ROCKINGHAM PLANNING COMMISSION

156 Water Street, Exeter, NH 03833
Tel. 603-778-0885 ◆ Fax: 603-778-9183
email@rpc-nh.org ◆ www.rpc-nh.org

RPC Technical Advisory Committee
November 30th, 2016
9:00-11:00 AM
RPC Office
156 Water Street, Exeter
(Directions on reverse)

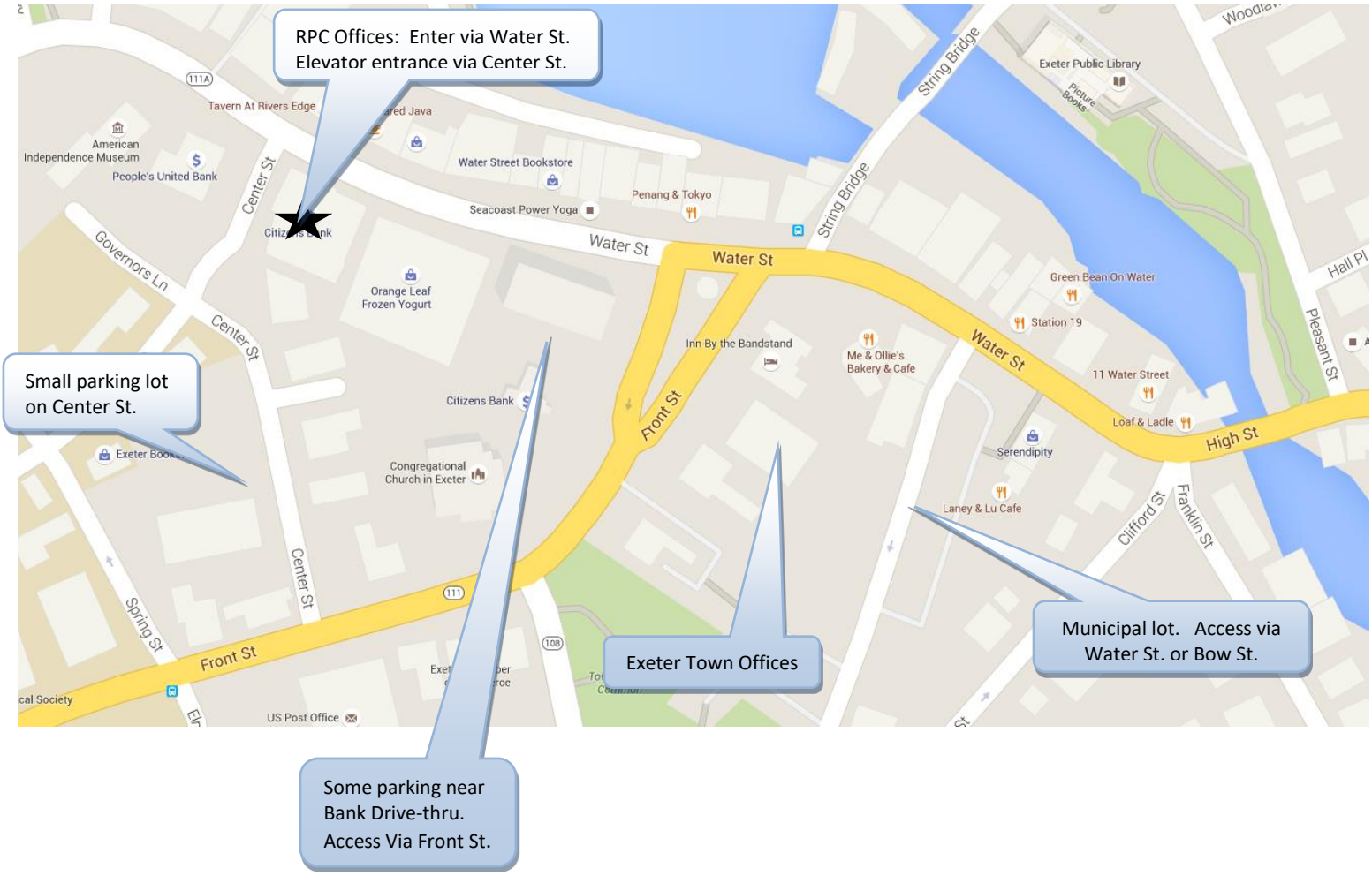
Paper copies of the attachments will be available at the meeting

1. Introductions
2. Minutes of 9/22/16 TAC meeting (**Attachment #1**)— ***[motion to approve]***
3. Draft 2017-2020 Transportation Improvement Program (TIP) and Update to the 2040 Long Range Transportation Plan Project List- (**Attachment #2,2a,2b**)— ***[motion to approve]***
4. 2019-2028 Ten Year Plan Process/Project Solicitation and Selection Criteria – **(Attachment #3)**
5. Long Range Transportation Plan – Objectives and Performance Metrics **(Attachment #4)**
6. 2017 Meeting Schedule
7. Project Updates (handout to be distributed at meeting)

TAC MEETING SCHEDULE For 2016 (Next meeting highlighted)

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

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



ATTACHMENT 1

ROCKINGHAM PLANNING COMMISSION

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ATTACHMENT 1

RPC TAC MEETING

Minutes
September 22, 2016
RPC Conference Room

Members Present: Art Ditto, Chair, Rye; Richard McDermott, Hampton Falls; Robert Clark, Atkinson; Joan Whitney, Kensington; Steve Gerrato, Greenland; Ken Christiansen, Brentwood; Juliet Walker, Portsmouth; Tavis Austin, Stratham; Chris Jacobs, Hampton; Dave Sharples, Exeter; Maria Stowell, PDA; and Carol Macuch, NH DOT.

Staff Present: Cliff Sinnott, Dave Walker, Scott Bogle and Roxanne Rines, RPC.

Others Present: Fran McMahon, Hampton Commissioner and RPC representative to the HBAC and John Nyhan, Chairman, Hampton Beach Area Commission.

Meeting Opened at 9:00 a.m.

1. Introductions

Attendees introduced themselves and stated what municipality they were from or the agency they represented.

2. Minutes of July 28, 2016, TAC Meeting

Motion: **McDermott** made a motion to approve the minutes of July 28, 2016, as written. **Clark** seconded the motion. **Motion carried with two abstentions.**

3. Hampton Beach Transportation Plan

John Nyhan Hampton Beach Advisory Committee (HBAC) handed out agendas for members to follow. He gave an overview of the work and projects that the HBAC has completed to date. He continued that millions of dollars have been spent on the beach side of Hampton Boulevard. The next project will be the reconstruction of Hampton Boulevard because of safety issues. Nearly $8 million in funding has been secured so far. A study of transportation needs was recommended and VHB was selected as the manager.

He stated the 4 possible scenarios are: a) Ashworth Avenue; b) Ocean Boulevard (south end); c) Ocean Boulevard (north end); and d) Great Boars Head to Winnacunnet. He then explained each option.

Discussion ensued about traffic patterns, number of lanes, safety of pedestrians, parking issues, intersection changes, bike/ped lanes and their safety when deliveries are made, drainage concerns, travel lane widths, incorporating Sea Level Rise design guidelines and more.

Nyhan asked that any concerns, recommendations or questions be sent to bogle of D Walker and they will forward them. The next meeting of the HBAC will be held on October 27 at the Hampton Town Hall at

7 pm.

4. Transportation Alternatives Program – Regional Project Ranking

Bogle gave an overview of the TAP program and stated that municipality's must have one staff person certificated to be able to use funding and gave the dates of training. He continued with a powerpoint presentation of projects, maps and staff's scoring. As well as both the staff's and DOT's scoring criteria.

Clark stated the Salem project should be ranked lower, because they had a large development in the area and the Town didn't include funds for sidewalks as a condition of approval. Discussion ensued about project connectivity - regional vs. local; funding that needs used before it expires; communities that pay dues; funding distribution requirements.

Motion: Clark made a motion that staff review Salem's ranking as it pertains to the large project recently completed. **Jacobs** seconded the motion. **Sharples** recused himself because his town has a project.

Bogle explained the ranking process and discussion ensued. **Ditto** gave concerns about the rank of the New Castle project. **Clark** removed his motion. **Jacobs** removed his second. **D Walker** stated staff will look at the concerns voiced and re-rank projects if needed.

Motion: Clark made a motion to authorize staff to make changes to the project rankings if necessary and present those to the MPO for their approval. **McDermott** seconded the motion. **Motion carried with Sharples and Macuch abstaining.**

5. Long Range Transportation Plan – Needs Assessment

D Walker stated this item will be discussed at a future meeting due to time constraints. If you have any comments or concern, please contact him or Bogle.

6. SHRP2 Performance Based Planning Grant Update

D Walker reviewed the grant and stated staff is working with other agencies to create transportation performance goals and they should be complete by next summer.

7. Project Updates

A handout was distributed with other project updates.

Meeting adjourned at 11:03 a.m.

Respectfully submitted,

Roxanne M. Rines
Recording Secretary

ATTACHMENT 2

ROCKINGHAM PLANNING COMMISSION

Attachment #2

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MEMORANDUM

TO: RPC Policy Committee

FROM: David Walker

RE: Adoption of the RPC 2015-2018 Transportation Improvement Program and updated 2040 RPC Metropolitan Transportation Plan

DATE: November 18, 2016

This memorandum discusses the two linked documents that indicate the short and long range transportation project programming for the region. The ***2017-2020 TIP*** (Attachment 2a) details the near-term implementation plans while the ***2040 Metropolitan Transportation Plan*** (Projects and Fiscal Constraint only - Attachment 2b) is the assembled projects and policies to be implemented over the next 25 years. Each of these documents is discussed below and a recommended action is proposed. Both documents are currently in a 30 day public comment period that will conclude on December 13th, 2016 and a public hearing will be held at the Tuck Museum in Hampton (40 Park Avenue) to discuss and approve them on December 14th, 2016 as part of the MPO meeting.

2017-2020 Transportation Improvement Program (TIP) [Attachment #2a]

The *Transportation Improvement Program* (TIP) is a multi-year program of regional highway, transit, bridge, bicycle, and pedestrian improvement projects scheduled for implementation in the Metropolitan Planning Organization (MPO) area over the next four succeeding Federal fiscal years (FY 2017, 2018, 2019, and 2020). It is prepared by the MPO in accordance with joint federal metropolitan planning regulations, 23 CFR 450, issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The projects identified are prioritized by year and have been selected for funding as jointly agreed upon by the MPO and the NHDOT. Projects are listed alphabetically by the name of the community or agency and include information on the funding source, project scope, the type of funds used (Federal, State, or Local/other) as well as the fiscal year in which funds are planned for expenditure.

The proposed 2017-2020 TIP includes approximately ***$560 million*** in funds projects and these are split into two tables collectively listed as ***Attachment 2a*** with funding information summarized in the table below.

- **Regional Projects:** This table includes all projects that explicitly occur wholly or partially within the MPO region. This table includes approximately $229 million in projects across 19 projects and 2 transit systems. Similar to what has been seen in the past several TIP documents, much of the funding is dedicated to several ongoing large projects in the region: the I-93 widening ($73 million), the Newington-Dover Spaulding Turnpike improvements ($20 million), and the replacement and of the Sarah Long Bridge over the Piscataqua River between Portsmouth and

Kittery ($65 Million – 50% paid by the State of Maine). The full listing of projects is included in the attached draft TIP document.

- **Statewide Programs:** There are a variety of projects types that are not required to be listed individually within the TIP collectively known as "Programmatic" projects and are grouped into 29 programs that direct funds to specific purposes, often related to operations, maintenance, and preservation needs or funding that goes to communities for project implementation. For the most part, decisions regarding the specific projects that come from these programs are made utilizing separate processes, such as the Highway Safety Improvement Program, Transportation Alternatives Program, or through DOT programs that identify needs such as the "Red List" of Bridges, or NH DOT District maintenance requirements. While only a portion of this funding will be spent within the MPO Region, statewide they are proposed to be funded at about $331 million over four years. For financial planning purposes, it is assumed that 11.95% of the funding for these projects will be collectively expended within the MPO region.

MPO TIP Funding Summary by FY and Source[1]

	2017	2018	2019	2020	Total
Bridges	$ 29,014,578	$ 35,383,281	$ 19,788,190	$ 15,628,832	$ 99,814,881
Highways	$ 16,287,294	$ 16,471,895	$ 28,508,326	$ 30,003,356	$ 91,270,870
Transit	$ 10,076,474	$ 8,430,637	$ 8,622,833	$ 8,898,763	$ 36,028,707
Bike & Pedestrian[2]	$ 2,314,822	$ -	$ -	$ -	$ 2,314,822
Statewide Programs[3]	$ 78,324,403	$ 79,806,405	$ 87,268,625	$ 85,610,423	$ 331,009,856
Total	**$ 136,017,571**	**$140,092,218**	**$ 124,399,784**	**$140,141,374**	**$560,439,136**

	Federal	State[4]	Local/Other	Total
Bridges	$ 45,424,114	$ 35,521,706	$ 18,869,061	$ 99,814,881
Highways	$65,005,888	$ 22,257,116	$ 4,007,867	91,270,870
Transit	$ 23,883,118	$ 979,488	$ 11,166,102	$ 36,028,707
Bike & Pedestrian[2]	$ 1,285,329	$ 919,035	$ 110,458	$2,314,822
Statewide Programs[3]	$ 249,551,679	$69,057,838	$ 12,400,339	$ 331,009,856
Total	**$ 385,150,128**	**$ 128,735,183**	**$ 46,553,827**	**$560,439,136**

1. Includes projects that cross MPO boundaries (I-93, Newington-Dover, Portsmouth-Kittery)
2. This is the total funding available statewide – Only a portion of these funds will be spent within the region.
3. Additional Bike & Pedestrian related projects are included with the Statewide Programs
4. $42,823,628 of this total is made up of Turnpike Toll Credits

The 2040 Long Range Transportation Plan (Attachment 2b)

The 2040 Long Range Transportation Plan (LRTP or Plan) addresses a 20+ year planning horizon for transportation projects, and is an update to the existing plan adopted in 2014 to maintain consistency between the TIP and Plan documents. At the same time, MPO staff is currently working on a full revision of the Long Range Transportation Plan that will be completed during 2017 and will incorporate work that has been ongoing for the past 18 months. For that reason, the immediate changes that have been made to the LRTP are limited to the following:

- Incorporating approved projects and timeframes from the most recent Ten Year Plan Process.
- Updating the fiscal constraint analysis to account for new years and different revenue and cost assumptions.
- Assignment of projects by year to accommodate both the projects in the proposed 2017-2020 TIP and the 2017-2026 State Ten Year Plan.

The project list and fiscal constraint information are included with this memorandum as ***Attachment #2b***. In updating the fiscal constraint information for the plan the following process was used:

1. Revenues available for transportation projects were established based on discussions with NH DOT, FHWA, and the other NH MPOs. Federal and State funding sources mirror what is found in the fiscal analysis of the State Ten Year Plan and Federal Funding is inflated according to historic trends for years beyond 2024. For regional funding targets a system that distributes resources based on population and lane miles of eligible roadway weighed equally was utilized resulting in a 11.95% share of total revenues as the RPC "share" of funding.
2. Turnpike funds during the 2017-2026 period are assumed to mirror the funds listed for the region in the draft 2017-2020 STIP and the 2017-2026 State Ten Year Plan. After 2026 The annual share of Turnpike funding assumed for the region matches the MPO share of Turnpike Lane Miles (28.2%).
3. Using the 11.95% regional share for each year of the TIP and Plan leaves the MPO over budget in the TIP and Ten Year Plan years. This is because NH DOT programs projects statewide and does not adjust totals to match regional shares. That process has resulted in several large projects in the MPO region that overlap construction timeframes and creates a funding disparity. This was rectified by adjusting the MPO share of FHWA funds between 2017 and 2026 to replicate the projects and funding amounts listed in the Draft 2017-2020 STIP and the 2017-2026 Ten Year Plan.
4. Project costs were estimated and totaled. TIP and Ten Year Plan totals from each fiscal year are listed as shown in those documents. Projects that occur after the Ten Year Plan are inflated to the year of construction cost at 3.2% per year. Engineering and Right-of-Way costs are included as a flat 20% addition (10% of construction total each) to each project and are inflated as well.
5. Costs are subtracted from revenues to provide an annual balance and a cumulative balance with the requirement that each year be fiscally constrained. This analysis is used as the fiscal constraint for both the TIP and the MTP.

The resulting analysis shows that it is anticipated that the current list of projects is financially constrained under a scenario that inflates project costs ***at 3.2% per year and total revenues at about 1.3% per year***. This ensures that each year of the Plan is constrained and leaves approximately 10% of the anticipated long-term funding available for programming of new transportation projects as part of the next Ten Year Plan update which will begin this fall/winter with a project solicitation to communities and transit agencies.

Recommendations

Staff recommends that the TAC endorse the draft 2017-2020 TIP, the updated project list for the 2040 Long Range Transportation Plan, and the financial constraint analysis for both documents and recommend that the MPO Policy Committee approve both. This is based on the following:

1. ***The TIP and Plan are financially constrained***. For the TIP, it is required that the first three years of the TIP have committed funds and that the total committed funds must not exceed the amount of funding available including advanced construction funds. Projects for which operating and construction funds cannot be reasonably expected to be available must be omitted. Based upon information supplied by the NHDOT, the MPO has determined that the FY 2017-2020 TIP as presented is financially constrained. This determination is based upon the following:
    a. For all projects requiring state or local match, the MPO assumes that the match will be made available in a timely manner;
    b. For all projects including federal funds and programmed by the NHDOT, the MPO assumes that NHDOT has determined that the required funds by year and category will be available.

The Long Range Plan must also be fiscally constrained although it is not as rigorous as the constraint for the TIP. As some projects are more than 20 years into the future knowing detailed project costs and scopes is difficult and costs should be considered "order of magnitude" and scopes "general". The overall costs in the Plan is constrained to expected revenues (roughly 12% of anticipated funding), and in addition, each year of the Plan is constrained given an expected variation in funding from year to year. The analysis of the funds available to the MPO and the projects included in the Long Range Plan shows that the MPO can expect to have the funding available to implement the included projects, as well as some funding remaining for which to program additional work.

2. ***The TIP and Plan reflect regional project priorities***. Many of the projects in the TIP are long-standing priorities addressing regional and inter-regional improvement needs (I-93, Newington-Dover), and the most recent Ten Year Plan process added projects that address regional and local transportation issues such as:

    - Funding for three Transit Services (COAST, CART, and the I-93 Commuter).
    - Complete Streets project on Maplewood Avenue in Portsmouth
    - Complete Streets project on Main Street in Plaistow
    - Signal coordination and control projects on NH 125 in Plaistow and Epping
    - Capacity expansion of NH 125 in Epping
    - Railroad crossing improvement on Market Street in Portsmouth
    - The final piece of the NH 125 Improvements in Plaistow and Kingston

Rockingham Planning Commission

TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2017-2020

Public Comment Draft - November 14, 2016

Prepared By:
Rockingham Planning Commission
156 Water Street
Exeter, NH 03833
(603) 778-0885
E-mail: email@rpc-nh.org

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

SELF-CERTIFICATION RESOLUTION

Rockingham Planning Commission MPO

WHEREAS the USDOT 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 450.306 which require that a continuing, cooperative and comprehensive planning process be carried out by the state and local officials; and,

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

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

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

WHEREAS the requirements of Section 1101(b) of 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 450.324 of 23 CFR, and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circulars; and,

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

NOW, THEREFORE, BE IT RESOLVED THAT the **Rockingham Planning Commission**, the Metropolitan Planning Organization (MPO) for **Atkinson, Brentwood, Danville, East Kingston , Epping, Exeter, Fremont, Greenland, Hampstead, Hampton, Hampton Falls, Kensington, Kingston, New Castle, Newfields, Newington, Newton ,North Hampton, Plaistow, Portsmouth, 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** 2017-2020 Transportation Improvement Program and 2040 Metropolitan Transportation Plan were adopted by the Commission at its meeting on **December 14th, 2016**, along with this Self-Certification Resolution.

Cliff Sinnott, Executive Director
Rockingham Planning Commission

Date: 12/15/2016

Victoria Sheehan, Commissioner
New Hampshire Department of Transportation

Date:

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

ROCKINGHAM PLANNING COMMISSION
FISCAL YEARS 2017-2020

INTRODUCTION

The *Transportation Improvement Program* (TIP) is a staged multi-year program of regional transportation improvement projects scheduled for implementation in the Metropolitan Planning Organization (MPO) area over the next four succeeding Federal fiscal years (FY 2017, 2018, 2019, and 2020). This program of projects is represented in **Tables 3,4, and 5** of this document. It is prepared by the MPO in accordance with joint federal metropolitan planning regulations, 23 CFR 450, issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation. The projects identified are prioritized by year and have been selected for funding, as jointly agreed upon by the MPO and the NHDOT.

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

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

The MPO's TIP development process changed substantially in response to the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA) adopted in 1991, and the 1990 Clean Air Act Amendments (CAAA) and forms the basis of the method used today. Transportation legislation that followed ISTEA; the Transportation Equity Act for the 21st Century (TEA 21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century Act (MAP-21), and most recently, the Fixing America's Surface Transportation (FAST) Act have each implemented adjustments to the metropolitan planning process that have evolved to the current procedures. Each of these laws place strong emphasis on the development of both Transportation Plans and TIPs which:

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

FIGURE 1: Rockingham Planning Commission Region

DEVELOPMENT OF THE TIP

Every two years, the MPO solicits project proposals from communities and other local & regional organizations to be considered in the regional transportation planning process. This process and the resultant documents serve as the basis for transportation planning in the region. The Rockingham Planning Commission began the current two-year cyclic process of updating its Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) in the fall of 2014. As part of this process, the MPO verified priorities of the projects already in the listed in the MTP and solicited project proposals to consider transportation improvements not yet included. Communities and other appropriate organizations were encouraged to evaluate their priorities for highway, bridge, bike/pedestrian, transit, and other transportation projects now in preparation for the application process.

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

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

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

Specific Process for the FY 2017-2020 TIP

The MPO began its TIP and MTP update process in the fall of 2014 with the development of a project selection process and criteria in conjunction with NH DOT and the other eight New Hampshire Planning Commissions. The intent was that each agency implement a common methodology for soliciting and selecting projects for inclusion in the State Ten Year Plan and through that each MPO TIP. This included the development of a common project proposal form and standardized information requirements, as well as a common set of project selection criteria. In December, 2014 RPC communities, transit agencies, and NH DOT were solicited for project proposals and asked to review existing projects listed in the MPO Plan and any projects suggested by communities during the previous two years. Projects not currently in the MPO TIP or the State 10 Year Plan would be included in the Metropolitan Transportation Plan as an identified need.

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

A prioritized list of projects recommended for the Ten Year Plan was submitted to NH DOT in April, 2015 along with comments on the process and the draft document. In addition, this information was conveyed the Governor's Advisory Council on Intermodal Transportation (GACIT) in written form as well as via testimony at GACIT hearings in September and October, 2015. **Table 1** – Important Dates in the Project Selection Process, and **Figure 2** - Timeline of Actions and Milestones for a flowchart outline of the MTP and TIP update process.

TABLE 1: Important Dates in the TIP Development Process

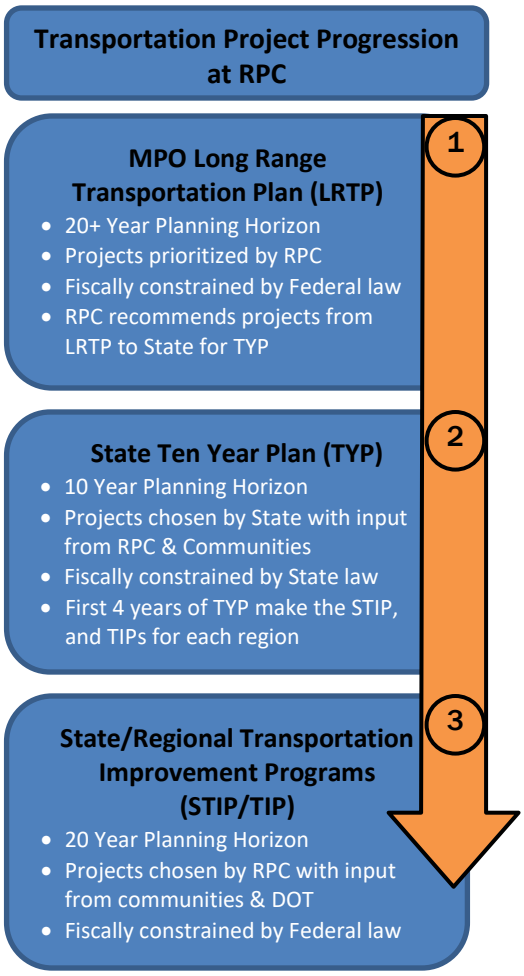
December, 2014	MPO requests project proposals from communities and interested parties.
April 28, 2015	Ten Year Plan Proposals submitted to NH DOT
August 26, 2015	NH DOT submits Draft Ten Year Plan to GACIT
Sept-Oct, 2015	GACIT Public Hearings on the Draft Ten Year Plan
December 16, 2015	GACIT Submits Draft Ten Year Plan to Governor
January 14, 2016	Governor Submits Ten Year Plan to Legislature
June 9, 2016	Legislature Approves 2017-2026 Ten Year Plan
June 25, 2016	Governor Signs 2017-2026 Ten Year Plan
September 2, 2016	NH DOT Releases 2017-2020 STIP Project list
November 30, 2016	RPC TAC Meeting
November 14, 2016	Start of 30 Day Public Comment period on TIP and Plan
December 14, 2016	RPC Policy Committee Meeting

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

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

RELATIONSHIP BETWEEN THE TIP & THE LONG RANGE TRANSPORTATION PLAN

The Long Range Transportation Plan (LRTP) is a 20+ year plan for transportation improvements in the region. The LRTP, which is currently undergoing a minor update to ensure compliance with federal regulations, incorporates the TIP by reference as the short range, project specific component. The update incorporates the 2017-2020 TIP as the first four years of the MTP, incorporates a new fiscal constraint analysis, and continues to utilize a horizon year of 2040. A full update of the Plan is currently in progress and will be completed in 2017.



FINANCIAL ANALYSIS

The metropolitan planning rules require that a TIP must be determined to be financially constrained, by year. For the first three years of the four-year TIP, projects must be limited to those for which funds are committed. Projects for which operating and construction funds cannot be reasonably expected to be available must be omitted. Based upon information supplied by the NH DOT, the MPO has determined that the FY 2017-2020 TIP as presented is financially constrained. This determination is based upon the following:

1) For all projects requiring local match, the MPO assumes that the match will be made available in a timely manner and that Toll Credits will be utilized to meet the State matching requirements unless otherwise stated.

2) For all projects including federal funds and programmed by the NHDOT for FY 2017, 2018, 2019, and 2020 the MPO assumes that the NHDOT has determined that the required funds by year and category will be available.

3) The MPO is receiving significantly more funding in the TIP than would be anticipated based on an equitable distribution of funding around the State. New Hampshire DOT programs projects on a statewide basis according to the relative priority of projects without regard to regional boundaries. This has created a situation where there are a number of high cost, high priority projects occurring in this region at the same time and has increased the share of revenues accordingly from 13.3% under an equitable distribution, to an average of 23% per year during the 2017-2020 timeframe.

The proposed 2017-2020 TIP includes approximately $210 million in funds programmed for transportation projects. In addition, a portion of the funding in statewide programs ($37 million) will be spent within the region. The I-93 widening project remains a large component of the TIP comprising approximately $73 million in costs over the next four years, and the replacement of the Sarah Long Bridge between Portsmouth, NH and Kittery, ME is a similar portion at $73 million, although 50% of the funding for that project will come from Maine. The Newington-Dover Spaulding Turnpike improvements is winding down within the region and, at approximately $20 million, comprises a much smaller portion of the TIP than in the past several iterations. The full

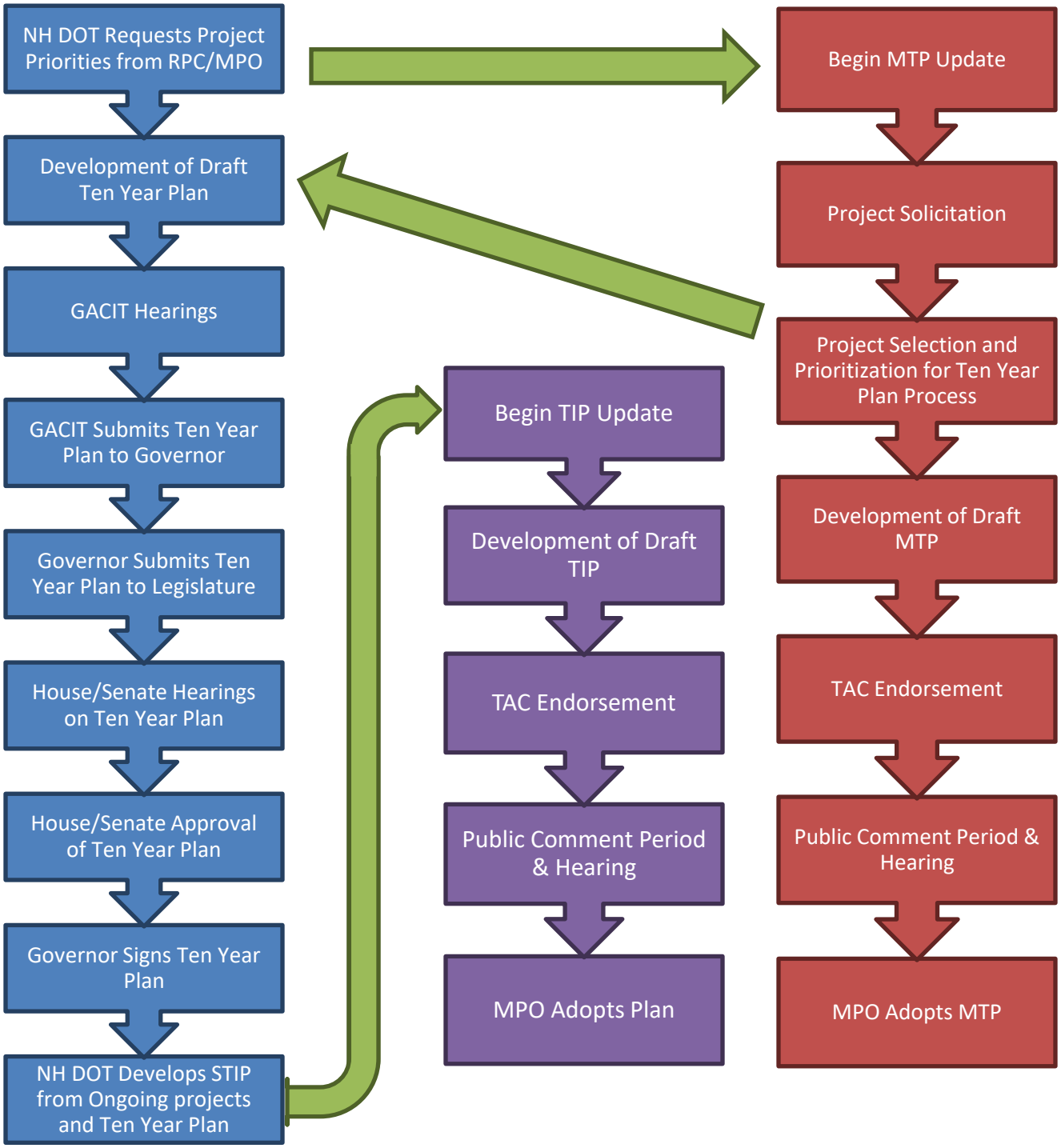
listing of projects provides additional project specific cost details. The project scope is summarized in ***Table 3***, while ***Table 4*** summarizes the project costs by fiscal year, source of funds, as well as by project phase. ***Table 5*** summarizes TIP projects by fiscal year and funding program. The full fiscal constraint analysis for the TIP and the Long Range Transportation Plan is included at the end of this document as ***Table 6***.

AIR QUALITY CONFORMITY ANALYSIS & DETERMINATION

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

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

FIGURE 2: Development of the Rockingham Planning Commission 2040 Plan & 2017-2020 TIP, and State Ten Year Plan



PROGRESS MADE DURING THE 2015-2018 TIP

In the Rockingham Planning Commission Transportation Improvement Program for the fiscal years 2015-2018 there are a number of projects that have been developed and constructed as scheduled. In addition, some projects have incurred delay either in development or construction. These projects are listed in **Table 2** along with their status.

Table 2: Projects completed or delayed from the 2013-2016 TIP

State#	Town	Route/ Road	Scope of Work	Status
	CART	TRANSIT	Operating Assistance and Preventive Maintenance for CART Transit Service	Annual Allocation – Ongoing
	COAST	TRANSIT	Operations, Capital Program and Preventive Maintenance for COAST Transit Service	Annual Allocation - Ongoing
26942	East Kingston	NH107A	NH 107A over B&M Railroad and Road, deck replacement and rehabilitation	Under Construction
26485	Hampton-Portsmouth	Hampton Branch	Purchase rail corridor from Hampton to Portsmouth approximately 9.7 miles and improve trail surface.	In negotiations to buy ROW
15624	New Castle – Rye	NH 1B	Bridge Rehab or replace, Single leaf bascule moveable bridge over Little Harbor 066/071	Delayed to 18-19
11238 (L,M)	Newington-Dover	NH 16	Widen Turnpike including Little Bay Bridges from Gosling Road to Dover Toll	Completed
11238 (O,Q)	Newington-Dover	NH 16	Widen Turnpike including Little Bay Bridges from Gosling Road to Dover Toll	Under Construction
11238 S	Newington-Dover	NH 16	General Sullivan Bridge rehabilitation	Delayed to 9-20
10044G	Plaistow	NH 125	Reconstruct East road to Old Road	Under Construction
68082	Plaistow	Rail	Rail Service from Haverhill, MA to Plaistow. Construct Platform and waiting area. Acquire easements.	Project Dropped
13455 (A,B,C)	Portsmouth	US 1 Bypass	Replace bridges over the US 1 Bypass	Completed
13516	Portsmouth	Market St	Signal coordination along Market Street from I-95 to Kearsarge Street	Completed
14417	Portsmouth	Grafton Drive	Trade Port multi-use path – construct a multi-use path along Grafton Dr between NH Avenue and Portsmouth Transportation Center, and between Pease golf course and Airport Rd (TE Program) [04-54TE]	Completed
20222A &B	Portsmouth	Portsmouth Transportation Center	Expand Portsmouth Transportation Center parking to accommodate future needs and the new East-West express bus service	Completed
15731	Portsmouth, NH – Kittery, ME	US 1 Bypass	Rehabilitate and Paint Bridge over Piscataqua River. Sarah Long Bridge is now being replaced instead of rehabilitated.	Under Construction
16189	Portsmouth, NH – Kittery, ME	I-95	Rehabilitation of Bridge over Piscataqua River (High Level Bridge)	Delayed to 18-19
68087	Portsmouth-Manchester	Bus Service	Bus Service between Portsmouth and Manchester. Connect Portsmouth, Downtown Manchester & BR Airport	Pilot Service Completed. Service Discontinued

Table 2: Projects completed or delayed from the 2013-2016 TIP

State#	Town	Route/ Road	Scope of Work	Status
13880	Rochester-Somersworth-Dover-Newington-Portsmouth	Spaulding Turnpike	Express bus service for general public between Rochester and Portsmouth to have timely connections with inter-city and local transportation services [02-29CM]	Service Active
12334	Salem	NH 28	Reconstruct intersection, Main Street and Depot Street, including signals, left turn lanes & approaches	Delayed to 19-20
13933E	Salem-Manchester		Exit 2 Interchange Reconstruction	Completed
10418Z	Salem to Manchester to Concord	I-93	I-93, Implementation of Incident Management and ITS for overall corridor, to improve efficiency before, during & after I-93 construction. Includes CMAQ App [06-22CM] (CMAQ Program) [ARRA]	Completed – ITS Active

PROJECTS INCLUDED IN THE TIP

The heart of the TIP is the listing of projects to be implemented over the next four years. The 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 a part of the TIP. These listings are divided into two types;

Regional Projects: These are individual transportation projects that are of a scale that they are required to be in the TIP.

Statewide Projects and Programs: These are project types that are not required to be listed individually within the TIP and so are grouped into funding programs. When a project is funded via one of these programmatic funds it may not show up in the TIP however the total funding listed in Table 4 and 5 for each program may change. The MPO is required to show these projects in the TIP as some of the funding from each will likely be spent in the region.

Table 3 Rockingham Planning Commission 2017-2020 TIP Project Summary, shows the Project name and number, location, general scope, and total cost for the projects included in the TIP. Regional projects are listed first, followed by the Statewide projects and programs. The costs included on this table includes the 2017-2020 as well as expenditures from previous years, as well as expected future expenditures after 2020. **Table 4** shows each project by fiscal year, project phase, and source of funding (Federal, State, Other). Like Table 3, regional projects are listed first followed by statewide projects and programs. Total costs by project phase and fiscal year are included at the end of each section. Table 5 shows another variation with each project listed by fiscal year and funding program. This table includes the "Toll Credit" line item which does not represent actual cash but does count against the 20% non-federal match requirements of many projects. Summaries of funding by fiscal year and program are at the end of each section.

The fiscal constraint analysis (***Table 6***) compares estimated project cost totals to the funding expected to be available in the region for transportation projects. This is based on information provided by NH DOT in the State Transportation Improvement Program from which the regional project listing is derived and the State Ten Year Plan. The basic process is to tabulate Federal, State,

and Local/Other funding available in the state during the four fiscal years of the TIP document. Once the available funding is known statewide, the share of resource for the MPO is derived based on the current formula which calculates each region's share of population and federal eligible road miles. These two shares are weighted equally and averaged to provide each MPO with a reasonable share of expected resources. In the case of the RPC, the regional share is 13.3% of the total funding available. As New Hampshire does not sub-allocate funding directly to all of the regions, funding is more variable in the short-term and can be substantially higher or lower than an expected "share" of resource. For that reason, for the purposes of the TIP, fiscal constraint is met at the state level, and the funding available at the regional level is considered equal to the funds programmed in the draft State Transportation Improvement Program (STIP) for the same timeframe. The statewide fiscal constraint information is included as ***Table 7***. *The information shows that funding is adequate for the TIP given expected revenues and expenditures.*

Project Name/#	Route/Road	Scope	Total Cost
COOPERATIVE ALLIANCE FOR REGIONAL TRANPSPORTATION (CART)			
60100A	CART	CART - Preventative Maintenance (Derry-Salem region)	$ 1,268,453
60100B	CART	CART - Operating Assistance (Derry-Salem region)	$ 10,285,946
COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)			
60000A	COAST	COAST - Operating Assistance. Annual project.	$ 48,643,762
60000B	COAST	COAST - Preventative maintenance.	$ 8,026,920
60000C	COAST	COAST - Miscellaneous support equipment.	$ 1,491,148
60000D	COAST	COAST - Bus station equipment.	$ 813,526
60000E	COAST	COAST - General & Comprehensive Planning.	$ 1,222,349
60000F	COAST	COAST - ADA Operations. Annual project.	$ 3,930,981
60000G	COAST	COAST - Capital program.	$ 1,662,335
68069	COAST	COAST - capital/oper for Newington-Dover.	$ 7,199,249
EPPING			
29608	NH 125	NH Rte 125 Improvements from NH 27 to NH 87 - 1.7 miles	$ 11,631,869
HAMPTON			
29609	NH 1A	Engineering study / design for Ocean Blvd improvements	$ 302,254
HAMPTON - PORTSMOUTH			
26485	Hampton Branch Rail Corridor	Purchase rail corridor from Hampton to Portsmouth approximately 9.7 miles and improve trail surface.	$ 4,464,374
HAMPTON FALLS			
29610	US 1	Intersection improvements to enhance traffic operations and safety	$ 302,254
NEW CASTLE			
29614	NH 1B	Feasibility study for causeway improvements for NH Rte 1B	$ 120,902
NEW CASTLE - RYE			
16127	NH 1B	Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071	$ 12,795,211
NEWINGTON - DOVER			
11238	NH 16	NH 16 Widen Turnpike including Little Bay Bridges from Gosling Road to	$ 33,315,911
11238K	NH 16	NH 16 / US 4 / Spaulding Turnpike, Reconfiguration and relocation of ramps	$ 6,708,975
11238S	NH 16	General Sullivan Bridge Rehabilitation	$ 37,548,146
NEWTON			
29617	NH 108	Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)	$ 1,362,114
NORTH HAMPTON			
24457	US Route 1	Replace bridge carrying US 1 over Boston & Maine RR (Redlist Br No 148/132)	$ 7,204,862
PLAISTOW - KINGSTON			
10044E	NH 125	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly	$ 25,521,183

TABLE 3: PROJECT SCOPE AND TOTAL COST (ALL YEARS)

Project Name/#	Route/Road	Scope	Total Cost
PORTSMOUTH			
20258	Peverly Hill Rd.	Const. new sidewalk & striped bicycle shoulders & associated drainage along Peverly Hill Road	$ 1,407,120
27690	US 1 By-Pass	Culvert Replacement, US 1 By-Pass over Hodgson Brook Br No 192/106	$ 4,202,253
29640	US 1	US Rte 1 Improvements (1 mi.) from Constitution Dr to Wilson Rd and from Ocean Rd to White Cedar Dr	$ 9,067,840
29781	Woodbury Ave. , Market St., Granite St.	Upgrade 5 existing traffic controllers and interconnects on Woodbury Ave. Market St. and Granite St	$ 446,401
PORTSMOUTH, NH - KITTERY, ME			
15731	US 1 Bypass	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)	$ 208,345,546
16189	I-95	REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)	$ 8,104,888
PROGRAM			
FTA5307	Boston Urbanized Area (UZA)	Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.	$ 47,204,426
SALEM			
12334	NH 28	RECONSTRUCT DEPOT INTERSECTION NH28 (BROADWAY) AND NH 97 (MAIN STREET) ADD TURN LANES ON NH28 MUPCA	$ 6,586,583
SALEM TO MANCHESTER			
10418L	I-93	Implement and provide operational support for expanded commuter bus	$ 19,127,243
10418T	I-93	CORRIDOR SERVICE PATROL (Salem to Manchester)	$ 902,552
10418W	I-93	Chloride Reduction Efforts	$ 5,071,811
10418X	I-93	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post	$ 7,027,658
13933A	I-93	Mainline, State Line to Exit 1 NB & SB	$ 16,330,411
14633J	I-93	Exit 1 to Exit 5 - Construct 4th lane northbound and southbound	$ 12,127,258
14633P	I-93	CTAP Phase 3; to fund eligible TOD and TDM planning projects within the CTAP RPC Regions.	$ 1,509,816
14633R	I-93	DES Land Grant Program	$ 3,281,047
14800A	I-93	MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List}	$ 50,116,000
14800E	I-93	I-93 Exit 2 Interchange reconstruction & Pelham Rd - debt service project for 13933E (Salem)	$ 47,708,510
14800H	I-93	Final Design Services for PE & ROW	$ 11,018,183
TRAPEZE SOFTWARE GROUP			
68069B	VARIOUS	Statewide rideshare database utilizing Trapeze Ridepro software	$ 131,933
STATEWIDE PROJECTS			
40284	Commuter/Intercity Bus Replacement	Replacement of existing state-owned coaches used for commuter and intercity bus.	$ 18,693,725
15609H	VARIOUS	Statewide Bridge Maintenance, Preservation & Improvements performed by Bridge Maint.	$ 2,200,000
15609I	VARIOUS	Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance.	$ 2,200,000

TABLE 3: PROJECT SCOPE AND TOTAL COST (ALL YEARS)

Project Name/#	Route/Road	Scope	Total Cost
STATEWIDE PROGRAMS			
ADA	VARIOUS	Upgrades to side walks, curb ramps, and signals to be compliant with ADA laws.	$ 2,710,920
BRDG-HIB-M&P	VARIOUS	Maintenance and preservation efforts for High Investment Bridges	$ 28,700,000
BRDG-T1/2-M&P	Tier 1-2 Bridges	Maintenance & preservation of tier 1 & 2 bridges.	$ 70,250,000
BRDG-T3/4-M&P	Tier 3-4 Bridges	Maintenance and preservation of tier 3 & 4 bridges.	$ 23,100,000
CBI	VARIOUS	Complex Bridge Inspection (PARENT)	$ 5,712,276
CRDR	VARIOUS	CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)	$ 26,639,970
DBE	Disadvantaged Business Enterprise	IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE PROGRAM: "DBE COMPLIANCE MONITORING (Annual Program)	$ 1,440,000
FLAP	VARIOUS	Improving transportation facilities that access Federal Lands within NH {FLAP}	$ 4,462,000
FTA5309	VARIOUS	Capital bus and bus facilities - FTA Section 5309 Program	$ 5,566,667
FTA5310	VARIOUS	Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program	$ 39,310,898
FTA5339	VARIOUS	Capital bus and bus facilities - FTA 5339 Program for statewide public transportation	$ 46,037,521
GRR	VARIOUS	GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)	$ 18,405,909
HAZMAT	Hazard Material Review	Hazard Material review for post construction obligations.	$ 381,800
HSIP	VARIOUS	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	$ 148,883,441
LTAP	Local Techonolgy Assistance Program	Local Techonolgy Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH	$ 1,900,000
MOBRR	VARIOUS	MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)	$ 57,700,000
PAVE-T1-PRES	Tier 1 Interstate	Preservation of Tier 1 pavements.	$ 123,500,000
PAVE-T2-MAINT	Tier 2 Highways	Maintenance paving of the tier 2 system.	$ 127,210,000
PAVE-T2-PRES	Tier 2 Highways	Preservation of Tier 2 pavements.	$ 80,250,000
PVMRK	VARIOUS	Statewide Pavement Marking Annual Project	$ 49,600,000
RCTRL	VARIOUS	RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY	$ 19,778,645
RRRCS	Statewide Railroad Crossings	RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)	$ 19,993,438
SRTS	VARIOUS	SAFE ROUTES TO SCHOOL PROGRAM	$ 8,561,274
TA	VARIOUS	TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	$ 28,057,089
TRAC	Transportation & Civil engineering program	Implement and participate in AASHTO TRAC program in local high schools.	$ 308,000
TRCK-WGHT-SFTY	VARIOUS	Truck weight safety inspection & maintenance program	$ 1,000,000
TSMO	Transportation Systems Management and Operations	Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info	$ 5,275,000
UBI	VARIOUS	Underwater Bridge Inspection (Annual Project)	$ 740,500
USSS	VARIOUS	Project to update signing on state system	$ 7,374,000

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

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Project/Project #	Phase	2017 FEDERAL	2017 NHDOT	2017 OTHER	2018 FEDERAL	2018 NHDOT	2018 OTHER	2019 FEDERAL	2019 NHDOT	2019 OTHER	2020 FEDERAL	2020 NHDOT	2020 OTHER	ALL YEARS TOTAL
COOPERATIVE ALLIANCE FOR REGIONAL TRANSPORTATION (CART)														
60100A	OTHER	$ 70,176	$ -	$ 17,544	$ 72,422	$ -	$ 18,105	$ 74,739	$ -	$ 18,685	$ 77,131	$ -	$ 19,283	$ 368,084
60100B	OTHER	$ 367,487	$ -	$ 367,487	$ 379,246	$ -	$ 379,246	$ 391,382	$ -	$ 391,382	$ 403,906	$ -	$ 403,906	$ 3,084,042
		$ 437,663	$ -	$ 385,031	$ 451,668	$ -	$ 397,352	$ 466,121	$ -	$ 410,067	$ 481,037	$ -	$ 423,189	$ 3,452,126
COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)														
60000A	PE	$ 1,273,570	$ -	$ 1,273,570	$ 1,251,048	$ -	$ 1,251,048	$ 1,458,232	$ -	$ 1,458,232	$ 1,504,895	$ -	$ 1,504,895	$ 10,975,490
60000B	OTHER	$ 427,438	$ -	$ 106,860	$ 441,116	$ -	$ 110,279	$ 455,232	$ -	$ 113,808	$ 469,799	$ -	$ 117,450	$ 2,241,982
60000C	PE	$ 400,000	$ -	$ 100,000	$ 98,415	$ -	$ 24,604	$ 82,558	$ -	$ 20,640	$ 86,800	$ -	$ 21,700	$ 834,717
60000D	OTHER	$ 80,000	$ -	$ 20,000	$ 60,000	$ -	$ 15,000	$ 50,000	$ -	$ 12,500	$ 50,000	$ -	$ 12,500	$ 300,000
60000E	OTHER	$ 68,162	$ -	$ 17,040	$ 70,343	$ -	$ 17,586	$ 72,594	$ -	$ 18,148	$ 74,917	$ -	$ 18,729	$ 357,518
60000F	OTHER	$ 297,907	$ -	$ 74,477	$ 228,102	$ -	$ 57,026	$ 235,402	$ -	$ 58,850	$ 242,935	$ -	$ 60,734	$ 1,255,433
60000G	PE	$ 432,000	$ -	$ 108,000	$ 132,000	$ -	$ 33,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 705,000
68069	OTHER	$ 115,584	$ 931,380	$ -	$ 119,283	$ 29,821	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,196,067
		$ 3,094,661	$ 931,380	$ 1,699,947	$ 2,400,306	$ 29,821	$ 1,508,543	$ 2,354,018	$ -	$ 1,682,178	$ 2,429,346	$ -	$ 1,736,008	$ 17,866,208
EPPING														
29608	PE	$ 317,856	$ 79,464	$ -	$ -	$ -	$ -	$ 580,327	$ 145,082	$ -	$ 107,802	$ 26,950	$ -	$ 1,257,481
	ROW	$ -	$ -	$ -	$ 70,292	$ 17,573	$ -	$ 386,885	$ 96,721	$ -	$ -	$ -	$ -	$ 571,471
		$ 317,856	$ 79,464	$ -	$ 70,292	$ 17,573	$ -	$ 967,212	$ 241,803	$ -	$ 107,802	$ 26,950	$ -	$ 1,828,952
HAMPTON														
29609	PE	$ -	$ -	$ -	$ 241,803	$ 60,451	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 302,254
		$ -	$ -	$ -	$ 241,803	$ 60,451	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 302,254
HAMPTON - PORTSMOUTH														
26485	CON	$ 843,499	$ 210,875	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,054,374
		$ 843,499	$ 210,875	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,054,374
HAMPTON FALLS														
29610	PE	$ -	$ -	$ -	$ 241,803	$ 60,451	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 302,254
		$ -	$ -	$ -	$ 241,803	$ 60,451	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 302,254
NEW CASTLE														
29614	PE	$ -	$ -	$ -	$ 96,721	$ 24,180	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 120,902
		$ -	$ -	$ -	$ 96,721	$ 24,180	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 120,902
NEW CASTLE - RYE														
16127	ROW	$ 18,163	$ 4,541	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 22,704
	CON	$ 908	$ 227	$ -	$ 4,123,773	$ 1,030,943	$ -	$ 1,873,505	$ 468,376	$ -	$ 1,658,932	$ 414,733	$ -	$ 9,571,397
		$ 19,071	$ 4,768	$ -	$ 4,123,773	$ 1,030,943	$ -	$ 1,873,505	$ 468,376	$ -	$ 1,658,932	$ 414,733	$ -	$ 9,594,101
NEWINGTON - DOVER														
11238	CON	$ -	$ 85,202	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 85,202
11238K	CON	$ -	$ 20,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 20,000
11238S	CON	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,578,801	$ -	$ -	$ 13,461,589	$ -	$ 20,040,390
		$ -	$ 105,202	$ -	$ -	$ -	$ -	$ -	$ 6,578,801	$ -	$ -	$ 13,461,589	$ -	$ 20,145,592

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project #	Phase	2017 FEDERAL	2017 NHDOT	2017 OTHER	2018 FEDERAL	2018 NHDOT	2018 OTHER	2019 FEDERAL	2019 NHDOT	2019 OTHER	2020 FEDERAL	2020 NHDOT	2020 OTHER	ALL YEARS TOTAL
NEWTON														
29617	PE	$ 93,722	$ 23,431	$ -	$ -	$ -	$ -	$ 149,724	$ 37,431	$ -	$ -	$ -	$ -	$ 304,308
	ROW	$ 23,431	$ 5,858	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 29,288
		$ 117,153	$ 29,288	$ -	$ -	$ -	$ -	$ 149,724	$ 37,431	$ -	$ -	$ -	$ -	$ 333,596
NORTH HAMPTON														
24457	PE	$ 181,632	$ 45,408	$ -	$ 187,444	$ 46,861	$ -	$ 193,442	$ 48,361	$ -	$ 74,862	$ 18,716	$ -	$ 796,726
	ROW	$ 227,040	$ 56,760	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 283,800
		$ 408,672	$ 102,168	$ -	$ 187,444	$ 46,861	$ -	$ 193,442	$ 48,361	$ -	$ 74,862	$ 18,716	$ -	$ 1,080,526
PLAISTOW - KINGSTON														
10044E	PE	$ 454,080	$ 113,520	$ -	$ 1,752,603	$ 438,151	$ -	$ 24,180	$ 6,045	$ -	$ 24,954	$ 6,239	$ -	$ 2,819,772
	ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,571,720	$ 392,930	$ -	$ 24,954	$ 6,239	$ -	$ 1,995,842
		$ 454,080	$ 113,520	$ -	$ 1,752,603	$ 438,151	$ -	$ 1,595,900	$ 398,975	$ -	$ 49,908	$ 12,477	$ -	$ 4,815,615
PORTSMOUTH														
20258	PE	$ 51,711	$ -	$ 12,928	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 64,639
	ROW	$ 12,384	$ -	$ 3,096	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 15,480
	CON	$ 377,735	$ 708,160	$ 94,434	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,180,329
27690	PE	$ -	$ -	$ -	$ 187,444	$ 46,861	$ -	$ 193,442	$ 48,361	$ -	$ -	$ -	$ -	$ 476,108
	ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ 96,721	$ 24,180	$ -	$ -	$ -	$ -	$ 120,902
	CON	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,708,194	$ 677,049	$ -	$ -	$ -	$ -	$ 3,385,243
29640	PE	$ 113,520	$ 28,380	$ -	$ 281,166	$ 70,292	$ -	$ 483,606	$ 120,902	$ -	$ 270,502	$ 67,626	$ -	$ 1,435,993
	ROW	$ -	$ -	$ -	$ 23,431	$ 5,858	$ -	$ 483,606	$ 120,902	$ -	$ 1,259,682	$ 314,920	$ -	$ 2,208,398
29781	PE	$ 2,477	$ -	$ 619	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,096
	CON	$ 229,044	$ -	$ 57,261	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 286,305
		$ 786,871	$ 736,540	$ 168,338	$ 492,041	$ 123,010	$ -	$ 3,965,570	$ 991,393	$ -	$ 1,530,184	$ 382,546	$ -	$ 9,176,492
PORTSMOUTH, NH - KITTERY, ME														
15731	ROW	$ 2,187,757	$ 546,939	$ -	$ 3,748,970	$ 937,242	$ -	$ 3,868,849	$ 967,212	$ -	$ -	$ -	$ -	$ 12,256,970
	CON	$ 10,912,000	$ 2,728,000	$ 12,000,000	$ 12,981,034	$ 3,245,259	$ 2,912,284	$ -	$ -	$ -	$ -	$ -	$ -	$ 44,778,577
16189	CON	$ -	$ -	$ -	$ -	$ 1,978,389	$ 3,956,777	$ -	$ 2,041,697	$ -	$ -	$ -	$ -	$ 7,976,863
		$ 13,099,757	$ 3,274,939	$ 12,000,000	$ 16,730,004	$ 6,160,890	$ 6,869,061	$ 3,868,849	$ 3,008,909	$ -	$ -	$ -	$ -	$ 65,012,409
PROGRAM														
FTA5307	OTHER	$ 2,787,128	$ -	$ 696,782	$ 2,876,317	$ -	$ 719,079	$ 2,968,359	$ -	$ 742,090	$ 3,063,346	$ -	$ 765,837	$ 14,618,938
		$ 2,787,128	$ -	$ 696,782	$ 2,876,317	$ -	$ 719,079	$ 2,968,359	$ -	$ 742,090	$ 3,063,346	$ -	$ 765,837	$ 14,618,938
SALEM														
12334	PE	$ 165,120	$ -	$ 41,280	$ 85,202	$ -	$ 21,300	$ -	$ -	$ -	$ -	$ -	$ -	$ 312,902
	ROW	$ 536,640	$ -	$ 134,160	$ 1,789,240	$ -	$ 447,310	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,907,350
	CON	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,198,210	$ -	$ 549,552	$ 226,855	$ -	$ 56,714	$ 3,031,331
		$ 701,760	$ -	$ 175,440	$ 1,874,442	$ -	$ 468,611	$ 2,198,210	$ -	$ 549,552	$ 226,855	$ -	$ 56,714	$ 6,251,584

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

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TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project #	Phase	2017 FEDERAL	2017 NHDOT	2017 OTHER	2018 FEDERAL	2018 NHDOT	2018 OTHER	2019 FEDERAL	2019 NHDOT	2019 OTHER	2020 FEDERAL	2020 NHDOT	2020 OTHER	ALL YEARS TOTAL
SALEM TO MANCHESTER														
10418L	CON	$ 1,254,262	$ 281,066	$ -	$ 580,000	$ 145,000	$ -	$ 580,000	$ 145,000	$ -	$ 580,000	$ 145,000	$ -	$ 3,710,328
10418T	PE	$ 82,560	$ 20,640	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 103,200
10418W	PE	$ 852,019	$ 213,005	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,065,024
10418X	PE	$ 20,842	$ 34,816	$ -	$ 20,904	$ 34,989	$ -	$ 23,902	$ 39,657	$ -	$ -	$ -	$ -	$ 175,110
13933A	CON	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,481,964	$ 870,491	$ -	$ 9,582,365	$ 2,395,591	$ -	$ 16,330,411
14633J	CON	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,740,982	$ 4,227,157	$ -	$ 1,796,693	$ 4,362,426	$ -	$ 12,127,258
14633P	PLAN	$ 1,207,853	$ 301,963	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,509,816
14633R	ROW	$ 421,750	$ -	$ 105,437	$ 677,049	$ -	$ 169,262	$ 708,696	$ -	$ 177,174	$ -	$ -	$ -	$ 2,259,367
14800A	CON	$ 684,034	$ 171,009	$ 561,949	$ 684,034	$ 171,009	$ 561,949	$ 684,034	$ 171,009	$ 561,949	$ 1,994,574	$ 498,644	$ 561,949	$ 7,306,143
14800E	CON	$ 4,933,305	$ 1,233,326	$ -	$ 4,932,051	$ 1,233,013	$ -	$ 4,931,734	$ 1,232,933	$ -	$ 3,599,713	$ 899,928	$ -	$ 22,996,004
14800H	PE	$ 1,018,998	$ 254,750	$ -	$ 1,051,339	$ 262,835	$ -	$ 1,084,912	$ 271,228	$ -	$ 817,227	$ 204,307	$ -	$ 4,965,596
	ROW	$ 171,078	$ 42,770	$ -	$ 176,508	$ 44,127	$ -	$ 182,144	$ 45,536	$ -	$ 137,203	$ 34,301	$ -	$ 833,666
		$ 10,646,702	$ 2,553,343	$ 667,386	$ 8,121,885	$ 1,890,972	$ 731,211	$ 13,418,368	$ 7,003,011	$ 739,123	$ 18,507,775	$ 8,540,196	$ 561,949	$ 73,381,923
TRAPEZE SOFTWARE GROUP, INC.														
68069B	OTHER	$ 35,107	$ 8,777	$ -	$ 38,042	$ 9,510	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 91,436
		$ 35,107	$ 8,777	$ -	$ 38,042	$ 9,510	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 91,436
TOTAL - REGIONAL PROJECTS														
	PE	$ 5,460,108	$ 813,413	$ 1,536,397	$ 5,627,894	$ 1,045,070	$ 1,329,952	$ 4,274,327	$ 717,066	$ 1,478,872	$ 2,887,042	$ 323,837	$ 1,526,595	$ 27,020,573
	ROW	$ 3,598,243	$ 656,867	$ 242,693	$ 6,485,488	$ 1,004,800	$ 616,572	$ 7,298,621	$ 1,647,481	$ 177,174	$ 1,421,839	$ 355,460	$ -	$ 23,505,238
	CON	$ 19,234,787	$ 5,437,865	$ 12,713,644	$ 23,300,893	$ 7,803,612	$ 7,431,010	$ 18,198,622	$ 16,412,513	$ 1,111,501	$ 19,439,132	$ 22,177,911	$ 618,663	$153,880,153
	PLAN	$ 1,207,853	$ 301,963	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,509,816
	OTHER	$ 4,248,988	$ 940,157	$ 1,300,190	$ 4,284,870	$ 39,331	$ 1,316,321	$ 4,247,708	$ -	$ 1,355,463	$ 4,382,034	$ -	$ 1,398,439	$ 23,513,500
	TOTAL	**$ 33,749,979**	**$ 8,150,265**	**$ 15,792,924**	**$ 39,699,145**	**$ 9,892,813**	**$ 10,693,856**	**$ 34,019,278**	**$ 18,777,061**	**$ 4,123,010**	**$ 28,130,047**	**$ 22,857,207**	**$ 3,543,697**	**$229,429,281**

TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017 FEDERAL	2017 NHDOT	2017 OTHER	2018 FEDERAL	2018 NHDOT	2018 OTHER	2019 FEDERAL	2019 NHDOT	2019 OTHER	2020 FEDERAL	2020 NHDOT	2020 OTHER	ALL YEARS TOTAL
STATEWIDE PROJECTS													
STATEWIDE - 40284													
OTHER	$ 2,476,800	$ 619,200	$ -	$ 2,556,058	$ 639,014	$ -	$ 4,220,562	$ 1,055,141	$ -	$ 2,177,810	$ 544,453	$ -	$ 14,289,038
STATEWIDE - 15609H													
CON	$ 1,760,000	$ 440,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,200,000
STATEWIDE - 15609I													
CON	$ -	$ -	$ -	$ 1,760,000	$ 440,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,200,000
	$ 4,236,800	$ 1,059,200	$ -	$ 4,316,058	$ 1,079,014	$ -	$ 4,220,562	$ 1,055,141	$ -	$ 2,177,810	$ 544,453	$ -	$ 18,689,038
STATEWIDE PROGRAMS													
PROGRAM ADA													
CON	$ 187,444	$ 46,861	$ -	$ 193,442	$ 48,361	$ -	$ 199,633	$ 49,908	$ -	$ 206,021	$ 51,505	$ -	$ 983,175
PROGRAM BRDG-HIB-M&P													
PE	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 400,000
ROW	$ 16,000	$ 4,000	$ -	$ 16,000	$ 4,000	$ -	$ 16,000	$ 4,000	$ -	$ 16,000	$ 4,000	$ -	$ 80,000
CON	$ 2,040,000	$ 510,000	$ -	$ 2,040,000	$ 510,000	$ -	$ 2,240,000	$ 560,000	$ -	$ 2,240,000	$ 560,000	$ -	$ 10,700,000
	$ 2,136,000	$ 534,000	$ -	$ 2,136,000	$ 534,000	$ -	$ 2,336,000	$ 584,000	$ -	$ 2,336,000	$ 584,000	$ -	$ 11,180,000
PROGRAM BRDG-T1/2-M&P													
PE	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 400,000
ROW	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 100,000
CON	$ 2,000,000	$ 500,000	$ -	$ 2,000,000	$ 500,000	$ -	$ 6,400,000	$ 1,600,000	$ -	$ 6,400,000	$ 1,600,000	$ -	$ 21,000,000
	$ 2,100,000	$ 525,000	$ -	$ 2,100,000	$ 525,000	$ -	$ 6,500,000	$ 1,625,000	$ -	$ 6,500,000	$ 1,625,000	$ -	$ 21,500,000
PROGRAM BRDG-T3/4-M&P													
PE	$ 40,000	$ 10,000	$ -	$ 40,000	$ 10,000	$ -	$ 40,000	$ 10,000	$ -	$ 40,000	$ 10,000	$ -	$ 200,000
ROW	$ 8,000	$ 2,000	$ -	$ 8,000	$ 2,000	$ -	$ 8,000	$ 2,000	$ -	$ 8,000	$ 2,000	$ -	$ 40,000
CON	$ 1,000,000	$ 250,000	$ -	$ 1,000,000	$ 250,000	$ -	$ 2,000,000	$ 500,000	$ -	$ 2,000,000	$ 500,000	$ -	$ 7,500,000
	$ 1,048,000	$ 262,000	$ -	$ 1,048,000	$ 262,000	$ -	$ 2,048,000	$ 512,000	$ -	$ 2,048,000	$ 512,000	$ -	$ 7,740,000
PROGRAM CBI													
PLAN	$ 200,000	$ 50,000	$ -	$ 200,000	$ 50,000	$ -	$ 200,000	$ 50,000	$ -	$ 200,000	$ 50,000	$ -	$ 1,000,000
PROGRAM CRDR													
PE	$ 70,400	$ 17,600	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 388,000
ROW	$ 1,600	$ 400	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 77,000
CON	$ 1,496,000	$ 374,000	$ -	$ 1,496,000	$ 374,000	$ -	$ 1,496,000	$ 374,000	$ -	$ 1,496,000	$ 374,000	$ -	$ 7,480,000
PLAN	$ 32,000	$ 8,000	$ -	$ 4,000	$ 1,000	$ -	$ 4,000	$ 1,000	$ -	$ 4,000	$ 1,000	$ -	$ 55,000
	$ 1,600,000	$ 400,000	$ -	$ 1,600,000	$ 400,000	$ -	$ 1,600,000	$ 400,000	$ -	$ 1,600,000	$ 400,000	$ -	$ 8,000,000

TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017 FEDERAL	2017 NHDOT	2017 OTHER	2018 FEDERAL	2018 NHDOT	2018 OTHER	2019 FEDERAL	2019 NHDOT	2019 OTHER	2020 FEDERAL	2020 NHDOT	2020 OTHER	ALL YEARS TOTAL
PROGRAM DBE													
OTHER	$ 90,000	$ -	$ -	$ 90,000	$ -	$ -	$ 90,000	$ -	$ -	$ 90,000	$ -	$ -	$ 360,000
PROGRAM FLAP													
PE	$ 50,000	$ -	$ -	$ 50,000	$ -	$ -	$ 50,000	$ -	$ -	$ 50,000	$ -	$ -	$ 200,000
ROW	$ 25,000	$ -	$ -	$ 25,000	$ -	$ -	$ 25,000	$ -	$ -	$ 25,000	$ -	$ -	$ 100,000
CON	$ 250,000	$ -	$ -	$ 225,000	$ -	$ -	$ 275,000	$ -	$ -	$ 275,000	$ -	$ -	$ 1,025,000
	$ 325,000	$ -	$ -	$ 300,000	$ -	$ -	$ 350,000	$ -	$ -	$ 350,000	$ -	$ -	$ 1,325,000
PROGRAM FTA5309													
OTHER	$ 800,000	$ -	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,000,000
PROGRAM FTA5310													
OTHER	$ 2,004,646	$ -	$ 501,161	$ 2,068,794	$ -	$ 517,199	$ 2,134,996	$ -	$ 533,749	$ 2,203,315	$ -	$ 550,829	$ 10,514,689
PROGRAM FTA5339													
OTHER	$ 2,462,957	$ -	$ 615,739	$ 2,541,771	$ -	$ 635,443	$ 2,623,108	$ -	$ 655,777	$ 2,707,047	$ -	$ 676,762	$ 12,918,604
PROGRAM GRR													
PE	$ 120,000	$ 30,000	$ -	$ 120,000	$ 30,000	$ -	$ 120,000	$ 30,000	$ -	$ 120,000	$ 30,000	$ -	$ 600,000
ROW	$ 4,000	$ 1,000	$ -	$ 4,000	$ 1,000	$ -	$ 4,000	$ 1,000	$ -	$ 4,000	$ 1,000	$ -	$ 20,000
CON	$ 1,504,000	$ 376,000	$ -	$ 1,504,000	$ 376,000	$ -	$ 1,504,000	$ 376,000	$ -	$ 1,504,000	$ 376,000	$ -	$ 7,520,000
	$ 1,628,000	$ 407,000	$ -	$ 1,628,000	$ 407,000	$ -	$ 1,628,000	$ 407,000	$ -	$ 1,628,000	$ 407,000	$ -	$ 8,140,000
PROGRAM HAZMAT													
OTHER	$ 21,600	$ 5,400	$ -	$ 21,600	$ 5,400	$ -	$ 21,600	$ 5,400	$ -	$ 21,600	$ 5,400	$ -	$ 108,000
PROGRAM HSIP													
PE	$ 450,000	$ 50,000	$ -	$ 450,000	$ 50,000	$ -	$ 450,000	$ 50,000	$ -	$ 450,000	$ 50,000	$ -	$ 2,000,000
ROW	$ 135,000	$ 15,000	$ -	$ 135,000	$ 15,000	$ -	$ 135,000	$ 15,000	$ -	$ 135,000	$ 15,000	$ -	$ 600,000
CON	$ 5,401,800	$ 600,200	$ -	$ 7,821,651	$ 869,072	$ -	$ 7,975,936	$ 886,215	$ -	$ 8,153,173	$ 905,908	$ -	$ 32,613,955
PLAN	$ 180,000	$ 20,000	$ -	$ 180,000	$ 20,000	$ -	$ 180,000	$ 20,000	$ -	$ 180,000	$ 20,000	$ -	$ 800,000
	$ 6,166,800	$ 685,200	$ -	$ 8,586,651	$ 954,072	$ -	$ 8,740,936	$ 971,215	$ -	$ 8,918,173	$ 990,908	$ -	$ 36,013,955
PROGRAM LTAP													
PLAN	$ 150,000	$ -	$ -	$ 150,000	$ -	$ -	$ 150,000	$ -	$ -	$ 150,000	$ -	$ -	$ 600,000
PROGRAM MOBRR													
PE	$ 80,000	$ -	$ 20,000	$ 80,000	$ -	$ 20,000	$ 80,000	$ -	$ 20,000	$ 80,000	$ -	$ 20,000	$ 400,000
ROW	$ 40,000	$ -	$ 10,000	$ 40,000	$ -	$ 10,000	$ 20,000	$ -	$ 5,000	$ 20,000	$ -	$ 5,000	$ 150,000
CON	$ 3,600,000	$ -	$ 900,000	$ 3,600,000	$ -	$ 900,000	$ 3,600,000	$ -	$ 900,000	$ 3,600,000	$ -	$ 900,000	$ 18,000,000
	$ 3,720,000	$ -	$ 930,000	$ 3,720,000	$ -	$ 930,000	$ 3,700,000	$ -	$ 925,000	$ 3,700,000	$ -	$ 925,000	$ 18,550,000
PROGRAM PAVE-T1-PRES													
PE	$ 120,000	$ 30,000	$ -	$ 120,000	$ 30,000	$ -	$ 120,000	$ 30,000	$ -	$ 120,000	$ 30,000	$ -	$ 600,000
CON	$ 8,800,000	$ 2,200,000	$ -	$ 9,200,000	$ 2,300,000	$ -	$ 9,600,000	$ 2,400,000	$ -	$ 10,000,000	$ 2,500,000	$ -	$ 47,000,000
	$ 8,920,000	$ 2,230,000	$ -	$ 9,320,000	$ 2,330,000	$ -	$ 9,720,000	$ 2,430,000	$ -	$ 10,120,000	$ 2,530,000	$ -	$ 47,600,000

TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017 FEDERAL	2017 NHDOT	2017 OTHER	2018 FEDERAL	2018 NHDOT	2018 OTHER	2019 FEDERAL	2019 NHDOT	2019 OTHER	2020 FEDERAL	2020 NHDOT	2020 OTHER	ALL YEARS TOTAL
PROGRAM PAVE-T2-MAINT													
PE	$ 160,000	$ 40,000	$ -	$ 160,000	$ 40,000	$ -	$ 160,000	$ 40,000	$ -	$ 160,000	$ 40,000	$ -	$ 800,000
ROW	$ 4,000	$ 1,000	$ -	$ 4,000	$ 1,000	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 60,000
CON	$ 5,000,000	$ 7,500,000	$ -	$ 5,000,000	$ 7,500,000	$ -	$ 5,000,000	$ 7,500,000	$ -	$ 5,000,000	$ 7,500,000	$ -	$ 50,000,000
	$ 5,164,000	$ 7,541,000	$ -	$ 5,164,000	$ 7,541,000	$ -	$ 5,180,000	$ 7,545,000	$ -	$ 5,180,000	$ 7,545,000	$ -	$ 50,860,000
PROGRAM PAVE-T2-PRES													
PE	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 400,000
ROW	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 100,000
CON	$ 6,320,000	$ 1,580,000	$ -	$ 6,320,000	$ 1,580,000	$ -	$ 6,320,000	$ 1,580,000	$ -	$ 6,320,000	$ 1,580,000	$ -	$ 31,600,000
	$ 6,420,000	$ 1,605,000	$ -	$ 6,420,000	$ 1,605,000	$ -	$ 6,420,000	$ 1,605,000	$ -	$ 6,420,000	$ 1,605,000	$ -	$ 32,100,000
PROGRAM PVMRK													
CON	$ 2,480,000	$ 620,000	$ -	$ 2,480,000	$ 620,000	$ -	$ 2,480,000	$ 620,000	$ -	$ 2,480,000	$ 620,000	$ -	$ 12,400,000
PROGRAM RCTRL													
OTHER	$ 1,250,000	$ -	$ 312,500	$ 1,250,000	$ -	$ 312,500	$ 1,250,000	$ -	$ 312,500	$ 1,250,000	$ -	$ 312,500	$ 6,250,000
PROGRAM RRRCS													
PE	$ 45,000	$ 5,000	$ -	$ 45,000	$ 5,000	$ -	$ 45,000	$ 5,000	$ -	$ 45,000	$ 5,000	$ -	$ 200,000
ROW	$ 4,500	$ 500	$ -	$ 4,500	$ 500	$ -	$ 4,500	$ 500	$ -	$ 4,500	$ 500	$ -	$ 20,000
CON	$ 990,000	$ 110,000	$ -	$ 990,000	$ 110,000	$ -	$ 990,000	$ 110,000	$ -	$ 990,000	$ 110,000	$ -	$ 4,400,000
PLAN	$ 4,500	$ 500	$ -	$ 4,500	$ 500	$ -	$ 4,500	$ 500	$ -	$ 4,500	$ 500	$ -	$ 20,000
	$ 1,044,000	$ 116,000	$ -	$ 1,044,000	$ 116,000	$ -	$ 1,044,000	$ 116,000	$ -	$ 1,044,000	$ 116,000	$ -	$ 4,640,000
PROGRAM SRTS													
ROW	$ 10,000	$ -	$ -	$ 5,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 15,000
CON	$ 831,578	$ -	$ -	$ 297,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,128,578
OTHER	$ 13,417	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,417
	$ 854,995	$ -	$ -	$ 302,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,156,995
PROGRAM TA													
PE	$ 29,680	$ -	$ 7,420	$ 252,760	$ -	$ 63,190	$ 252,760	$ -	$ 63,190	$ 252,760	$ -	$ 63,190	$ 984,950
ROW	$ 24,000	$ -	$ 6,000	$ 102,120	$ -	$ 25,530	$ 102,120	$ -	$ 25,530	$ 102,120	$ -	$ 25,530	$ 412,950
CON	$ 2,496,000	$ -	$ 624,000	$ 1,992,000	$ -	$ 498,000	$ 1,992,000	$ -	$ 498,000	$ 1,992,000	$ -	$ 498,000	$ 10,590,000
OTHER	$ 4,000	$ -	$ 1,000	$ 206,800	$ -	$ 51,700	$ 206,800	$ -	$ 51,700	$ 206,800	$ -	$ 51,700	$ 780,500
	$ 2,553,680	$ -	$ 638,420	$ 2,553,680	$ -	$ 638,420	$ 2,553,680	$ -	$ 638,420	$ 2,553,680	$ -	$ 638,420	$ 12,768,400
PROGRAM TRAC													
PE	$ 17,600	$ 4,400	$ -	$ 17,600	$ 4,400	$ -	$ 17,600	$ 4,400	$ -	$ 17,600	$ 4,400	$ -	$ 88,000
PROGRAM TRCK-WGHT-SFTY													
OTHER	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 400,000
PROGRAM TSMO													
CON	$ 60,000	$ 15,000	$ -	$ 60,000	$ 15,000	$ -	$ 60,000	$ 15,000	$ -	$ 60,000	$ 15,000	$ -	$ 300,000
OTHER	$ 220,000	$ 55,000	$ -	$ 220,000	$ 55,000	$ -	$ 220,000	$ 55,000	$ -	$ 220,000	$ 55,000	$ -	$ 1,100,000
	$ 280,000	$ 70,000	$ -	$ 280,000	$ 70,000	$ -	$ 280,000	$ 70,000	$ -	$ 280,000	$ 70,000	$ -	$ 1,400,000

TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017 FEDERAL	2017 NHDOT	2017 OTHER	2018 FEDERAL	2018 NHDOT	2018 OTHER	2019 FEDERAL	2019 NHDOT	2019 OTHER	2020 FEDERAL	2020 NHDOT	2020 OTHER	ALL YEARS TOTAL
PROGRAM UBI													
PE	$ 40,000	$ 10,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 50,000
PLAN	$ -	$ -	$ -	$ 48,000	$ 12,000	$ -	$ 48,000	$ 12,000	$ -	$ 48,000	$ 12,000	$ -	$ 180,000
	$ 40,000	$ 10,000	$ -	$ 48,000	$ 12,000	$ -	$ 48,000	$ 12,000	$ -	$ 48,000	$ 12,000	$ -	$ 230,000
PROGRAM USSS													
PE	$ 48,000	$ 12,000	$ -	$ 24,000	$ 6,000	$ -	$ 24,000	$ 6,000	$ -	$ 24,000	$ 6,000	$ -	$ 150,000
CON	$ 715,200	$ 178,800	$ -	$ 400,000	$ 100,000	$ -	$ 400,000	$ 100,000	$ -	$ 400,000	$ 100,000	$ -	$ 2,394,000
	$ 763,200	$ 190,800	$ -	$ 424,000	$ 106,000	$ -	$ 424,000	$ 106,000	$ -	$ 424,000	$ 106,000	$ -	$ 2,544,000
TOTAL - STATEWIDE PROJECTS													
PE	$ 1,510,680	$ 269,000	$ 27,420	$ 1,679,360	$ 255,400	$ 83,190	$ 1,679,360	$ 255,400	$ 83,190	$ 1,679,360	$ 255,400	$ 83,190	$ 7,860,950
ROW	$ 312,100	$ 33,900	$ 16,000	$ 403,620	$ 38,500	$ 35,530	$ 394,620	$ 42,500	$ 30,530	$ 394,620	$ 42,500	$ 30,530	$ 1,774,950
CON	$ 46,932,022	$ 15,300,861	$ 1,524,000	$ 48,379,093	$ 15,592,433	$ 1,398,000	$ 52,532,568	$ 16,671,123	$ 1,398,000	$ 53,116,194	$ 16,792,413	$ 1,398,000	$ 271,034,708
PLAN	$ 566,500	$ 78,500	$ -	$ 586,500	$ 83,500	$ -	$ 586,500	$ 83,500	$ -	$ 586,500	$ 83,500	$ -	$ 2,655,000
OTHER	$ 9,423,419	$ 699,600	$ 1,630,401	$ 9,035,023	$ 719,414	$ 1,516,841	$ 10,847,066	$ 1,135,541	$ 1,553,726	$ 8,956,573	$ 624,853	$ 1,591,791	$ 47,734,248
Total	$ 58,744,722	$ 16,381,861	$ 3,197,821	$ 60,083,596	$ 16,689,247	$ 3,033,561	$ 66,040,115	$ 18,188,064	$ 3,065,446	$ 64,733,246	$ 17,798,666	$ 3,103,511	$ 331,059,856

TABLE 5: PROJECT TOTALS BY FUNDING PROGRAM AND FISCAL YEAR

Project #	Funding Program	2017	2018	2019	2020	Total
CART						
60100A	FTA 5307 Capital and Operating Program	$ 70,176	$ 72,422	$ 74,739	$ 77,131	$ 294,468
	Other	$ 17,544	$ 18,105	$ 18,685	$ 19,283	$ 73,617
60100B	FTA 5307 Capital and Operating Program	$ 367,487	$ 379,246	$ 391,382	$ 403,906	$ 1,542,021
	Other	$ 367,487	$ 379,246	$ 391,382	$ 403,906	$ 1,542,021
		$ 822,693	$ 849,019	$ 876,188	$ 904,226	$ 3,452,126
COAST						
60000A	FTA 5307 Capital and Operating Program	$ 1,273,570	$ 1,251,048	$ 1,458,232	$ 1,504,895	$ 5,487,745
	Other	$ 1,273,570	$ 1,251,048	$ 1,458,232	$ 1,504,895	$ 5,487,745
60000B	FTA 5307 Capital and Operating Program	$ 427,438	$ 441,116	$ 455,232	$ 469,799	$ 1,793,585
	Other	$ 106,860	$ 110,279	$ 113,808	$ 117,450	$ 448,397
60000C	FTA 5307 Capital and Operating Program	$ 400,000	$ 98,415	$ 82,558	$ 86,800	$ 667,773
	Other	$ 100,000	$ 24,604	$ 20,640	$ 21,700	$ 166,944
60000D	FTA 5307 Capital and Operating Program	$ 80,000	$ 60,000	$ 50,000	$ 50,000	$ 240,000
	Other	$ 20,000	$ 15,000	$ 12,500	$ 12,500	$ 60,000
60000E	FTA 5307 Capital and Operating Program	$ 68,162	$ 70,343	$ 72,594	$ 74,917	$ 286,015
	Other	$ 17,040	$ 17,586	$ 18,148	$ 18,729	$ 71,504
60000F	FTA 5307 Capital and Operating Program	$ 297,907	$ 228,102	$ 235,402	$ 242,935	$ 1,004,346
	Other	$ 74,477	$ 57,026	$ 58,850	$ 60,734	$ 251,087
60000G	FTA 5307 Capital and Operating Program	$ 432,000	$ 132,000	$ -	$ -	$ 564,000
	Other	$ 108,000	$ 33,000	$ -	$ -	$ 141,000
68069	FTA 5307 Capital and Operating Program	$ 115,584	$ 119,283	$ -	$ -	$ 234,867
	Turnpike Capital	$ 931,380	$ 29,821	$ -	$ -	$ 961,201
		$ 5,725,988	$ 3,938,670	$ 4,036,196	$ 4,165,354	$ 17,866,208
EPPING						
29608	National Highway System	$ 317,856	$ 70,292	$ 967,212	$ 107,802	$ 1,463,161
	Toll Credit	$ 79,464	$ 17,573	$ 241,803	$ 26,950	$ 365,790
		$ 397,320	$ 87,864	$ 1,209,015	$ 134,752	$ 1,828,952
HAMPTON						
29609	STP-State Flexible	$ -	$ 241,803	$ -	$ -	$ 241,803
	Toll Credit	$ -	$ 60,451	$ -	$ -	$ 60,451
		$ -	$ 302,254	$ -	$ -	$ 302,254
HAMPTON - PORTSMOUTH						
26485	Congestion Mitigation and Air Quality Program	$ 843,499	$ -	$ -	$ -	$ 843,499
	Toll Credit	$ 210,875	$ -	$ -	$ -	$ 210,875
		$ 1,054,374	$ -	$ -	$ -	$ 1,054,374
HAMPTON FALLS						
29610	NH Highway Fund	$ -	$ 60,451	$ -	$ -	$ 60,451
	STP-State Flexible	$ -	$ 241,803	$ -	$ -	$ 241,803
		$ -	$ 302,254	$ -	$ -	$ 302,254
NEW CASTLE						
29614	NH Highway Fund	$ -	$ 24,180	$ -	$ -	$ 24,180
	STP-State Flexible	$ -	$ 96,721	$ -	$ -	$ 96,721
		$ -	$ 120,902	$ -	$ -	$ 120,902

TABLE 5: PROJECT TOTALS BY FUNDING PROGRAM AND FISCAL YEAR

Project #	Funding Program	2017	2018	2019	2020	Total
NEW CASTLE - RYE						
16127	STP-5 to 200K	$ 19,071	$ 4,123,773	$ 1,873,505	$ 1,658,932	$ 7,675,281
	Toll Credit	$ 4,768	$ 1,030,943	$ 468,376	$ 414,733	$ 1,918,820
		$ 23,839	$ 5,154,716	$ 2,341,881	$ 2,073,665	$ 9,594,101
NEWINGTON - DOVER						
11238	Turnpike Capital	$ 85,202	$ -	$ -	$ -	$ 85,202
11238K	Turnpike Capital	$ 20,000	$ -	$ -	$ -	$ 20,000
11238S	Turnpike Capital	$ -	$ -	$ 6,578,801	$ 13,461,589	$ 20,040,390
		$ 105,202	$ -	$ 6,578,801	$ 13,461,589	$ 20,145,592
NEWTON						
29617	NH Highway Fund	$ -	$ -	$ 37,431	$ -	$ 37,431
	STP-State Flexible	$ 117,153	$ -	$ 149,724	$ -	$ 266,877
	Toll Credit	$ 29,288	$ -	$ -	$ -	$ 29,288
		$ 146,441	$ -	$ 187,156	$ -	$ 333,596
NORTH HAMPTON						
24457	STP-State Flexible	$ 408,672	$ 187,444	$ 193,442	$ 74,862	$ 864,421
	Toll Credit	$ 102,168	$ 46,861	$ 48,361	$ 18,716	$ 216,105
		$ 510,840	$ 234,305	$ 241,803	$ 93,578	$ 1,080,526
PLAISTOW - KINGSTON						
10044E	National Highway System	$ 454,080	$ 1,752,603	$ 1,595,900	$ 49,908	$ 3,852,492
	Toll Credit	$ 113,520	$ 438,151	$ 398,975	$ 12,477	$ 963,123
		$ 567,600	$ 2,190,754	$ 1,994,875	$ 62,385	$ 4,815,615
PORTSMOUTH						
20258	Congestion Mitigation and Air Quality Program	$ 441,830	$ -	$ -	$ -	$ 441,830
	Non Participating	$ 708,160	$ -	$ -	$ -	$ 708,160
	Towns	$ 110,458	$ -	$ -	$ -	$ 110,458
27690	Bridge On/Off System	$ -	$ -	$ 2,708,194	$ -	$ 2,708,194
	STP-State Flexible	$ -	$ 187,444	$ 290,164	$ -	$ 477,608
	Toll Credit	$ -	$ 46,861	$ 749,589	$ -	$ 796,451
29640	STP-State Flexible	$ 113,520	$ 304,597	$ 967,212	$ 1,530,184	$ 2,915,513
	Toll Credit	$ 28,380	$ 76,149	$ 241,803	$ 382,546	$ 728,878
29781	Congestion Mitigation and Air Quality Program	$ 231,521	$ -	$ -	$ -	$ 231,521
	Towns	$ 57,880	$ -	$ -	$ -	$ 57,880
		$ 1,691,749	$ 615,051	$ 4,956,963	$ 1,912,730	$ 9,176,492
PORTSMOUTH, NH - KITTERY, ME						
15731	Maine	$ 12,000,000	$ 2,912,284	$ -	$ -	$ 14,912,284
	National Highway System	$ 10,912,000	$ 12,981,034	$ -	$ -	$ 23,893,034
	STP-State Flexible	$ 2,187,757	$ 3,748,970	$ 3,868,849	$ -	$ 9,805,576
	Toll Credit	$ 3,274,939	$ 4,182,501	$ 967,212	$ -	$ 8,424,652
16189	Maine	$ -	$ 3,956,777	$ -	$ -	$ 3,956,777
	Turnpike Renewal & Replacement	$ -	$ 1,978,389	$ 2,041,697	$ -	$ 4,020,086
		$ 28,374,697	$ 29,759,954	$ 6,877,758	$ -	$ 65,012,409
PROGRAM FTA5307						
FTA5307	FTA 5307 Capital and Operating Program	$ 2,787,128	$ 2,876,317	$ 2,968,359	$ 3,063,346	$ 11,695,150
	Other	$ 696,782	$ 719,079	$ 742,090	$ 765,837	$ 2,923,788
		$ 3,483,910	$ 3,595,396	$ 3,710,449	$ 3,829,183	$ 14,618,938

TABLE 5: PROJECT TOTALS BY FUNDING PROGRAM AND FISCAL YEAR

Project #	Funding Program	2017	2018	2019	2020	Total
SALEM						
12334	STP-Areas Over 200K	$ 701,760	$ 1,874,442	$ 2,198,210	$ 226,855	$ 5,001,267
	Towns	$ 175,440	$ 468,611	$ 549,552	$ 56,714	$ 1,250,317
		$ 877,200	$ 2,343,053	$ 2,747,762	$ 283,569	$ 6,251,584
SALEM TO MANCHESTER						
10418L	FTA 5307 Capital and Operating Program	$ 130,000	$ -	$ -	$ -	$ 130,000
	National Highway System	$ 1,124,262	$ 580,000	$ 580,000	$ 580,000	$ 2,864,262
	Toll Credit	$ 281,066	$ 145,000	$ 145,000	$ 145,000	$ 716,066
10418T	National Highway System	$ 82,560	$ -	$ -	$ -	$ 82,560
	Toll Credit	$ 20,640	$ -	$ -	$ -	$ 20,640
10418W	FHWA Earmarks	$ 779,400	$ -	$ -	$ -	$ 779,400
	National Highway System	$ 72,619	$ -	$ -	$ -	$ 72,619
	Toll Credit	$ 213,005	$ -	$ -	$ -	$ 213,005
10418X	Non Participating	$ 1,548	$ 1,598	$ 1,649	$ -	$ 4,794
	STP-Areas Over 200K	$ 20,842	$ 20,904	$ 23,902	$ -	$ 65,648
	Toll Credit	$ 5,211	$ 5,226	$ 5,975	$ -	$ 16,412
	Turnpike Program	$ 28,057	$ 28,165	$ 32,033	$ -	$ 88,256
13933A	STP-State Flexible	$ -	$ -	$ 3,481,964	$ 9,582,365	$ 13,064,329
	Toll Credit	$ -	$ -	$ 870,491	$ 2,395,591	$ 3,266,082
14633J	TIFIA	$ -	$ -	$ 3,791,911	$ 3,913,253	$ 7,705,164
	STP-State Flexible	$ -	$ -	$ 1,740,982	$ 1,796,693	$ 3,537,675
	Toll Credit	$ -	$ -	$ 435,245	$ 449,173	$ 884,419
14633P	National Highway System	$ 1,207,853	$ -	$ -	$ -	$ 1,207,853
	Toll Credit	$ 301,963	$ -	$ -	$ -	$ 301,963
14633R	National Highway System	$ 421,750	$ 677,049	$ 708,696	$ -	$ 1,807,494
	Other	$ 105,437	$ 169,262	$ 177,174	$ -	$ 451,873
14800A	National Highway System	$ 684,034	$ 684,034	$ 684,034	$ 1,994,574	$ 4,046,677
	NH Highway Fund	$ 171,009	$ 171,009	$ 171,009	$ 498,644	$ 1,011,669
	RZED Subsidy	$ 561,949	$ 561,949	$ 561,949	$ 561,949	$ 2,247,796
14800E	Bridge On/Off System	$ -	$ 2,493,033	$ 2,481,739	$ 2,468,779	$ 7,443,551
	Interstate Maintenance	$ 4,023,452	$ -	$ -	$ -	$ 4,023,452
	National Highway System	$ 909,853	$ 2,439,019	$ 2,449,995	$ 1,130,934	$ 6,929,801
	NH Highway Fund	$ 1,233,326	$ 1,233,013	$ 1,232,933	$ 628,348	$ 4,327,620
	Toll Credit	$ -	$ -	$ -	$ 271,581	$ 271,581
14800H	National Highway System	$ 1,190,077	$ 1,227,847	$ 1,267,056	$ 954,430	$ 4,639,409
	NH Highway Fund	$ 297,519	$ 306,962	$ 316,764	$ 238,607	$ 1,159,852
		$ 13,867,432	$ 10,744,068	$ 21,160,502	$ 27,609,920	$ 73,381,923
TRAPEZE SOFTWARE GROUP, INC.						
68069B	Congestion Mitigation and Air Quality Program	$ 35,107	$ 38,042			$ 73,149
	Turnpike Capital	$ 8,777	$ 9,510			$ 18,287
		$ 43,883	$ 47,552	$ -	$ -	$ 91,436
Grand Total*		**$ 57,693,168**	**$ 60,285,813**	**$ 56,919,349**	**$ 54,530,951**	**$ 229,429,281**

*Includes $19,404,601 of Toll Credits which count towards matching federal funds but are not actual dollars invested in the system

REGIONAL PROJECT TOTALS

Project #	Funding Program	2017	2018	2019	2020	Total
	Bridge On/Off System	$ -	$ 2,493,033	$ 5,189,933	$ 2,468,779	$ 10,151,745
	Congestion Mitigation and Air Quality Program	$ 1,551,956	$ 38,042	$ -	$ -	$ 1,589,998
	FHWA Earmarks	$ 779,400	$ -	$ -	$ -	$ 779,400
	FTA 5307 Capital and Operating Program	$ 6,449,451	$ 5,728,291	$ 5,788,498	$ 5,973,729	$ 23,939,969
	Interstate Maintenance	$ 4,023,452				$ 4,023,452
	Maine	$ 12,000,000	$ 6,869,061			$ 18,869,061
	National Highway System	$ 17,376,944	$ 20,411,878	$ 8,252,893	$ 4,817,648	$ 50,859,363
	NH Highway Fund	$ 1,701,854	$ 1,795,614	$ 1,758,137	$ 1,365,599	$ 6,621,204
	Non Participating	$ 709,708	$ 1,598	$ 1,649		$ 712,955
	Other	$ 2,887,197	$ 2,794,236	$ 3,011,509	$ 2,925,034	$ 11,617,975
	RZED Subsidy	$ 561,949	$ 561,949	$ 561,949	$ 561,949	$ 2,247,796
	STP-5 to 200K	$ 19,071	$ 4,123,773	$ 1,873,505	$ 1,658,932	$ 7,675,281
	STP-Areas Over 200K	$ 722,602	$ 1,895,347	$ 2,222,111	$ 226,855	$ 5,066,915
	STP-State Flexible	$ 2,827,102	$ 5,008,782	$ 10,692,337	$ 12,984,104	$ 31,512,326
	TIFIA	$ -	$ -	$ 3,791,911	$ 3,913,253	$ 7,705,164
	Toll Credit	$ 4,665,286	$ 6,049,716	$ 4,572,831	$ 4,116,767	$ 19,404,601
	Towns	$ 343,778	$ 468,611	$ 549,552	$ 56,714	$ 1,418,654
	Turnpike Capital	$ 1,045,359	$ 39,331	$ 6,578,801	$ 13,461,589	$ 21,125,080
	Turnpike Program	$ 28,057	$ 28,165	$ 32,033		$ 88,256
	Turnpike Renewal & Replacement		$ 1,978,389	$ 2,041,697		$ 4,020,086
		$ 57,693,168	$ 60,285,813	$ 56,919,349	$ 54,530,951	$ 229,429,281

TABLE 5: PROJECT TOTALS BY FUNDING PROGRAM AND FISCAL YEAR

Project #	Funding Program	2017	2018	2019	2020	Total
COMMUTER/INTERCITY BUS REPLACEMENT						
40284	Congestion Mitigation and Air Quality Program	$ 2,476,800	$ 2,556,058	$ 4,220,562	$ 2,177,810	$ 11,431,230
	Toll Credit	$ 619,200	$ 639,014	$ 1,055,141	$ 544,453	$ 2,857,808
		$ 3,096,000	$ 3,195,072	$ 5,275,703	$ 2,722,263	$ 14,289,038
STATEWIDE PROGRAMS						
ADA	STP-Safety	$ 187,444	$ 193,442	$ 199,633	$ 206,021	$ 786,540
	Toll Credit	$ 46,861	$ 48,361	$ 49,908	$ 51,505	$ 196,635
BRDG-HIB-M&P	STP-State Flexible	$ 2,136,000	$ 2,136,000	$ 2,336,000	$ 2,336,000	$ 8,944,000
	Toll Credit	$ 534,000	$ 534,000	$ 584,000	$ 584,000	$ 2,236,000
BRDG-T1/2-M&P	STP-State Flexible	$ 2,100,000	$ 2,100,000	$ 6,500,000	$ 6,500,000	$ 17,200,000
	Toll Credit	$ 525,000	$ 525,000	$ 1,625,000	$ 1,625,000	$ 4,300,000
BRDG-T3/4-M&P	STP-State Flexible	$ 1,048,000	$ 1,048,000	$ 2,048,000	$ 2,048,000	$ 6,192,000
	Toll Credit	$ 262,000	$ 262,000	$ 512,000	$ 512,000	$ 1,548,000
CBI	STP-State Flexible	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 800,000
	Toll Credit	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 200,000
CRDR	STP-State Flexible	$ 1,600,000	$ 1,600,000	$ 1,600,000	$ 1,600,000	$ 6,400,000
	Toll Credit	$ 400,000	$ 400,000	$ 400,000	$ 400,000	$ 1,600,000
DBE	STP-DBE	$ 90,000	$ 90,000	$ 65,000	$ 65,000	$ 310,000
FLAP	Forest Highways	$ 325,000	$ 300,000	$ 350,000	$ 350,000	$ 1,325,000
FTA5309	FTA 5309 Capital Funding Program - Discretionary	$ 800,000	$ -	$ -	$ -	$ 800,000
	Other	$ 200,000	$ -	$ -	$ -	$ 200,000
FTA5310	FTA 5310 Capital Program	$ 2,004,646	$ 2,068,794	$ 2,134,996	$ 2,203,315	$ 8,411,751
	Other	$ 501,161	$ 517,199	$ 533,749	$ 550,829	$ 2,102,938
FTA5339	FTA 5339 Bus and Bus Facilities	$ 2,462,957	$ 2,541,771	$ 2,623,108	$ 2,707,047	$ 10,334,883
	Other	$ 615,739	$ 635,443	$ 655,777	$ 676,762	$ 2,583,721
GRR	NH Highway Fund		$ 407,000	$ 407,000	$ 407,000	$ 1,221,000
	STP-State Flexible	$ 1,628,000	$ 1,628,000	$ 1,628,000	$ 1,628,000	$ 6,512,000
	Toll Credit	$ 407,000	$ -	$ -	$ -	$ 407,000
HAZMAT	STP-State Flexible	$ 21,600	$ 21,600	$ 21,600	$ 21,600	$ 86,400
	Toll Credit	$ 5,400	$ 5,400	$ 5,400	$ 5,400	$ 21,600
HSIP	Highway Safety Improvement Program (HSIP)	$ 6,166,800	$ 8,586,651	$ 8,740,936	$ 8,918,173	$ 32,412,560
	Toll Credit	$ 685,200	$ 954,072	$ 971,215	$ 990,908	$ 3,601,396
LTAP	Local Tech Assistance Program	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 600,000
MOBRR	Bridge Off System	$ 3,720,000	$ 3,720,000	$ 3,700,000	$ 3,700,000	$ 14,840,000
	Other	$ 930,000	$ 930,000	$ 925,000	$ 925,000	$ 3,710,000
PAVE-T1-PRES	STP-State Flexible	$ 8,920,000	$ 9,320,000	$ 9,720,000	$ 10,120,000	$ 38,080,000
	Toll Credit	$ 2,230,000	$ 2,330,000	$ 2,430,000	$ 2,530,000	$ 9,520,000
PAVE-T2-MAINT	Betterment	$ 6,250,000	$ 6,250,000	$ 6,250,000	$ 6,250,000	$ 25,000,000
	STP-State Flexible	$ 5,164,000	$ 5,164,000	$ 5,180,000	$ 5,180,000	$ 20,688,000
	Toll Credit	$ 1,291,000	$ 1,291,000	$ 1,295,000	$ 1,295,000	$ 5,172,000
PAVE-T2-PRES	STP-State Flexible	$ 6,420,000	$ 6,420,000	$ 6,420,000	$ 6,420,000	$ 25,680,000
	Toll Credit	$ 1,605,000	$ 1,605,000	$ 1,605,000	$ 1,605,000	$ 6,420,000
PVMRK	STP-State Flexible	$ 2,480,000	$ 2,480,000	$ 2,480,000	$ 2,480,000	$ 9,920,000
	Toll Credit	$ 620,000	$ 620,000	$ 620,000	$ 620,000	$ 2,480,000
RCTRL	DRED	$ 312,500	$ 312,500	$ 312,500	$ 312,500	$ 1,250,000
	Recreational Trails	$ 1,250,000	$ 1,250,000	$ 1,250,000	$ 1,250,000	$ 5,000,000

TABLE 5: PROJECT TOTALS BY FUNDING PROGRAM AND FISCAL YEAR

Project #	Funding Program	2017	2018	2019	2020	Total
RRRCS	RL - Rail Highway	$ 1,044,000	$ 1,044,000	$ 1,044,000	$ 1,044,000	$ 4,176,000
	Toll Credit	$ 116,000	$ 116,000	$ 116,000	$ 116,000	$ 464,000
SRTS	Safe Routes to School	$ 854,995	$ 302,000	$ -	$ -	$ 1,156,995
TA	Other	$ 638,420	$ 638,420	$ 638,420	$ 638,420	$ 2,553,680
	TAP - Transportation Alternatives	$ 2,553,680	$ 2,553,680	$ 2,553,680	$ 2,553,680	$ 10,214,720
TRAC	NH Highway Fund	$ -	$ 4,400	$ 4,400	$ 4,400	$ 13,200
	STP-State Flexible	$ 17,600	$ 17,600	$ 17,600	$ 17,600	$ 70,400
	Toll Credit	$ 4,400	$ -	$ -	$ -	$ 4,400
TRCK-WGHT-SFTY	STP-State Flexible	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 320,000
	Toll Credit	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 80,000
TSMO	STP-State Flexible	$ 280,000	$ 280,000	$ 280,000	$ 280,000	$ 1,120,000
	Toll Credit	$ 70,000	$ 70,000	$ 70,000	$ 70,000	$ 280,000
UBI	STP-State Flexible	$ 40,000	$ 48,000	$ 48,000	$ 48,000	$ 184,000
	Toll Credit	$ 10,000	$ 12,000	$ 12,000	$ 12,000	$ 46,000
USSS	STP-State Flexible	$ 763,200	$ 424,000	$ 424,000	$ 424,000	$ 2,035,200
	Toll Credit	$ 190,800	$ 106,000	$ 106,000	$ 106,000	$ 508,800
		$ 73,028,403	$ 74,411,333	$ 81,992,922	$ 82,888,160	$ 312,320,818
OTHER STATEWIDE						
15609H	STP-State Flexible	$ 1,760,000	$ -	$ -	$ -	$ 1,760,000
	Toll Credit	$ 440,000	$ -	$ -	$ -	$ 440,000
15609I	STP-State Flexible	$ -	$ 1,760,000	$ -	$ -	$ 1,760,000
	Toll Credit	$ -	$ 440,000	$ -	$ -	$ 440,000
		$ 2,200,000	$ 2,200,000	$ -	$ -	$ 440,000
Grand Total*		**$ 78,324,403**	**$ 79,806,405**	**$ 87,268,625**	**$ 85,610,423**	**$ 331,009,856**

*Includes $42,823,638 of Toll Credits which count towards matching federal funds but are not actual dollars invested in the system

STATEWIDE PROJECT/PROGRAM TOTALS

Funding Program	2017	2018	2019	2020	Total
Betterment	$ 6,250,000	$ 6,250,000	$ 6,250,000	$ 6,250,000	$ 25,000,000
Bridge Off System	$ 3,720,000	$ 3,720,000	$ 3,700,000	$ 3,700,000	$ 14,840,000
Congestion Mitigation and Air Quality Program	$ 2,476,800	$ 2,556,058	$ 4,220,562	$ 2,177,810	$ 11,431,230
DRED	$ 312,500	$ 312,500	$ 312,500	$ 312,500	$ 1,250,000
Forest Highways	$ 325,000	$ 300,000	$ 350,000	$ 350,000	$ 1,325,000
FTA 5309 Capital Funding Program - Discretionary	$ 800,000	$ -	$ -	$ -	$ 800,000
FTA 5310 Capital Program	$ 2,004,646	$ 2,068,794	$ 2,134,996	$ 2,203,315	$ 8,411,751
FTA 5339 Bus and Bus Facilities	$ 2,462,957	$ 2,541,771	$ 2,623,108	$ 2,707,047	$ 10,334,883
Highway Safety Improvement Program (HSIP)	$ 6,166,800	$ 8,586,651	$ 8,740,936	$ 8,918,173	$ 32,412,560
Local Tech Assistance Program	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 600,000
NH Highway Fund	$ -	$ 411,400	$ 411,400	$ 411,400	$ 1,234,200
Other	$ 2,885,321	$ 2,721,061	$ 2,752,946	$ 2,791,011	$ 11,150,339
Recreational Trails	$ 1,250,000	$ 1,250,000	$ 1,250,000	$ 1,250,000	$ 5,000,000
RL - Rail Highway	$ 1,044,000	$ 1,044,000	$ 1,044,000	$ 1,044,000	$ 4,176,000
Safe Routes to School	$ 854,995	$ 302,000	$ -	$ -	$ 1,156,995
STP-DBE	$ 90,000	$ 90,000	$ 65,000	$ 65,000	$ 310,000
STP-Safety	$ 187,444	$ 193,442	$ 199,633	$ 206,021	$ 786,540
STP-State Flexible	$ 34,658,400	$ 34,727,200	$ 38,983,200	$ 39,383,200	$ 147,752,000
TAP - Transportation Alternatives	$ 2,553,680	$ 2,553,680	$ 2,553,680	$ 2,553,680	$ 10,214,720
Toll Credit	$ 10,131,861	$ 10,027,847	$ 11,526,664	$ 11,137,266	$ 42,823,638
Statewide Projects total	$ 78,324,403	$ 79,806,405	$ 87,268,625	$ 85,610,423	$ 331,009,856

Table 6: Fiscal Constraint Analysis for the 2017-2020 Transportation Improvement Program & 2040 Long Range Transportation Plan

Source of Data		Fiscal Year	Estimated Regional Share of Available Funding[1,2,3]					Estimated Total Project Costs[6]					
			Federal	State[4]	Other	Statewide Programs[5]	Total Target Funding	Regional Projects	Statewide Programs[7]	Transit	Turnpike Projects[8]	Total Project Costs	Remaining[9]
2040 Long Range Transportation Plan	2017-2026 State Ten Year Plan / 2017-2020 TIP	2017	$ 40,199,430	$ 4,567,171	$ 18,574,684	$ 8,922,324	**$ 72,263,609**	$ 53,027,881	$ 8,922,324	$ 10,171,368	$ 142,036	$ 72,263,609	$ -
		2018	$ 45,427,435	$ 5,898,492	$ 13,318,830	$ 9,091,147	**$ 73,735,903**	$ 54,236,097	$ 9,091,147	$ 8,392,595	$ 2,016,064	$ 73,735,903	$ -
		2019	$ 39,807,776	$ 22,856,761	$ 6,957,345	$ 9,944,053	**$ 79,565,936**	$ 52,346,518	$ 9,944,053	$ 8,622,833	$ 8,652,532	$ 79,565,936	$ -
		2020	$ 34,103,776	$ 32,202,029	$ 6,468,730	$ 9,755,159	**$ 82,529,695**	$ 50,414,184	$ 9,755,159	$ 8,898,763	$ 13,461,589	$ 82,529,695	$ -
		2021	$ 22,787,900	$ 29,070,345	$ 6,979,617	$ 9,627,242	**$ 68,465,104**	$ 35,361,847	$ 9,627,242	$ 9,583,655	$ 13,892,360	$ 68,465,104	$ -
		2022	$ 31,435,678	$ 8,721,190	$ 7,579,647	$ 9,491,286	**$ 57,227,801**	$ 33,763,319	$ 9,491,286	$ 10,357,800	$ 3,615,396	$ 57,227,801	$ -
		2023	$ 21,911,686	$ 1,282,813	$ 8,250,702	$ 9,481,941	**$ 40,927,142**	$ 20,208,446	$ 9,481,941	$ 11,236,755	$ -	$ 40,927,142	$ -
		2024	$ 34,885,427	$ 1,277,420	$ 9,021,548	$ 9,507,565	**$ 54,691,961**	$ 33,053,461	$ 9,507,565	$ 12,130,935	$ -	$ 54,691,961	$ -
		2025	$ 21,933,873	$ 1,277,137	$ 9,911,841	$ 8,938,563	**$ 42,061,415**	$ 19,823,968	$ 8,938,563	$ 13,298,884	$ -	$ 42,061,415	$ -
		2026	$ 18,035,969	$ -	$ 10,902,141	$ 8,925,983	**$ 37,864,093**	$ 14,469,055	$ 8,925,983	$ 14,469,055	$ -	$ 37,864,093	$ -
		2027	$ 30,498,550	$ 15,251,198	$ 10,770,759	$ 9,229,419	**$ 65,749,927**	$ 16,037,111	$ 9,229,419	$ 14,187,934	$ 11,325,687	$ 50,780,152	$ 14,969,775
		2028	$ 31,007,012	$ 15,425,616	$ 11,313,457	$ 9,204,127	**$ 66,950,212**	$ 27,473,788	$ 9,204,127	$ 14,836,956	$ 11,500,105	$ 63,014,975	$ 3,935,237
		2029	$ 31,515,474	$ 13,532,759	$ 11,856,155	$ 9,178,835	**$ 66,083,223**	$ 26,171,092	$ 9,178,835	$ 15,485,977	$ 9,607,248	$ 60,443,152	$ 5,640,071
		2030	$ 32,023,936	$ 15,908,837	$ 12,398,853	$ 9,153,543	**$ 69,485,169**	$ 29,490,057	$ 9,153,543	$ 16,134,999	$ 11,983,326	$ 66,761,925	$ 2,723,244
		2031	$ 32,532,398	$ 17,412,829	$ 12,941,551	$ 9,128,251	**$ 72,015,029**	$ 26,778,802	$ 9,128,251	$ 16,784,020	$ 13,487,318	$ 66,178,391	$ 5,836,638
		2032	$ 33,040,860	$ 18,004,704	$ 13,484,249	$ 9,102,959	**$ 73,632,772**	$ 18,584,010	$ 9,102,959	$ 17,433,042	$ 14,079,193	$ 59,199,204	$ 14,433,568
		2033	$ 33,549,322	$ 14,504,921	$ 14,026,947	$ 9,077,666	**$ 71,158,857**	$ 24,503,184	$ 9,077,666	$ 18,082,064	$ 10,579,410	$ 62,242,324	$ 8,916,533
		2034	$ 34,057,784	$ 19,880,405	$ 14,569,645	$ 9,052,374	**$ 77,560,209**	$ 18,042,286	$ 9,052,374	$ 18,731,085	$ 15,954,894	$ 61,780,640	$ 15,779,569
		2035	$ 34,623,204	$ 20,166,987	$ 15,112,343	$ 9,027,082	**$ 78,929,616**	$ 22,351,053	$ 9,027,082	$ 19,380,107	$ 13,553,082	$ 64,311,324	$ 14,618,293
		2036	$ 35,131,666	$ 26,400,261	$ 15,655,041	$ 9,001,790	**$ 86,188,758**	$ 25,329,467	$ 9,001,790	$ 20,029,128	$ 19,786,356	$ 74,146,741	$ 12,042,017
		2037	$ 35,640,128	$ 20,034,029	$ 16,197,739	$ 8,976,498	**$ 80,848,395**	$ 31,221,607	$ 8,976,498	$ 20,678,150	$ 13,420,125	$ 74,296,380	$ 6,552,015
		2038	$ 36,148,590	$ 20,091,215	$ 16,740,437	$ 8,951,206	**$ 81,931,449**	$ 31,869,814	$ 8,951,206	$ 21,327,171	$ 13,477,311	$ 75,625,502	$ 6,305,947
		2039	$ 36,657,052	$ 20,148,401	$ 17,283,136	$ 8,925,914	**$ 83,014,503**	$ 24,996,264	$ 8,925,914	$ 21,976,193	$ 13,534,497	$ 69,432,867	$ 13,581,635
		2040	$ 37,165,514	$ 20,205,587	$ 17,825,834	$ 8,900,621	**$ 84,097,557**	$ 24,245,573	$ 8,900,621	$ 22,625,215	$ 13,591,683	$ 69,363,091	$ 14,734,465
			$ 784,120,441	$ 364,121,109	$ 298,141,234	$ 220,595,549	$ 1,666,978,334	$ 713,798,884	$ 220,595,549	$ 364,854,683	$ 227,660,210	$ 1,526,909,327	$ 140,069,007

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

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

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

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

5 Statewide Program funds available derived from a share (11.395%) of the total Programmatic funding in STIP extended to 2040

6 Project costs are inflated at 3.2% per year from the year of the most recent cost estimate

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

8 Turnpike Expenditures are based on the Ten Year Plan from 2017-2026. Post 2026 value is a 28.593% share of Turnpike funds available

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

Table 7 - Statewide Fiscal Constraint Analysis (NHDOT)

	2017 Improvement Program					2018 Improvement Program				
	Federal Resouces Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated	Federal Resouces Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated
FHWA (Federal-Aid with Match)										
Bridge Off System	$ -	$ -	$ 930,000.00	$ 930,000.00	$ 5,114,025.60	$ -	$ -	$ 930,000.00	$ 930,000.00	$ 3,720,000.00
Bridge On System	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Bridge On/Off System	$ -	$ -	$ -	$ -	$ 915,372.12	$ -	$ -	$ -	$ -	$ 3,933,479.14
Congestion Mitigation and Air Quality Program	$ 10,311,516.72	$ -	$ 460,337.11	$ 10,771,853.83	$ 7,161,451.01	$ 10,534,348.60	$ -	$ -	$ 10,534,348.60	$ 2,594,099.41
Highway Safety Improvement Program (HSIP)	$ 8,947,147.52	$ -	$ -	$ 8,947,147.52	$ 6,166,800.00	$ 9,140,495.38	$ -	$ -	$ 9,140,495.38	$ 8,586,650.70
Interstate Maintenance	$ -	$ -	$ -	$ -	$ 4,417,002.90	$ -	$ -	$ -	$ -	$ -
National Highway Freight	$ 5,010,503.53		$ -	$ 5,010,503.53		$ 5,118,780.52			$ 5,118,780.52	
National Highway System	$ 95,089,600.31	$ -	$ 105,437.38	$ 95,195,037.69	$ 51,477,535.69	$ 97,144,486.57	$ -	$ 169,262.13	$ 97,313,748.71	$ 54,174,682.11
NSTI National Summer Transportation Institute	$ 30,000	$ -	$ -	$ 30,000.00	$ 30,000.00	$ 30,000	$ -	$ -	$ 30,000.00	$ 30,000.00
RL - Rail Highway	$ 1,084,259.97		$ -	$ 1,084,259.97	$ 1,044,000.00	$ 1,107,690.83			$ 1,107,690.83	$ 1,044,000.00
Recreational Trails	$ 1,281,186.22	$ -	$ 312,500.00	$ 1,593,686.22	$ 1,250,000.00	$ 1,308,872.66	$ -	$ 266,256.00	$ 1,575,128.66	$ 1,250,000.00
Redistribution	$ 510,051.47	$ -	$ -	$ 510,051.47	$ 68,112.00	$ 521,073.68	$ -	$ -	$ 521,073.68	$ -
Restoration	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Safe Routes to School	$ -	$ -	$ -	$ -	$ 854,995.00	$ -	$ -	$ -	$ -	$ 302,000.00
TAP - Transportation Alternatives	$ 2,677,664.05	$ -	$ 638,420.00	$ 3,316,084.05	$ 2,553,680.00	$ 2,735,528.37	$ -	$ 638,420.00	$ 3,373,948.37	$ 2,553,680.00
Transportation and Community and System Preservation	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STP-5 to 200K	$ 7,416,677.74	$ -	$ 671,372.00	$ 8,088,049.74	$ 3,126,853.76	$ 7,576,952.15	$ -	$ -	$ 7,576,952.15	$ 5,793,042.09
STP-Areas Less Than 200K	$ -	$ -	$ -	$ -	$ 3,025,718.32	$ -	$ -	$ -	$ -	$ 38,688.49
STP-Areas Over 200K	$ 5,189,122.39	$ -	$ 175,440.00	$ 5,364,562.39	$ 722,602.26	$ 5,301,259.32	$ -	$ -	$ 5,301,259.32	$ 1,895,346.51
STP-DBE	$ -	$ -	$ -	$ -	$ 90,000.00	$ -	$ -	$ -	$ -	$ 90,000.00
STP-Enhancement	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STP-Hazard Elimination	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STP-Non Urban Areas Under 5K	$ 9,281,052.15	$ -	$ -	$ 9,281,052.15	$ 4,838,853.48	$ 9,481,615.69	$ -	$ -	$ 9,481,615.69	$ 10,368,172.57
STP-Off System Bridge	$ 3,748,686.19	$ -	$ -	$ 3,748,686.19	$ 54,489.60	$ 3,829,695.30	$ -	$ -	$ 3,829,695.30	$ -
STP-Rail	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STP-Safety	$ -	$ -	$ -	$ -	$ 187,444.22	$ -	$ -	$ -	$ -	$ 193,442.44
STP-State Flexible	$ 17,117,026.99	$ -	$ 251,808.00	$ 17,368,834.99	$ 42,532,137.00	$ 17,486,925.95	$ -	$ -	$ 17,486,925.95	$ 43,704,405.89
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIFIA	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIGER Grants	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Bridge Special	$ 673,689.60	$ -	$ 2,476.80	$ 676,166.40	$ 2,138,304.00	$ 688,248.03	$ -	$ 64,997.35	$ 753,245.38	$ 1,299,946.99
FHWA Earmarks	$ 8,179,392.70	$ -	$ 364,671.54	$ 8,544,064.24	$ 8,179,392.70	$ 3,079,762.92	$ -	$ 769,940.73	$ 3,849,703.65	$ 3,079,762.92
Training and Education	$ 150,000.00	$ -		$ 150,000.00	$ 150,000.00	$ 150,000.00	$ -	$ -	$ 150,000.00	$ 150,000.00
National Highway (NHPP) Exempt	$ 2,631,528.42	$ -	$ -	$ 2,631,528.42	$ -	$ 2,688,395.75	$ -	$ -	$ 2,688,395.75	$ -
				$ -					$ -	
Toll Credit	$ -	$ -	$ -	$ -	$ 28,282,689.65	$ -	$ -	$ -	$ -	$ 29,144,628.59
Total	$ 179,329,105.98	$ -	$ 3,912,462.83	$ 183,241,568.80	$ 174,381,459.32	$ 177,924,131.70	$ -	$ 2,838,876.21	$ 180,763,007.91	$ 173,946,027.84
FTA (Federal-Aid with Match)										
FTA5307	$ 7,877,373	$ -	$ 2,934,745	$ 10,812,117.68	$ 10,868,414.08	$ 7,515,662	$ -	$ 3,120,540	$ 10,636,201.92	$ 10,516,919.23
FTA5307_NHDOT	$ 2,787,128	$ -	$ 696,782	$ 3,483,910.00	$ 3,797,428.83	$ 2,876,317	$ -	$ 719,079	$ 3,595,396.00	$ 3,868,387.74
FTA5309	$ 800,000	$ -	$ 200,000	$ 1,000,000.00	$ 1,000,000.00		$ -		$ -	
FTA5310	$ 2,004,646	$ -	$ 501,161	$ 2,505,807.00	$ 2,732,185.00	$ 2,068,794	$ -	$ 517,199	$ 2,585,993.00	$ 2,819,615.00
FTA5311	$ 6,585,718	$ -	$ 1,646,430	$ 8,232,148.00	$ 8,883,951.00	$ 6,796,462	$ -	$ 1,699,115	$ 8,495,577.00	$ 9,168,238.00
FTA5339	$ 2,462,957	$ -	$ 615,739	$ 3,078,696.00	$ 2,899,746.17	$ 2,541,771	$ -	$ 635,443	$ 3,177,214.00	$ 3,088,299.75
Prior Grant Funds	$ 1,069,046.40	$ -	$ -	$ 1,069,046.40	$ -	$ 971,077.80	$ -	$ -	$ 971,077.80	$ -
$ -	$ 23,586,867.90	$ -	$ 6,594,857.18	$ 30,181,725.08	$ 30,181,725.08	$ 22,770,083.53	$ -	$ 6,691,376.19	$ 29,461,459.72	$ 29,461,459.72
Total	$ 202,915,973.88	$ -	$ 10,507,320.01	$ 213,423,293.89	$ 204,563,184.41	$ 200,694,215.22	$ -	$ 9,530,252.41	$ 210,224,467.63	$ 203,407,487.56
Innovated Financing										
GARVEE Bond Funds	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIFIA Debt Service	$ -	$ 223,492.00	$ -	$ 223,492.00	$ 223,492.00	$ -	$ 764,888.00	$ -	$ 764,888.00	$ 764,888.00
SB367 Revenue	$ -	$ 34,425,781.00	$ -	$ 34,425,781.00	$ 34,425,781.00	$ -	$ 3,469,939.00	$ -	$ 3,469,939.00	$ 3,469,939.00
StateFund Sources										
Turnpike Capital	$ -	$ 8,936,503	$ -	$ 8,936,502.61	$ 8,936,502.61	$ -	$ 9,651,811.74	$ -	$ 9,651,811.74	$ 9,651,811.74
Turnpike Program	$ -	$ 28,057	$ -	$ 28,057.30	$ 28,057.30	$ -	$ 28,165.07	$ -	$ 28,165.07	$ 28,165.07
Turnpike Renewal & Replacement	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,978,388.58	$ -	$ 1,978,388.58	$ 1,978,388.58
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	$ -	$ 8,964,559.91	$ -	$ 8,964,559.91	$ 8,964,559.91	$ -	$ 11,658,365.39	$ -	$ 11,658,365.39	$ 11,658,365.39
Total	$ 202,915,973.88	$ 8,964,559.91	$ 10,507,320.01	$ 222,387,853.80	$ 213,527,744.32	$ 200,694,215.22	$ 11,658,365.39	$ 9,530,252.41	$ 221,882,833.02	$ 215,065,852.95

* FHWA Funding estimated from the FAST Act

** For Reference Only Not Part of Constraint Calculation

Table 7 - Statewide Fiscal Constraint Analysis (NHDOT)

	2019 Improvement Program					2020 Improvement Program				
	Federal Resouces	State Resource	Local/Other Resource	Total Resource	Total Programmed	Federal Resouces	State Resource	Local/Other Resource	Total Resource	Total Programmed
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid with Match)										
Bridge Off System	$ -	$ -	$ 925,000.00	$ 925,000.00	$ 5,411,965.59	$ -	$ -	$ 925,000	$ 925,000.00	$ 3,779,853.04
Bridge On System	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Bridge On/Off System	$ -	$ -	$ -	$ -	$ 7,184,372.74	$ -	$ -	$ -	$ -	$ 6,219,675.71
Congestion Mitigation and Air Quality Program	$ 10,772,108.84	$ -	$ -	$ 10,772,108.84	$ 4,220,562.31	$ 11,029,993.13	$ -	$ -	$ 11,029,993.13	$ 2,177,810.15
Highway Safety Improvement Program (HSIP)	$ 9,346,796.36	$ -	$ -	$ 9,346,796.36	$ 8,740,935.90	$ 9,570,558.67	$ -	$ -	$ 9,570,558.67	$ 8,918,172.90
Interstate Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
National Highway Freight	$ 5,234,311.39		$ -	$ 5,234,311.39		$ 5,359,620.81			$ 5,359,620.81	
National Highway System	$ 99,306,360.14	$ -	$ 177,173.93	$ 99,483,534.07	$ 37,375,824.64	$ 101,683,754.40	$ -	$ -	$ 101,683,754.40	$ 29,149,454.02
NSTI National Summer Transportation Institute	$ 30,000	$ -	$ -	$ 30,000.00	$ 30,000.00	$ 30,718.20	$ -	$ -	$ 30,718.20	$ 30,000.00
RL - Rail Highway	$ 1,132,691.41		$ -	$ 1,132,691.41	$ 1,044,000.00	$ 1,159,808.04			$ 1,159,808.04	$ 1,044,000.00
Recreational Trails	$ 1,338,413.91	$ -	$ 312,500.00	$ 1,650,913.91	$ 1,250,000.00	$ 1,370,455.54	$ -	$ 312,500	$ 1,682,955.54	$ 1,250,000.00
Redistribution	$ 532,834.31	$ -	$ -	$ 532,834.31	$ -	$ 545,590.36	$ -	$ -	$ 545,590.36	$ -
Restoration	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Safe Routes to School	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TAP - Transportation Alternatives	$ 2,797,269.24	$ -	$ 638,420.00	$ 3,435,689.24	$ 2,553,680.00	$ 2,864,235.87	$ -	$ 638,420	$ 3,502,655.87	$ 2,553,680.00
Transportation and Community and System Preservation	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STP-5 to 200K	$ 7,747,963.96	$ -	$ 603,336.00	$ 8,351,299.96	$ 4,528,651.58	$ 7,933,450.22	$ -	$ 525,680	$ 8,459,130.02	$ 4,315,631.57
STP-Areas Less Than 200K	$ -	$ -	$ -	$ -	$ 49,908.15	$ -	$ -	$ -	$ -	$ -
STP-Areas Over 200K	$ 5,420,908.75	$ -	$ 549,552.38	$ 5,970,461.13	$ 2,222,111.38	$ 5,550,685.30	$ -	$ 56,714	$ 5,607,399.11	$ 1,859,523.23
STP-DBE	$ -	$ -	$ -	$ -	$ 90,000.00	$ -	$ -	$ -	$ -	$ 90,000.00
STP-Enhancement	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STP-Hazard Elimination	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STP-Non Urban Areas Under 5K	$ 9,695,615.75	$ -	$ -	$ 9,695,615.75	$ 4,999,210.33	$ 9,927,728.79	$ -	$ -	$ 9,927,728.79	$ 4,418,907.47
STP-Off System Bridge	$ 3,916,131.52	$ -	$ -	$ 3,916,131.52	$ -	$ 4,009,883.71	$ -	$ -	$ 4,009,883.71	$ 74,862.22
STP-Rail	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STP-Safety	$ -	$ -	$ -	$ -	$ 199,632.60	$ -	$ -	$ -	$ -	$ 206,020.84
STP-State Flexible	$ 17,779,348.87	$ -	$ 527,570.29	$ 18,306,919.15	$ 66,699,311.35	$ 18,204,986.48	$ -	$ -	$ 18,204,986.48	$ 71,302,214.88
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIFIA	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIGER Grants	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIGER Grants (Maine)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Bridge Special	$ 703,781.79	$ -	$ 2,476.80	$ 706,258.59	$ -	$ 720,630.33	$ -	$ -	$ 720,630.33	$ -
FHWA Earmarks	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Training and Education	$ 150,000.00	$ -		$ 150,000.00	$ 150,000.00	$ 150,000.00	$ -	$ -	$ 150,000.00	$ 150,000.00
National Highway (NHPP) Exempt	$ 2,690,922.02	$ -	$ -	$ 2,690,922.02	$ -	$ 2,755,342.69	$ -	$ -	$ 2,755,342.69	$ -
				$ -					$ -	
Toll Credit	$ -	$ -	$ -	$ -	$ 31,371,507.20	$ -	$ -	$ -	$ -	$ 30,345,908.58
Total	$ 178,595,458.26	$ -	$ 3,736,029.40	$ 182,331,487.66	$ 178,121,673.78	$ 182,867,442.53	$ -	$ 2,458,313.61	$ 185,325,756.14	$ 167,885,714.61
FTA (Federal-Aid with Match)										
FTA5307	$ 3,334,930	$ -	$ 2,165,120	$ 5,500,049.51	$ 6,868,214.80	$ 4,066,855	$ -	$ 2,841,399	$ 6,908,253.81	$ 8,516,800.23
FTA5307_NHDOT	$ 2,968,359	$ -	$ 742,090	$ 3,710,449.00	$ 3,807,328.03	$ 3,063,346	$ -	$ 765,837	$ 3,829,183.00	$ 3,895,623.82
FTA5309		$ -		$ -	$ -		$ -		$ -	
FTA5310	$ 2,134,996	$ -	$ 533,749	$ 2,668,745.00	$ 2,781,165.55	$ 2,203,315	$ -	$ 550,829	$ 2,754,144.00	$ 2,867,520.00
FTA5311	$ 7,013,949	$ -	$ 1,753,487	$ 8,767,436.00	$ 8,892,962.85	$ 7,238,395	$ -	$ 1,809,599	$ 9,047,994.00	$ 9,172,215.23
FTA5339	$ 2,623,108	$ -	$ 655,777	$ 3,278,885.00	$ 2,901,746.12	$ 2,707,047	$ -	$ 676,762	$ 3,383,809.00	$ 3,162,240.36
Prior Grant Funds	$ 1,325,852.84	$ -	$ -	$ 1,325,852.84	$ -	$ 1,691,015.83	$ -	$ -	$ 1,691,015.83	$ -
$ -	$ 19,401,194.38	$ -	$ 5,850,222.98	$ 25,251,417.35	$ 25,251,417.35	$ 20,969,974.44	$ -	$ 6,644,425.20	$ 27,614,399.64	$ 27,614,399.64
Total	$ 197,996,652.64	$ -	$ 9,586,252.38	$ 207,582,905.02	$ 203,373,091.13	$ 203,837,416.97	$ -	$ 9,102,738.81	$ 212,940,155.78	$ 195,500,114.25
Innovated Financing										
GARVEE Bond Funds	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIFIA Debt Service **	$ -	$ 133,693.00	$ -	$ 133,693.00	$ 133,693.00	$ -	$ 1,849,483.00	$ -	$ 1,849,483.00	$ 1,849,483.00
SB 364 Revenue**	$ -	$ 34,369,837.00	$ -	$ 34,369,837.00	$ 34,369,837.00	$ -	$ 34,369,736.00	$ -	$ 34,369,736.00	$ 34,369,736.00
StateFund Sources										
Turnpike Capital	$ -	$ 11,183,211	$ -	$ 11,183,211.16	$ 11,183,211.16	$ -	$ 18,565,831.54	$ -	$ 18,565,831.54	$ 18,565,831.54
Turnpike Program	$ -	$ 32,033	$ -	$ 32,033.30	$ 32,033.30	$ -	$ -	$ -	$ -	$ -
Turnpike Renewal & Replacement	$ -	$ 2,041,697	$ -	$ 2,041,697.02	$ 2,041,697.02	$ -	$ -	$ -	$ -	$ -
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	$ -	$ 13,256,941.47	$ -	$ 13,256,941.47	$ 13,256,941.47	$ -	$ 18,565,831.54	$ -	$ 18,565,831.54	$ 18,565,831.54
Total	$ 197,996,652.64	$ 13,256,941.47	$ 9,586,252.38	$ 220,839,846.49	$ 216,630,032.60	$ 203,837,416.97	$ 18,565,831.54	$ 9,102,738.81	$ 231,505,987.32	$ 214,065,945.80

* FHWA Funding estimated from the FAST Act

** For Reference Only Not Part of Constraint Calculation

Attachment 2b

Town/Project #	Route/Road	Project Name	Scope
Atkinson			
6021001	Hilldale Ave	Hilldale Ave Improvements	Upgrade Hilldale Avenue in Atkinson
Atkinson-Hampstead			
6001001	NH 111	NH 111 Reconstruction	Reconstruct NH 111 from Central Street in Hampstead to the southernmost Atkinson / Hampstead town line (3.2 Miles)
Brentwood			
6055001	North Road	North Rd/Prescott Rd. Intersection realignment	Realign the intersection of Prescott Road and North road from a "Y" alignment to a "T" alignment
6055002	NH 111A	NH 111A/ Pickpocket Rd. Intersection realignment	Reconfigure the intersection of NH 111A and Pickpocket Road from a "Y" to a "T" alignment
CART			
6010001	CART Region	Preventive Maintenance	CART Annual Preventive Maintenance Program
6010002	CART Region	Operating Assistance	CART Annual Operating Assistance
COAST			
6011001	COAST Region	Operating Assistance	COAST Annual Operating Assistance
6011002	COAST Region	Preventative Maintenance	COAST Annual Preventive Maintenance
6011003	COAST Region	SUPPORT EQUIPMENT	COAST Annual support equipment
6011004	COAST Region	BUS STATION EQUIPMENT	COAST Annual Bus Station Equipment
6011005	COAST Region	GENERAL & COMPREHENSIVE PLANNING	COAST Annual General & Comprehensive Planning
6011006	COAST Region	ADA OPERATIONS	COAST Annual ADA Operations
6011007	COAST Region	CAPITAL PROGRAM	COAST Capital Program
6011008	COAST Region	Capital & Operations for Newington-Dover	COAST - Capital & Operations for Newington-Dover mitigation service
Danville			
6113001	NH 111A	Danville NH111A Sidewalks	NH 111A sidewalks connecting municipal buildings and public areas plus a section of bicycle lane on both sides of the road (future TE)
East Kingston			
6135001	NH 107	NH 107/Willow Road Sight Distance Improvements	Improve Sight distance at intersection of NH 107 & Willow Road. Source: 2001-2003 TIP Proposal
Epping			
6147001	NH 125	NH 125 Expansion from NH 27 to NH 87.	As described in the 2007 Corridor Study, the improvements would widen NH 125 for a length of 1.7 miles from Route 27 (Exeter Road) to NH 87. The final configuration would include two travel lanes in both directions with a center turn lane. Other improvements would include consolidation of access points, better driveway definition, and sidewalks along at least part of the section. The intersection of NH 125 with Old Hedding Road would be widened and signals upgraded. Where possible, signals will be coordinated with adjacent ones.
6147002	NH 125	Signalize Lagoon Road Intersection with NH 125	Signalize Lagoon Road Intersection with NH 125
6147003	NH 125	Rockingham Rail Trail NH 125 Crossing	Pedestrian improvements and Relocate Rockingham Recreational Multi-Use path crossing of NH 125 to the intersection of NH 125 and Main Street. Streetscape/landscaping
6147005	NH 125	NH 125/North River Road Intersection Improvements	Signalize the southern intersection of NH 125 with North River Road. Realign North River Road to eliminate skewed angle approaches to NH 125
6147006	NH 125	Signalize intersection of NH 125 with Lee Hill Road	Signalize intersection of NH 125 with Lee Hill Road
6147007	NH 125	NH 125 Expansion - NH 87 to Lee Hill Road	Widen NH 125 from NH 87 to Lee Hill Road
6147008	Blake Rd	Bridge Replacement, Blake Road over Lamprey River [059/054]	Bridge Replacement, Blake Road over Lamprey River [059/054]
6147009	Main St	Lamprey River Bridge Repair/Replacement	Repair/Replacement of Main Street bridge over Lamprey River [109/055]
6147010	NH 125	NH 125 Signal Coordination - Epping	From Regional ITS Architecture: Signal coordination and control along congested corridor. Includes remote control of signals, network surveillance and monitoring, and emergency routing capabilities
Exeter			
6153001	Epping Rd	Epping Road Access Management	Implementation Of Access Management Plan Developed By Exeter To Likely Include Row Acquisitions And Driveway Consolidation.
6153002	Park St	Park St. Bridge Replacement	Park Street over BMRR 088/076. Source: NHDOT 2004 Bridge Aid Status Report. 80% Federal, 10% State, 10% Local
6153004	NH 111	Exeter NH 111 Bike Shoulders	Shoulder bike route on NH 111 between Washington Street and Pickpocket Road [future TE]
6153005	NH 88	NH 88 Shoulders	Widen shoulders on NH 88.
6153008	Portsmouth Ave	High St./Portsmouth Ave Intersection Improvements	High Street /Portsmouth Avenue Intersection Capacity Improvements. Source: 1999-2020 LRP
6153009	NH 111A	NH 111A over Little River Bridge Replacement (075/078)	Bridge replacement ot address redlist bridge carrying NH 111A over Little River (BR NO 075/078)
Exeter-Newfields			
6001002	NH 85	NH 87 shoulder widening -Exeter-Newfields	Widen shoulders on NH 85 from Main Street in Exeter to NH 87 in Newfields
Fremont			
6167001	Martin Rd	Martin Rd Bridge Replacement	Martin Road over Piscassic River - 155/133. Source: NHDOT 2002 Red List Bridge Summary
Greenland			
6187001	NH 33	Truck Stop Electrification	Truck Stop Electrification Project [Formerly 06-08CM]
Hampstead			
6195001	NH 121	NH 121 Depot Road Intersection Capacity Expansion	Improve The Intersection Of NH 121/ Derry Rd/ Depot Rd In Hampstead

Town/Project #	Route/Road	Project Name	Scope
Hampton			
6197001	Ocean Blvd	Ocean Blvd Reconstruction	Reconstruction of Ocean Boulevard from Haverhill Avenue in the south to Ashworth Avenue in the north to include a new road (back to the original level), new sidewalks and curbing along the west side of the roadway, new / enhanced crosswalks and new drainage system. Through a public / private partnership agreement Unitil has offered to work with the Town on the cost of new electrical poles and underground wiring.
6197002	US 1/NH 27	US 1/NH 27 Intersection Improvements	Improvements to the US 1 / NH 27 intersection. Realignment of Exeter Road (Route 27) to the south so as to align directly opposite High Street, which would improve the operation of the signalized intersection by allowing Exeter Road and High Street through movements to run under the same signal phase. This will also require construction of a new bridge over the railroad that is wider and aligned slightly to the the south of the current bridge.
6197004	NH 27	NH 27 Bike Shoulders	Shoulder bicycle lanes on NH 27 from Exeter town line to US 1. Complete the Exeter-Hampton-North Hampton bicycle route loop, and work with NH DOT on developing and installing bike route markers.
6197005	NH 101/ US 1	NH 101/US 1 Interchange Reconfiguration	NH 101 interchange reconfiguration and construction of intermodal facility.
6197006	NH 27	Reconstuct of Exeter Road	Repaving / reconstructing urban compact streets. This project would rebuild all of Exeter Road (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.
6197009	High Street	Reconstruction of High Street	Repaving / reconstructing urban compact streets. This project would rebuild High Street (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.
6197010	Winnacunnet Rd	Reconstruction of Winnacunnet Road	Repaving / reconstructing urban compact streets. This project would rebuild all of the Winnacunnet Road within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.
6197011	Church Stret	Reconstruction of Church Street	Repaving / reconstructing urban compact streets. This project would rebuild all of Church Street within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.
Hampton Falls			
6199001	US 1	US 1 Intersection & Capacity Improvements	Route 1 - Realign and add traffic signal at NH 84. Remove set of traffic signals at NH 88 EB and improve roadway for bi-directional travel on NH 88 adjacent to intersection. Add streetscape/ landscape improvements. From US 1 Corridor Study.
6199002	US 1	US 1 Shoulders	Improve Route 1 from Seabrook Town line to Kensington Road (NH 84). Includes provision of full shoulder, access management improvements. From US 1 Corridor Study.
6199003	US 1	US 1 Shoulders & Access Management	Route 1 - Provide full shoulder and access management improvements from Lincoln Avenue to Hampton town line. From US 1 Corridor Study.
Kensington			
6239001	NH 107	NH 150/NH107 Intersection Improvements	Realign and upgrade the intersection of NH 150 and NH 107 in Kensington. Possible location for a roundabout. Source: NH 107/150 Intersection Study
Newfields-Newmarket			
6001023	NH 108	Bridge Rehabilitation over BMRR	Bridge Rehabilitation over BMRR
Newington			
6331001	Pease Blvd/ NH Ave/ Arboretum Dr	Pease Arboretum Drive Expansion	The Arboretum Drive and Pease Boulevard Northbound approaches will need to expand from a single lane to a left turn lane and a shared through/right lane. The New Hampshire Avenue approach will need to be widened to accommodate a left turn lane, a through lane, and a right turn lane. The Southbound Pease Blvd approach can retain its existing geometry of a left turn lane and a shared through/right turn lane. A signal will be installed once expected warrants are met.
Newton			
6341001	Pond Rd	Replace Pond Road Bridge	Pond Road Over B&M RR - Structurally Deficient 064/107
6341002	NH 108	Newton Rowe's Corner Improvements	The project will replace the two-way stop controlled intersection of NH 108 with Amesbury Road and Maple Avenue with a roundabout. This will require some grade changes to the approaches. In addition, some work to the Pond Street intersection with NH 108 will be completed to create a perpendicular approach
North Hampton			
6345001	US 1	US 1 Capacity Expansion Hampton Town Line to Atlantic Avenue	Widen US 1 from Hampton town line to Atlantic Avenue (NH 111) to five lanes. Add fourth leg to Home Depot intersection and discontinue Fern road. From US 1 Corridor Study.
6345002	US 1	Cedar Road Bridge Replacement	Replace Structurally deficient bridge over the B&M RR (148/132).
6345003	US 1	US 1 Shoulders Glendale Rd to Hobbs Rd	Provide full shoulder to three lane section from Glendale Road to Hobbs road. From US 1 Corridor Study.
6345004	US 1	US 1 Intersection improvements (Hobbs Rd, Elm Road in N. Hampton)	Connect Hobbs Road with Elm Road and discontinue north end of Elm Road. Provide traffic signal connection from mid-point of Elm road to US 1. From US 1 Corridor Study.
6345005	US 1	US 1 Shoulders Elm Rd to North Road	Provide full shoulder for 3 lane section from Elm Road to south of North Road. From US 1 Corridor Study.
6345006	US 1	US 1/North Road (west approach) improvments	Realign the southern intersection of US 1 and North Road to the south, widen to 5 lanes at the intersection and install a traffic signal. From US 1 Corridor Study.
6345007	US 1	US 1 North Rd intersection relocation	Realign the northern intersection of US 1 and North Road to the north, widen to 5 lanes at the intersection and install a traffic signal. From US 1 Corridor Study.
6345008	US 1	US 1 Shoulders North Rd to Lafayette Terrace	Provide full shoulders for three lane section of US 1 between North Road and new traffic signal in the vicinity of Lafayette Terrace. From US 1 Corridor Study.
6345009	US 1	US 1 Shoulders from North RD to Rye t/l	Improve shoulders from the New North Road access point to the Rye town line. New signal and widen to five lanes in the vicinity of Lafayette Terrace connecting residential and commercial properties on each side of US 1. From US 1 Corridor Study.
6345010	US 1	US 1 Bridge Replacement over B&M Railroad	Replace Bridge carrying US 1 over Boston & Maine RR (Redlist BR No. 148/132)

Town/Project #	Route/Road	Project Name	Scope
North Hampton - Greenland			
6001008	NH 151	NH 151 Shoulders	Shoulder improvements (safety and bicycle improvement) on NH 151 from NH 111 to NH 33 .
Plaistow			
6375001	NH 121A	Main Street traffic calming	Main Street Traffic Calming/safety Improvements
6375003	NH 125	NH 125 Signal Coordination - Plaistow	From Regional ITS Architecture: Signal coordination and control along congested corridor. Includes remote control of signals, network surveillance and monitoring, and emergency routing capabilities
6375004	NH 121A	NH 121A/North Ave. Intersection improvements	Intersection improvements at North Avenue And NH 121A In Plaistow
Plaistow-Kingston			
6001010	NH 125	NH 125 Old County Rd to Hunt Rd/Newton Junction Rd.	Reconstruct from 1/4 mile south of Plaistow/Kingston T/L northerly approx 1.8 miles including extension of Kingston Road (PE & ROW funding included under Plaistow-Kingston 10044B)(Parent = Kingston 10044B)
Portsmouth			
6379001	Durham St /Corporate Dr /NH Ave/ International Dr	NH Ave/Corporate Drive intersection signalization	Installation of a traffic signal and construction of left turn lanes on the approaches to New Hampshire Avenue, Corporate Drive and International Drive.
6379002	Grafton Drive	Grafton Drive Capacity Expansion	Grafton Drive will be widened to provide a five lane cross section, two through turn lanes in each direction and a center left turn lane. In addition left-through and right-turn lanes will be provided on the Portsmouth Transportation Center approach. Finally, a signal will be added to the intersection.
6379003	Corporate Dr/ Grafton Drive	Corporate Dr/Grafton Drive intersection signalization	Installation of a fully actuated traffic control signal at the intersection of Corporate Drive and Grafton Drive on the Pease International Tradeport in Portsmouth.
6379004	US Route 1 Bypass	Woodbury Ave & Stark St. Bridge Replacements over US 1 Bypass	Replace bridges (205/116) Woodbury Avenue and (211/114) Stark Street over US1 Bypass {Both Red List} (Pe & Row in Parent 13455)
6379005	Maplewood Ave	Replace Maplewood Ave Culvert over North Mill Pond	Replace Maplewood Avenue culvert over North Mill Pond. Replacement structure will consist of three concrete arches with existing stone reused to construct seawalls.
6379006	US Route 1 Bypass	Reconstruct US 1 Bypass from Lafayette Rd to Traffic Circle	reconstruct the US 1 Bypass to current standards between the split from Lafayette Road to just south of the traffic circle.
6379010	I-95	Pannaway Manner Noise Barrier	Construct a noise barrier consisting of vertical wood sound walls along an approximately 2,000 foot portion of southbound I-95 where it passes Pannaway Manor.
6379011	US Route 1	US 1 Capacity Expansion from Constitution Ave to Wilson Rd. and from Ocean Rd to White Cedar Blvd.	Widen US Route 1 from Constitution Ave to Wilson Rd. and from Ocean Road to White Cedar Blvd to five lanes. Realign Lang Road to form 4-way intersection with US 1 at Ocean Rd via Longmeadow Rd. Some preliminary engineering has been completed. Project would reconstruct US Route 1 to upgrade corridor to provide better access management and capacity on roadway segments and at intersections.
6379012	Coakley Rd	Coakley Road Bridge Replacement	Upgrade / replace aging bridge.
6379013	Bartlett St	Bartlett St. Bridge Replacement	Bridge upgrade / replacement over Hodgson Brook
6379014	Woodbury Ave	Woodbury Ave Signal Coordination	Signal coordination and control along congested corridor. Includes remote control of signals, network surveillance and monitoring, and emergency routing capabilities.
6379015	Cate Street	Cate Street Bridge Replacement	Replace bridge
6379016	Market Street	Market St. RR Crossing upgrade	Upgrade the railroad crossing on Market Street near the intersection with Russell St. This hazard elimination project, includes upgrades of the rail, the roadway approaches, drainage improvements, and installation of protective devices at the crossing.
6379018	Pierce Island Rd	Pierce Island bridge Replacement	Replace Pierce Island Bridge over Little Harbor
6379019	Hampton Branch Rail Trail	Hampton Branch Rail-trail improvements	The Hampton Branch rail line runs south from Barberry Lane to the Greenland town line. This corridor has been designated as the long-term, off-road route of the NH Seacoast Greenway (East Coast Greenway). Pan Am Rail has initiated abandonment of the line, which will make it potentially available for conversion to a multi-use trail. [ROW Cost removed as it is included in another project (RPCID 6001020)]. Some potential overlapping construction costs with Project to purchase ROW and remove ties/rails (RPCID 6001020)].
6379020	US Route 1 Bypass	Reconstruct US 1 Bypass from Traffic Circle to Sarah Long Bridge	Reconstruct the Northern segment of the US 1 Bypass between the traffic circle and the Sarah Long Bridge to current standards
6379021	US Route 1 Bypass	US 1 Bypass Traffic Circle Improvements	Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection
6379023	Maplewood Ave	Maplewood Ave Complete Streets	This project includes planning, design, and construction of Complete Street improvements on Maplewood Ave. This project will include sidewalk widening, addition of bike lanes, crosswalk improvements, travel lane reductions, and other traffic calming measures.
6379024	Spinney Rd	Spinney Road Sidewalk & Intersection Construction	Add new sidewalk along one side of Spinney Rd and improve intersection at Spinney / Islington.
6379025	US Route 1	US Route 1 Sidepath	Create new side path paralleling Route 1 and transit amenities within the ROW.
6379026	Islington St	Lower Islington Street Sidewalk	Construction of new sidewalk on one side of the street.
6379027	Market St and Russell St	Market St./ Russell St. Intersection	A roundabout is currently being considered for this location.
6379028	Islington St	Upper Islington St. Improvements	Preliminary and final design, engineering, and construction for reconstruction of the street that will include subsurface utility work as well as sidewalk improvements, street lighting and street furniture, curbing and bump outs as well as traffic signal improvements and realignment of the Bartlett St / Islington St intersection.
6379029	South St	South Street Reconstruction	This project will include a new road bed, underdrains and surface drainage, sidewalk reconstruction as well as water, sewer, and gas lines work.
6379030	Banfield Rd	Banfield Road Improvements	Upgrades will include culvert replacement, guard rail installation, and traffic calming.
6379031	Junkins Ave	Junkins Avenue reconstruction	This is an upgrade to an existing facility to address substandard conditions. It will include improvements to the road bed, drainage, and sidewalk improvements as well as bicycle lanes on at least one side of the road.

Town/Project #	Route/Road	Project Name	Scope
Region			
6001012	Multiple	Improvements to ITS/IMS Communications backbone	Region-to-TMC Communications Backbone: Implement a robust communications backbone between the State's TMC in Concord and the seacoast region. From Regional ITS Architecture
6001013	Multiple	Portable VMS for Region	Regional Portable VMS: Procure two portable VMS for the region to use to assist in construction traffic mitigation.
6001014	NH 125	Coss-border ITS Improvements	Route 125 and Interstate 495 Interchange Cross-Border ITS: Deployment of Advanced Traveller Information Services and Communications upgrades to coordinate traffic flow information across the MA-NH border.
6001015	Multiple	Bridge Security Video ITS Improvements	Bridge Security Surveillance and Interagency Video Exchange: Establish a video distribution system to allow authorized municipal and transit organizations to view bridge conditions in real-time.
6001016	Multiple	ITS Improvements at Park and Rides	Park-and-Ride ITS Improvements: Deploy surveillance, parking sensors, and signage at Park-and-Ride facilities. From Regional ITS Architecture.
Rye			
6397001	US 1	US 1 Shoulders Breakfast Hill to Portsmouth City Line	Improve shoulders on US 1 from Breakfast Hill Road to Portsmouth city line
6397002	US 1	US 1 Washington Rd. Intersection capacity imrprovements	Widen to five lanes and improve the Washington Road/Breakfast Hill Road intersection with US 1. Reduce vertical rise to the south to improve sight distance.
6397003	US 1	US 1 Shoulders from N. Hampton T/L to Breakfast Hill Rd.	Improve Shoulders on US 1 from North Hampton Town line to Breakfast Hill Road. Realign Dow Road to 90 degree approach.
Salem to Manchester			
6001024	I-93	I-93 Salem to Manchester Debt Service	Debt Service for projects on mainline between Exit 1 and Exit 2. Includes bridges and work on NH38
Sandown			
6405001	Phillips Rd	Phillips Rd bridge replacement	Bridge Replacement on Phillips Road over Exeter River [093/109]
6405002	Fremont Rd	Bridge rehabilitation/replacement on Fremont Rd.	Bridge rehab/replacement on Fremont Road over Exeter River - 098/117
Seabrook			
6409001	US 1	US 1 Capacity iprovements at the Seabrook Rotary	Reconfigure rotary on US 1 at the MA state line to a four way intersection as per the US 1 Corridor Study. Widen US 1 to 5 lanes
6409002	US 1	US 1 Capacity Improvements between Walton Rd and Gretchen Rd	Widen US 1 to 5 lanes between Walton Road and Gretchen Road From US 1 Corridor Study.
6409004	US 1	US 1 capacity improvements between NH 107 and North Access Road	Widen US 1 to 5 lanes between NH 107 and the North Access Road. Install signal at New Zealand Road and make crosslot connection between Rocks Road and the North Access Road. From US 1 Corridor Study.
6409005	US 1	US 1 Capacity Improvements between the North Acess Rd and the Hampton Falls Town Line	US 1 - Transition from 5 lanes at the North Access Road to a 3 lane cross-section at the Hampton Falls town line. From US 1 Corridor Study.
6409006	NH 1A	NH 1A Sidewalk in Seabrook	Curbed sidewalk linking Seabrook Beach community with Hampton Beach [future TE].
6409007	East Coast Greenway	Multiple-use pathway on former B&M line from Mass s/l to Seabrook Station	Construct multiple use pathway on State owned portion of B&M railroad from Mass state line to Seabrook Station. East Coast Greenway.
Seabrook-Hampton			
6001018	NH 1A	Route 1A Evacuation ITS Improvements	Route 1A Evacuation ITS Improvements: Deployment of Route 1A contra-flow signage, VMS, surveillance, and communications upgrades. From Regional ITS Architecture
6001022	NH 1A	Rehabilitate NH 1A Bridge between Hampton & Seabrook	Rehabilitate structurally deficient bridge (235/025) over the Hampton River between Hampton and Seabrook.
Seabrook-Hampton Falls-Hampton			
6001019	East Coast Greenway	East Coast Greenway - Seabrook	Construct multiple use pathway on State owned portion of B&M railroad from Seabrook Station to Hampton Town center near Post Office. East Coast Greenway.
South Hampton			
6417001	Whitehall Rd	Whitehall Rd Bridge Replacement	Bridge Replacement on Whitehall Road over Powwow River [099/062]
6417002	Hilldale Ave	Hilldale Ave bridge replacement	Bridge Replacement on Hilldale Avenue over Powwow River [069/066]
Stratham			
6431001	Rte. 108 and 33 / Portmouth Ave and Winnicutt Road	Stratham Town Center/Stratham Circle Improvements	A comprehensive reconfiguration of the Rte. 108 / Rte. 33 Stratham Circle through the Town Center District. Reconfiguration of 4 intersections for traffic and pedestrian access and safety improvements including a roundabout, lane reconfigurations, signalization, sidewalks, bicycle lanes, crosswalks, Bus shelters, traffic calming measures, and signage improvements.
6431002	Squamscott Rd	Bike lanes on Squamscott Rd	Shoulder Bike Lanes On Squamscott Road From NH 108 To NH 33
6431003	NH 108	Signalize NH 108/Bunker Hill Avenue intersection	NH 108 / Bunker Hill Avenue: Signalization And Turn Lanes And Intersection Realignment. Source: 1999-2020 LRP
6431004	NH 108	Signalize NH 108/Frying Pan Lane intersection	NH 108/ Frying Pan Lane/ River Rd Signalization And Realignment And Lane Improvements. Source: 2001-2003 TIP Proposal
6431005	NH 33	Winnicutt Road Signalization	Full signalization of the Route 33/Portsmouth Avenue and Winnicutt Road intersection.

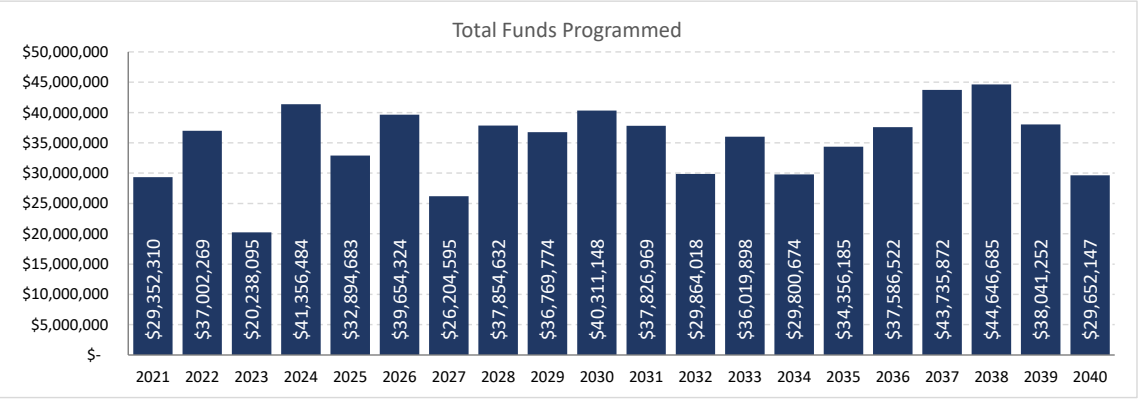
Town/ RPC Project #	Rank	In Ten Year Plan?	Route/Road	Project Name	Project Cost (Inflated)	First Year of CON	General Project Timefram (Years 2021-2040) 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40
Atkinson							
6021001	107	NO	Hilldale Ave	Hilldale Ave Improvements	$ 905,213	2040	
Atkinson-Hampstead							
6001001	57	NO	NH 111	NH 111 Reconstruction	$ 14,431,720	2035	
Brentwood							
6055001	87	NO	North Road	North Rd/Prescott Rd. Intersection realignment	$ 203,392	2038	
6055002	72	NO	NH 111A	NH 111A/ Pickpocket Rd. Intersection realignment	$ 185,052	2035	
CART							
6010001		YES	CART	Preventive Maintenance	$ 2,905,362	2021	
6010002		YES	CART	Operating Assistance	$ 24,524,358	2021	
COAST							
6011001		YES	COAST	Operating Assistance	$ 166,840,114	2021	
6011002		YES	COAST	Preventative Maintenance	$ 17,828,276	2021	
6011003		YES	COAST	SUPPORT EQUIPMENT	$ 2,450,652	2021	
6011004		YES	COAST	BUS STATION EQUIPMENT	$ 1,701,060	2021	
6011005		YES	COAST	GENERAL & COMPREHENSIVE PLANNING	$ 2,842,992	2021	
6011006		YES	COAST	ADA OPERATIONS	$ 9,315,160	2021	
6011007		YES	COAST	CAPITAL PROGRAM	$ 705,000	2021	
6011008		YES	COAST	Capital & Operations for Newington-Dover	$ 1,196,068	2021	
Danville							
6113001	51	NO	NH 111A	Danville NH111A Sidewalks	$ 3,440,739	2034	
East Kingston							
6135001	86	NO	NH 107	NH 107/Willow Road Sight Distance Improvements	$ 162,714	2038	
Epping							
6147001		YES	NH 125	NH 125 Expansion from NH 27 to NH 87.	$ 7,710,333	2022	
6147002	65	NO	NH 125	Signalize Lagoon Road Intersection with NH 125	$ 540,249	2033	
6147003		NO	NH 125	Rockingham Rail Trail NH 125 Crossing	$ 808,226	2040	
6147005	28	NO	NH 125	NH 125/North River Road Intersection Improvements	$ 952,587	2029	
6147006	53	NO	NH 125	Signalize intersection of NH 125 with Lee Hill Road	$ 540,249	2033	
6147007	91	NO	NH 125	NH 125 Expansion - NH 87 to Lee Hill Road	$ 7,596,666	2036	
6147008	73	NO	Blake Rd	Bridge Replacement, Blake Road over Lamprey River [059/054]	$ 1,272,235	2035	
6147009	81	NO	Main St	Lamprey River Bridge Repair/Replacement	$ 1,480,049	2036	
6147010	5	YES	NH 125	NH 125 Signal Coordination - Epping	$ 882,180	2025	
Exeter							
6153001	34	NO	Epping Rd	Epping Road Access Management	$ 3,019,290	2029	
6153002	79	NO	Park St	Park St. Bridge Replacement	$ 5,363,440	2022	
6153004	44	NO	NH 111	Exeter NH 111 Bike Shoulders	$ 1,536,344	2032	
6153005	54	NO	NH 88	NH 88 Shoulders	$ 4,391,948	2035	
6153008	103	NO	Portsmouth Ave	High St./Portsmouth Ave Intersection Improvements	$ 10,697,844	2040	
6153009		YES	NH 111A	NH 111A over Little River Bridge Replacement (075/078)	$ 3,500,490	2026	
Exeter-Newfields							
6001002	110	NO	NH 85	NH 87 shoulder widening -Exeter-Newfields	$ 2,694,086	2040	
Fremont							
6167001		YES	Martin Rd	Martin Rd Bridge Replacement	$ 589,824	2021	
Greenland							
6187001	109	NO	NH 33	Truck Stop Electrification	$ 1,846,170	2039	

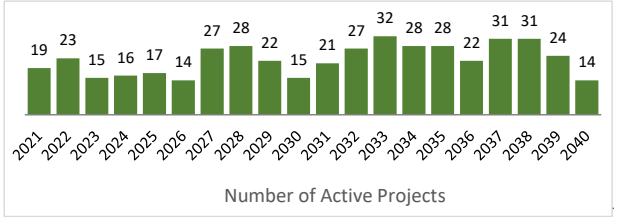
Town/ RPC Project #	Rank	In Ten Year Plan?	Route/Road	Project Name	Project Cost (Inflated)	First Year of CON	General Project Timefram (Years 2021-2040) 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40
Hampstead							
6195001	48	NO	NH 121	NH 121 Depot Road Intersection Capacity Expansion	$ 560,357	2034	
Hampton							
6197001	62	YES	Ocean Blvd	Ocean Blvd Reconstruction	$ 8,081,698	2026	
6197002	39	NO	US 1/NH 27	US 1/NH 27 Intersection Improvements	$ 10,127,340	2030	
6197004	45	NO	NH 27	NH 27 Bike Shoulders	$ 3,013,054	2032	
6197005	1	NO	NH 101/ US 1	NH 101/US 1 Interchange Reconfiguration	$ 11,500,810	2028	
6197006	102	NO	NH 27	Reconstuct of Exeter Road	$ 7,230,353	2039	
6197009	96	NO	High Street	Reconstruction of High Street	$ 22,583,412	2037	
6197010	97	NO	Winnacunnet Rd	Reconstruction of Winnacunnet Road	$ 19,595,698	2037	
6197011	98	NO	Church Stret	Reconstruction of Church Street	$ 3,756,339	2039	
Hampton Falls							
6199001	30	NO	US 1	US 1 Intersection & Capacity Improvements	$ 6,845,813	2034	
6199002	68	NO	US 1	US 1 Shoulders	$ 2,453,565	2037	
6199003	59	NO	US 1	US 1 Shoulders & Access Management	$ 2,303,765	2035	
Kensington							
6239001	16	NO	NH 107	NH 150/NH107 Intersection Improvements	$ 1,390,134	2028	
Newfields-Newmarket							
6001023		YES	NH 108	Bridge Rehabilitation over BMRR	$ 6,338,335	2021	
Newington							
6331001	77	NO	Pease Blvd/ NH Ave/ Ar	Pease Arboretum Drive Expansion	$ 2,395,347	2039	
Newton							
6341001	83	NO	Pond Rd	Replace Pond Road Bridge	$ 4,354,471	2037	
6341002		YES	NH 108	Newton Rowe's Corner Improvements	$ 965,723	2022	
North Hampton							
6345001	23	NO	US 1	US 1 Capacity Expansion Hampton T/L to Atlantic Ave	$ 15,899,892	2030	
6345002		NO	US 1	Cedar Road Bridge Replacement	$ 3,876,542	2040	
6345003	58	NO	US 1	US 1 Shoulders Glendale Rd to Hobbs Rd	$ 965,869	2035	
6345004	41	NO	US 1	US 1 Intersection improvements (Hobbs Rd, Elm Road)	$ 6,218,944	2033	
6345005	67	NO	US 1	US 1 Shoulders Elm Rd to North Road	$ 981,426	2037	
6345006	36	NO	US 1	US 1/North Road (west approach) improvments	$ 4,662,944	2032	
6345007	29	NO	US 1	US 1 North Rd intersection relocation	$ 6,083,749	2033	
6345008	52	NO	US 1	US 1 Shoulders North Rd to Lafayette Terrace	$ 1,116,165	2034	
6345009	74	NO	US 1	US 1 Shoulders from North RD to Rye t/l	$ 5,598,049	2038	
6345010		YES	US 1	US 1 Bridge Replacement over B&M Railroad	$ 4,635,469	2021	
North Hampton - Greenland							
6001008	42	NO	NH 151	NH 151 Shoulders	$ 3,275,310	2033	
Plaistow							
6375001	3	YES	NH 121A	Main Street traffic calming	$ 1,260,257	2025	
6375003	8	YES	NH 125	NH 125 Signal Coordination - Plaistow	$ 1,165,322	2026	
6375004	25	NO	NH 121A	NH 121A/North Ave. Intersection improvements	$ 2,720,884	2027	
Plaistow-Kingston							
6001010		YES	NH 125	NH 125 Old County Rd to Hunt Rd/Newton Junction Rd.	$ 16,564,456	2023	

Town/ RPC Project #	Rank	In Ten Year Plan?	Route/Road	Project Name	Project Cost (Inflated)	First Year of CON	General Project Timefram (Years 2021-2040) 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40
Portsmouth							
6379001	94	NO	Durham St/Corporate D	NH Ave/Corporate Drive intersection signalization	$ 2,395,347	2039	
6379002	75	NO	Grafton Drive	Grafton Drive Capacity Expansion	$ 3,174,697	2038	
6379003	85	NO	Corporate Dr/ Grafton I	Corporate Dr/Grafton Drive intersection signalization	$ 3,048,623	2039	
6379004		YES	US 1 Bypass	Woodbury Ave & Stark St. Bridge Replacements over US 1 Bypass	$ 7,860,534	2021	
6379005	92	NO	Maplewood Ave	Replace Maplewood Ave Culvert over North Mill Pond	$ 2,351,333	2037	
6379006	11	NO	US Route 1 Bypass	Reconstruct US 1 Bypass from Lafayette Rd to Traffic Circle	$ 16,085,798	2030	
6379010	108	NO	I-95	Pannaway Manner Noise Barrier	$ 2,474,011	2037	
6379011		YES	US Route 1	US 1 Capacity Expansion from Constitution Ave to Wilson Rd and from Ocean Rd to White Cedar Blvd.	$ 4,338,759	2022	
6379012	38	NO	Coakley Rd	Coakley Road Bridge Replacement	$ 315,616	2029	
6379013	69	NO	Bartlett St	Bartlett St. Bridge Replacement	$ 656,573	2035	
6379014	7	NO	Woodbury Ave	Woodbury Ave Signal Coordination	$ 1,386,158	2027	
6379015	61	NO	Cate Street	Cate Street Bridge Replacement	$ 892,932	2034	
6379016	32	YES	Market Street	Market St. RR Crossing upgrade	$ 997,116	2026	
6379018	84	NO	Pierce Island Rd	Pierce Island bridge Replacement	$ 6,066,440	2038	
6379019	15	NO	Hampton Branch Rail Tı	Hampton Branch Rail-trail improvements	$ 2,795,500	2023	
6379020	22	NO	US Route 1 Bypass	Reconstruct US 1 Bypass from Traffic Circle to Sarah Long Bridge	$ 12,695,321	2031	
6379021	2	NO	US Route 1 Bypass	US 1 Bypass Traffic Circle Improvements	$ 7,995,666	2029	
6379023	4	YES	Maplewood Ave	Maplewood Ave Complete Streets	$ 819,166	2025	
6379024	56	NO	Spinney Rd	Spinney Road Sidewalk & Intersection Construction	$ 656,564	2034	
6379025	9	NO	US Route 1	US Route 1 Sidepath	$ 6,588,015	2028	
6379026	33	NO	Islington St	Lower Islington Street Sidewalk	$ 400,012	2029	
6379027	37	NO	Market St and Russell S	Market St./ Russell St. Intersection	$ 1,401,513	2029	
6379028	43	NO	Islington St	Upper Islington St. Improvements	$ 3,512,190	2032	
6379029	100	NO	South St	South Street Reconstruction	$ 547,752	2039	
6379030	89	NO	Banfield Rd	Banfield Road Improvements	$ 1,487,469	2038	
6379031	90	NO	Junkins Ave	Junkins Avenue Reconstruction	$ 1,596,617	2036	
Region							
6001012	47	NO	Multiple	Improvements to ITS/IMS Communications backbone	$ 6,218,944	2033	
6001013	115	NO	Multiple	Portable VMS for Region	$ 188,771	2040	
6001014	78	NO	NH 125	Coss-border ITS Improvements	$ 1,084,835	2033	
6001015	106	NO	Multiple	Bridge Security Video ITS Improvements	$ 4,006,762	2039	
6001016	101	NO	Multiple	ITS Improvements at Park and Rides	$ 1,714,336	2038	
Rye							
6397001	24	NO	US 1	US 1 Shoulders Breakfast Hill to Portsmouth City Line	$ 4,218,276	2032	
6397002	76	NO	US 1	US 1 Washington Rd. Intersection capacity imrprovements	$ 1,567,863	2039	
6397003	55	NO	US 1	US 1 Shoulders from N. Hampton T/L to Breakfast Hill Rd.	$ 2,232,330	2034	
Salem to Manchester							
6001024		YES	I-93	I-93 Salem to Manchester Debt Service	$ 33,817,724	2021	
Sandown							
6405001	70	NO	Phillips Rd	Phillips Rd bridge replacement	$ 828,499	2035	
6405002	71	NO	Fremont Rd	Bridge rehabilitation/replacement on Fremont Rd.	$ 899,325	2035	

Town/ RPC Project #	Rank	In Ten Year Plan?	Route/Road	Project Name	Project Cost (Inflated)	First Year of CON
Seabrook						
6409001	19	NO	US 1	US 1 Capacity iprovements at the Seabrook Rotary	$ 4,715,158	2030
6409002	20	NO	US 1	US 1 Capacity Improvements between Walton Rd and Gretchen Rd	$ 4,526,552	2030
6409004	12	NO	US 1	US 1 capacity improvements between NH 107 and North Access Rd	$ 5,665,501	2029
6409005	13	NO	US 1	US 1 Capacity Improvements between the North Acess Rd and the Hampton Falls Town Line	$ 741,405	2028
6409006	31	NO	NH 1A	NH 1A Sidewalk in Seabrook	$ 514,901	2029
6409007	18	NO	East Coast Greenway	Multiple-use pathway on former B&M line from Mass s/l to Seabrook Station	$ 1,458,886	2029
Seabrook-Hampton						
6001018	21	NO	NH 1A	Route 1A Evacuation ITS Improvements	$ 3,221,416	2027
6001022		YES	NH 1A	Rehabilitate NH 1A Bridge between Hampton & Seabrook	$ 43,030,687	2024
Seabrook-Hampton Falls-Hampton						
6001019	66	NO	East Coast Greenway	East Coast Greenway - Seabrook	$ 6,515,303	2028
South Hampton						
6417001	88	NO	Whitehall Rd	Whitehall Rd Bridge Replacement	$ 647,638	2038
6417002	50	NO	Hilldale Ave	Hilldale Ave bridge replacement	$ 1,339,398	2034
Stratham						
6431001	14	NO	Rte. 108 and 33 / Portn	Stratham Town Center/Stratham Circle Improvements	$ 4,278,866	2026
6431002	27	NO	Squamscott Rd	Bike lanes on Squamscott Rd	$ 1,807,246	2027
6431003	64	NO	NH 108	Signalize NH 108/Bunker Hill Avenue intersection	$ 1,155,629	2037
6431004	49	NO	NH 108	Signalize NH 108/Frying Pan Lane intersection	$ 1,625,137	2034
6431005	46	NO	NH 33	Winnicutt Road Signalization	$ 344,183	2034

General Project Timefram (Years 2021-2040)





PE	$	419,902,374	59.7%
ROW	$	43,557,801	6.2%
CON	$	30,717,654	4.4%
TRANSIT	$	208,990,707	29.7%
	$	703,168,536	

Table 6: Fiscal Constraint Analysis for the 2017-2020 Transportation Improvement Program & 2040 Long Range Transportation Plan

Source of Data		Fiscal Year	Estimated Regional Share of Available Funding[1,2,3]					Estimated Total Project Costs[6]					
			Federal	State[4]	Other	Statewide Programs[5]	Total Target Funding	Regional Projects	Statewide Programs[7]	Transit	Turnpike Projects[8]	Total Project Costs	Remaining[9]
2040 Long Range Transportation Plan	2017-2026 State Ten Year Plan / 2017-2020 TIP	2017	$ 40,199,430	$ 4,567,171	$ 18,574,684	$ 8,922,324	**$ 72,263,609**	$ 53,027,881	$ 8,922,324	$ 10,171,368	$ 142,036	$ 72,263,609	$ -
		2018	$ 45,427,435	$ 5,898,492	$ 13,318,830	$ 9,091,147	**$ 73,735,903**	$ 54,236,097	$ 9,091,147	$ 8,392,595	$ 2,016,064	$ 73,735,903	$ -
		2019	$ 39,807,776	$ 22,856,761	$ 6,957,345	$ 9,944,053	**$ 79,565,936**	$ 52,346,518	$ 9,944,053	$ 8,622,833	$ 8,652,532	$ 79,565,936	$ -
		2020	$ 34,103,776	$ 32,202,029	$ 6,468,730	$ 9,755,159	**$ 82,529,695**	$ 50,414,184	$ 9,755,159	$ 8,898,763	$ 13,461,589	$ 82,529,695	$ -
		2021	$ 22,787,900	$ 29,070,345	$ 6,979,617	$ 9,627,242	**$ 68,465,104**	$ 35,361,847	$ 9,627,242	$ 9,583,655	$ 13,892,360	$ 68,465,104	$ -
		2022	$ 31,435,678	$ 8,721,190	$ 7,579,647	$ 9,491,286	**$ 57,227,801**	$ 33,763,319	$ 9,491,286	$ 10,357,800	$ 3,615,396	$ 57,227,801	$ -
		2023	$ 21,911,686	$ 1,282,813	$ 8,250,702	$ 9,481,941	**$ 40,927,142**	$ 20,208,446	$ 9,481,941	$ 11,236,755	$ -	$ 40,927,142	$ -
		2024	$ 34,885,427	$ 1,277,420	$ 9,021,548	$ 9,507,565	**$ 54,691,961**	$ 33,053,461	$ 9,507,565	$ 12,130,935	$ -	$ 54,691,961	$ -
		2025	$ 21,933,873	$ 1,277,137	$ 9,911,841	$ 8,938,563	**$ 42,061,415**	$ 19,823,968	$ 8,938,563	$ 13,298,884	$ -	$ 42,061,415	$ -
		2026	$ 18,035,969	$ -	$ 10,902,141	$ 8,925,983	**$ 37,864,093**	$ 14,469,055	$ 8,925,983	$ 14,469,055	$ -	$ 37,864,093	$ -
		2027	$ 30,498,550	$ 15,251,198	$ 10,770,759	$ 9,229,419	**$ 65,749,927**	$ 16,037,111	$ 9,229,419	$ 14,187,934	$ 11,325,687	$ 50,780,152	$ 14,969,775
		2028	$ 31,007,012	$ 15,425,616	$ 11,313,457	$ 9,204,127	**$ 66,950,212**	$ 27,473,788	$ 9,204,127	$ 14,836,956	$ 11,500,105	$ 63,014,975	$ 3,935,237
		2029	$ 31,515,474	$ 13,532,759	$ 11,856,155	$ 9,178,835	**$ 66,083,223**	$ 26,171,092	$ 9,178,835	$ 15,485,977	$ 9,607,248	$ 60,443,152	$ 5,640,071
		2030	$ 32,023,936	$ 15,908,837	$ 12,398,853	$ 9,153,543	**$ 69,485,169**	$ 29,490,057	$ 9,153,543	$ 16,134,999	$ 11,983,326	$ 66,761,925	$ 2,723,244
		2031	$ 32,532,398	$ 17,412,829	$ 12,941,551	$ 9,128,251	**$ 72,015,029**	$ 26,778,802	$ 9,128,251	$ 16,784,020	$ 13,487,318	$ 66,178,391	$ 5,836,638
		2032	$ 33,040,860	$ 18,004,704	$ 13,484,249	$ 9,102,959	**$ 73,632,772**	$ 18,584,010	$ 9,102,959	$ 17,433,042	$ 14,079,193	$ 59,199,204	$ 14,433,568
		2033	$ 33,549,322	$ 14,504,921	$ 14,026,947	$ 9,077,666	**$ 71,158,857**	$ 24,503,184	$ 9,077,666	$ 18,082,064	$ 10,579,410	$ 62,242,324	$ 8,916,533
		2034	$ 34,057,784	$ 19,880,405	$ 14,569,645	$ 9,052,374	**$ 77,560,209**	$ 18,042,286	$ 9,052,374	$ 18,731,085	$ 15,954,894	$ 61,780,640	$ 15,779,569
		2035	$ 34,623,204	$ 20,166,987	$ 15,112,343	$ 9,027,082	**$ 78,929,616**	$ 22,351,053	$ 9,027,082	$ 19,380,107	$ 13,553,082	$ 64,311,324	$ 14,618,293
		2036	$ 35,131,666	$ 26,400,261	$ 15,655,041	$ 9,001,790	**$ 86,188,758**	$ 25,329,467	$ 9,001,790	$ 20,029,128	$ 19,786,356	$ 74,146,741	$ 12,042,017
		2037	$ 35,640,128	$ 20,034,029	$ 16,197,739	$ 8,976,498	**$ 80,848,395**	$ 31,221,607	$ 8,976,498	$ 20,678,150	$ 13,420,125	$ 74,296,380	$ 6,552,015
		2038	$ 36,148,590	$ 20,091,215	$ 16,740,437	$ 8,951,206	**$ 81,931,449**	$ 31,869,814	$ 8,951,206	$ 21,327,171	$ 13,477,311	$ 75,625,502	$ 6,305,947
		2039	$ 36,657,052	$ 20,148,401	$ 17,283,136	$ 8,925,914	**$ 83,014,503**	$ 24,996,264	$ 8,925,914	$ 21,976,193	$ 13,534,497	$ 69,432,867	$ 13,581,635
		2040	$ 37,165,514	$ 20,205,587	$ 17,825,834	$ 8,900,621	**$ 84,097,557**	$ 24,245,573	$ 8,900,621	$ 22,625,215	$ 13,591,683	$ 69,363,091	$ 14,734,465
			$ 784,120,441	$ 364,121,109	$ 298,141,234	$ 220,595,549	$ 1,666,978,334	$ 713,798,884	$ 220,595,549	$ 364,854,683	$ 227,660,210	$ 1,526,909,327	$ 140,069,007

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

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

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

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

5 Statewide Program funds available derived from a share (11.395%) of the total Programmatic funding in STIP extended to 2040

6 Project costs are inflated at 3.2% per year from the year of the most recent cost estimate

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

8 Turnpike Expenditures are based on the Ten Year Plan from 2017-2026. Post 2026 value is a 28.593% share of Turnpike funds available

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

ATTACHMENT 3

ROCKINGHAM PLANNING COMMISSION

Attachment #3

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MEMORANDUM

TO: RPC TAC Committee

FROM: David Walker

RE: Project Solicitation/ Selection Criteria

DATE: November 21, 2016

As part of the ongoing full update to the MPO Long Range Plan, the MPO will be soliciting communities and transportation agencies to identify transportation needs and transportation projects to add to the document. This will coincide with the start of the biennial update to the State Ten Year Plan and prioritized projects from this effort will be put forward to the state for consideration to be included in that document. If there is no significant change in the financial suppositions that we use to establish the available funding for transportation projects, there is roughly $159 million (see table) for additional projects during the later years (2027-2040) of the Plan.

Excerpt from 2017-2020 TIP and 2040Plan Fiscal Constraint Table

Year	Total Project Costs	Estimated Funds Remaining
2017	$ 72,700,973	$ -
2018	$ 74,181,542	$ -
2019	$ 80,053,383	$ -
2020	$ 83,007,883	$ -
2021	$ 68,937,021	$ -
2022	$ 57,693,055	$ -
2023	$ 41,391,937	$ -
2024	$ 55,158,012	$ -
2025	$ 42,499,575	$ -
2026	$ 38,301,635	$ -
2027	$ 51,084,054	$ 16,224,392
2028	$ 63,315,351	$ 5,198,101
2029	$ 60,767,109	$ 6,911,183
2030	$ 67,053,484	$ 4,002,604
2031	$ 66,448,989	$ 7,124,245
2032	$ 59,460,800	$ 15,729,423
2033	$ 62,548,573	$ 10,220,635
2034	$ 62,015,160	$ 17,091,919
2035	$ 64,576,099	$ 16,073,464
2036	$ 74,328,540	$ 13,505,436
2037	$ 74,560,420	$ 8,023,682
2038	$ 75,887,552	$ 7,785,861
2039	$ 69,692,928	$ 15,069,797
2040	$ 69,621,162	$ 16,230,874
Total	$ 1,535,285,239	$ 159,191,616

Project Solicitation and Selection Process

There are five steps to the project solicitation and selection process that the RPC will be undertaking between now and April:

1. Solicit information regarding needed transportation improvements from communities and transportation agencies. (December, 2016 – February, 2017)
2. Review the projects currently listed in the Long Range Plan and State Ten Year Plan. Establish purpose and need for each project and work with communities and agencies to update information. (December, 2016 – February, 2017)
3. Identify any transportation problems that are not being addressed by the list of projects. This should include issues where no funding has been identified to address them. (December, 2016 – February, 2017)
4. Establish the relative priority of transportation problems and projects for the region utilizing the approved Project Selection

Criteria and list them in the Long Range Plan with higher priority projects programmed earlier than lower priority projects. (March-April, 2017)

5. Forward the prioritized list of projects to NH DOT to be considered for the 10 Year Plan (April, 2017)

We are anticipating sending a project solicitation to communities and transit agencies early in December, 2016 with information due back to the RPC by the end of February, 2017. As in past solicitations, TAC and Policy Committee members will receive the correspondence sent to their community, and will be listed as a point of contact to help facilitate the discussions and prompt responses. In the meantime, RPC staff will begin working on database development and expanding the information available regarding projects currently in the Long Range Plan.

Project prioritization and selection will generally follow the same process as was utilized during the 2015 iteration of the Ten Year Plan. All RPCs will use a common set of project selection criteria, projects will be ranked to be added to the last two years of the Ten Year Plan, and each RPC will work within a budget target of potential funding for the region. The current prioritization process has two steps:

Step 1: Consider the eligibility of the project for federal funding and the feasibility of the proposal. This involved examining project proposals from multiple perspectives:

- Is there a clear need for project in the next ten years?
- Is the proposed approach reasonable in addressing the transportation issue given existing resources?
- Is the project likely to receive necessary resource agency permits?
- Is there indication of local support and/or priority for the project?
- Is the project eligible for Federal funding but isn't eligible for:
    - Transportation Alternatives Program
    - Congestion Mitigation Air Quality Program
    - Highway Safety Improvement Program
    - Bridge/Pavement maintenance and preservation programs.
- Where does the project location fit as a priority within NHDOT Pavement and Bridge Strategies?

Step 2: Apply the project selection criteria to those projects that meet eligibility and feasibility standards. The project selection criteria are listed below and include the value of each of the criteria to the overall score. These criteria were defined and applied in 2015 as follows:

- **Congestion (12%):** The extent to which the project is intended to reduce traveler delay. Estimated based on scope of project, location, and current levels of congestion.
- **Freight Mobility (4.5%):** The degree to which the project impacts the movement of goods. Estimated based on perceived utility as a freight corridor.
- **Alternative Modes (9.2%):** The extent to which the project impacts accommodations for alternative modes of travel and improves access to goods and services for people without a car.

- **Traffic Volume (4.2%):** The highest volume project location receives the highest score and the lowest volume project location receives the lowest score.
- **Facility Importance (10.5%):** Based on Functional classification. Higher classes of roadways receive higher scores. This reflects the "Tiered" approach desired by NHDOT.
- **Safety measures (13.2%):** To what degree is the project oriented towards making the roadways safer. Assess whether the project purpose is primarily safety or something else.
- **Safety Performance (11.8%):** Relative crash frequency at the location based on the last 5 years of data (2009-2013). Crash severity is also considered.
- **State of Repair (19.9%):** Roads and Bridges are listed separately but it is a single criterion based on the physical condition of the road or bridge. Roadways in better condition will score higher and bridges in the worst condition will score higher. Currently this is based on information from 2013 and 2015 but will be updated if new data is received from NHDOT.
- **Support(14.7%):** The degree to which the project supports the vision, goals, and objectives of the region. This is based on the both the Long Range Transportation Plan as well as the Regional Master Plan.

Starting in December, staff will be working with the other RPCs, NHDOT, and our Federal partners to finalize the selection criteria and process and set regional targets. ***This is the opportunity for the TAC to weigh in on the process, specifically, input is requested in a couple of areas:***

- Do the current criteria reflect appropriate aspects to consider for prioritizing projects? Should they be changed? Should there be more criteria or less?
- In general, what do you think of the relative weights applied to each of the criteria? Should the selection criteria be applied the same way to all projects?

For the 2015 process, The RPCs and NHDOT cooperatively developed the criteria weights shown above and each regions and NHDOT utilized those exact weightings for ranking all project proposals. This did create some difficulties in that the relative weighting of some criteria creates biases for and against certain types of projects. Other MPOs around the country have adjusted for this by utilizing different weights dependent upon the type or scale of project being evaluated. For instance, the Chattanooga-Hamilton County MPO in Tennessee adjusts the weights of their project selection criteria based on the scale of the project so that it reflects what is more important. Safety might be the heaviest weighted criteria for a small-scale local project, but a large-scale inter-regional project might have mobility as the heaviest weighted criteria. This type of approach is somewhat more work and would require MPO policy guidance on how to produce a single prioritized list for NHDOT from multiple lists based on type or scale. The benefit is that a system of this type could produce a more balanced list of projects that more accurately reflect our priorities in the region and address a range of needs.

Recommendation: Discuss the Project Selection Criteria and weightings for staff to use as input for the statewide process and to establish an MPO process.

ATTACHMENT 4

ROCKINGHAM PLANNING COMMISSION

Attachment #4

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MEMORANDUM

TO: RPC MPO Technical Advisory Committee

FROM: Scott Bogle

RE: Long Range Plan Performance Measures Update

DATE: November 22, 2016

Recent staff work on the Long Range Transportation Plan update has focused on refining draft set of performance measures to address the performance based transportation planning requirements of MAP-21 and the FAST Act.

This has largely been as part of the multi-MPO SHRP2 performance based planning effort. As of mid-November, the list of potential performance measures being developed by the SHRP2 group has been culled from an initial 600+ candidates down to 25, including three placeholders for content areas identified as critical but for which specific measures have yet to be identified. Each of these 25 measures has been assigned to one of the MPOs to develop measurement methodologies and whether the measures are workable in practice.

RPC is working to refine measures including freight volumes, capacity at park and rides, and remaining useful life of public transit fleet vehicles. This includes developing recommendations for datasets to use or develop, frequency of update, and baseline information.

The 25 draft SHRP2 measures are shown on the following pages in grouped by the eleven Long Range Plan Goals that the MPO approved in draft form in April. Also shown are USDOT national performance measures available thus far that have been finalized (in the case of Safety), or published in a Notice of Proposed Rulemaking (NPRM). These include measures for Infrastructure, System Performance, and CMAQ On-Road Mobile Source Emissions.

<u>Summary comments include the following:</u>

- Between the MPO/SHRP2 draft measures and the USDOT measures proposed to date, a majority of the eleven Draft Long Range Plan Goals have corresponding performance measures. This is particularly the case for Goal 1 – Mobility, Goal 2 – Transportation Choices, Goal 4 – System Preservation & Modernization, Goal 5 – Energy & Environment, Goal 6 – Safety & Security.
- No performance measures have been identified to date that focus specifically on Land Use Integration (Goal 3) or Public Health (Goal 9). Staff will bring this up at the next SHRP2 meeting and ask the other MPOs to similarly look at their LRTP goals and identify shared measures for

these goal areas, and any additional goals that other MPOs have for which draft measures aren't yet defined. Better integration of land use and transportation planning is likely to be a common goal across most MPOs. In the case of Public Health, several possible metrics using data from the Centers for Disease Control (CDC) have been assessed to date, though problems exist with data availability at the MPO level. Key measures from the CDC are reported at the county level, or in the case of our region, a combined region including Rockingham and Strafford County. In light of this staff are reconsidering whether splitting out Public Health as a stand-alone goal makes sense in our region.

- For Economic Vitality (Goal 7), draft measures have been identified for freight movement, but not yet for the new Federal Planning Factor focused on enhancing travel and tourism.
- For Resiliency (Goal 8) the identified measure of culvert condition is a good start, while the SHRP2 group recognizes the need for one or more additional measures. Staff will review recommendations of the Coastal Risks & Hazards Commission to identify potential additional measures specific to coastal communities.
- For Resource Availability (Goal 11) the proposed measure tracking spending by mode will be useful. An additional metric comparing resources available to resources needed to achieve targets defined in other goal areas will be important.

Requested Action

Staff ask TAC members to review the draft performance measures on the following pages and identify questions and any gaps you see and potential additional measures you think RPC should investigate further. These could be measures used just in our region, or measures we bring back to the SHRP2 group to add to the shared list.

Current Draft Performance Metrics from SHRP2 Process
Grouped by Rockingham MPO 2017-2040 Long Range Plan Draft Goals

Measures color coded:

- SHARP2 draft measures in black
- USDOT National Performance Management Measures (final or proposed) in blue
- Additional regional measures under consideration in green
- *Staff comments in red italics*

Goal 1 - Mobility
The region's transportation system is designed with all users in mind and offers people and goods efficient and reliable access to communities and activity centers.

USDOT System Performance PMs (NPRM)

- Percent of the Interstate System providing for Reliable Travel (USDOT proposed)
- Percent of the non-Interstate NHS providing for Reliable Travel (USDOT proposed)
- Percent of the Interstate System where peak hour travel times meet expectations (USDOT proposed)
- Percent of Interstate System Mileage Uncongested (USDOT proposed)
- Percent of Interstate System providing for Reliable Truck Travel Times (USDOT proposed)
- Annual Hours of Excessive Delay per Capita (USDOT proposed)

Goal 2 - Transportation Choices
The region's transportation system offers equitable and reliable multi-modal transportation choices to better connect people to jobs and services.

- Percent of major employers that are served by public transit (individual businesses/institutions with 1000+ employees) *(recommend adjusting this to employment centers/clusters)*
- Percent of low income population within 0.25 miles of fixed route transit
- Percent of total population within 0.25 miles of fixed route transit stop
- Number of trips provided and number of communities served by demand response transit
- Number of trips provided and number of communities served by fixed route bus
- Number of trips provided and number of communities served by volunteer driver programs
- Number of trips provided by Intercity bus and passenger rail
- Park and ride utilization by facility
- Placeholder for bicycle measure
- Placeholder for pedestrian measure

- Percent of completed TYP projects on non-limited access highways incorporating AASHTO-standard bicycle and pedestrian accommodation (potential measure of interest to staff)
- Percent of funds expended in STIP for safe bicycle and pedestrian accommodation (CT DOT measure of interest to staff)

Goal 3 - Land Use Integration
Transportation investments are sensitive to context and scale, strengthen the character and identity of places, and support local and regional visions for the future.

- *No measures currently identified*

Goal 4 - System Preservation & Modernization
The region's transportation system is reliable, maintained in good condition, and the preservation and modernization needs of existing components are prioritized ahead of adding new highway capacity.

- Percent of total program dollars authorized for system preservation projects on interstate
- Red listed projects (total, state, municipal)
- Condition of rail lines and speeds allowed
- Remaining useful life of public transit fleet

USDOT Infrastructure PMs (NPRM)

- Percent of pavement on the Interstate System in good condition (USDOT proposed)
- Percent of pavement on the Interstate System in poor condition (USDOT proposed)
- Percent of pavement on the non-Interstate NHS in good condition (USDOT proposed)
- Percent of pavement on the non-Interstate NHS in poor condition (USDOT proposed)
- Percent of NHS bridges classified as in good condition (USDOT proposed)
- Percent of NHS bridges classified as in poor condition (USDOT proposed)

Goal 5 - Energy & Environment
The region's transportation system is proactive in protecting natural and cultural resources, is energy efficient and forward looking.

- CO2 emissions per capita from passenger transportation
- Number of alternative fueling stations (public and private) by fuel type
- Percent of transit fleet powered by alternative fuels

USDOT CMAQ – On-Road Mobile Source Emissions PM (NPRM)

- Total tons of emissions reduced from CMAQ projects for applicable criteria pollutants and precursors (USDOT proposed)

Goal 6 - Safety & Security (New Goal)
The region's transportation system is safe and secure for all users.

- Number of motorcycle fatalities and serious injuries

USDOT Safety PMs (Final Rule)

- Number of fatalities (USDOT Final)
- Rate of fatalities per 100 million VMT (USDOT Final)

- Number of serious injuries (USDOT Final)
- Rate of serious injuries per 100 million VMT (USDOT Final)
- Number of non-motorized fatalities and serious injuries involving a motor vehicle (USDOT Final)

Goal 7 - Economic Vitality (New Goal)
Through strategic investment, the region's transportation system supports an innovative and competitive 21st century economy that connects people, goods, and communities to desired activity and economic centers.

- Tons of freight shipped via all modes and/or by mode

USDOT System Performance PMs (NPRM)
- Percent of Interstate System providing for Reliable Truck Travel Times (USDOT proposed)

- *Consider measure related to Federal Planning Factor on enhancing travel and tourism*

Goal 8 - Resiliency
The region's transportation system is adaptive and resilient to climate change and natural and other hazards.

- Percent of culverts rated acceptable vs. culverts in need of replacement (also applies to System Preservation)
- *Placeholder for additional resiliency measure*

Goal 9 - Public Health (New Goal)
The region's transportation system is designed and built to support safe and healthy communities, facilitate active living opportunities, and aging in place.

- *No measures currently - Challenge here for the MPO is that most public health data in NH are available only at the county or multi-county level, so regional goals will be difficult to monitor. If we lack ability to measure, perhaps we should omit a specific goal and simply include general language in a vision statement.*

Goal 10 - Efficient and Effective Planning Process (New Goal)
The MPO provides an efficient and effective implementation of the cooperative, coordinated, and continuous (3C) federal transportation planning process that aids in the efficient and effective implementation of projects.

- Average number of years a project is listed in the Ten Year Plan before securing funding *(For RPC we may want to expand this to include years on Long Range Project List also)*
- Number of projects MPO assists in getting into the TYP, funded by TAP, 5310 and other funds

Goal 11 - Resource Availability

Adequate and predictable funding is available to meet current and future needs for transportation system maintenance, operation and modernization across all modes.

- Percent or dollar value of projects programmed by transportation mode