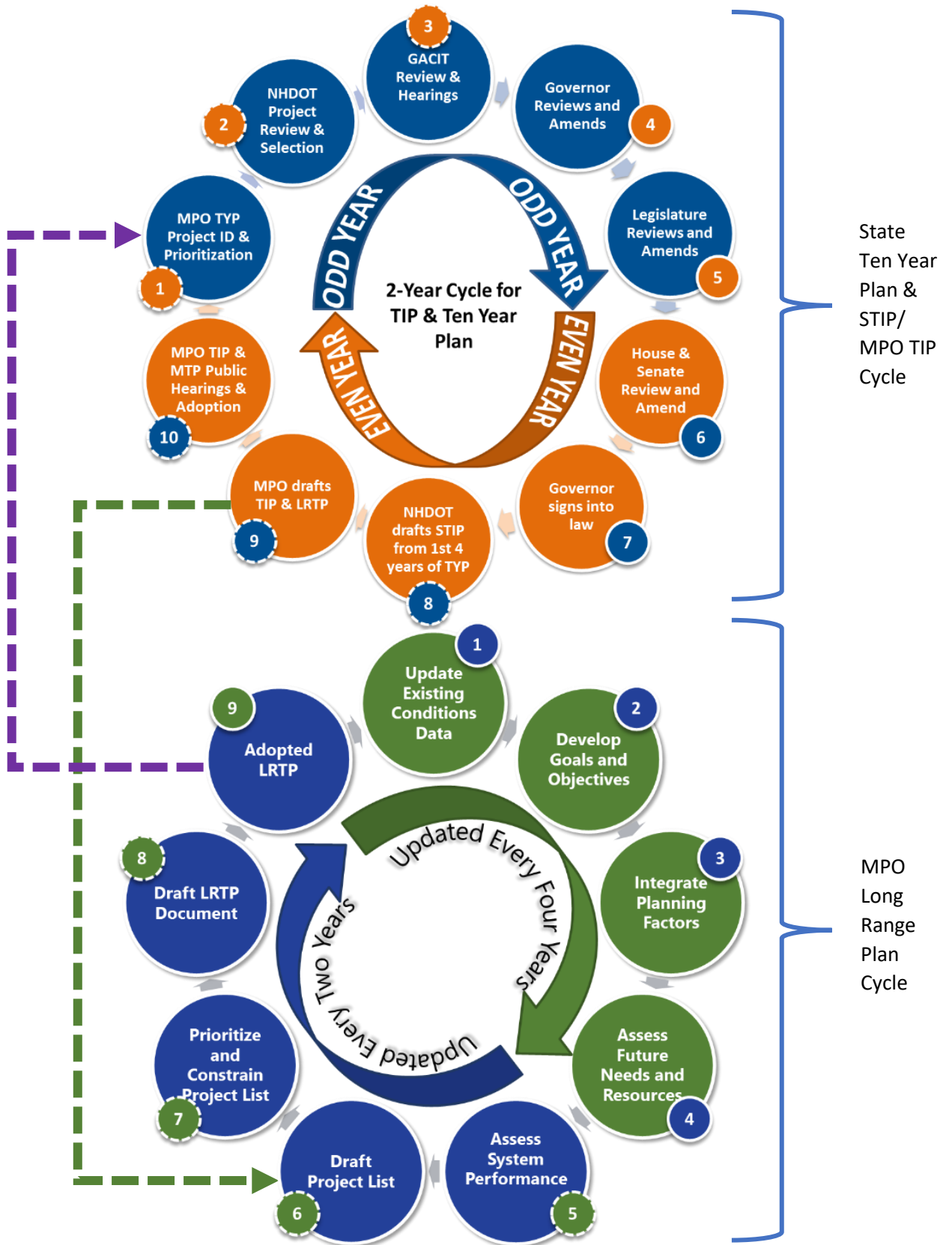
Transportation Improvement Program

The Transportation Improvement Program (TIP) is a short-range program of regional transportation projects scheduled for construction or implementation in the MPO area over a period of four succeeding Federal fiscal years (FY 2023, 2024, 2025, and 2026 in this instance). It is prepared by the MPO in cooperation with local governments, regional transit agencies, and the New Hampshire Department of Transportation (NHDOT). 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 is the enactment of the Long Range Transportation Plan vision, goals, and objectives, and the development and construction of those projects in the State Ten Year Plan that are ready for implementation. The document establishes a fiscally constrained list of projects to be implemented by mode, funding source, and geographic area, as well as identifies improvements which will aid in improving the safety, congestion, and infrastructure condition of the transportation system.

3.1 Transportation Planning & Programming in New Hampshire

Figure 3 shows the how the development processes for the MPO LRTP and TIP and the State Ten Year Plan and STIP are interwoven with the ultimate goal to produce a comprehensive and consistent flow of projects from the MPO LRTP to the State Ten Year Plan and then the STIP and TIP. The MPO completes comprehensive updates to the LRTP every four years (steps 1-4 of the bottom cycle of Figure 3) and

FIGURE 3: Development Process for the RPC Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and State Ten Year Plan (TYP)



this provides the overall vision, goals, and objectives for the regional transportation system as well as a fiscally constrained list of identified improvements. This constrained project list provides the basis for MPO recommendations of projects to be included in the State Ten Year Plan as part of the biennial update of that document. During even numbered years, the MPO solicits for projects from communities, regional transit agencies and other partners, as well as collects needs identified through the Congestion Management Process (CMP), corridor studies, safety studies, and other analyses. Identified projects are checked for federal funding eligibility, general feasibility, and are prioritized according to a set of project selection criteria agreed upon by NHDOT and the nine Regional Planning Commissions. The current project selection criteria are shown in **Figure 4**.

Figure 4: 2022-2023 Project Selection Criteria

Category	Definition	How will projects be assessed?
Economic Development	The degree to which a project supports economic development needs and opportunities at the local and regional level; and the degree to which the project impacts the movement of goods	<ul style="list-style-type: none"> • Will the project improve access to a regional activity center (employment center, tourist destination, etc.)? • Will the project address a freight bottleneck?
Equity & Accessibility	The degree to which a project promotes access to the transportation network, benefits traditionally underserved populations and ensures accessibility by all potential users.	<ul style="list-style-type: none"> • Will the project expand transportation choices or enhance alternative modes, particularly for historically underserved populations? • Will the project remove or reduce barriers to access?
Mobility	The degree to which a project reduces the time needed to get from one place to another.	<ul style="list-style-type: none"> • The functional classification of the roadway & status as a local, regional, or statewide connection • The mobility benefits of the project
Natural Hazards Resiliency	The exposure of a location to risk of damage from natural hazards and the project approach to mitigating that risk.	<ul style="list-style-type: none"> • Is the project in a location with identified natural hazards risks? • How will the project mitigate or eliminate the likelihood of damage from natural hazards?
Network Significance	The importance of the service or facility to the communities, region, and larger transportation system of the state.	<ul style="list-style-type: none"> • The volume of traffic at the location • How critical is the location to the transportation network?
Safety	The degree to which the project impacts traveler safety in relation to safety performance and the project’s expected safety benefits.	<ul style="list-style-type: none"> • The crash history at the location (5 years) • The expected safety improvement from the proposed project
State of Repair	The extent to which the project improves infrastructure condition in the project area and the degree to which the project impacts NHDOT and/or municipal maintenance requirements.	<ul style="list-style-type: none"> • The current condition of the infrastructure at the project location. • Will the project reduce maintenance requirements or add significant maintenance liabilities?
Support	The degree to which a project is supported by the RPC, locality, and feasibility of construction	<ul style="list-style-type: none"> • Does the project support the goals and objectives of the MPO Long Range Transportation Plan? • Is the project a community priority? • Has a new transportation need been identified

The highest ranked projects are fiscally constrained and submitted as the MPO priorities for the State Ten Year Plan in the spring of odd numbered years. The state develops the draft Ten Year Plan, holds hearings, and submits a GACIT approved Ten Year Plan to the Governor in the fall of odd numbered years. At the beginning of the following even numbered year, the Governor submits their recommended Ten Year Plan to the State Legislature for review and approval which generally occurs in May or June of even numbered years. The legislatively approved Ten Year Plan is signed into law by the Governor over the summer and the projects listed in the first four years form the basis of the STIP and the MPO TIPs which are generally approved in the spring of odd numbered years.

3.2 TIP Development Process

As described in section 3.1 and Figure 3, the MPO TIP development process is integrated with the State Ten Year Plan and begins when the Governor signs the legislatively approved Ten Year Plan during the summer of even numbered years. **Figure 5** shows the milestone dates for the current cycle beginning with the Governor’s approval. Building off that, NHDOT begins working on assembling a draft STIP from the projects listed in the first four years of the Ten Year Plan along with any other ongoing federally funded or regionally significant projects, and those that are selected through processes outside of the Ten Year Plan such as Transportation Alternatives (TAP) and the Highway Safety Improvement Program (HSIP). An initial project list is released to the MPOs and other planning partners for review and comment culminating with the Interagency Consultation Review (See section 3.3). Following the consultation process any final changes or corrections to projects are made and a draft STIP is released along with accompanying fiscal constraint documentation. The MPOs then begin assembling their respective TIPs from the projects in the STIP and preparing for their approval process which is generally completed in the spring of odd numbered years. At the same time, MPO Long Range Transportation Plan project lists and financial plans are updated to maintain consistency with the TIP.

Figure 5: Important Dates in the TIP Development Process	
July 22, 2022	Governor Signs 2023-2032 Ten Year Plan
November 10, 2022	NH DOT Releases 2021-2024 STIP Project list
December 8, 2022	Interagency Consultation Review of draft STIP
January 6, 2023	Start of 30 Day Public Comment period on TIP and LRTP
January 26, 2023	RPC TAC Meeting – TIP Endorsement
February 8, 2023	RPC Policy Committee Meeting – TIP Adoption

3.3 Interagency Consultation Process

The conformity rule requires that Federal, State, and local transportation and air quality agencies establish formal procedures to ensure interagency coordination on critical issues. Regular participants in the New Hampshire interagency consultation process are FHWA, FTA, EPA, NHDOT, NH Department of Environmental Services Air Resources Division, and the four MPOs (Nashua RPC, RPC, Southern New Hampshire RPC, and Strafford RPC). In addition, public transportation operators and the five non-MPO planning commissions participate, as necessary. In New Hampshire, interagency consultation serves as a forum for discussion of TIP and STIP development, amendments, and minor revisions, as well as key

assumptions and methodologies to be used in conformity analyses, strategies to reduce mobile source emissions, specific impacts of major projects, and issues associated with travel demand and emissions modeling. The New Hampshire process consists of monthly meetings where issues related to the TIP/STIP, Long Range Transportation Plan, and air quality conformity are discussed. Agendas and other relevant materials are sent to members at least one week prior to the meeting for participants to review and provide feedback.

3.4 Environmental Justice and Title VI

An important consideration for the 2023-2026 Transportation Improvement Program and 2045 Long Range Transportation Plan is the impact of its elements on minority and low-income populations in the MPO region. Title VI of the 1964 Civil Rights Act prohibits discrimination on the basis of race, color, or ethnic origin in the provision of transportation benefits and in the imposition of adverse impacts.

Building on Title VI, Executive Order 12898 (1994), requires each federal agency to achieve environmental justice by identifying and addressing any disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority or low income population. Executive Order 12898 defines “minority” as a person who is African American, Hispanic, Asian American, American Indian, or an Alaskan Native. A low-income person means a person whose household income is at or below the federal poverty level. For 2017 the poverty threshold was \$24,600 for a family of four.

The USDOT’s Final Order to Address Environmental Justice in Minority Populations and Low Income Populations requires transportation programming and planning activities to:

- Include explicit consideration of the effects of transportation decisions on minority and low-income populations.
- Provide meaningful opportunities for public involvement by members of minority and low-income populations.
- Gather, where relevant, appropriate and practical, demographic information (race, color, national origin, and income level) on populations served or affected by transportation decisions.
- Minimize or mitigate any adverse impact on minority or low-income populations.

The Executive Order and Civil Rights Act require the Transportation Improvement Program and Long Range Transportation Plan to address the needs and concerns of protected communities, both in terms of benefits received and impacts imposed. Procedurally, the MPO is working to address these needs through expanding its public outreach efforts. Substantively, the MPO is working to expand access to transportation for low-income and minority populations.

3.5 Public Involvement

The MPO Public Participation Plan, adopted in October 2020, establishes a set of goals for any public involvement effort undertaken by the MPO. The intended outcome is that transportation plans, programs and projects reflect local, regional, and state priorities and needs, and consider a range of transportation

options and the overall social, economic, energy, and environmental effect of transportation decisions. These goals are:

- **Goal 1: Educate and Present Information:** The MPO is responsible for providing information to the public. MPO staff will educate and present information about the role of the MPO, the regional transportation planning process, including the sources of funding, data on transportation system performance, and impacts of regional planning decisions.
- **Goal 2: Solicit Public Input:** The MPO will actively seek out input and participation from the broad range of individuals, groups and organizations affected by the transportation system to identify transportation related needs, desires, issues and concerns.
- **Goal 3: Facilitate Information Flow between the Public and Decision-Makers:** MPO staff are responsible for compiling public issues, comments and concerns into complete and concise documents for presentation to the decision-makers. The MPO staff will also schedule and organize meetings where the public can present concerns to Staff or MPO Committees.
- **Goal 4: Consider Public Concerns in Decision-Making:** The MPO will consider the public concerns that are presented to them by the staff as well as those presented to them by individual persons at public meetings. MPO staff will consider public concerns as they prepare draft planning documents.

In addition to the overarching goals, the Public Participation Plan² establishes a process for public involvement relating to Major Policy Actions, namely TIP and Plan approvals and amendments, to ensure that the Policy Committee has ample opportunity to carefully consider the issues and the views of the public before approving the documents. For Major Policy Actions, the following steps are required:

1. The Technical Advisory Committee (TAC), reviews work of the MPO staff, NHDOT, and other public input, and makes a recommendation to the Policy Committee on planning and implementation procedures.
2. The chair of the Policy Committee sets a public hearing date that allows at least a 10-day period for the public to review documents before the public hearing. The public comment period on core policy documents (adoption of LRTP, TIP) will remain open for at least 30 days in accordance with federal regulation.
3. After setting the public hearing date, a notice of the public hearing is published in the two major newspapers serving the MPO region – the Portsmouth Herald/ SeacoastOnline.com and the Lawrence Eagle-Tribune – at least 10 days in advance of the public hearing. Notices may also be published in other newspapers. The notice includes the time, date and location of the public hearing as well as how the subject document can be reviewed. The subject document is also made available on the RPC web site (www.therpc.org).
4. A formal public hearing is conducted. The views of the public as well as the recommendations of any applicable MPO ad hoc committees are heard at the hearing.

² The Rockingham Planning Commission Public Participation Plan was adopted by the MPO in October 2020. This document and other information about the MPO public involvement can be found on the MPO website at: <http://www.therpc.org/transportation/public-engagement>

5. After considering all comments and recommendations in the public hearing, action on the policy is then taken by the Policy Committee at its next scheduled meeting. If public hearings are coupled with Policy Committee meetings on the same night, the Policy Committee may take action immediately following the hearing, unless the Committee votes that some aspect of the input received from the public requires further information or analysis to ensure a fully informed decision.
6. A summary of significant public comments and responses is included in the final published policy document or made available as a separate document. Those comments are summarized below.

Substantive Comments Received during the TIP Development Process

Issue	Commenter	Summary of Comment	Response
Project Inclusion in TIP	COAST	COAST Received \$9,670,335 (80% fed/20% match) in discretionary infrastructure funding from FTA for the maintenance facility that was not included in the draft TIP/STIP	Funding has been incorporated into the final approved TIP and STIP. Listed as COAST 44175
Project Inclusion in TIP	COAST	COAST received \$2,500,000 Congressionally Directed Spending (80% fed/20% match) for upgrading the maintenance facility and this was not included in the draft TIP/STIP	Funding has been incorporated into the final approved TIP and STIP. Listed as COAST 44176
Project Inclusion in TIP	City of Portsmouth	Request the Portsmouth 40462 - Maplewood Avenue Project be dropped from the TIP as the work has been completed utilizing other funding sources	Project has been removed from the TIP and STIP.
Project Funding	City of Portsmouth	Requested that funding from Portsmouth 40462 be redirected to Portsmouth 20258 to support the Peverly Hill Road Project	Funding has been added to the Peverly Hill Road project
Project Funding	NHDOT	Candia-Raymond 43839 requires increased funding due to a change in the planned improvement type and funding type	Project funding has been increased in the TIP and STIP
Project Funding	NHDOT	Hampton-Portsmouth 26485A requires increased construction funding based on recent similar project historical bidding data	Project funding has been increased in the TIP and STIP
Project Funding	NHDOT	The PAVE-T1-RESURF program requires funding changes due to changes in 43839 and other similar projects	Project funding has been addressed accordingly
Project Scope	NHDOT	New Castle-Rye 41713 scope is not compliant with 23 CFR standards	New Castle-Rye 41713 scope has been updated to be 23 CFR compliant
Project Scope	NHDOT	Newton 29617 scope is not compliant with 23 CFR standards as written	Newton 29617 scope has been updated to be 23 CFR compliant
Project Scope	NHDOT	Plaistow 40641 scope is not compliant with 23 CFR standards as written	Plaistow 40641 scope has been updated to be 23 CFR compliant
Project Scope	NHDOT	Portsmouth 29640 scope is not compliant with 23 CFR standards as written	Portsmouth 29640 scope has been updated to be 23 CFR compliant
Project Scope	NHDOT	Portsmouth 42874 scope is not compliant with 23 CFR standards as written	Portsmouth 42874 scope has been updated to be 23 CFR compliant

4.0 Fiscal Constraint Analysis

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

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 2023-2026 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 10/12/2022 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 2023, 2024, 2025, and 2026, 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 Funding¹

Fiscal Year	Federal	State ²	Other	Statewide Programs ³	Total Target Funding
2023	\$99,685,857	\$21,418,406	\$5,146,141	\$ 19,301,681	\$145,552,085
2024	\$57,225,668	\$23,657,850	\$3,967,134	\$ 15,482,276	\$100,332,928
2025	\$90,875,816	\$3,927	\$3,421,309	\$ 18,156,618	\$ 112,457,670
2026	\$47,247,431	\$4,086	\$2,934,414	\$ 18,296,968	\$ 68,482,899
	\$295,034,772	\$45,084,269	\$15,468,998	\$71,787,388	\$426,825,582

Federal Highway Administration Funded Projects

Fiscal Year	Federal	State	Other	Statewide	Total
2023	\$80,813,293	\$0	\$132,919	\$13,919,288	\$94,865,501
2024	\$50,607,533	\$5,050,000	\$1,335,599	\$11,403,112	\$68,396,245
2025	\$84,120,400	\$0	\$736,312	\$15,053,082	\$99,909,794
2026	\$40,350,952	\$0	\$194,773	\$15,258,775	\$55,804,500
Total	\$255,892,178	\$5,050,000	\$2,399,604	\$55,634,247	\$318,976,040

Federal Transit Administration (FTA) Funded Projects

Fiscal Year	Federal	State	Other	Statewide	Total
2023	\$16,219,952	\$3,774	\$5,013,222	\$4,846,195	\$26,083,143
2024	\$6,618,135	\$3,850	\$2,631,534	\$3,702,206	\$12,955,725
2025	\$6,755,416	\$3,927	\$2,684,997	\$3,768,536	\$13,212,876
2026	\$6,896,479	\$4,086	\$2,739,641	\$3,836,193	\$13,476,399
Total	\$36,489,982	\$15,637	\$13,069,394	16,153,130	\$65,728,143

Non-Federally Funded Regionally Significant Projects

Fiscal Year	Federal	State	Other	Statewide	Total
2023	\$0	\$21,399,632	\$0	\$0	\$21,399,632
2024	\$0	\$18,604,000	\$0	\$0	\$18,604,000
2025	\$0	\$0	\$0	\$0	\$0
2026	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$40,003,632	\$0	\$0	\$40,003,632

Programming by Phase and Fiscal Year (Regional Projects & Estimated Statewide Share⁴)

Fiscal Year	PE	ROW	CON	OTHER	Total
2023	\$11,455,793	\$5,267,596	\$101,198,519	\$27,630,177	\$145,552,085
2024	\$1,179,501	\$619,578	\$84,103,648	\$14,430,201	\$100,332,928
2025	\$2,433,961	\$838,624	\$94,571,087	\$14,613,999	\$112,457,670
2026	\$1,484,192	\$476,259	\$51,769,795	\$14,752,654	\$68,482,899
Total	\$16,553,446	\$7,202,056	\$331,643,049	\$71,427,030	\$426,825,582

1 – Estimated based on STIP programming of projects in MPO region plus 13.3% share of statewide program funds

2 – Includes state funds for matching federal dollars as well as turnpike funds

3 – Calculated as 13.3% of funds programmed for “Statewide” projects and programs between 2023 and 2026

4 – Based on funds programmed by phase for Statewide Projects and Programs. Total by phase and fiscal year multiplied by the regional share (13.3%)

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 2024-2025 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 60% 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 \$143 million per year of which approximately \$55 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 \$35,000 per mile of roadway for maintenance and operations.

Figure 7: NHDOT Operations and Maintenance Budget¹

Year	Highway Fund	Federal Aid	Turnpikes	General Fund	Other	Total
FY22	\$133,000,000	\$89,200,000	\$43,600,000	\$1,300,000	\$14,900,000	\$282,000,000
FY23	\$193,900,000	\$63,900,000	\$61,300,000	\$1,500,000	\$19,100,000	\$339,700,000
FY24	\$200,900,000	\$54,100,000	\$59,700,000	\$1,600,000	\$22,400,000	\$338,700,000
FY25	\$200,800,000	\$55,100,000	\$57,100,000	\$1,700,000	\$22,400,000	\$337,100,000

¹Data from NHDOT Operating Budget available at: <https://www.nh.gov/dot/media/documents/nhdot-2022-agency-eff-budget-pre-lr.pdf>

At the local level, communities are spending substantially less than NHDOT on a per mile basis. Utilizing actual municipal expenditures for highways and related costs, and average of \$29.9 million was spent each year from 2016-2020 within the RPC region to maintain and operate the local roadways as shown in **Figure 8**. This translates to an average of just over \$13,000 per mile for the period and between \$14,200 and \$15,400 inflated to the TIP years.

Figure 8: Local Transportation System Operations and Maintenance Expenditures¹
(Projections based on FY16-FY20 Municipal Expenditures)

Year	Highway ²	Admin/Other ²	Lighting ²	Total	Cost/mile
2016-2020 Average	\$22,317,166	\$5,819,476	\$1,767,927	\$29,904,569	\$13,073
Projected 2023	\$24,244,788	\$6,322,128	\$1,920,629	\$32,487,545	\$14,202
Projected 2024	\$24,923,642	\$6,499,147	\$1,974,407	\$33,397,196	\$14,599
Projected 2025	\$25,621,504	\$6,681,123	\$2,029,690	\$34,332,318	\$15,008
Projected 2026	\$26,338,906	\$6,868,195	\$2,086,522	\$35,293,623	\$15,428

¹ 2016-2020 5-Year average is inflated at 2.8% per year to project 2023-2026 expenditures.

² Data is from NH Public Finance Consortium website and is 5-year average actual expenditures for 2016-2020 for RPC Communities. Does not include funds in CIP/Warrant Articles for transportation projects. <https://nhpfc.org/>

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 COAST¹& MTA² plus matching funds

Year	FTA Allocation	State Funds	Local Match	Total
2023	\$16,219,952	\$3,774	\$5,031,222	\$21,236,948
2024	\$6,618,135	\$3,850	\$2,631,534	\$9,253,519
2025	\$6,755,416	\$3,927	\$2,684,997	\$9,444,340
2026	\$6,896,479	\$4,086	\$2,739,641	\$9,640,206
	\$36,489,982	\$15,637	\$13,069,394	\$49,575,013

¹Includes FTA discretionary grant and Congressionally Directed Spending for FY23

²Includes all funding for MTA, including for services outside of the MPO region.

5.0 Air Quality Conformity

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176I to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

The Boston-Manchester-Portsmouth (SE), NH 8-hour Ozone Nonattainment Area included 52 communities in portions of Hillsborough, Merrimack, Rockingham, and Strafford Counties in southeast New Hampshire (see inset for community names). Those communities were designated as a moderate non-attainment area for the 8-hour ozone National Ambient Air Quality Standard (NAAQS) on April 30, 2004 and re-designated to “Attainment” status in April, 2012. As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-hour Ozone NAAQS, and as of November 6, 2017 all of New Hampshire is unclassifiable/attainment for the 2015 8—hour Ozone NAAQS.

Communities in the Boston-Manchester-Portsmouth (SE), NH 8-Hour Ozone Nonattainment Area (1997 Ozone Standard)

Hillsborough Co (part)

Amherst Town, Bedford Town, Brookline Town, Goffstown Town, Hollis Town, Hudson Town, Litchfield Town, Manchester City, Merrimack Town, Milford Town, Nashua City, Pelham Town

Merrimack Co (part)

Hooksett Town

Rockingham Co (part)

Atkinson Town, Auburn Town, Brentwood Town, Candia Town, Chester Town, Danville Town, Derry Town, East Kingston Town, Epping Town, Exeter Town, Fremont Town, Greenland Town, Hampstead Town, Hampton Town, Hampton Falls Town, Kensington Town, Kingston Town, Londonderry Town, New Castle Town, Newfields

Town, Newington Town, Newmarket Town, Newton Town, North Hampton Town, Plaistow Town, Portsmouth City, Raymond Town, Rye Town, Salem Town, Sandown Town, Seabrook Town, South Hampton Town, Stratham Town, Windham Town

Strafford Co (part)

Dover City, Durham Town, Rochester City, Rollinsford Town, and Somersworth City

5.1 Transportation Conformity Requirements

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision³ (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS in EPA’s original designations for this NAAQS (May 21, 2012).

Per the court’s decision in South Coast II, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA⁴ for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the 2045 RPC Long Range Transportation Plan and 2019-2022 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the RPC 2045 Long Range Transportation Plan and 2023-2026 TIP.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109I. This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the Rockingham Planning Commission MPO 2045 Long Range Transportation Plan and 2023-2026 TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA’s guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

³ EPA-420-B-18-050, November 2018 and other guidance can be found on the EPA website at:

<https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation>

⁴ The areas identified can be found in EPA’s “Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation

5.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

Assumptions used in the 2023-2026 TIP and 2045 Long Range Transportation Plan are derived from the most recent estimates of current and future population, employment, travel, and congestion.

- 2040 Population projections were developed by the State of New Hampshire Office of Strategic Initiatives (OSI) in 2016 in conjunction with the nine regional planning commissions. These projections were extended to 2045 utilizing the same methodology.
- 2045 Employment projections were developed utilizing growth rates from the NH Department of Employment Security's Economic and Labor Market Information (ELMI) Bureau 2014-2024 10 year projections for Regional Planning Commission areas completed in February 2017.
- The MPO Regional Travel Demand Model is calibrated to 2015 and utilizes available traffic counts, travel time data, and Highway Performance Monitoring System (HPMS) data, and other factors to establish baseline travel demand.
- The MPO Long Range Transportation Plan discusses transit ridership and operations in the MPO region for both regional and inter-city services.
- The New Hampshire SIP includes a single TCM, the New Hampshire Vehicle OBD and Safety Testing Program. This program has been in place and used to inspect all 1998 and newer light-duty motor vehicles registered in the state since 2005.

5.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with NH Department of Transportation, NH Department of Environmental Services Air Resources Division Mobile Source Program, The four New Hampshire MPOs (NRPC, RPC, SNHPC, and SRPC) as well as the five rural Regional Planning Commissions (CNHPC, LRPC, NCC, SWRPC, and UVLSRPC), FHWA, FTA, and EPA. Interagency Consultation consists of monthly meetings/conference calls that discuss TIP/STIP, Long Range Transportation Plan, and Air Quality Conformity related topics and issues. Interagency consultation was conducted consistent with the New Hampshire Conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450 and the MPO Public Participation Plan. The draft 2023-2026 TIP, 2045 Plan, and Air Quality Conformity Determination were published on the MPO website on January 6, 2023. A 30 Day public Comment Period was opened on January 6, 2023 and concluded on February 7, 2023 and a public hearing was held on February 8, 2023.

5.4 Timely Implementation of TCMs

The New Hampshire SIP includes no Transportation Control Measures (TCM).

5.5 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT’s metropolitan planning regulations at 23 CFR part 450. The RPC 2045 Long Range Transportation Plan and 2023-2026 TIP are fiscally constrained, as demonstrated in Chapter 5 of the 2045 Long Range Transportation Plan and section 4.1 of the TIP.

5.6 Conclusion

The conformity determination process completed for the 2045 Long Range Transportation Plan and 2023-2026 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

6.0 TIP Revision Process

There are two types of revisions that are allowable for the TIP; Administrative Adjustments, and Amendments. The determination as to which type of change is utilized for each project is one that is made through the Interagency Consultation process and is based on established thresholds detailed in the [STIP Revision Procedures](#) on NHDOT's website as well as . These thresholds are based on the type and scale of the changes that are being considered.

The NH Department of Transportation (NHDOT), through cooperation and coordination with the Metropolitan Planning Organizations (MPO) and the rural Regional Planning Commissions (RPC), maintains the Statewide Transportation Improvement Program (STIP). To comply with Federal rules the MPO area Transportation Improvement Plans (TIPs) and the NHDOT STIP must be consistent with one another. The approved STIP is frequently revised to reflect changes in project schedules, funding needs, and scopes; therefore, before the STIP is revised to reflect a project change in an MPO area, the MPO TIP must first be revised.

These changes may be initiated by the NHDOT, MPO, or public transit agency in the region. Depending upon their significance and complexity, the completion of the revision will require coordination from several agencies and Federal approval. To assist with coordinating the process of TIP and STIP revisions and amendments, an interagency consultation process has been established which includes the NHDOT Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Environmental Protection Agency (EPA), and the NH Department of Environmental Services (NHDES), MPOs and RPCs. The process is intended to address and coordinate issues relating to MPO public comments and participation periods, statewide comment periods, financial constraint and air quality conformity determinations.

The procedure for formally amending the MPO TIP and the New Hampshire STIP differs depending on the nature and scale of the proposed amendment. Through Interagency Consultation, criteria have been developed describing the thresholds and triggers that will define what type of action is required to make a revision to the TIP or STIP as well as the length of any public comment period required. Following are the thresholds or events that trigger the necessity for an amendment and the provisions that would allow for an administrative modification or information only change including a table that illustrates the cost change thresholds and required public comment periods for each. Further details on each are provided in the [MPO prospectus](#).

6.1 Administrative Modification

Administrative Modifications, sometimes referred to as minor revisions, encompass less substantive changes to projects and require interagency consultation, approval by NHDOT and a designee of the MPO, and notification of FHWA/FTA. Consistent with the definitions included in 23 CFR 450.104, administrative modifications are classified as minor revisions.

- A moderate change in the total cost of a project (See Project Cost Thresholds table);
- Combining or separating two or more projects that are part of an approved TIP;
- Combining or separating phases within a project that are part of an approved TIP;

- Identifying a specific project that was part of a general parent project (statewide projects for example) and adjusting the parent project accordingly;
- Adding or removing a non-regionally significant project that had been included with Unofficial Status (illustrative purposes). Only projects that are not regionally significant and exempt from air quality conformity would be eligible for addition through an administrative modification. If the addition impacts the financial constraint of the TIP an Amendment is required;

6.2 Amendments

Amendments are the most substantive revisions to projects and require a 10 to 30 day public comment period, interagency consultation, adoption by NHDOT and approval by the MPO, approval by FHWA/FTA, and in non-attainment or maintenance areas, a finding of conformity. Consistent with the definitions included in 23 CFR 450.104, amendments are classified as major revisions.

- Any change to a project that impacts the Air Quality Analysis used for the current Conformity Determination. Primarily affects Not Exempt projects or phase of a project;
- Adding or removing a regionally significant or Not Exempt project or phase of a project;
- Adding or removing a federally funded project or phase of a project;
- Making a change in the scope of work of a project that uses state or federal funds or of any regionally significant projects regardless of the funding source;
- A significant change in the total cost of a project (See table);
- A change in the fiscal year of any phase of a project in areas where expedited project selection procedures have not been adopted.

7.0 Transportation Improvement Program Projects

The primary focus of the TIP is to list the projects to be implemented over the next four years. This is done in four components:

- Establishing the status of projects from the previous TIP
- Identifying the individual projects occurring in the region
- Listing the “Grouped Projects”
- Detailing the regional transit agency projects

Each of these is discussed in the following sections and include tables providing details on the scope, cost, and timing of each project.

7.1 Status of Projects from the Previous TIP

The progress of projects in the Rockingham Planning Commission Transportation Improvement Program is tracked in two ways. First, a List of Obligated Projects⁵ is published annually by the MPO. This document identifies those projects for which federal funds were obligated, or drawn down, during the previous fiscal year. This aids the MPO and the public

Figure 10: Status of Projects from the 2021-2024 TIP

Status		% of Total	Funding	% of Total
Completed/In Progress	13	26%	\$ 71,343,547	26.1%
Regional Transit	4	8%	\$33,264,094	12.1%
On Target for Construction	20	40%	\$100,784,717	36.8%
Delayed to 2023 or later	12	25%	\$ 68,339,273	25%
Dropped	1	2%	\$ 152,357	<0.01%
Total	50	100%	\$ 273,883,988	100%

in understanding project status as individual projects move from planning to implementation. Second, federal planning regulations indicate that the Transportation Improvement Program should include a list of “major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects.”⁶ The previous TIP covered fiscal years 2021-2024 and so projects in the first two years (2021 and 2022) will have been developed and constructed as scheduled, potentially delayed to fiscal years 2023 or 2024 (or beyond), and in some cases, projects have been dropped completely. There were 50 regional projects identified in the 2021-2024 TIP that were planned for implementation in the TIP, and the overall status of these projects is incorporated into **Figure 10**. Only one project was identified as “dropped” from the TIP and discontinued. Thirteen projects are in construction or were completed as scheduled with another twenty (40%) on target for construction in the years initially programmed. When combined with transit funding, this represents 74% of the total funding within the regional project portion of the TIP. Twelve projects experienced enough delay to move into fiscal year 2023 or later and have been included in the 2023-2026 TIP in some manner. A detailed listing of the projects, along with the status of each of the projects is listed in **Figure 11**.

⁵ The Annual List of Obligated Projects is published in December each year and is available at: <http://www.therpc.org/transportation/annual-list-obligated-projects>.

⁶ 23 CFR 450.326 - Development and content of the transportation improvement program (TIP)

Figure 11: Status of Projects from the 2021-2024 TIP

Project Number	Project Name	Route	Scope	Total Cost	Status
29608	Epping	NH 125	NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87	\$2,689,817	On target to advertise 10/2024
40436	Exeter	NH Route 111 (Kingston Road)	Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)	\$995,690	Delayed to 2023
40623	Exeter	NH 111A	Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)	\$863,931	On target to advertise 11/2025
43849	Greenland	NH 33	Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.	\$125,000	On target
41717	Hampstead	NH 121/Derry Rd/Depot Rd	Improve the intersection of NH121/Derry Rd/Depot Rd	\$174,369	On target to advertise 10/2027
40797	Hampton	NH 1A (Ocean Boulevard)	Improvements to NH 1A (Ocean Boulevard) from State Park Road to NH 27 (High St).	\$9,251,709	On target to advertise 10/2023
42573	Hampton	US Route 1	Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton	\$550,000	On target to advertise 1/2028
26485	Hampton - Portsmouth	Hampton Branch Rail Corridor	Acquire 9.6 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped	\$6,240,300	Advertised. Construction in 2023
16127	New Castle - Rye	NH 1B	Bridge replacement, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071	\$9,622,837	On target to advertise 1/2023
41713	New Castle-Rye	NH 1A & 1B	Bicycle and pedestrian safety accommodations on NH 1A & 1B.	\$179,252	On target
28393	Newfields - Newmarket	NH 108	Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054	\$392,700	On target to advertise 1/2026
42879	Newington	New Hampshire Ave/Arboretum Dr/Pease Blvd	Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection	\$146,979	Delayed. Advertise 3/2025
11238	Newington - Dover	NH 16 / US 4 / SPLDG TPK	NH 16 Widen Turnpike Including Little Bay Bridges from Gosling Road to Dover Toll.	\$3,992,800	Complete
11238Q	Newington - Dover	NH 16, US 4 & Spaulding Turnpike	Reconstruct Spaulding Tpk from LBB to Dover Toll Booth & Exit 6 interchange (incl. new soundwalls)	\$13,903,577	Complete
11238S	Newington - Dover	Spaulding Turnpike / Little Bay Bridges	Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection	\$14,388,114	On target to advertise 7/2023
29617	Newton	NH 108	Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)	\$1,741,960	Delayed. Advertise 1/2024
41436	Newton	Pond Street	Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)	\$144,403	On target to advertise 9/2028
24457	North Hampton	US Route 1	Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)	\$5,506,081	Delayed. Advertise 2/2024
42979	North Hampton	I-95	I-95 Exit 2 Bridge 078/070 Rehab to include deck replacement and bridge painting	\$5,563,900	Under Construction
40641	Plaistow	NH 121A / Main Street	Main Street Traffic Calming and Safety Improvements	\$327,183	On target to advertise 10/2025
40645	Plaistow	NH 125	Signal coordination and control along corridor from Mass S/L to Old County Road	\$275,000	On target to advertise 10/2024
10044E	Plaistow - Kingston	NH 125	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi	\$14,500,820	Delayed. Advertise 4/2024
40644	Portsmouth	Market Street - RR	Railroad crossing upgrade on Market Street	\$69,000	On target
20258	Portsmouth	Peverly Hill Rd.	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	\$1,282,754	Delayed. Advertise 1/2024
29640	Portsmouth	US 1	US 1 Improvements (1.7 mi.) from Constitution Ave to Wilson Rd & from Ocean Rd to White Cedar Blvd	\$4,918,206	On target to advertise 3/2025
40642	Portsmouth	Maplewood Avenue	Complete Streets improvements on Maplewood Avenue from Congress Street to Vaughan Street	\$152,357	Project Dropped

Figure 11: Status of Projects from the 2021-2024 TIP

Project Number	Project Name	Route	Scope	Total Cost	Status
42874	Portsmouth	VARIOUS	Purchase and install eight electric charging stations for electric vehicles.	\$51,260	On target to advertise 9/2023
41752	Portsmouth	Elwyn Road	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	\$1,173,897	Delayed. Advertise 1/2026
43760	Portsmouth	I-95	Soundwalls/privacy fence along I-95 in Portsmouth	\$7,500,000	On target
13455	Portsmouth	US Route 1 Bypass	US 1 Bypass: Replace bridges along US Route 1 Bypass	NA	Complete
42350	Portsmouth	US 1/ Lang Rd/ Longmeadow Rd	Realign Lang Rd-connect to Longmeadow Rd	\$1,650,734	Complete
15731C	Portsmouth, NH - Kittery, ME	US Route 1 Bypass	Functional replacement for the PDA-DPH side barge wharf, SML Bridge ROW Mitigation.	\$42,689,216	Delayed. Advertise 7/2023
15731	Portsmouth, NH - Kittery, ME	US Route 1 Bypass	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)	NA	Complete
16189	Portsmouth, NH - Kittery, ME	I-95	PRESERVATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)	\$11,014,157	Complete
16189B	Portsmouth, NH - York, ME	I-95	ITS Improvements to I-95 from Portsmouth, NH to York, ME	\$5,603,532	Under Construction
COAST5307	Program	Various	COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.	\$14,990,998	Transit. In progress
MTA5307	Program	Manchester Transit Authority (MTA)	MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.	\$17,452,545	Transit. In progress
MTA5310	Program	Manchester Transit Authority (MTA)	Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.	\$621,184	Transit. In progress
MTA5339	Program	Manchester Transit Authority (MTA)	Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.	\$199,367	Transit. In progress
43002	Rye	NH Route 1A	Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.	\$1,372,458	On target to advertise 11/2023
43880	Salem	Rockingham Park Blvd	Replace Overhead Sign Structure near Policy Brook	\$1,302,198	Under Construction
42884	Salem	Various	Improve signal operation at 28 intersections to identify hardware and software upgrades needed.	\$200,000	Delayed. Advertise 10/2025
41750	Salem	Manchester & Lawrence Rail Line	0.3 miles of Bike-Ped trail along abandoned M&L rail line from Cluff Crossing to Rockingham Pk Blvd	\$101,876	Delayed. Advertise 1/2025
42885	Salem	NH 28	Construct Rail Trail along NH 28 for approximately 1 mile.	\$0	Delayed. Advertise 10/2025
12334	Salem	NH 28	Reconstruct Depot Intersection NH28 (Broadway) and NH 97 (Main Street) Add Turn Lanes on NH28 MUPCA	\$1,259,125	Under Construction
10418X	Salem To Manchester	I-93	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014	\$0	Complete
14800A	Salem To Manchester	I-93	MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D	\$20,813,225	Debt Service in progress
15904	Seabrook - Hampton	NH 1A	Reconstruction of Red List bridge carrying NH 1A over Hampton River (Br#235/025)	\$47,649,850	On target to advertise 9/2023
41711	Stratham	NH108/Bunker Hill Avenue	Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.	\$239,627	On target to advertise 10/206

7.2 Individually listed projects

The funding allocated to regional projects included in the TIP for implementation is summarized in **Figure 12** and each of the projects are listed individually in **Figure 14**. Projects are sorted by community/location and project numbers and represent all projects that are either federally funded or are considered regionally significant and thus require federal action as part of the TIP approval. Figure 13 includes all individually listed projects in the region including the FTA funding for the regional transit agencies which are grouped by agency and funding source. Further details on the transit projects are include in in Section 7.4 and the accompanying figures. The project details incorporated into Figure 13 include project name and number, location, general scope, programmed cost by phase and year inflated to year of construction costs for each year. Total costs for each project are also shown and this includes costs accrued for the years before and that may be programmed after the TIP timeframe.

Figure 12: Total Funding for Individually Listed TIP Projects by Fiscal Year and Source

Fiscal Year	Federal	State	Other	Total
2023	\$99,685,857	\$21,403,406	\$5,146,141	\$126,250,404
2024	\$57,225,668	\$23,660,650	\$3,967,134	\$84,850,652
2025	\$90,875,816	\$3,927	\$3,421,309	\$94,301,052
2026	\$47,247,431	\$4,086	\$2,934,414	\$50,185,931
	\$295,034,772	\$45,072,069	\$15,468,998	\$355,588,039

7.3 Grouped projects

Federal regulations allow projects that are exempt from air quality conformity analysis to be grouped together as single project listings in the TIP. Project types that can be grouped include pavement resurfacing projects, safety projects, and bridge rehabilitation projects among others. In New Hampshire, this has been put into practice in the TIP and MPO Long Range Plans listings as “Statewide Programs” and there are currently over 30 of these encompassing \$539.7 million in funding during the four years as summarized in **Figure 13** with full program descriptions and funding provided in **Figure 15**. The project details include project name and number, location, general scope, programmed cost by phase and year inflated to year of construction costs for each year after 2023. Total costs for each project are also shown and this includes costs accrued for the years before and that may be programmed after the TIP timeframe. Only a portion of these funds will be spent within the MPO region and many of the maintenance and preservation programs have project boundaries that are broad (“Various Tier 2 Southeast”) or are based on maintenance districts instead of MPO boundaries which make determining an exact number difficult. For fiscal constraint purposes this is resolved assuming a percentage (13.3%) of the total program expenditures are within the region. While not required to be included in the TIP, NHDOT provides the same data on the projects within the statewide programs (labeled as “child” projects) and as part of the 2021-2024 TIP, between \$17.2 and \$43.2 million was set each year (\$31.6 million average) for these child projects at least partially in the MPO region. **Figure 16** shows the currently identified child projects for the MPO region from 2023-2026. The individual “child” projects from the overarching “parent” program are

established close to implementation and so FY23 is currently the only year that is fully funded while FY26 has almost nothing currently identified.

Figure 13: Statewide Programs Total Funding by Fiscal Year

Fiscal Year	Federal	State	Other	Total	Regional Share ¹	Programmed ²
2023	\$124,046,886	\$6,432,198	\$14,646,336	\$145,125,420	\$19,301,681	\$23,544,836
2024	\$98,559,948	\$6,030,500	\$11,817,644	\$116,408,092	\$15,482,276	\$17,187,834
2025	\$119,919,990	\$4,421,282	\$12,174,653	\$136,515,925	\$18,156,618	\$3,669,935
2026	\$121,608,414	\$4,421,282	\$11,541,494	\$137,571,190	\$18,296,968	\$706,143
	\$464,135,238	\$21,305,262	\$50,180,127	\$535,620,627	\$71,237,543	\$45,108,748

1 – Estimated for fiscal constrain purposes at 13.3% of total funds based on RPC share of population and federal aid eligible roadway miles

2 – Estimated based on “Programmatic” report provided by NHDOT in December 2022 for projects that are at least partially in the RPC region. This information is updated monthly.

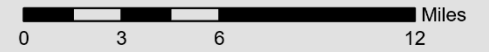
7.4 Transit Agency Project Details

Transit agencies generally have a lot of discretion on how the Federal Transit Administration (FTA) funding that they receive is expended within the guidelines established by the law and FTA regulations. The funding for transit agencies is generally categorized into the following categories with limitations for each based on the source as well as the size of the transit agency (large urban or small):

- Operating Assistance
- Preventive Maintenance
- Miscellaneous Support Equipment
- Bus Station Equipment
- General and Comprehensive Planning
- ADA Operations
- Capital Program
- Mobility Management

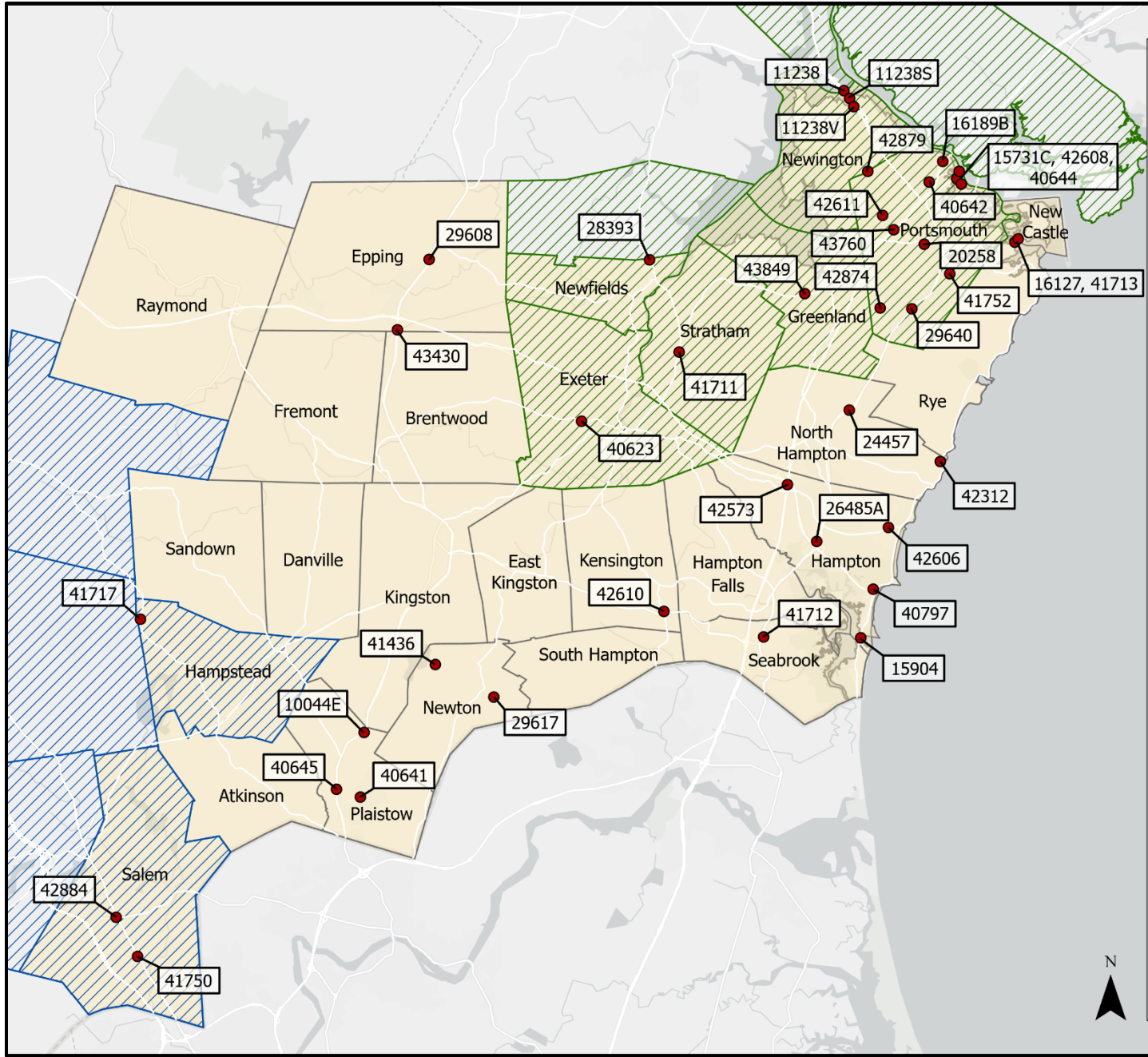
The State Department of Transportation, the MPO, and any Public Transit providers in the MPO region must coordinate on how these projects are listed in the TIP as well as the requirements for any revisions to the TIP/STIP. For the efficiency purposes, the TIP and STIP include transit projects grouped by agency and FTA funding Program. This ensures that each regional transit agency has a single project listing per funding source. These can be seen for COAST and MTA in **Figure 14**. The benefit of listing the projects in this manner is that the transit agencies can encumber grant funds within their overall funding allocation without having to wait for a TIP/STIP revision. The limitation to this new format is that the details of the transit projects are not included in the project tables. This detail is available from COAST if needed.

Transportation Improvement Program Projects 2022



- TIP Projects
- CART Communities
- COAST communities

Project Number



CANDIA - RAYMOND (43839)

Facility: NH Route 101

SCOPE: Rehabilitation/Reconstruction of a section NH Route 101

Total Cost: \$23,726,393
Pre 2023 Funding: \$110,000
2023-2026 Funding: \$23,616,393
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		\$550,000	\$11,308,000	11043392.8	\$22,901,393	\$22,901,393			STBG-FLEX, Toll Credit
PE	\$550,000	\$110,000			\$660,000	\$660,000			STBG-FLEX, Toll Credit
ROW		\$55,000			\$55,000	\$55,000			STBG-FLEX, Toll Credit
	\$550,000	\$715,000	\$11,308,000	\$11,043,393	\$23,616,393	\$23,616,393			

Regionally Significant: N Clean Air Act Code: E-10 RPCS: RPC, SNHPC Most Recent Revision: A00Y23

COAST (44175)

Facility: Cooperative Alliance for Seacoast Transportation (COAST)

SCOPE: Discretionary funding for capital projects/design & construction of upgraded facility in Dover.

Total Cost: \$9,670,355
Pre 2023 Funding:
2023-2026 Funding: \$9,670,355
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$9,670,355				\$9,670,355	\$7,736,284		\$1,934,071	FTA-OTHER, OTHER
	\$9,670,355				\$9,670,355	\$7,736,284		\$1,934,071	

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC, SRPC Most Recent Revision: A00Y23

COAST (44176)

Facility: **Cooperative Alliance for Seacoast Transportation (COAST)**

SCOPE: Congressionally directed spending for COAST capital project:
upgraded Dover facilities

Total Cost: \$2,500,000
Pre 2023 Funding:
2023-2026 Funding: \$2,500,000
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$2,500,000				\$2,500,000	\$2,000,000		\$500,000	FTA-OTHER, OTHER
	\$2,500,000				\$2,500,000	\$2,000,000		\$500,000	

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC, SRPC Most Recent Revision: A00Y23

EPPING (29608)

Facility: **NH 125**

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

Total Cost: \$15,169,028
Pre 2023 Funding: \$3,206,830
2023-2026 Funding: \$8,703,076
Post 2026 Funding: 3259121.856

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$709,817				\$709,817	\$709,817			NHP, Toll Credit
CON			\$3,237,731	4755529.0568	\$7,993,260	\$7,993,260			NHP, Toll Credit
	\$709,817		\$3,237,731	\$4,755,529	\$8,703,076	\$8,703,076			

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y23

EPPING (43430)

Facility: NH125

SCOPE: Address Red-Listed bridge carrying NH 125 over Piscassic River (Br. No. 108/030)

Total Cost: \$2,421,939
Pre 2023 Funding:
2023-2026 Funding: \$174,369
Post 2026 Funding: 2247569.6937

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE				174369.36	\$174,369	\$174,369			NHP, Toll Credit
				\$174,369	\$174,369	\$174,369			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

EXETER (40623)

Facility: NH 111A

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

Total Cost: \$3,320,875
Pre 2023 Funding:
2023-2026 Funding: \$863,931
Post 2026 Funding: 2456943.3298

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$282,700		\$348,739		\$631,439	\$631,439			STBG-FLEX, Toll Credit, STBG50-200K
ROW			\$232,492		\$232,492	\$232,492			STBG50-200K, Toll Credit
	\$282,700		\$581,231		\$863,931	\$863,931			

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y23

GREENLAND (43849)

Facility: NH 33

SCOPE: Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.

Total Cost: \$125,000
Pre 2023 Funding:
2023-2026 Funding: \$125,000
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE		\$125,000			\$125,000	\$125,000			STBG-FLEX, Toll Credit
		\$125,000			\$125,000	\$125,000			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

HAMPSTEAD (41717)

Facility: NH121/Derry Rd/Depot Rd

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

Total Cost: \$2,499,938
Pre 2023 Funding:
2023-2026 Funding: \$476,448
Post 2026 Funding: 2023490.1354

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW				112648.3947	\$112,648	\$112,648			STBG>200K, Toll Credit
PE	\$174,369			189430.3307	\$363,800	\$363,800			STBG>200K, Toll Credit
	\$174,369			\$302,079	\$476,448	\$476,448			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

HAMPTON - PORTSMOUTH (26485)

Facility: Hampton Branch Rail Corridor

SCOPE: Acquire 9.6 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped.

Total Cost: \$12,108,304
Pre 2023 Funding: \$11,996,104
2023-2026 Funding: \$112,200
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$2,200				\$2,200	\$2,200			CMAQ, Toll Credit
PE	\$110,000				\$110,000	\$110,000			CMAQ, Toll Credit
	\$112,200				\$112,200	\$112,200			

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y23

HAMPTON (40797)

Facility: NH 1A (Ocean Boulevard)

SCOPE: Improvements to NH 1A (Ocean Boulevard) from State Park Road to NH 27 (High St).

Total Cost: \$10,324,365
Pre 2023 Funding: \$2,241,888
2023-2026 Funding: \$8,082,477
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON			\$7,000,488		\$7,000,488	\$7,000,488			STBG-FLEX, Toll Credit
ROW		\$330,410			\$330,410	\$330,410			STBG50-200K, Toll Credit
PE	\$751,579				\$751,579	\$751,579			STBG50-200K, Toll Credit, STBG-FLEX
	\$751,579	\$330,410	\$7,000,488		\$8,082,477	\$8,082,477			

Regionally Significant: N Clean Air Act Code: E-38 RPCS: RPC Most Recent Revision: A00Y23

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: \$7,121,031
Pre 2023 Funding: \$275,000
2023-2026 Funding: \$1,163,121
Post 2026 Funding: 5682909.9219

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$275,000		\$290,616	298752.8368	\$864,368	\$864,368			STBG50-200K, Toll Credit, STBG-FLEX
ROW				298752.8368	\$298,753	\$298,753			STBG-FLEX, Toll Credit
	\$275,000		\$290,616	\$597,506	\$1,163,121	\$1,163,121			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

HAMPTON (42606)

Facility: Winnacunnet Rd

SCOPE: Complete Streets Improvements Winnacunnet Road and also High St between Tobey Rd and Five Corners

Total Cost: \$1,181,661
Pre 2023 Funding:
2023-2026 Funding: \$172,209
Post 2026 Funding: 1009451.9518

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE			\$172,209		\$172,209	\$137,768		\$34,442	STBG-FLEX, TOWN
			\$172,209		\$172,209	\$137,768		\$34,442	

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

HAMPTON-PORTSMOUTH (26485A)

Facility: Hampton Branch rail corridor

SCOPE: Construct the NH Seacoast Greenway, from Drakeside Rd north to the Hampton/North Hampton Town line

Total Cost: \$2,090,000
Pre 2023 Funding:
2023-2026 Funding: \$2,090,000
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$330,000				\$330,000	\$330,000			CMAQ, Toll Credit
CON		\$1,650,000			\$1,650,000	\$1,650,000			CMAQ, Toll Credit
ROW	\$110,000				\$110,000	\$110,000			CMAQ, Toll Credit
	\$440,000	\$1,650,000			\$2,090,000	\$2,090,000			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

KENSINGTON (42610)

Facility: NH107/NH150

SCOPE: Intersection re-alignment and upgrades

Total Cost: \$2,469,461
Pre 2023 Funding:
2023-2026 Funding: \$378,861
Post 2026 Funding: 2090600.4704

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE			\$378,861		\$378,861	\$378,861			STBG-FLEX, Toll Credit
			\$378,861		\$378,861	\$378,861			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

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: \$13,570,283
Pre 2023 Funding: \$3,201,110
2023-2026 Funding: \$10,369,173
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$55,000				\$55,000	\$55,000			STBG50-200K, Toll Credit
ROW	\$22,000				\$22,000	\$22,000			STBG50-200K, Toll Credit
CON				10292173.175	\$10,292,173	\$10,292,173			BIL-BRG, Toll Credit
	\$77,000			\$10,292,173	\$10,369,173	\$10,369,173			

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y23

NEW CASTLE-RYE (41713)

Facility: NH 1A & 1B

SCOPE: Bike shldr s Svy Creek-OSP/ NH1B-NH1A/Sdwlks Wild Rose-Beach Hill/Shldr s Wild Rose-USCG (~4.2m)

Total Cost: \$2,926,922
Pre 2023 Funding:
2023-2026 Funding: \$500,084
Post 2026 Funding: 2426838.5439

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW			\$131,402		\$131,402	\$131,402			STBG-FLEX, Toll Credit
PE	\$179,252		\$189,430		\$368,682	\$368,682			STBG-FLEX, Toll Credit
	\$179,252		\$320,832		\$500,084	\$500,084			

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y23

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: \$6,736,917
Pre 2023 Funding: \$143,000
2023-2026 Funding: \$6,593,917
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON				5975056.736	\$5,975,057	\$5,975,057			BIL-BRG, Toll Credit
ROW		\$110,000			\$110,000	\$110,000			STBG-FLEX, Toll Credit
PE		\$282,700	\$226,160		\$508,860	\$508,860			STBG-FLEX, Toll Credit
		\$392,700	\$226,160	\$5,975,057	\$6,593,917	\$6,593,917			

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC, SRPC Most Recent Revision: A00Y23

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: \$37,571,793
Pre 2023 Funding: \$36,171,793
2023-2026 Funding: \$1,400,000
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$1,300,000	\$100,000			\$1,400,000		\$1,400,000		TPK-CAP
	\$1,300,000	\$100,000			\$1,400,000		\$1,400,000		

Regionally Significant: Y Clean Air Act Code: ATT RPCS: RPC, SRPC Most Recent Revision: A00Y23

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: \$33,504,000
Pre 2023 Funding:
2023-2026 Funding: \$33,504,000
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$15,000,000	\$18,504,000			\$33,504,000		\$33,504,000		TPK-CAP
	\$15,000,000	\$18,504,000			\$33,504,000		\$33,504,000		

Regionally Significant: Y Clean Air Act Code: E-19 RPCS: RPC, SRPC Most Recent Revision: A00Y23

NEWINGTON (11238V)

Facility: NH 16

SCOPE: Environmental remediation at the former Newington Country Store site.

Total Cost: \$133,811
Pre 2023 Funding: \$123,243
2023-2026 Funding: \$10,568
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$10,568				\$10,568		\$10,568		TPK-CAP
	\$10,568				\$10,568		\$10,568		

Regionally Significant: Y Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

NEWINGTON (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: \$690,166
Pre 2023 Funding: \$97,784
2023-2026 Funding: \$592,382
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$49,195				\$49,195	\$39,356		\$9,839	CMAQ, TOWN
CON			\$543,187		\$543,187	\$434,550		\$108,637	CMAQ, TOWN
	\$49,195		\$543,187		\$592,382	\$473,906		\$118,476	

Regionally Significant: N Clean Air Act Code: E-51 RPCS: RPC Most Recent Revision: A00Y23

NEWTON (29617)

Facility: NH 108

SCOPE: Safety & operational improvements to Row's Corner (Maple Ave, Amesbury Rd intersection)(~.1m)

Total Cost: \$1,851,960
Pre 2023 Funding: \$275,000
2023-2026 Funding: \$1,576,960
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$165,000				\$165,000	\$165,000			STBG>200K, Toll Credit
ROW	\$55,000				\$55,000	\$55,000			STBG>200K, Toll Credit
CON		\$1,356,960			\$1,356,960	\$1,356,960			STBG>200K, Toll Credit
	\$220,000	\$1,356,960			\$1,576,960	\$1,576,960			

Regionally Significant: N Clean Air Act Code: E-7 RPCS: RPC Most Recent Revision: A00Y23

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: \$1,565,480
Pre 2023 Funding:
2023-2026 Funding: \$267,250
Post 2026 Funding: 1298229.1999

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$84,810	\$59,593		122847.1665	\$267,250	\$267,250			STBG-BR, Toll Credit
	\$84,810	\$59,593		\$122,847	\$267,250	\$267,250			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

NORTH HAMPTON - RYE (42312)

Facility: NH 1A

SCOPE: Reconstruct NHDOT Stone Revetment seawalls/Berms

Total Cost: \$7,550,000
Pre 2023 Funding: \$300,000
2023-2026 Funding: \$7,250,000
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$2,200,000				\$2,200,000	\$2,200,000			PROTECT, Toll Credit
ROW		\$50,000			\$50,000		\$50,000		NONPAR DOT
CON		\$5,000,000			\$5,000,000		\$5,000,000		NONPAR DOT
	\$2,200,000	\$5,050,000			\$7,250,000	\$2,200,000	\$5,050,000		

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

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: \$6,578,581
Pre 2023 Funding: \$1,072,500
2023-2026 Funding: \$5,506,081
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		\$5,231,081			\$5,231,081	\$5,231,081			HWYINF, Toll Credit, STBG50-200K
ROW	\$275,000				\$275,000	\$275,000			STBG-FLEX, Toll Credit
	\$275,000	\$5,231,081			\$5,506,081	\$5,506,081			

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y23

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: \$17,135,320
Pre 2023 Funding: \$4,944,500
2023-2026 Funding: \$12,190,820
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$465,300				\$465,300	\$465,300			NHP, Toll Credit
CON		\$11,725,520			\$11,725,520	\$11,725,520			NHP, Toll Credit
	\$465,300	\$11,725,520			\$12,190,820	\$12,190,820			

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y23

PLAISTOW (40641)

Facility: NH 121A / Main Street

SCOPE: TC & Safety Improves to NH121A from Library Dr just south of Pollard Rd to the RR xing.(~1.6m)

Total Cost: \$1,398,585
Pre 2023 Funding: \$275,000
2023-2026 Funding: \$1,123,585
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$52,183				\$52,183	\$52,183			STBG>200K, Toll Credit
CON			\$961,402		\$961,402	\$961,402			STBG>200K, Toll Credit
PE	\$110,000				\$110,000	\$110,000			STBG>200K, Toll Credit
	\$162,183		\$961,402		\$1,123,585	\$1,123,585			

Regionally Significant: N Clean Air Act Code: E-51 RPCS: RPC Most Recent Revision: A00Y23

PLAISTOW (40645)

Facility: NH 125

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

Total Cost: \$1,259,485
Pre 2023 Funding: \$165,000
2023-2026 Funding: \$1,094,485
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$110,000				\$110,000	\$110,000			STBG>200K, Toll Credit
ROW			\$53,130		\$53,130	\$53,130			STBG>200K, Toll Credit
CON				931354.7987	\$931,355	\$931,355			STBG>200K, Toll Credit
	\$110,000		\$53,130	\$931,355	\$1,094,485	\$1,094,485			

Regionally Significant: N Clean Air Act Code: E-52 RPCS: RPC Most Recent Revision: A00Y23

PORTSMOUTH (20258)

Facility: **Peverly Hill Rd.**

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

Total Cost: \$2,400,236
Pre 2023 Funding: \$558,307
2023-2026 Funding: \$1,841,929
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$100,000				\$100,000	\$80,000		\$20,000	CMAQ, TOWN, STBG50-200K
PE	\$150,000				\$150,000	\$120,000		\$30,000	CMAQ, TOWN, STBG50-200K
CON		\$1,591,929			\$1,591,929	\$724,582		\$867,347	CMAQ, TOWN, STBG50-200K
	\$250,000	\$1,591,929			\$1,841,929	\$924,582		\$917,347	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y23

PORTSMOUTH (29640)

Facility: **US 1**

SCOPE: US 1 traffic ops imprvs from Constitution Av to Wilson Rd & from Ocean Rd to White Cedar(~1.7m)

Total Cost: \$16,833,557
Pre 2023 Funding: \$1,265,000
2023-2026 Funding: \$15,568,557
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$1,162,462				\$1,162,462	\$1,162,462			NHP, Toll Credit
ROW	\$3,755,744				\$3,755,744	\$3,755,744			STBG50-200K, Toll Credit
CON			\$5,272,800	5377551.0624	\$10,650,351	\$10,650,351			STBG50-200K, Toll Credit, STBG-FLEX
	\$4,918,206		\$5,272,800	\$5,377,551	\$15,568,557	\$15,568,557			

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y23

PORTSMOUTH (40644)

Facility: Market Street - RR

SCOPE: Railroad crossing upgrade on Market Street

Total Cost: \$724,270
Pre 2023 Funding:
2023-2026 Funding: \$724,270
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$69,000				\$69,000	\$55,200		\$13,800	STBG50-200K, TOWN
ROW			\$35,466		\$35,466	\$28,373		\$7,093	STBG50-200K, TOWN
CON				619803.816	\$619,804	\$495,843		\$123,961	STBG50-200K, TOWN
	\$69,000		\$35,466	\$619,804	\$724,270	\$579,416		\$144,854	

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

PORTSMOUTH (41752)

Facility: Elwyn Road

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

Total Cost: \$1,260,480
Pre 2023 Funding: \$164,198
2023-2026 Funding: \$1,096,282
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		\$949,881			\$949,881	\$759,905		\$189,976	CMAQ, TOWN
ROW	\$85,000				\$85,000	\$68,000		\$17,000	CMAQ, TOWN
PE	\$61,401				\$61,401	\$49,121		\$12,280	CMAQ, TOWN
	\$146,401	\$949,881			\$1,096,282	\$877,026		\$219,256	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y23

PORTSMOUTH (42608)

Facility: Market St/Russell St

SCOPE: Market St / Russell St Intersection Improvements

Total Cost: \$1,394,639
Pre 2023 Funding:
2023-2026 Funding: \$236,042
Post 2026 Funding: 1158597.4844

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE				236041.6727	\$236,042	\$188,833		\$47,208	STBG-FLEX, TOWN
				\$236,042	\$236,042	\$188,833		\$47,208	

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

PORTSMOUTH (42611)

Facility: Grafton Drive

SCOPE: Intersection improvements on Grafton Drive by Portsmouth Transportation Center & Pease Golf Course

Total Cost: \$645,240
Pre 2023 Funding:
2023-2026 Funding: \$118,021
Post 2026 Funding: 527219.103

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE				118020.8364	\$118,021	\$94,417		\$23,604	STBG-FLEX, TOWN
				\$118,021	\$118,021	\$94,417		\$23,604	

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

PORTSMOUTH (42874)

Facility: VARIOUS

SCOPE: Purchase & install 8 e-charging stations for EVs (2 @ Pease Tradeprt 2@Pease GC 4 @ Pease Airprt)

Total Cost: \$51,260
Pre 2023 Funding:
2023-2026 Funding: \$51,260
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		\$46,260			\$46,260	\$37,008		\$9,252	CMAQ, TOWN
PE	\$5,000				\$5,000	\$4,000		\$1,000	CMAQ, TOWN
	\$5,000	\$46,260			\$51,260	\$41,008		\$10,252	

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

PORTSMOUTH (43760)

Facility: I-95

SCOPE: Soundwalls/privacy fence along I-95 in Portsmouth

Total Cost: \$10,500,001
Pre 2023 Funding:
2023-2026 Funding: \$10,500,001
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		\$7,000,000	\$3,000,000		\$10,000,001	\$10,000,001			NHP, Toll Credit
PE	\$500,000				\$500,000		\$500,000		TPK-CAP
	\$500,000	\$7,000,000	\$3,000,000		\$10,500,001	\$10,000,001	\$500,000		

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

PORTSMOUTH, NH - KITTERY, ME (15731C)

Facility: US ROUTE 1 BYPASS

SCOPE: Functional replacement for the PDA-DPH side barge wharf, SML Bridge ROW Mitigation.

Total Cost: \$42,689,216
Pre 2023 Funding:
2023-2026 Funding: \$42,689,216
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$42,689,216				\$42,689,216	\$42,689,216			STBG-FLEX, Toll Credit
	\$42,689,216				\$42,689,216	\$42,689,216			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

PORTSMOUTH, NH - YORK, ME (16189B)

Facility: I-95

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

Total Cost: \$10,503,160
Pre 2023 Funding: \$5,914,096
2023-2026 Funding: \$4,589,064
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$4,589,064				\$4,589,064		\$4,589,064		TPK-RR
	\$4,589,064				\$4,589,064		\$4,589,064		

Regionally Significant: Y Clean Air Act Code: E-7 RPCS: RPC Most Recent Revision: A00Y23

PROGRAM (COAST5307)

Facility: Various

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

Total Cost: \$56,121,710
Pre 2023 Funding: \$19,372,009
2023-2026 Funding: \$13,832,369
Post 2026 Funding: 22917332

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$3,344,303	\$3,419,055	\$3,495,459	3573552	\$13,832,369	\$11,065,895		\$2,766,474	FTA5307, OTHER
	\$3,344,303	\$3,419,055	\$3,495,459	\$3,573,552	\$13,832,369	\$11,065,895		\$2,766,474	

Regionally Significant: N Clean Air Act Code: E-21 RPCS: RPC, SRPC Most Recent Revision: A00Y23

PROGRAM (FTA5307)

Facility: Boston Urbanized Area (UZA)

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

Total Cost: \$100,250,367
Pre 2023 Funding: \$35,969,691
2023-2026 Funding: \$30,012,928
Post 2026 Funding: 34267748

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$9,624,123	\$6,719,372	\$6,795,759	6873674	\$30,012,928	\$30,012,928			FTA5307, Toll Credit
	\$9,624,123	\$6,719,372	\$6,795,759	\$6,873,674	\$30,012,928	\$30,012,928			

Regionally Significant: N Clean Air Act Code: E-21 RPCS: CNHRPC, NRPC, RP Most Recent Revision: A00Y23

PROGRAM (MTA5307)

Facility: Manchester Transit Authority (MTA)

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

Total Cost: \$81,593,639
Pre 2023 Funding: \$21,309,800
2023-2026 Funding: \$22,717,518
Post 2026 Funding: 37566321

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$5,515,162	\$5,623,193	\$5,733,384	5845779	\$22,717,518	\$14,993,562		\$7,723,956	FTA5307, OTHER
	\$5,515,162	\$5,623,193	\$5,733,384	\$5,845,779	\$22,717,518	\$14,993,562		\$7,723,956	

Regionally Significant: N Clean Air Act Code: E-21 RPCS: RPC, SNHPC Most Recent Revision: A00Y23

PROGRAM (MTA5310)

Facility: Manchester Transit Authority (MTA)

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

Total Cost: \$2,598,405
Pre 2023 Funding: \$881,457
2023-2026 Funding: \$646,281
Post 2026 Funding: 1070667

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$156,803	\$159,939	\$163,138	166401	\$646,281	\$517,025		\$129,256	FTA5310, OTHER
	\$156,803	\$159,939	\$163,138	\$166,401	\$646,281	\$517,025		\$129,256	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: RPC, SNHPC Most Recent Revision: A00Y23

PROGRAM (MTA5339)

Facility: Manchester Transit Authority (MTA)

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

Total Cost: \$750,615
Pre 2023 Funding: \$191,626
2023-2026 Funding: \$208,490
Post 2026 Funding: 350499

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$50,325	\$51,332	\$52,359	54474	\$208,490	\$177,217	\$15,637	\$15,637	FTA5339, NHHF, OTHER
	\$50,325	\$51,332	\$52,359	\$54,474	\$208,490	\$177,217	\$15,637	\$15,637	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: RPC, SNHPC Most Recent Revision: A00Y23

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: \$918,037
Pre 2023 Funding: \$220,843
2023-2026 Funding: \$1,394,387
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON			\$692,194		\$692,194	\$553,755		\$138,439	CMAQ, TOWN
CON			\$692,194		\$692,194	\$553,755		\$138,439	CMAQ, TOWN
ROW	\$2,000				\$2,000	\$1,600		\$400	CMAQ, TOWN
PE	\$3,000				\$3,000	\$2,400		\$600	CMAQ, TOWN
PE	\$3,000				\$3,000	\$2,400		\$600	CMAQ, TOWN
ROW	\$2,000				\$2,000	\$1,600		\$400	CMAQ, TOWN
	\$10,000		\$1,384,387		\$1,394,387	\$1,115,510		\$278,877	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y23

SALEM (42884)

Facility: Various

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

Total Cost: \$1,786,143
Pre 2023 Funding: \$140,000
2023-2026 Funding: \$140,000
Post 2026 Funding: 1506143.3387

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$140,000				\$140,000	\$112,000		\$28,000	CMAQ, TOWN
	\$140,000				\$140,000	\$112,000		\$28,000	

Regionally Significant: N Clean Air Act Code: E-52 RPCS: RPC Most Recent Revision: A00Y23

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: \$49,770,743
Pre 2023 Funding: \$42,210,272
2023-2026 Funding: \$7,560,470
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		\$1,054,151	\$6,506,319		\$7,560,470	\$7,152,450		\$408,020	NHP, Toll Credit, RZED Subsidy
		\$1,054,151	\$6,506,319		\$7,560,470	\$7,152,450		\$408,020	

Regionally Significant: N Clean Air Act Code: E-0 RPCS: RPC Most Recent Revision: A00Y23

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: \$94,130,852
Pre 2023 Funding: \$5,342,262
2023-2026 Funding: \$88,788,590
Post 2026 Funding:

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$24,415,359	\$19,714,647	\$43,558,584		\$87,688,590	\$87,688,590			BIL-BRG, HWYINF, Toll Credit, STBG-FLEX
PE	\$1,100,000				\$1,100,000	\$1,100,000			STBG-FLEX, Toll Credit
	\$25,515,359	\$19,714,647	\$43,558,584		\$88,788,590	\$88,788,590			

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y23

SEABROOK (41712)

Facility: US 1

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

Total Cost: \$4,097,774
Pre 2023 Funding:
2023-2026 Funding: \$617,410
Post 2026 Funding: 3480363.6517

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW			\$243,242		\$243,242	\$121,621		\$121,621	NONPAR OTHER, STBG-FLEX, Toll Credit
PE			\$374,168		\$374,168	\$187,084		\$187,084	NONPAR OTHER, STBG-FLEX, Toll Credit
			\$617,410		\$617,410	\$308,705		\$308,705	

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y23

STRATHAM (41711)

Facility: NH108/Bunker Hill Avenue

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

Total Cost: \$1,351,084
Pre 2023 Funding: \$150,002
2023-2026 Funding: \$189,720
Post 2026 Funding: 1011362.6391

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW			\$66,729		\$66,729	\$66,729			STBG-FLEX, Toll Credit
PE	\$89,626		\$33,365		\$122,991	\$122,991			STBG-FLEX, Toll Credit
	\$89,626		\$100,094		\$189,720	\$189,720			

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y23

\$133,211,915 \$91,570,024 \$101,789,005 \$57,059,605 \$383,630,549 \$322,952,844 \$45,069,269 \$15,608,437

NEVI PROGRAM CHARGING (44093)

Facility: **Statewide**

SCOPE: Administer NEVI funds to develop direct current fast charging stations along AFCs

Total Cost: \$7,574,012
Past Funding:
Current Funding: \$7,574,012
Future Funding

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$6,694,012				\$6,694,012	\$5,355,210		\$1,338,802	NEV, NONPAR OTHER
PE	\$880,000				\$880,000	\$880,000			NEV, Toll Credit
	\$7,574,012				\$7,574,012	\$6,235,210		\$1,338,802	

Regionally Significant: N Clean Air Act Code: ATT RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (NSTI)

Facility: **National Summer Transportation Institute**

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

Total Cost: \$926,000
Past Funding: \$315,000
Current Funding: \$244,000
Future Funding \$367,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$61,000	\$61,000	\$61,000	\$61,000	\$244,000	\$244,000			NSTI
	\$61,000	\$61,000	\$61,000	\$61,000	\$244,000	\$244,000			

Regionally Significant: N Clean Air Act Code: E-0 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (ADA)

Facility: Various

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

Total Cost: \$3,540,000
Past Funding: \$1,140,000
Current Funding: \$900,000
Future Funding: \$1,500,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$85,000		\$85,000		\$170,000	\$170,000			STBG-FLEX, Toll Credit
ROW	\$10,000		\$10,000		\$20,000	\$20,000			STBG-FLEX, Toll Credit
CON		\$355,000		\$355,000	\$710,000	\$710,000			STBG-FLEX, Toll Credit
	\$95,000	\$355,000	\$95,000	\$355,000	\$900,000	\$900,000			

Regionally Significant: N Clean Air Act Code: E-33 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (BRDG-HIB-M&P)

Facility: Various

SCOPE: Maintenance and preservation efforts for High Investment Bridges

Total Cost: \$57,612,632
Past Funding: \$20,212,632
Current Funding: \$12,880,000
Future Funding: \$24,520,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$12,400,000	\$12,400,000			NHP, STBG50-200K, STBG-FLEX, Toll Credit
PE	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000			STBG-FLEX, Toll Credit
ROW	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$80,000			STBG-FLEX, Toll Credit
	\$3,220,000	\$3,220,000	\$3,220,000	\$3,220,000	\$12,880,000	\$12,880,000			

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y23

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

Facility: Tier 1-2 Bridges

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

Total Cost: \$184,432,000
Past Funding: \$75,182,000
Current Funding: \$34,400,000
Future Funding \$74,850,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$8,600,000	\$7,550,000	\$8,600,000	\$8,600,000	\$33,350,000	\$33,350,000			NHP, STBG-FLEX, Toll Credit, STBG<5K
PE	\$650,000	\$100,000	\$100,000	\$100,000	\$950,000	\$950,000			NHP, STBG-FLEX, Toll Credit
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000			NHP, STBG-FLEX, Toll Credit
	\$9,275,000	\$7,675,000	\$8,725,000	\$8,725,000	\$34,400,000	\$34,400,000			

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y23

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

Facility: Tier 3-4 Bridges

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

Total Cost: \$70,922,000
Past Funding: \$19,061,000
Current Funding: \$14,815,000
Future Funding \$37,046,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$300,000	\$50,000	\$50,000	\$50,000	\$450,000	\$450,000			NHP, Toll Credit, STBG-FLEX
ROW	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000	\$40,000			NHP, STBG-FLEX, Toll Credit
CON	\$3,875,000	\$2,650,000	\$3,900,000	\$3,900,000	\$14,325,000	\$14,325,000			NHP, STBG<5K, STBG-FLEX, Toll Credit
	\$4,185,000	\$2,710,000	\$3,960,000	\$3,960,000	\$14,815,000	\$14,815,000			

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (CBI)

Facility: Various

SCOPE: Complex Bridge Inspection (PARENT)

Total Cost: \$8,457,276
Past Funding: \$5,597,276
Current Funding: \$1,080,000
Future Funding: \$1,780,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000	\$1,080,000			STBG-FLEX, Toll Credit
	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000	\$1,080,000			

Regionally Significant: N Clean Air Act Code: E-38 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (CORRST)

Facility: Various

SCOPE: Corridor Studies Statewide

Total Cost: \$8,400,000
Past Funding: \$1,400,000
Current Funding: \$2,800,000
Future Funding: \$4,200,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000	\$2,800,000			CMAQ, Toll Credit
	\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000	\$2,800,000			

Regionally Significant: N Clean Air Act Code: E-34 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (CRDR)

Facility: Various

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

Total Cost: \$82,096,666
Past Funding: \$24,953,366
Current Funding: \$16,743,300
Future Funding \$40,400,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$500,000	\$100,000	\$100,000	\$200,000	\$900,000	\$900,000			NHP, STBG-FLEX, Toll Credit
OTHER	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000			NHP, STBG-FLEX, Toll Credit
ROW	\$54,100	\$25,000	\$30,000	\$30,000	\$139,100	\$139,100			NHP, STBG-FLEX, Toll Credit
CON	\$2,715,000	\$3,413,170	\$4,120,000	\$5,436,030	\$15,684,200	\$15,684,200			NHP, STBG-FLEX, Toll Credit
	\$3,274,100	\$3,543,170	\$4,255,000	\$5,671,030	\$16,743,300	\$16,743,300			

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (DBE)

Facility: Disadvantaged Business Enterprise

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

Total Cost: \$1,699,707
Past Funding: \$905,407
Current Funding: \$317,200
Future Funding \$477,100

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$79,300	\$79,300	\$79,300	\$79,300	\$317,200	\$317,200			DBE
	\$79,300	\$79,300	\$79,300	\$79,300	\$317,200	\$317,200			

Regionally Significant: N Clean Air Act Code: E-0 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (ENV-POST-CON)

Facility: STATEWIDE

SCOPE: Environmental commitments for post-construction obligations.

Total Cost: \$1,784,813
Past Funding: \$684,813
Current Funding: \$500,000
Future Funding \$600,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$200,000	\$100,000	\$100,000	\$100,000	\$500,000	\$500,000			STBG-FLEX, Toll Credit
	\$200,000	\$100,000	\$100,000	\$100,000	\$500,000	\$500,000			

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (FLAP)

Facility: Various

SCOPE: Impr. transportation facilities that access Federal Lands {FLAP} (Application to EFL required)

Total Cost: \$6,806,200
Past Funding: \$2,603,000
Current Funding: \$1,708,000
Future Funding \$2,495,200

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	\$200,000			Forest Highways
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000			Forest Highways
CON	\$352,000	\$352,000	\$352,000	\$352,000	\$1,408,000	\$1,408,000			Forest Highways
	\$427,000	\$427,000	\$427,000	\$427,000	\$1,708,000	\$1,708,000			

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (FTA5310)

Facility: Various

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

Total Cost: \$67,209,596
Past Funding: \$30,249,197
Current Funding: \$14,288,231
Future Funding \$22,672,168

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$3,923,197	\$3,386,823	\$3,454,560	\$3,523,651	\$14,288,231	\$11,430,585		\$2,857,646	FTA5310, OTHER, Toll Credit
	\$3,923,197	\$3,386,823	\$3,454,560	\$3,523,651	\$14,288,231	\$11,430,585		\$2,857,646	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (FTA5339)

Facility: Various

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

Total Cost: \$137,944,254
Past Funding: \$46,422,361
Current Funding: \$27,024,978
Future Funding \$64,496,915

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$10,038,099	\$5,550,542	\$5,661,553	\$5,774,784	\$27,024,978	\$21,619,982		\$5,404,996	FTA5339, OTHER, NH
	\$10,038,099	\$5,550,542	\$5,661,553	\$5,774,784	\$27,024,978	\$21,619,982		\$5,404,996	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (GRR)

Facility: Various

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

Total Cost: \$36,592,685
Past Funding: \$13,040,909
Current Funding: \$8,840,000
Future Funding \$14,711,776

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$2,055,000	\$2,055,000	\$2,055,000	\$2,055,000	\$8,220,000	\$8,220,000			NHP, STBG-FLEX, Toll Credit
PE	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000			NHP, STBG-FLEX, Toll Credit
ROW	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000			NHP, STBG-FLEX, Toll Credit
	\$2,210,000	\$2,210,000	\$2,210,000	\$2,210,000	\$8,840,000	\$8,840,000			

Regionally Significant: N Clean Air Act Code: E-9 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (HSIP)

Facility: Various

SCOPE: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Total Cost: \$244,467,602
Past Funding: \$118,838,036
Current Funding: \$47,542,782
Future Funding \$78,086,784

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$1,200,000	\$500,000	\$500,000	\$500,000	\$2,700,000	\$2,700,000			HSIP, Toll Credit
ROW	\$300,000	\$150,000	\$150,000	\$150,000	\$750,000	\$750,000			HSIP, Toll Credit
CON	\$7,836,989	\$11,596,257	\$11,880,072	\$12,164,464	\$43,477,782	\$43,477,782			HSIP, Toll Credit
OTHER	\$200,000	\$175,000	\$140,000	\$100,000	\$615,000	\$615,000			HSIP, Toll Credit
	\$9,536,989	\$12,421,257	\$12,670,072	\$12,914,464	\$47,542,782	\$47,542,782			

Regionally Significant: N Clean Air Act Code: E-6 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (LTAP)

Facility: Local Technology Assistance Program

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

Total Cost: \$3,133,000
Past Funding: \$1,300,000
Current Funding: \$732,000
Future Funding: \$1,101,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$183,000	\$183,000	\$183,000	\$183,000	\$732,000	\$732,000			LTAP
	\$183,000	\$183,000	\$183,000	\$183,000	\$732,000	\$732,000			

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (MOBIL)

Facility: Various

SCOPE: Municipal Bridge Rehabilitation and Replace Projects

Total Cost: \$33,750,000
Past Funding:
Current Funding: \$27,000,000
Future Funding: \$6,750,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$6,750,000	\$6,750,000	\$6,750,000	\$6,750,000	\$27,000,000	\$27,000,000			MOBIL
	\$6,750,000	\$6,750,000	\$6,750,000	\$6,750,000	\$27,000,000	\$27,000,000			

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (MOBRR)

Facility: Various

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

Total Cost: \$85,341,233
Past Funding: \$19,466,233
Current Funding: \$18,925,000
Future Funding \$46,950,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$500,000	\$500,000	\$500,000	\$100,000	\$1,600,000	\$1,280,000		\$320,000	NONPAR OTHER, OTHER, STBG-BR, STBG-FLEX
CON	\$2,000,000	\$2,000,000	\$6,000,000	\$7,000,000	\$17,000,000	\$13,600,000		\$3,400,000	NONPAR OTHER, OTHER, STBG-BR, STBG-FLEX,
ROW	\$100,000	\$100,000	\$100,000	\$25,000	\$325,000	\$260,000		\$65,000	NONPAR OTHER, OTHER, STBG-BR, STBG-FLEX
	\$2,600,000	\$2,600,000	\$6,600,000	\$7,125,000	\$18,925,000	\$15,140,000		\$3,785,000	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y23

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: \$576,600
Past Funding: \$210,000
Current Funding: \$146,400
Future Funding \$220,200

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$36,600	\$36,600	\$36,600	\$36,600	\$146,400	\$146,400			Skills Training
	\$36,600	\$36,600	\$36,600	\$36,600	\$146,400	\$146,400			

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (PAVE-T1-RESURF)

Facility: Tier 1 Highways

SCOPE: Resurface Tier 1 Highways

Total Cost: \$217,382,690
Past Funding: \$61,932,690
Current Funding: \$42,350,000
Future Funding \$113,100,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$450,000	\$300,000	\$300,000	\$300,000	\$1,350,000	\$1,350,000			NHP, STBG-FLEX, Toll Credit
CON	\$13,000,000	\$13,000,000	\$8,000,000	\$7,000,000	\$41,000,000	\$41,000,000			NHP, STBG-FLEX, Toll Credit
	\$13,450,000	\$13,300,000	\$8,300,000	\$7,300,000	\$42,350,000	\$42,350,000			

Regionally Significant: N Clean Air Act Code: E-10 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (PAVE-T2-REHAB)

Facility: Tier 2 Highways

SCOPE: Rehab of Tier 2 roads.

Total Cost: \$81,974,179
Past Funding: \$45,674,179
Current Funding: \$7,470,000
Future Funding \$28,830,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000			NHP, STBG-FLEX, Toll Credit
CON	\$750,000	\$500,000	\$2,800,000	\$2,800,000	\$6,850,000	\$6,850,000			STBG-FLEX, Toll Credit, NHP
PE	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000	\$500,000			NHP, STBG-FLEX, Toll Credit
	\$905,000	\$655,000	\$2,955,000	\$2,955,000	\$7,470,000	\$7,470,000			

Regionally Significant: N Clean Air Act Code: E-10 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (PAVE-T2-RESURF)

Facility: Tier 2 Highways

SCOPE: Resurfacing Tier 2 Roadways

Total Cost: \$512,875,000
Past Funding: \$167,525,000
Current Funding: \$91,350,000
Future Funding \$254,000,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000			NHP, STBG-FLEX, Toll Credit
CON	\$20,650,000	\$11,650,000	\$28,175,000	\$28,175,000	\$88,650,000	\$67,868,436	20781564		BET, NHP, STBG-FLEX, Toll Credit
PE	\$1,000,000	\$1,000,000	\$300,000	\$300,000	\$2,600,000	\$2,600,000			NHP, STBG-FLEX, Toll Credit
	\$21,675,000	\$12,675,000	\$28,500,000	\$28,500,000	\$91,350,000	\$70,568,436	\$20,781,564		

Regionally Significant: N Clean Air Act Code: E-10 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (PVMRK)

Facility: Various

SCOPE: Statewide Pavement Marking Annual Project

Total Cost: \$70,052,228
Past Funding: \$35,774,501
Current Funding: \$11,877,727
Future Funding \$22,400,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$1,000	\$1,000	\$1,000	\$1,000	\$4,000	\$4,000			STBG-FLEX, Toll Credit
CON	\$1,826,727	\$3,349,000	\$3,349,000	\$3,349,000	\$11,873,727	\$11,873,727			STBG-FLEX, Toll Credit
	\$1,827,727	\$3,350,000	\$3,350,000	\$3,350,000	\$11,877,727	\$11,877,727			

Regionally Significant: N Clean Air Act Code: E-11 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (RCTRL)

Facility: Various

SCOPE: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Total Cost: \$29,233,536
Past Funding: \$13,542,726
Current Funding: \$6,276,324
Future Funding \$9,414,486

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$1,569,081	\$1,569,081	\$1,569,081	\$1,569,081	\$6,276,324	\$5,021,059		\$1,255,265	DNC, REC TRAILS
	\$1,569,081	\$1,569,081	\$1,569,081	\$1,569,081	\$6,276,324	\$5,021,059		\$1,255,265	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (RRRCS)

Facility: Statewide Railroad Crossings

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

Total Cost: \$28,813,761
Past Funding: \$17,718,761
Current Funding: \$4,735,000
Future Funding \$6,360,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$925,000	\$925,000	\$925,000	\$925,000	\$3,700,000	\$3,700,000			RL, Toll Credit
OTHER	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000			RL, Toll Credit
PE	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000	\$1,000,000			RL, Toll Credit
ROW		\$5,000	\$5,000	\$5,000	\$15,000	\$15,000			RL, Toll Credit
	\$1,180,000	\$1,185,000	\$1,185,000	\$1,185,000	\$4,735,000	\$4,735,000			

Regionally Significant: N Clean Air Act Code: E-1 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (SRTS)

Facility: Various

SCOPE: SAFE ROUTES TO SCHOOL PROGRAM

Total Cost: \$8,032,473
Past Funding: \$8,007,473
Current Funding: \$25,000
Future Funding

Phase	2023	2024	2025	2026	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 Most Recent Revision: A00Y23

PROGRAM (STBG-FTA)

Facility: Various

SCOPE: Funds transferred from STBG to FTA to supplement public/human services transportation statewide.

Total Cost: \$36,125,000
Past Funding:
Current Funding: \$14,450,000
Future Funding \$21,675,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$3,612,500	\$3,612,500	\$3,612,500	\$3,612,500	\$14,450,000	\$12,800,000		\$1,650,000	OTHER, STBG-FLEX, Toll Credit
	\$3,612,500	\$3,612,500	\$3,612,500	\$3,612,500	\$14,450,000	\$12,800,000		\$1,650,000	

Regionally Significant: N Clean Air Act Code: E-0 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (STIC)

Facility: **Varies**

SCOPE: STIC Incentives

Total Cost: \$2,190,000
Past Funding: \$662,500
Current Funding: \$610,000
Future Funding \$917,500

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$152,500	\$152,500	\$152,500	\$152,500	\$610,000	\$488,000	122000		NHDOT OP, OTHER FED, STIC
	\$152,500	\$152,500	\$152,500	\$152,500	\$610,000	\$488,000	\$122,000		

Regionally Significant: N Clean Air Act Code: E-0 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (TA)

Facility: **Various**

SCOPE: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Total Cost: \$70,253,967
Past Funding: \$25,114,439
Current Funding: \$16,246,960
Future Funding \$28,892,568

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$870,000	\$520,000	\$520,000	\$335,950	\$2,245,950	\$1,732,760		\$513,190	NONPAR OTHER, OTHER, TAP50-200K, TAP5-50K,
ROW	\$137,650	\$137,650	\$137,650	\$137,650	\$550,600	\$408,480		\$142,120	NONPAR OTHER, OTHER, TAP50-200K, TAP5-50K,
CON	\$3,166,590	\$3,366,590	\$3,366,590	\$3,550,640	\$13,450,410	\$10,440,328		\$3,010,082	NONPAR OTHER, OTHER, TAP50-200K, TAP5-50K,
	\$4,174,240	\$4,024,240	\$4,024,240	\$4,024,240	\$16,246,960	\$12,581,568		\$3,665,392	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (TRAC)

Facility: TRansportation And Civil engineering program

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

Total Cost: \$440,000
Past Funding: \$220,000
Current Funding: \$88,000
Future Funding: \$132,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000	\$88,000			STBG-FLEX, Toll Credit
	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000	\$88,000			

Regionally Significant: N Clean Air Act Code: E-0 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (TRCK-WGHT-SFTY)

Facility: Various

SCOPE: Truck weight safety inspection & maintenance program

Total Cost: \$1,600,000
Past Funding: \$600,000
Current Funding: \$400,000
Future Funding: \$600,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$175,000	\$25,000	\$100,000	\$100,000	\$400,000	\$400,000			STBG-FLEX, Toll Credit
	\$175,000	\$25,000	\$100,000	\$100,000	\$400,000	\$400,000			

Regionally Significant: N Clean Air Act Code: E-6 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (TSMO)

Facility: Transportation Systems Management and Operations

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

Total Cost: \$26,902,631
Past Funding: \$5,642,589
Current Funding: \$13,210,042
Future Funding \$8,050,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$3,954,042	\$3,785,308	\$3,184,773	\$2,285,919	\$13,210,042	\$8,050,000		\$5,160,042	Maine, NHP, Toll Credit, Vermont
	\$3,954,042	\$3,785,308	\$3,184,773	\$2,285,919	\$13,210,042	\$8,050,000		\$5,160,042	

Regionally Significant: N Clean Air Act Code: E-7 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (UBI)

Facility: Various

SCOPE: Underwater Bridge Inspection (Annual Project)

Total Cost: \$1,433,500
Past Funding: \$788,500
Current Funding: \$221,000
Future Funding \$424,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$38,000	\$55,000	\$64,000	\$64,000	\$221,000	\$221,000			STBG-FLEX, Toll Credit
	\$38,000	\$55,000	\$64,000	\$64,000	\$221,000	\$221,000			

Regionally Significant: N Clean Air Act Code: E-38 RPCS: Statewide Most Recent Revision: A00Y23

PROGRAM (USSS)

Facility: Various

SCOPE: Project to update signing on state system

Total Cost: \$13,395,400
Past Funding: \$6,930,900
Current Funding: \$2,664,500
Future Funding: \$3,800,000

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000			NHP, STBG-FLEX, Toll Credit
CON	\$924,500	\$540,000	\$540,000	\$540,000	\$2,544,500	\$2,544,500			NHP, STBG-FLEX, Toll Credit
	\$954,500	\$570,000	\$570,000	\$570,000	\$2,664,500	\$2,664,500			

Regionally Significant: N Clean Air Act Code: E-44 RPCS: Statewide Most Recent Revision: A00Y23

STATEWIDE (41756)

Facility: Various

SCOPE: Evaluate signalized intersections and develop and implement signal timings to improve traffic flow.

Total Cost: \$300,000
Past Funding: \$275,000
Current Funding: \$25,000
Future Funding

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$25,000				\$25,000	\$25,000			CMAQ, Toll Credit
	\$25,000				\$25,000	\$25,000			

Regionally Significant: N Clean Air Act Code: E-52 RPCS: LRPC, NCC, RPC, S Most Recent Revision: A00Y23

STATEWIDE (43104)

Facility: Various

SCOPE: Underwater Bridge Inspection for years from 2021 to 2023.

Total Cost: \$219,880
Past Funding: \$151,070
Current Funding: \$68,810
Future Funding

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	\$68,810				\$68,810	\$38,000	30810		BET, TPK-RR, STBG-FLEX, Toll Credit
	\$68,810				\$68,810	\$38,000	\$30,810		

Regionally Significant: N Clean Air Act Code: ATT RPCS: Statewide Most Recent Revision: A00Y23

STATEWIDE (43932)

Facility: Various

SCOPE: Construct Vehicle Classification Stations and Vehicle Count Stations for Traffic Data Collection

Total Cost: \$2,688,732
Past Funding: \$21,120
Current Funding: \$2,667,612
Future Funding

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	\$20,104				\$20,104	\$5,104	15000		STBG-FLEX, Toll Credit, NONPAR DOT
CON	\$2,647,508				\$2,647,508	\$2,647,508			CARBON-FLEX, Toll Credit
	\$2,667,612				\$2,667,612	\$2,652,612	\$15,000		

Regionally Significant: N Clean Air Act Code: ATT RPCS: CNHRPC, LRPC, NC Most Recent Revision: A00Y23

STATEWIDE SIGNS (43934)

Facility: I-93, I-89, I-293, I-393, NH 101

SCOPE: Replacement and upgrade of Enhanced Reference Location Signs (mile markers)

Total Cost: \$1,961,451
Past Funding: \$1,584,099
Current Funding: \$377,352
Future Funding

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$377,352				\$377,352	\$241,464	135887.5		TPK-RR, STBG-FLEX, Toll Credit
	\$377,352				\$377,352	\$241,464	\$135,888		

Regionally Significant: N Clean Air Act Code: ATT RPCS: CNHRPC, LRPC, NC Most Recent Revision: A00Y23

STATEWIDE SOUTH GUARDRAIL (43993)

Facility: Various

SCOPE: Replacement of NCHRP-350 terminals with MASH terminals, in the southern portion of the state.

Total Cost: \$962,500
Past Funding: \$55,000
Current Funding: \$907,500
Future Funding

Phase	2023	2024	2025	2026	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	\$907,500				\$907,500	\$687,500	220000		HSIP, Toll Credit, TPK-RR
	\$907,500				\$907,500	\$687,500	\$220,000		

Regionally Significant: N Clean Air Act Code: ATT RPCS: CNHRPC, NRPC, RP Most Recent Revision: A00Y23

\$122,399,161 \$97,259,321 \$117,047,179 \$117,776,069 \$454,481,730 \$408,059,326 \$21,305,262 \$25,117,143

Appendix A: NHDOT Fiscal Constraint Documentation

*Fiscal Constraint tables for the 2023-2026 State Transportation Improvement
Program*

2023 Federal Highway Formula and Match Funding

Funding Category	Federal Apportionment	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 348,283	\$ -	\$ -	\$ 348,283	\$ -
Carbon Reduction Program Under 5k	\$ 1,468,386	\$ -	\$ -	\$ 1,468,386	\$ -
Carbon Reduction Program>200k	\$ 820,988	\$ -	\$ -	\$ 820,988	\$ -
Carbon Reduction 50k- 200K	\$ 818,169	\$ -	\$ -	\$ 818,169	\$ -
Carbon Reduction Flex	\$ 1,828,020	\$ -	\$ -	\$ 1,828,020	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,271,809	\$ -	\$ 547,105	\$ 11,818,914	\$ 3,639,206
Highway Safety Improvement Program (HSIP)	\$ 12,179,350	\$ -	\$ -	\$ 12,179,350	\$ 9,536,989
National Highway Freight	\$ 5,727,735	\$ -	\$ -	\$ 5,727,735	\$ 5,727,733
National Highway Performance	\$ 115,343,246	\$ -	\$ 123,800	\$ 115,467,046	\$ 63,783,920
PROTECT Program	\$ 5,938,826	\$ -	\$ -	\$ 5,938,826	\$ 2,200,000
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,569,081
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,180,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 25,000
STBG-5 to 49,999	\$ 2,867,863	\$ -	\$ 167,041	\$ 3,034,904	\$ 1,224,786
STBG-50 to 200K	\$ 6,604,937	\$ -	\$ 98,548	\$ 6,703,485	\$ 5,652,385
STBG-Areas Over 200K	\$ 6,627,700	\$ -	\$ 45,000	\$ 6,672,700	\$ 4,759,052
STBG-Non Urban Areas Under 5K	\$ 11,854,032	\$ -	\$ 14,997	\$ 11,869,029	\$ 11,609,054
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 212,631	\$ 5,109,754	\$ 2,730,136
STBG-State Flexible	\$ 17,987,445	\$ -	\$ 1,132,762	\$ 19,120,207	\$ 85,015,020
TAP-50K to 200K	\$ 740,065	\$ -	\$ 165,000	\$ 905,065	\$ 825,000
TAP-5K to 49,999	\$ 321,336	\$ -	\$ 60,000	\$ 381,336	\$ 300,000
TAP-Areas Over 200K	\$ 742,616	\$ -	\$ 165,000	\$ 907,616	\$ 825,000
TAP-Flex	\$ 2,176,634	\$ -	\$ 193,318	\$ 2,369,952	\$ 966,590
TAP-Non Urban Areas Under 5K	\$ 1,328,213	\$ -	\$ 225,530	\$ 1,553,743	\$ 1,127,650
State Planning and Research & Metro Planning	\$ 6,302,230	\$ -	\$ 297,821	\$ 6,600,051	\$ 6,448,614
Total	\$ 220,675,271	\$ -	\$ 3,762,370	\$ 224,437,641	\$ 209,145,217
Surplus/Deficit					\$ 15,292,424

2024 Federal Highway Formula and Match Funding

Funding Category	Federal Apportionment	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 355,249	\$ -	\$ -	\$ 355,249	\$ -
Carbon Reduction Program Under 5k	\$ 1,468,386	\$ -	\$ -	\$ 1,468,386	\$ -
Carbon Reduction Program>200k	\$ 820,988	\$ -	\$ -	\$ 820,988	\$ -
Carbon Reduction 50k- 200K	\$ 818,169	\$ -	\$ -	\$ 818,169	\$ -
Carbon Reduction Flex	\$ 1,864,580	\$ -	\$ -	\$ 1,864,580	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 606,159	\$ 12,103,404	\$ 4,535,796
Highway Safety Improvement Program (HSIP)	\$ 12,422,937	\$ -	\$ -	\$ 12,422,937	\$ 12,421,257
National Highway Freight	\$ 5,842,290	\$ -	\$ -	\$ 5,842,290	\$ 2,445,363
National Highway Performance	\$ 117,650,111	\$ -	\$ 37,522	\$ 117,687,633	\$ 95,502,295
PROTECT Program	\$ 6,057,603	\$ -	\$ -	\$ 6,057,603	\$ -
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,186	\$ 1,569,081
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 1,185,000
STBG-5 to 49,999	\$ 2,925,220	\$ -	\$ 173,500	\$ 3,098,720	\$ 867,500
STBG-50 to 200K	\$ 6,737,036	\$ -	\$ 68,241	\$ 6,805,277	\$ 4,138,064
STBG-Areas Over 200K	\$ 6,760,254	\$ -	\$ 1,980,000	\$ 8,740,254	\$ 5,715,906
STBG-Non Urban Areas Under 5K	\$ 12,091,113	\$ -	\$ 15,133	\$ 12,106,246	\$ 11,986,792
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ -	\$ 4,995,065	\$ 2,364,616
STBG-State Flexible	\$ 86,915,183	\$ -	\$ 633,033	\$ 87,548,216	\$ 46,986,195
TAP-50K to 200K	\$ 754,866	\$ -	\$ 145,000	\$ 899,866	\$ 725,000
TAP-5K to 49,999	\$ 327,763	\$ -	\$ 55,000	\$ 382,763	\$ 275,000
TAP-Areas Over 200K	\$ 757,468	\$ -	\$ 145,000	\$ 902,468	\$ 725,000
TAP-Flex	\$ 2,220,167	\$ -	\$ 208,318	\$ 2,428,485	\$ 1,041,590
TAP-Non Urban Areas Under 5K	\$ 1,354,777	\$ -	\$ 225,530	\$ 1,580,307	\$ 1,127,650
State Planning and Research & Metro Planning	\$ 6,428,275	\$ -	\$ 297,821	\$ 6,726,096	\$ 6,433,865
Total	\$ 293,594,615	\$ -	\$ 4,904,073	\$ 298,498,688	\$ 200,045,970
Surplus/Deficit					\$ 98,452,718

2025 Federal Highway Formula and Match Funding

Funding Category	Federal Apportionment	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 362,354	\$ -	\$ -	\$ 362,354	\$ -
Carbon Reduction Program Under 5k	\$ 1,497,754	\$ -	\$ -	\$ 1,497,754	\$ -
Carbon Reduction Program>200k	\$ 837,408	\$ -	\$ -	\$ 837,408	\$ -
Carbon Reduction 50k- 200K	\$ 834,532	\$ -	\$ -	\$ 834,532	\$ -
Carbon Reduction Flex	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 531,943	\$ 12,259,133	\$ 4,285,848
Highway Safety Improvement Program (HSIP)	\$ 12,671,396	\$ -	\$ -	\$ 12,671,396	\$ 12,670,072
National Highway Freight	\$ 5,959,136	\$ -	\$ -	\$ 5,959,136	\$ 1,726,792
National Highway Performance	\$ 120,003,113	\$ -	\$ 655,734	\$ 120,658,848	\$ 79,466,254
PROTECT Program	\$ 6,178,755	\$ -	\$ -	\$ 6,178,755	\$ 2,460,589
Recreational Trails	\$ 1,305,977	\$ -	\$ 313,816	\$ 1,619,794	\$ 1,569,081
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -	\$ 1,274,490	\$ 1,185,000
STBG-5 to 49,999	\$ 2,983,724	\$ -	\$ 729,880	\$ 3,713,604	\$ 3,649,400
STBG-50 to 200K	\$ 6,871,777	\$ -	\$ 114,875	\$ 6,986,651	\$ 6,814,650
STBG-Areas Over 200K	\$ 6,895,459	\$ -	\$ -	\$ 6,895,459	\$ 6,243,548
STBG-Non Urban Areas Under 5K	\$ 12,332,935	\$ -	\$ 223,020	\$ 12,555,955	\$ 12,494,341
STBG-Off System Bridge	\$ 5,094,966	\$ -	\$ -	\$ 5,094,966	\$ 537,755
STBG-State Flexible	\$ 88,653,487	\$ -	\$ 1,564,917	\$ 90,218,404	\$ 82,027,289
TAP-50K to 200K	\$ 769,963	\$ -	\$ 145,000	\$ 914,963	\$ 725,000
TAP-5K to 49,999	\$ 334,318	\$ -	\$ 55,000	\$ 389,318	\$ 275,000
TAP-Areas Over 200K	\$ 772,617	\$ -	\$ 145,000	\$ 917,617	\$ 725,000
TAP-Flex	\$ 2,264,570	\$ -	\$ 208,318	\$ 2,472,888	\$ 1,041,590
TAP-Non Urban Areas Under 5K	\$ 1,381,873	\$ -	\$ 225,530	\$ 1,607,403	\$ 1,127,650
State Planning and Research & Metro Planning	\$ 6,556,841	\$ -	\$ 297,821	\$ 6,854,661.50	\$ 6,418,821
Total	\$ 299,466,507	\$ -	\$ 5,210,854	\$ 304,677,361	\$ 225,443,680
Surplus/Deficit					\$ 79,233,682

2026 Federal Highway Formula and Match Funding

Funding Category	Federal Apportionment	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 369,601	\$ -	\$ -	\$ 369,601	\$ -
Carbon Reduction Program Under 5k	\$ 1,527,709	\$ -	\$ -	\$ 1,527,709	\$ -
Carbon Reduction Program>200k	\$ 854,156	\$ -	\$ -	\$ 854,156	\$ -
Carbon Reduction 50k- 200K	\$ 851,223	\$ -	\$ -	\$ 851,223	\$ -
Carbon Reduction Flex	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 472,572	\$ 12,434,306	\$ 2,220,922
Highway Safety Improvement Program (HSIP)	\$ 12,924,824	\$ -	\$ -	\$ 12,924,824	\$ 12,914,464
National Highway Freight	\$ 6,078,319	\$ -	\$ -	\$ 6,078,319	\$ 8,675,593
National Highway Performance	\$ 122,403,175	\$ -	\$ 12,229	\$ 122,415,404	\$ 88,528,342
Protect Program	\$ 6,302,330	\$ -	\$ -	\$ 6,302,330	\$ 1,378,518
Recreational Trails	\$ 1,332,097	\$ -	\$ 313,816	\$ 1,645,913	\$ 1,569,081
RL - Rail Highway	\$ 1,299,980	\$ -	\$ -	\$ 1,299,980	\$ 1,185,000
STBG-5 to 49,999	\$ 3,043,399	\$ -	\$ -	\$ 3,043,399	\$ -
STBG-50 to 200K	\$ 7,009,212	\$ -	\$ 971,768	\$ 7,980,981	\$ 7,625,291
STBG-Areas Over 200K	\$ 7,033,368	\$ -	\$ -	\$ 7,033,368	\$ 3,208,755
STBG-Non Urban Areas Under 5K	\$ 12,579,594	\$ -	\$ 31,181	\$ 12,610,775	\$ 12,610,706
STBG-Off System Bridge	\$ 5,196,866	\$ -	\$ -	\$ 5,196,866	\$ 4,971,964
STBG-State Flexible	\$ 90,426,556	\$ -	\$ 858,624	\$ 91,285,181	\$ 76,554,124
TAP-50K to 200K	\$ 785,363	\$ -	\$ 137,000	\$ 922,363	\$ 685,000
TAP-5K to 49,999	\$ 341,005	\$ -	\$ 47,000	\$ 388,005	\$ 235,000
TAP-Areas Over 200K	\$ 788,070	\$ -	\$ 137,000	\$ 925,070	\$ 685,000
TAP-Flex	\$ 2,309,862	\$ -	\$ 237,128	\$ 2,546,990	\$ 1,185,640
TAP-Non Urban Areas Under 5K	\$ 1,409,510	\$ -	\$ 220,720	\$ 1,630,230	\$ 1,103,600
State Planning and Research & Metro Planning	\$ 6,687,977	\$ -	\$ 368,634	\$ 7,056,611	\$ 6,889,317
Total	\$ 305,455,837	\$ -	\$ 3,807,672	\$ 309,263,510	\$ 232,226,316
Surplus/Deficit					\$ 77,037,194

General Notes

- * Federal Available for 2023 is from 10/12/2022 Federal Status of Funds Report, future years show percentage of BIL increase yearly.
- 2023 & 2024 STBG Flex Programmed shows Conway Bypass Payback.
- Anticipated return 1% funding has been added to STBG Flex.
- Overprogramming in Freight 2026 will use 2025 carryover.
- Overprogramming in Flex will be addressed by deobligations , year end redistributions and year end transfers.

Federal Highway Non-Formula Funds

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 12,885,957.29	\$ -	\$ 1,280,600.00	\$ 14,166,557	\$ 14,166,557
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ 4,173,041	\$ -	\$ 1,043,260	\$ 5,216,301	\$ 5,216,301
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 23,890,909	\$ -	\$ -	\$ 23,890,909	\$ 23,890,909
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,790,000	\$ -	\$ 10,000	\$ 6,800,000	\$ 6,800,000
National Highway Performance Exempt	\$ 4,424,825	\$ -	\$ 123,800.00	\$ 4,548,625	\$ 4,548,625
NEVI	\$ 5,508,373	\$ -	\$ 1,217,093	\$ 6,725,466	\$ 6,725,466
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 737,430	\$ -	\$ 92,179	\$ 829,609	\$ 829,609
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 384,000	\$ -	\$ 96,000	\$ 480,000	\$ 480,000
TOTAL	\$ 63,141,435	\$ 25,000	\$ 3,862,932	\$ 67,029,367	\$ 67,029,367
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 25,328,965.61	\$ -	\$ 2,220,536.77	\$ 27,549,502	\$ 27,549,502
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 10,234,648	\$ -	\$ -	\$ 10,234,648	\$ 10,234,648
Local Tech Assistance Program	\$ 183,000.00	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,750,000.00	\$ -	\$ -	\$ 6,750,000	\$ 6,750,000
National Highway Performance Exempt	\$ 3,843,874	\$ -	\$ 36,500	\$ 3,880,374	\$ 3,880,374
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 92,179	\$ 844,358	\$ 844,358
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 51,256,567	\$ 25,000	\$ 2,349,216	\$ 53,630,783	\$ 53,630,783
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 38,387,851.90	\$ -	\$ 2,113,449	\$ 40,501,301	\$ 40,501,301
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000.00	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ 560,045.00	\$ -	\$ 140,011	\$ 700,056	\$ 700,056
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 18,103,643	\$ -	\$ -	\$ 18,103,643	\$ 18,103,643
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 7,331,952.80	\$ -	\$ 145,488	\$ 7,477,441	\$ 7,477,441
National Highway Performance Exempt	\$ 3,859,152	\$ -	\$ 620,500	\$ 4,479,652	\$ 4,479,652
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 767,223	\$ -	\$ 92,179	\$ 859,402	\$ 859,402
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 73,356,768	\$ 25,000	\$ 3,111,628	\$ 76,493,395	\$ 76,493,395
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 25,791,935.95	\$ -	\$ 3,127,961	\$ 28,919,897	\$ 28,919,897
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 1,542,000	\$ -	\$ -	\$ 1,542,000	\$ 1,542,000
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 9,349,479	\$ -	\$ 649,870	\$ 9,999,349	\$ 9,999,349
National Highway Performance Exempt	\$ 3,874,735	\$ 10,950	\$ -	\$ 3,885,685	\$ 3,885,685
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 650,790	\$ -	\$ 92,179	\$ 742,968	\$ 742,968
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 45,555,840	\$ 35,950	\$ 3,870,010	\$ 49,461,799	\$ 49,461,799

Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$17,650,835	\$0	\$4,255,279	\$21,906,114	\$21,906,114
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$3,493,135	\$0	\$873,284	\$4,366,419	\$4,366,419
FTA5311-Nonurbanized Area (Rural) formula program	\$6,426,068	\$0	\$6,426,068	\$12,852,136	\$12,852,136
FTA5339- Capital bus and bus facilities for statewide public transportation	\$8,208,985	\$0	\$2,049,101	\$10,258,086	\$10,258,086
TOTAL	\$35,779,024	\$0	\$13,603,731	\$49,382,755	\$49,382,755
2024					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$14,911,412	\$0	\$4,341,185	\$19,252,597	\$19,252,597
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$3,071,127	\$0	\$767,782	\$3,838,909	\$3,838,909
FTA5311-Nonurbanized Area (Rural) formula program	\$6,089,700	\$0	\$6,089,700	\$12,179,399	\$12,179,399
FTA5339- Capital bus and bus facilities for statewide public transportation	\$4,622,510	\$0	\$1,152,419	\$5,774,929	\$5,774,929
TOTAL	\$28,694,748	\$0	\$12,351,086	\$41,045,834	\$41,045,834
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$15,156,558	\$0	\$4,428,840	\$19,585,398	\$19,585,398
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$3,132,550	\$0	\$783,138	\$3,915,688	\$3,915,688
FTA5311-Nonurbanized Area (Rural) formula program	\$6,211,494	\$0	\$6,211,494	\$12,422,987	\$12,422,987
FTA5339- Capital bus and bus facilities for statewide public transportation	\$4,714,960	\$0	\$1,175,468	\$5,890,428	\$5,890,428
TOTAL	\$29,215,562	\$0	\$12,598,939	\$41,814,501	\$41,814,501
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$15,406,736	\$0	\$4,518,281	\$19,925,017	\$19,925,017
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$3,195,202	\$0	\$798,800	\$3,994,002	\$3,994,002
FTA5311-Nonurbanized Area (Rural) formula program	\$6,335,724	\$0	\$6,335,724	\$12,671,447	\$12,671,447
FTA5339- Capital bus and bus facilities for statewide public transportation	\$4,810,167	\$0	\$1,199,137	\$6,009,304	\$6,009,304
TOTAL	\$29,747,828	\$0	\$12,851,942	\$42,599,770	\$42,599,770

Innovative and State Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
BETTERMENT-State Funded	\$ -	\$ 6,023,700	\$ -	\$ 6,023,700	\$ 6,023,700
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) (43826)	\$ 5,425,915	\$ -	\$ 1,040,048	\$ 6,465,963	\$ 6,465,963
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ 219,324	\$ -	\$ 219,324	\$ 219,324
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 4,133,830	\$ -	\$ 4,133,830	\$ 4,133,830
Turnpike Capital	\$ -	\$ 40,672,193	\$ -	\$ 40,672,193	\$ 40,672,193
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 5,252,061	\$ -	\$ 5,252,061	\$ 5,252,061
TOTAL	\$ 5,425,915	\$ 56,301,108	\$ 1,040,048	\$ 62,767,071	\$ 62,767,071
2024					
BETTERMENT-State Funded	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) (43826)	\$ 10,447,016	\$ -	\$ 2,014,562	\$ 12,461,578	\$ 12,461,578
Recovery Zone Economic Development Credit (RZED)	\$ 691,720	\$ -	\$ -	\$ 691,720	\$ 691,720
State Aid Bridge (SAB)	\$ -	\$ 8,000	\$ -	\$ 8,000	\$ 8,000
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 9,112,416	\$ -	\$ 9,112,416	\$ 9,112,416
Turnpike Capital	\$ -	\$ 61,669,061	\$ -	\$ 61,669,061	\$ 61,669,061
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ 650,000
TOTAL	\$ 11,138,736	\$ 77,439,477	\$ 2,014,562	\$ 90,592,775	\$ 90,592,775
2025					
BETTERMENT-State Funded	\$ -	\$ 4,390,782	\$ -	\$ 4,390,782	\$ 4,390,782
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) (43826)	\$ 4,575,629	\$ -	\$ 830,001	\$ 5,405,630	\$ 5,405,630
Recovery Zone Economic Development Credit (RZED)	\$ 357,390	\$ -	\$ -	\$ 357,390	\$ 357,390
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 5,173,071	\$ -	\$ 5,173,071	\$ 5,173,071
Turnpike Capital	\$ -	\$ 44,119,381	\$ -	\$ 44,119,381	\$ 44,119,381
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 3,500,000	\$ -	\$ 3,500,000	\$ 3,500,000
TOTAL	\$ 4,933,019	\$ 57,183,234	\$ 830,001	\$ 62,946,254	\$ 62,946,254
2026					
BETTERMENT-State Funded	\$ -	\$ 4,390,782	\$ -	\$ 4,390,782	\$ 4,390,782
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) (43826)	\$ 3,185,943	\$ -	\$ 584,490	\$ 3,770,433	\$ 3,770,433
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 23,525,706	\$ -	\$ 23,525,706	\$ 23,525,706
Turnpike Capital Program	\$ -	\$ 38,215,654	\$ -	\$ 38,215,654	\$ 38,215,654
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ 3,000,000
TOTAL	\$ 3,185,943	\$ 69,132,142	\$ 584,490	\$ 72,902,575	\$ 72,902,575