

Rockingham Planning Commission

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2017-2020

Adopted December 14, 2016

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

SELF-CERTIFICATION RESOLUTION

Rockingham Planning Commission MPO

WHEREAS the USDOT 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,

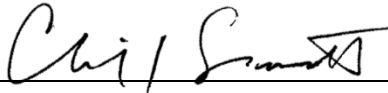
WHEREAS the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR, parts 27, 37 and 38, and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities have been met; and,

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

Victoria Sheehan, Commissioner
New Hampshire Department of Transportation

Date: 1/12/2017

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.

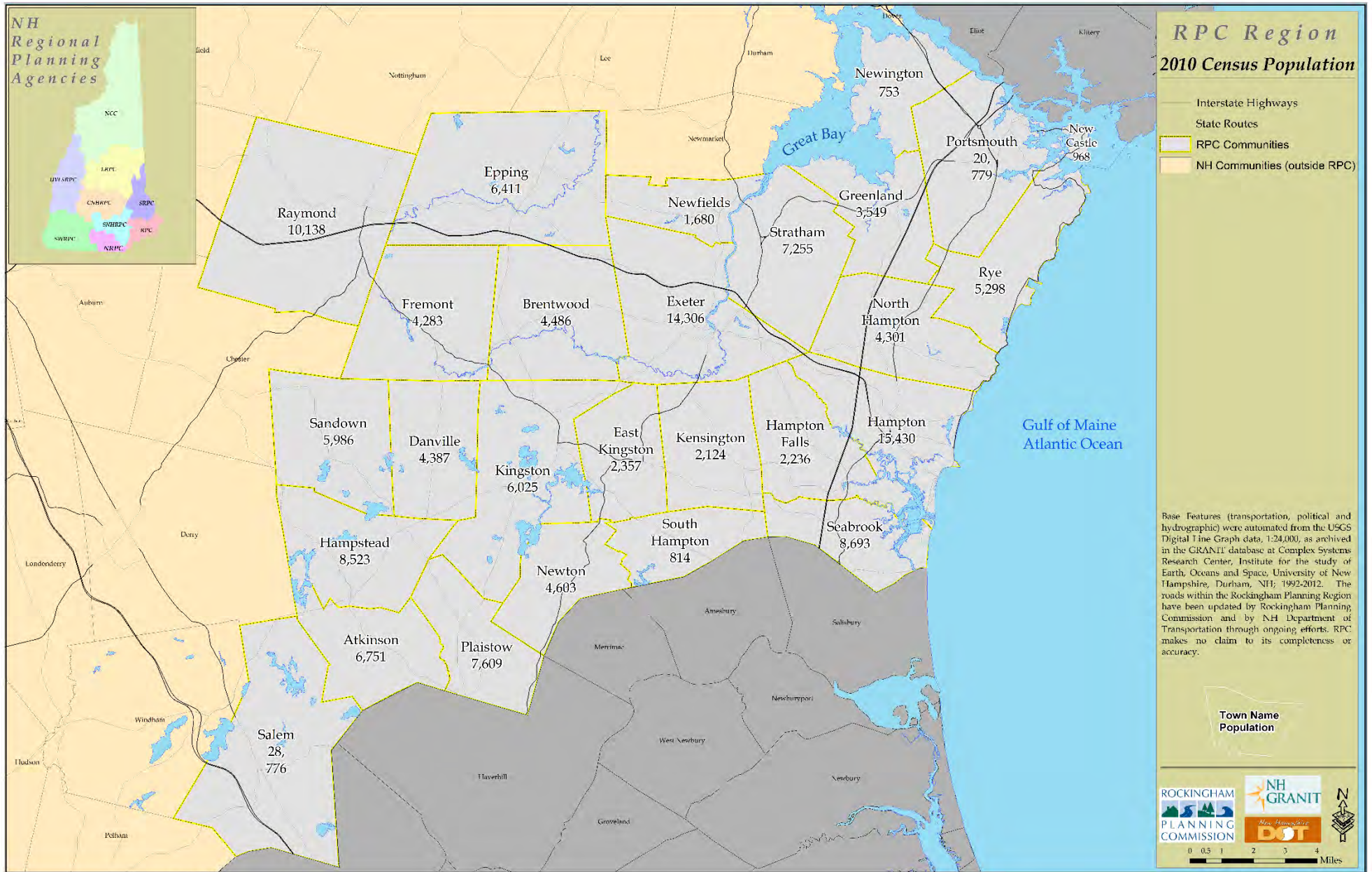
The TIP must include all transportation projects within the MPO area proposed for federal funding under Title 23 or the Federal Transit Act, as well as any regionally significant project that will require a federal action. Federally funded transportation projects that do not appear on the TIP may not 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 14, 2016	Start of 30 Day Public Comment period on TIP and Plan
November 30, 2016	RPC TAC Meeting
December 14, 2016	RPC Policy Committee Meeting – TIP Adoption

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.

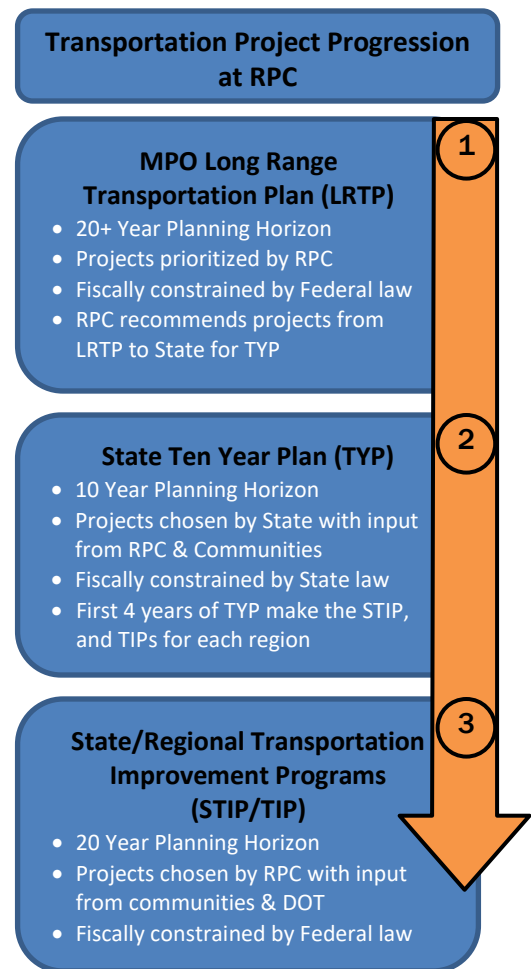
RELATIONSHIP BETWEEN THE TIP & THE LONG RANGE TRANSPORTATION PLAN

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 19-20
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.*

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

Project Name/#	Route/Road	Scope	Total Cost
COOPERATIVE ALLIANCE FOR REGIONAL TRANSPORTATION (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.	\$ 44,485,819
60000B	COAST	COAST - Preventative maintenance.	\$ 9,500,507
60000C	COAST	COAST - Miscellaneous support equipment.	\$ 1,979,073
60000D	COAST	COAST - Bus station equipment.	\$ 1,015,037
60000E	COAST	COAST - General & Comprehensive Planning.	\$ 1,457,035
60000F	COAST	COAST - ADA Operations. Annual project.	\$ 4,694,015
60000G	COAST	COAST - Capital program.	\$ 3,276,874
68069	COAST	COAST - capital/oper for Newington-Dover.	\$ 7,199,249
COMMUTER/INTERCITY BUS REPLACEMENT			
40284	Various	Replacement of existing state-owned coaches used for commuter and intercity bus.	\$ 18,693,725
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	\$ 117,153
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	\$ 33,584,353
11238O	NH 16	NH 16 / US 4 SPLDG TPK, Rehabilitate the existing Little Bay Bridges	\$ 21,877,886
11238Q*	NH 16	Reconstruct Spaulding Tpk from LBB to Dover Toll Booth & Exit 6 interchange (incl. new soundwalls) [Contract entirely in SRPC region]	\$ 70,643,719
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	\$ 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	Peeverly Hill Rd.	Const. new sidewalk & striped bicycle shoulders & associated drainage along Peeverly 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	\$ 645,177
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
SALEM			
12334	NH 28	Reconstruct Depot Intersection NH28 (Broadway) & NH 97 (Main St) 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	\$ 4,023,913
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
14633Z	I-93	Corridor Smart Work Zone	\$ 1,889,166
TRAPEZE SOFTWARE GROUP			
68069B	VARIOUS	Statewide rideshare database utilizing Trapeze Ridepro software	\$ 131,933
STATEWIDE PROJECTS			
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)	\$ 25,512,970
DBE	Disadvantaged Business Enterprise	In-house Administration of the FHWA Supportive Program: "DBE Compliance Monitoring" (Annual Program)	\$ 1,160,000
FLAP	VARIOUS	Improving transportation facilities that access Federal Lands within NH {FLAP}	\$ 4,462,000
FTA5307	Boston Urbanized Area (UZA)	Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.	\$ 47,204,426
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)	\$ 152,383,441
LTAP	Local Techonlogy Assistance Program	Local Techonlogy 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
OJT/SS	OJT/SS	On the Job training for minority and women to reach journeyman status in the construction industry.	\$ 390,000
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
PRRCS	VARIOUS	Pavement Resurfacing, Rehabilitation & Crackseal Program & Related Work (Annual Fed Res Prog)	\$ 131,535,000
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	\$ 8,770,656
TA	VARIOUS	Transportation Alternatives Program (TAP)	\$ 26,651,889
TRAC	Transportation & Civil engineering program	Implement and participate in AASHTO TRAC program in local high schools.	\$ 352,000
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

Project/Project # Phase	2017			2018			2019			2020			ALL YEARS TOTAL
	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	
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	\$ 10,975,491
60000B OTHER	\$ 427,438	\$ -	\$ 106,860	\$ 441,116	\$ -	\$ 110,279	\$ 455,232	\$ -	\$ 113,808	\$ 469,800	\$ -	\$ 117,450	\$ 2,241,983
60000C PE	\$ 400,000	\$ -	\$ 100,000	\$ 98,415	\$ -	\$ 24,604	\$ 82,558	\$ -	\$ 20,640	\$ 86,800	\$ -	\$ 21,700	\$ 834,716
60000D OTHER	\$ 80,000	\$ -	\$ 20,000	\$ 60,000	\$ -	\$ 15,000	\$ 50,000	\$ -	\$ 12,500	\$ 50,000	\$ -	\$ 12,500	\$ 299,999
60000E OTHER	\$ 68,162	\$ -	\$ 17,041	\$ 70,344	\$ -	\$ 17,586	\$ 72,595	\$ -	\$ 18,149	\$ 74,918	\$ -	\$ 18,729	\$ 357,523
60000F OTHER	\$ 297,907	\$ -	\$ 74,477	\$ 228,103	\$ -	\$ 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
	\$ 3,094,662	\$ 931,380	\$ 1,699,947	\$ 2,400,308	\$ 29,821	\$ 1,508,543	\$ 2,354,019	\$ -	\$ 1,682,179	\$ 2,429,347	\$ -	\$ 1,736,008	\$ 17,866,213
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	\$ -	\$ -	\$ -	\$ 93,722	\$ 23,431	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 117,153
	\$ -	\$ -	\$ -	\$ 93,722	\$ 23,431	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 117,153
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	\$ -	\$ 82,560	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,560
11238O CON	\$ -	\$ 6,028,211	\$ -	\$ -	\$ 3,849,675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,877,886
11238S CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,578,801	\$ -	\$ -	\$ 13,461,589	\$ -	\$ 20,040,390
11238Q* CON	\$ -	\$ 12,131,494	\$ -	\$ -	\$ 16,314,288	\$ -	\$ -	\$ 16,314,288	\$ -	\$ -	\$ 16,314,288	\$ -	\$ 61,074,359
	\$ -	\$ 18,242,264	\$ -	\$ -	\$ 20,163,963	\$ -	\$ -	\$ 22,893,090	\$ -	\$ -	\$ 29,775,877	\$ -	\$ 91,075,195

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
 TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017			2018			2019			2020			ALL YEARS TOTAL
	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	
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	\$ 2,400	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000
CON	\$ 388,142	\$ -	\$ 97,035	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,177
	\$ 945,892	\$ 736,540	\$ 208,093	\$ 492,041	\$ 123,010	\$ -	\$ 3,965,570	\$ 991,393	\$ -	\$ 1,530,184	\$ 382,546	\$ -	\$ 9,375,269
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	\$ -	\$ -	\$ 12,000,000	\$ 15,401,034	\$ 3,850,259	\$ 2,912,284	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,163,577
16189 CON	\$ -	\$ -	\$ -	\$ -	\$ 1,978,389	\$ 3,956,777	\$ -	\$ 2,041,697	\$ -	\$ -	\$ -	\$ -	\$ 7,976,863
	\$ 2,187,757	\$ 546,939	\$ 12,000,000	\$ 19,150,004	\$ 6,765,890	\$ 6,869,061	\$ 3,868,849	\$ 3,008,909	\$ -	\$ -	\$ -	\$ -	\$ 54,397,409
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
 TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017			2018			2019			2020			ALL YEARS TOTAL
	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	
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	\$ 20,196	\$ 34,633	\$ -	\$ 20,256	\$ 34,932	\$ -	\$ 23,161	\$ 9,775	\$ -	\$ -	\$ -	\$ -	\$ 142,952
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	\$ 1,266,068	\$ -	\$ 316,517	\$ 679,681	\$ -	\$ 169,920	\$ 1,273,382	\$ -	\$ 318,346	\$ -	\$ -	\$ -	\$ 4,023,913
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
14800H ROW	\$ 171,078	\$ 42,770	\$ -	\$ 176,508	\$ 44,127	\$ -	\$ 182,144	\$ 45,536	\$ -	\$ 137,203	\$ 34,301	\$ -	\$ 833,666
14633Z CON	\$ 279,333	\$ 69,833	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 349,166
	\$ 11,769,706	\$ 2,622,993	\$ 878,466	\$ 8,123,869	\$ 1,890,915	\$ 731,869	\$ 13,982,313	\$ 6,973,129	\$ 880,295	\$ 18,507,775	\$ 8,540,196	\$ 561,949	\$ 75,463,477
TOTAL - REGIONAL PROJECTS													
PE	\$ 5,459,385	\$ 813,230	\$ 1,536,378	\$ 5,624,247	\$ 1,044,263	\$ 1,329,952	\$ 4,273,586	\$ 687,184	\$ 1,478,871	\$ 2,887,042	\$ 323,837	\$ 1,526,595	\$ 26,984,571
ROW	\$ 4,442,561	\$ 656,867	\$ 453,773	\$ 6,488,120	\$ 1,004,800	\$ 617,230	\$ 7,863,307	\$ 1,647,481	\$ 318,346	\$ 1,421,839	\$ 355,460	\$ -	\$ 25,269,784
CON	\$ 8,761,218	\$ 20,916,760	\$ 12,753,418	\$ 25,720,893	\$ 28,572,575	\$ 7,431,010	\$ 18,198,622	\$ 32,726,801	\$ 1,111,501	\$ 19,439,132	\$ 38,492,199	\$ 618,663	\$ 214,742,793
PLAN	\$ 1,207,853	\$ 301,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,509,816
OTHER	\$ 1,426,755	\$ 931,380	\$ 603,408	\$ 1,370,513	\$ 29,821	\$ 597,242	\$ 1,279,350	\$ -	\$ 613,374	\$ 1,318,688	\$ -	\$ 632,602	\$ 8,803,131
TOTAL	\$ 21,297,771	\$ 23,620,200	\$ 15,346,976	\$ 39,203,773	\$ 30,651,459	\$ 9,975,435	\$ 31,614,865	\$ 35,061,467	\$ 3,522,092	\$ 25,066,702	\$ 39,171,496	\$ 2,777,860	\$ 277,310,096
STATEWIDE PROJECTS													
COMMUTER/INTERCITY BUS REPLACEMENT - 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 RWIS - 25198													
OTHER	\$ 431,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 431,200
STATEWIDE - 15609H													
CON	\$ 1,760,000	\$ 440,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,200,000
STATEWIDE - 15609I													
CON	\$ -	\$ -	\$ -	\$ 1,760,000	\$ 440,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,200,000
TRAPEZE SOFTWARE GROUP, INC.													
68069B OTHER	\$ 35,107	\$ 8,777	\$ -	\$ 38,042	\$ 9,510	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,436
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

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
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Project/Project # Phase	2017			2018			2019			2020			ALL YEARS TOTAL
	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	
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	\$ 52,000	\$ 13,000	\$ -	\$ 16,000	\$ 4,000	\$ -	\$ 80,000	\$ 20,000	\$ -	\$ 80,000	\$ 20,000	\$ -	\$ 285,000
ROW	\$ -	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ 90,000
CON	\$ 1,538,400	\$ 384,600	\$ -	\$ 546,400	\$ 136,600	\$ -	\$ 1,496,000	\$ 374,000	\$ -	\$ 1,496,000	\$ 374,000	\$ -	\$ 6,346,000
PLAN	\$ 9,600	\$ 2,400	\$ -	\$ 16,000	\$ 4,000	\$ -	\$ 16,000	\$ 4,000	\$ -	\$ 16,000	\$ 4,000	\$ -	\$ 72,000
	\$ 1,600,000	\$ 400,000	\$ -	\$ 602,400	\$ 150,600	\$ -	\$ 1,616,000	\$ 404,000	\$ -	\$ 1,616,000	\$ 404,000	\$ -	\$ 6,793,000
PROGRAM DBE													
OTHER	\$ 65,000			\$ 65,000			\$ 65,000			\$ 65,000	\$ -	\$ -	\$ 260,000
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 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
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

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
 TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017			2018			2019			2020			ALL YEARS TOTAL
	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	
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	\$ -	\$ 4,671,651	\$ 519,072	\$ -	\$ 7,975,936	\$ 886,215	\$ -	\$ 8,153,173	\$ 905,908	\$ -	\$ 29,113,955
PLAN	\$ 180,000	\$ 20,000	\$ -	\$ 180,000	\$ 20,000	\$ -	\$ 180,000	\$ 20,000	\$ -	\$ 180,000	\$ 20,000	\$ -	\$ 800,000
	\$ 6,166,800	\$ 685,200	\$ -	\$ 5,436,651	\$ 604,072	\$ -	\$ 8,740,936	\$ 971,215	\$ -	\$ 8,918,173	\$ 990,908	\$ -	\$ 32,513,955
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 OJT/SS													
OTHER	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ 120,000
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
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 PRRCS													
CON	\$ 9,080,000	\$ 2,270,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,350,000
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

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017			2018			2019			2020			ALL YEARS TOTAL
	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	
PROGRAM SRTS													
PE	\$ 11,500	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,500
ROW	\$ 7,000	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
CON	\$ 2,300,000	\$ -	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,540,000
OTHER	\$ 70,000	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95,000
	\$ 2,388,500	\$ -	\$ -	\$ 269,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,657,500
PROGRAM TA													
PE	\$ 480,000	\$ -	\$ 120,000	\$ 252,760	\$ -	\$ 63,190	\$ 252,760	\$ -	\$ 63,190	\$ 252,760	\$ -	\$ 63,190	\$ 1,547,850
ROW	\$ 120,000	\$ -	\$ 30,000	\$ 80,000	\$ -	\$ 20,000	\$ 102,120	\$ -	\$ 25,530	\$ 102,120	\$ -	\$ 25,530	\$ 505,300
CON	\$ 1,949,600	\$ -	\$ 487,400	\$ 2,014,040	\$ -	\$ 503,510	\$ 1,992,000	\$ -	\$ 498,000	\$ 1,992,000	\$ -	\$ 498,000	\$ 9,934,550
OTHER	\$ 4,000	\$ -	\$ 1,000	\$ 206,800	\$ -	\$ 51,700	\$ 206,800	\$ -	\$ 51,700	\$ 206,800	\$ -	\$ 51,700	\$ 780,500
	\$ 2,553,600	\$ -	\$ 638,400	\$ 2,553,600	\$ -	\$ 638,400	\$ 2,553,680	\$ -	\$ 638,420	\$ 2,553,680	\$ -	\$ 638,420	\$ 12,768,200
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
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	\$ 1,954,100	\$ 264,400	\$ 140,000	\$ 1,616,360	\$ 239,400	\$ 83,190	\$ 1,679,360	\$ 255,400	\$ 83,190	\$ 1,679,360	\$ 255,400	\$ 83,190	\$ 8,333,350
ROW	\$ 403,500	\$ 33,500	\$ 40,000	\$ 383,500	\$ 39,500	\$ 30,000	\$ 398,620	\$ 43,500	\$ 30,530	\$ 398,620	\$ 43,500	\$ 30,530	\$ 1,875,300
CON	\$ 56,976,444	\$ 17,581,461	\$ 1,387,400	\$ 44,244,533	\$ 15,005,033	\$ 1,403,510	\$ 52,532,568	\$ 16,671,123	\$ 1,398,000	\$ 53,116,194	\$ 16,792,413	\$ 1,398,000	\$ 278,506,680
PLAN	\$ 544,100	\$ 72,900	\$ -	\$ 598,500	\$ 86,500	\$ -	\$ 598,500	\$ 86,500	\$ -	\$ 598,500	\$ 86,500	\$ -	\$ 2,672,000
OTHER	\$ 12,738,437	\$ 708,377	\$ 2,327,183	\$ 11,979,382	\$ 728,925	\$ 2,235,921	\$ 13,820,426	\$ 1,135,541	\$ 2,295,816	\$ 12,024,919	\$ 624,853	\$ 2,357,627	\$ 62,977,404
Total	\$ 72,616,581	\$ 18,660,638	\$ 3,894,583	\$ 58,822,275	\$ 16,099,358	\$ 3,752,621	\$ 69,029,474	\$ 18,192,064	\$ 3,807,536	\$ 67,817,593	\$ 17,802,666	\$ 3,869,347	\$ 354,364,734

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
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	\$ 469,800	\$ 1,793,587
	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	\$ 166,943
60000D	FTA 5307 Capital and Operating Program	\$ 80,000	\$ 60,000	\$ 50,000	\$ 50,000	\$ 239,999
	Other	\$ 20,000	\$ 15,000	\$ 12,500	\$ 12,500	\$ 60,000
60000E	FTA 5307 Capital and Operating Program	\$ 68,162	\$ 70,344	\$ 72,595	\$ 74,918	\$ 286,018
	Other	\$ 17,041	\$ 17,586	\$ 18,149	\$ 18,729	\$ 71,505
60000F	FTA 5307 Capital and Operating Program	\$ 297,907	\$ 228,103	\$ 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
		\$ 5,725,989	\$ 3,938,671	\$ 4,036,197	\$ 4,165,355	\$ 17,866,213
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	\$ 843,499	\$ -	\$ -	\$ -	\$ 843,499
	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

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5: PROJECT TOTALS BY FUNDING PROGRAM AND FISCAL YEAR

Project #	Funding Program	2017	2018	2019	2020	Total
NEW CASTLE						
29614	STP-State Flexible	\$ -	\$ 93,722	\$ -	\$ -	\$ 93,722
	Toll Credit	\$ -	\$ 23,431	\$ -	\$ -	\$ 23,431
		\$ -	\$ 117,153	\$ -	\$ -	\$ 117,153
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	\$ 82,560	\$ -	\$ -	\$ -	\$ 82,560
11238O	Non Participating	\$ 28,211	\$ -	\$ -	\$ -	\$ 28,211
	Turnpike Capital	\$ 6,000,000	\$ 3,849,675	\$ -	\$ -	\$ 9,849,675
11238Q	Non Participating	\$ 2,307,370	\$ 1,431,164	\$ -	\$ -	\$ 3,738,533
	Turnpike Capital	\$ 9,824,124	\$ 14,883,125	\$ 16,314,288	\$ 16,314,288	\$ 57,335,825
11238S	Turnpike Capital	\$ -	\$ -	\$ 6,578,801	\$ 13,461,589	\$ 20,040,390
		\$ 18,242,264	\$ 20,163,963	\$ 22,893,090	\$ 29,775,877	\$ 91,075,195
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
	Congestion Mitigation and Air Quality Program	\$ 390,542	\$ -	\$ -	\$ -	\$ 390,542
29781	Towns	\$ 97,635	\$ -	\$ -	\$ -	\$ 97,635
		\$ 1,890,525	\$ 615,051	\$ 4,956,963	\$ 1,912,730	\$ 9,375,269
PORTSMOUTH, NH - KITTERY, ME						
15731	Maine	\$ 12,000,000	\$ 2,912,284	\$ -	\$ -	\$ 14,912,284
	National Highway System	\$ -	\$ 15,401,034	\$ -	\$ -	\$ 15,401,034
	STP-State Flexible	\$ 2,187,757	\$ 3,748,970	\$ 3,868,849	\$ -	\$ 9,805,576
	Toll Credit	\$ 546,939	\$ 4,787,501	\$ 967,212	\$ -	\$ 6,301,652
16189	Maine	\$ -	\$ 3,956,777	\$ -	\$ -	\$ 3,956,777
	Turnpike Renewal & Replacement	\$ -	\$ 1,978,389	\$ 2,041,697	\$ -	\$ 4,020,086
		\$ 14,734,697	\$ 32,784,954	\$ 6,877,758	\$ -	\$ 54,397,409

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	\$ 1,500	\$ 1,548	\$ 1,598	\$ -	\$ 4,646
	STP-Areas Over 200K	\$ 20,196	\$ 20,256	\$ 23,161	\$ -	\$ 63,613
	Toll Credit	\$ 5,049	\$ 5,064	\$ 5,790	\$ -	\$ 15,903
	Turnpike Program	\$ 28,084	\$ 28,320	\$ 2,388	\$ -	\$ 58,791
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	\$ -	\$ -	\$ 1,740,982	\$ 1,796,693	\$ 3,537,675
	STP-State Flexible	\$ -	\$ -	\$ 3,791,911	\$ 3,913,253	\$ 7,705,164
	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	\$ 1,266,068	\$ 679,681	\$ 1,273,382	\$ -	\$ 3,219,131
	Other	\$ 316,517	\$ 169,920	\$ 318,346	\$ -	\$ 804,783
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
14633z	National Highway System	\$ 279,333	\$ -	\$ -	\$ -	\$ 279,333
	Toll Credit	\$ 69,833	\$ -	\$ -	\$ -	\$ 69,833
		\$ 15,271,166	\$ 10,746,653	\$ 21,835,738	\$ 27,609,920	\$ 75,463,477
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
25198	STP-State Flexible	\$ 344,960	\$ -	\$ -	\$ -	\$ 344,960
	Toll Credit	\$ 86,240	\$ -	\$ -	\$ -	\$ 86,240
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
68069B	Congestion Mitigation and Air Quality Program	\$ 35,107	\$ 38,042	\$ -	\$ -	\$ 73,149
	Turnpike Capital	\$ 8,777	\$ 9,510	\$ -	\$ -	\$ 18,287
		\$ 5,771,083	\$ 5,442,624	\$ 5,275,703	\$ 2,722,263	\$ 19,211,673

Project #	Funding Program	2017	2018	2019	2020	Total
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-	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-	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-	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	\$ 602,400	\$ 1,616,000	\$ 1,616,000	\$ 5,434,400
	Toll Credit	\$ 400,000	\$ 150,600	\$ 404,000	\$ 404,000	\$ 1,358,600
DBE	STP-DBE	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 260,000
FLAP	Forest Highways	\$ 325,000	\$ 300,000	\$ 350,000	\$ 350,000	\$ 1,325,000
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
FTA5309	FTA 5309 Capital Funding Program -	\$ 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
	Highway Safety Improvement Program					
HSIP	(HSIP)	\$ 6,166,800	\$ 5,436,651	\$ 8,740,936	\$ 8,918,173	\$ 29,262,560
	Toll Credit	\$ 685,200	\$ 604,072	\$ 971,215	\$ 990,908	\$ 3,251,396
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
OJT/SS	STP-DBE	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 120,000
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
PRRCS	STP-State Flexible	\$ 9,080,000				\$ 9,080,000
	Toll Credit	\$ 2,270,000				\$ 2,270,000
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

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
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	\$ 2,388,500	\$ 269,000			\$ 2,657,500
TA	Other	\$ 638,400	\$ 638,400	\$ 638,420	\$ 638,420	\$ 2,553,640
	TAP - Transportation Alternatives	\$ 2,553,600	\$ 2,553,600	\$ 2,553,680	\$ 2,553,680	\$ 10,214,560
TRAC	STP-State Flexible	\$ 17,600	\$ 17,600	\$ 17,600	\$ 17,600	\$ 70,400
	Toll Credit	\$ 4,400	\$ 4,400	\$ 4,400	\$ 4,400	\$ 17,600
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
		\$ 89,400,718	\$ 73,231,629	\$ 85,753,371	\$ 86,767,343	\$ 335,153,061
Grand Total*		\$ 89,400,718	\$ 73,231,629	\$ 85,753,371	\$ 86,767,343	\$ 335,153,061

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

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5: PROJECT TOTALS BY FUNDING PROGRAM AND FISCAL YEAR

Project #	Funding Program	2017	2018	2019	2020	Total
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REGIONAL PROJECT TOTALS

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	\$ 1,675,871	\$ -	\$ -	\$ -	\$ 1,675,871
FHWA Earmarks	\$ 779,400	\$ -	\$ -	\$ -	\$ 779,400
FTA 5307 Capital and Operating Program	\$ 3,662,325	\$ 2,851,976	\$ 2,820,140	\$ 2,910,384	\$ 12,244,824
Interstate Maintenance	\$ 4,023,452	\$ -	\$ -	\$ -	\$ 4,023,452
Maine	\$ 12,000,000	\$ 6,869,061	\$ -	\$ -	\$ 18,869,061
National Highway System	\$ 7,588,595	\$ 22,834,510	\$ 8,817,580	\$ 4,817,648	\$ 44,058,332
NH Highway Fund	\$ 1,701,854	\$ 1,771,434	\$ 1,758,137	\$ 1,365,599	\$ 6,597,024
Non Participating	\$ 3,045,240	\$ 1,432,712	\$ 1,598	\$ -	\$ 4,479,550
Other	\$ 2,401,494	\$ 2,075,814	\$ 2,410,591	\$ 2,159,197	\$ 9,047,097
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	\$ 721,956	\$ 1,894,698	\$ 2,221,370	\$ 226,855	\$ 5,064,880
STP-State Flexible	\$ 2,827,102	\$ 5,005,783	\$ 12,743,267	\$ 15,100,663	\$ 35,676,816
TIFIA	\$ -	\$ -	\$ 1,740,982	\$ 1,796,693	\$ 3,537,675
Toll Credit	\$ 2,006,958	\$ 6,677,985	\$ 4,572,646	\$ 4,116,767	\$ 17,374,356
Towns	\$ 383,533	\$ 468,611	\$ 549,552	\$ 56,714	\$ 1,458,410
Turnpike Capital	\$ 16,838,064	\$ 18,762,620	\$ 22,893,090	\$ 29,775,877	\$ 88,269,651
Turnpike Program	\$ 28,084	\$ 28,320	\$ 2,388	\$ -	\$ 58,791
Turnpike Renewal & Replacement	\$ -	\$ 1,978,389	\$ 2,041,697	\$ -	\$ 4,020,086
Regional Projects Total	\$ 60,264,948	\$ 79,830,666	\$ 70,198,424	\$ 67,016,057	\$ 277,310,096

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	\$ -	\$ -	\$ -	\$ -	\$ -
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 5307 Capital and Operating Program	\$ 2,787,128	\$ 2,876,317	\$ 2,968,359	\$ 3,063,346	\$ 11,695,150
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	\$ 5,436,651	\$ 8,740,936	\$ 8,918,173	\$ 29,262,560
Local Tech Assistance Program	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 600,000
NH Highway Fund	\$ -	\$ 407,000	\$ 407,000	\$ 407,000	\$ 1,221,000
Other	\$ 3,582,083	\$ 3,440,121	\$ 3,495,036	\$ 3,556,847	\$ 14,074,086
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	\$ 2,388,500	\$ 269,000	\$ -	\$ -	\$ 2,657,500
STP-DBE	\$ 95,000	\$ 95,000	\$ 95,000	\$ 95,000	\$ 380,000
STP-Safety	\$ 187,444	\$ 193,442	\$ 199,633	\$ 206,021	\$ 786,540
STP-State Flexible	\$ 41,978,400	\$ 31,969,600	\$ 38,999,200	\$ 39,399,200	\$ 152,346,400
TAP - Transportation Alternatives	\$ 2,553,600	\$ 2,553,600	\$ 2,553,680	\$ 2,553,680	\$ 10,214,560
Toll Credit	\$ 11,342,661	\$ 8,353,833	\$ 10,479,923	\$ 10,601,213	\$ 40,777,631
Turnpike Capital	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Projects total	\$ 89,400,718	\$ 73,231,629	\$ 85,753,371	\$ 86,767,343	\$ 335,153,061

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	2017-2020 TIP	2017	\$ 24,120,006	\$ 23,628,977	\$ 16,043,758	\$ 11,002,966	\$ 74,795,707	\$ 40,468,364	\$ 11,002,966	\$ 6,449,453	\$ 16,874,924	\$ 74,795,707	\$ -
	2018	\$ 42,118,131	\$ 30,660,969	\$ 10,694,514	\$ 9,019,687	\$ 92,493,301	\$ 58,944,871	\$ 9,019,687	\$ 5,728,293	\$ 18,800,450	\$ 92,493,301	\$ -	
	2019	\$ 34,583,224	\$ 35,061,467	\$ 4,264,182	\$ 10,247,442	\$ 84,156,315	\$ 45,224,897	\$ 10,247,442	\$ 5,788,499	\$ 22,895,477	\$ 84,156,315	\$ -	
	2020	\$ 28,130,048	\$ 39,171,496	\$ 3,543,697	\$ 10,368,611	\$ 81,213,852	\$ 35,095,633	\$ 10,368,611	\$ 5,973,730	\$ 29,775,877	\$ 81,213,851	\$ -	
	2021-2026 State Ten Year Plan	2021	\$ 20,759,708	\$ 15,177,986	\$ 6,024,879	\$ 10,406,515	\$ 52,369,087	\$ 17,066,722	\$ 10,406,515	\$ 8,574,534	\$ 13,892,360	\$ 49,940,130	\$ 2,428,956
	2022	\$ 30,576,685	\$ 5,105,794	\$ 6,359,652	\$ 10,446,865	\$ 52,488,996	\$ 26,836,427	\$ 10,446,865	\$ 8,848,919	\$ 3,615,396	\$ 49,747,607	\$ 2,741,388	
	2023	\$ 17,961,177	\$ 1,282,813	\$ 6,718,891	\$ 10,452,656	\$ 36,415,537	\$ 13,728,907	\$ 10,452,656	\$ 9,132,084	\$ -	\$ 33,313,648	\$ 3,101,889	
	2024	\$ 33,351,713	\$ 1,277,420	\$ 7,134,665	\$ 10,495,630	\$ 52,259,428	\$ 28,832,283	\$ 10,495,630	\$ 9,424,311	\$ -	\$ 48,752,224	\$ 3,507,204	
	2025	\$ 15,851,671	\$ 1,277,137	\$ 7,594,258	\$ 9,912,955	\$ 34,636,021	\$ 11,007,423	\$ 9,912,955	\$ 9,725,889	\$ -	\$ 30,646,267	\$ 3,989,754	
	2026	\$ 10,993,725	\$ -	\$ 8,078,611	\$ 9,916,899	\$ 28,989,235	\$ 4,625,773	\$ 9,916,899	\$ 9,920,647	\$ -	\$ 24,463,319	\$ 4,525,916	
	2027	\$ 30,077,007	\$ 15,295,108	\$ 7,620,457	\$ 10,160,746	\$ 63,153,318	\$ 16,065,393	\$ 10,160,746	\$ 9,553,897	\$ 11,177,173	\$ 46,957,208	\$ 16,196,110	
	2028	\$ 30,409,695	\$ 15,467,238	\$ 7,925,003	\$ 10,148,695	\$ 63,950,632	\$ 27,502,975	\$ 10,148,695	\$ 9,780,745	\$ 11,349,303	\$ 58,781,717	\$ 5,168,914	
	2029	\$ 30,742,383	\$ 13,599,203	\$ 8,734,986	\$ 10,136,645	\$ 63,213,216	\$ 26,472,300	\$ 10,136,645	\$ 10,513,029	\$ 9,481,267	\$ 56,603,241	\$ 6,609,975	
	2030	\$ 31,075,070	\$ 15,944,124	\$ 9,043,639	\$ 10,124,595	\$ 66,187,428	\$ 29,490,057	\$ 10,124,595	\$ 10,743,984	\$ 11,826,188	\$ 62,184,823	\$ 4,002,604	
	2031	\$ 31,407,758	\$ 17,428,393	\$ 9,352,292	\$ 10,112,544	\$ 68,300,988	\$ 26,875,040	\$ 10,112,544	\$ 10,974,939	\$ 13,310,458	\$ 61,272,981	\$ 7,028,007	
	2032	\$ 31,740,446	\$ 18,012,507	\$ 9,660,946	\$ 10,100,494	\$ 69,514,392	\$ 18,683,328	\$ 10,100,494	\$ 11,205,894	\$ 13,894,572	\$ 53,884,287	\$ 15,630,105	
	2033	\$ 32,073,134	\$ 14,558,617	\$ 9,969,599	\$ 10,088,444	\$ 66,689,793	\$ 25,528,142	\$ 10,088,444	\$ 11,436,849	\$ 10,440,681	\$ 57,494,115	\$ 9,195,677	
	2034	\$ 32,405,821	\$ 19,863,612	\$ 10,278,252	\$ 10,076,393	\$ 72,624,078	\$ 18,077,545	\$ 10,076,393	\$ 11,667,804	\$ 15,745,676	\$ 55,567,418	\$ 17,056,660	
	2035	\$ 32,798,259	\$ 20,313,471	\$ 10,586,905	\$ 10,064,343	\$ 73,762,978	\$ 22,423,826	\$ 10,064,343	\$ 11,898,758	\$ 13,375,359	\$ 57,762,287	\$ 16,000,691	
	2036	\$ 33,130,946	\$ 26,465,008	\$ 10,895,558	\$ 10,052,293	\$ 80,543,805	\$ 25,742,530	\$ 10,052,293	\$ 12,129,713	\$ 19,526,896	\$ 67,451,432	\$ 13,092,373	
2037	\$ 33,463,634	\$ 20,182,257	\$ 11,204,211	\$ 10,040,242	\$ 74,890,345	\$ 31,609,136	\$ 10,040,242	\$ 12,360,668	\$ 13,244,145	\$ 67,254,192	\$ 7,636,153		
2038	\$ 33,796,322	\$ 20,238,693	\$ 11,512,865	\$ 10,028,192	\$ 75,576,072	\$ 31,869,814	\$ 10,028,192	\$ 12,591,623	\$ 13,300,581	\$ 67,790,211	\$ 7,785,861		
2039	\$ 34,129,009	\$ 20,295,130	\$ 11,821,518	\$ 10,016,142	\$ 76,261,798	\$ 24,996,264	\$ 10,016,142	\$ 12,822,578	\$ 13,357,018	\$ 61,192,002	\$ 15,069,797		
2040	\$ 34,461,697	\$ 20,351,566	\$ 12,130,171	\$ 10,004,091	\$ 76,947,525	\$ 16,333,415	\$ 10,004,091	\$ 13,053,533	\$ 13,413,454	\$ 52,804,493	\$ 24,143,032		
		\$ 710,157,268	\$ 410,658,986	\$ 217,193,509	\$ 243,424,084	\$ 1,581,433,847	\$ 623,501,065	\$ 243,424,084	\$ 240,300,373	\$ 289,297,257	\$ 1,396,522,779	\$ 184,911,068	

- 1 First four years of estimated available funding is derived from projects programmed in the Draft 2017-2020 STIP (Includes project changes from 2015-2018 TIP Minor Revisions July-Dec, 2016)
- 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						2018					
	Improvement Program						Improvement Program					
	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	Federal Resources	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	\$ -	\$ -	\$ 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		\$ 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-S 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)												
FTAS307	\$ 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		\$ -
FTAS307_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		\$ -
FTAS309	\$ 800,000	\$ -	\$ 200,000	\$ 1,000,000.00	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
FTAS310	\$ 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		\$ -
FTAS311	\$ 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		\$ -
FTAS339	\$ 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		\$ -
State Fund 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		\$ -
\$	\$ -	\$ 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					2020				
	Improvement Program					Improvement Program				
	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	Federal Resources	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-S 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)										
FTAS307	\$ 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
FTAS307_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
FTAS309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTAS310	\$ 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
FTAS311	\$ 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
FTAS339	\$ 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
State Fund 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